

The MBA Dover Newsletter



Issue 27, Winter 2008

Welcome to the Winter 2008 edition of KK.

We start with the good news that Colin Goldsmith has rejoined the fleet as our yacht co-ordinator, Colin has not been too well lately but now that he is feeling better, he has agreed to continue as a committee member, welcome back Colin.

Since our last newsletter, the club has participated in several shows as well as staging our regular events at Kearsney Abbey.

Probably the biggest, was our attendance at the Dover Regatta. We as a club are now firmly back as a major attraction at this show. It was a great pity that the weather did its worst and spoilt what was billed to be a really special show this year.

We have also attended the classic Ramsgate Ships Rally and hot on its heels, the Southern Model Airshow at the Hop farm, Paddock Wood. All of these events are reported upon in this issue.

Following a committee meeting and discussions at the monthly meetings, it has been decided that the style of our regattas will stay as they are again for next season. This means that the competition element of the regatta will again be

dropped allowing free sailing only on these dates. There are of course some, who object to this decision, this is only natural but, as the majority of members want free sailing, this is what will happen.

Our Scale Secretary Len Ochiltree did try and get a competition series running last season to offset this decision, but due to lack of interest, this was cancelled after only three events.

If any member wishes to take on the task and organise some sort of competition, we will give them our full backing, the equipment is there to be used.

Down at the Abbey there are now new owners of the Café/tearoom. It is Solly's the famous local ice cream producers.

Of interest to us is that they are open at 9am and do cooked breakfasts for those early arrivers!

We will see if they might be willing to display some of our club literature in the shop.

With this issue, you should receive a flyer asking if you would like to receive the KK by either CD, PDF file or stay as it is with a paper copy. Naturally, those members who do not have or use computers will still



receive their copy as usual. The reason for this poll is to see if we can cut down on costs.

The KK newsletter is a valuable tool that reaches all the membership and keeps everyone informed about what we do, we must ensure that this link is maintained by whatever means.

Alan Hounsell is looking into the possibility of providing a CD of all of the old KK Newsletters. The information needs putting together from the old records that are held by Alan, but this should be a nice reminder of how the club has progressed over the years. We will keep you all informed as to how this idea gets on.

In this issue can be found an account of how Dave Cowlin built his remarkable Dredger, I have been pestering him for ages to write up this project, we hope you enjoy it.

All that remains for me to do is to wish you all a Merry Xmas.....Alan

For Sale

Ken Cooper has given me details of another model he wishes to sell. This one is a Mersey Class lifeboat. It is the Dave Metcalf kit of this popular subject in 1/12th scale. The hull is fibreglass, 39ins long. It has twin shafts and is powered by two MFA Torpedo motors

2 x 25amp Seahunter Speed Controllers, Futaba 6Ch Rx 40mhz, Engine sound unit, 2 x 12v battery packs, Fully detailed interior. price is **£350.00** O.N.O.
01279304884 or 07922445196.

The model can be demo'd at Kearsney if required.



Wanted This request is a repeat of my previous advert for any old Triang Minic Ships.

Keith Lawton found one in his attic and it now is in my collection, thanks Keith, a lovely example of the liner "United States" in 1/1200 scale. Any condition would be acceptable as only the paintwork seems to get damaged because they are cast metal models.

Also still wanted...**February 1974** Model Boats Magazine.

Contact ... Alan ..on **01304 852917**

Lewis **Comoy**, an ex member wishes to sell his model powerboat, it is a billings "Kadet" Ready to run with just a little TLC needed. **£50.00 Tel: 01303 259221**

As published in the diary dates, the annual **Christmas Party and Prize Giving** will be held at The Cricketers Pub on Monday 1st December.

The yacht trophies will be presented as usual to the winners of the Frostbite and Icicle series and also to the overall winner of the summer series of races.

These fine trophies are eagerly contested for throughout the year by a growing number of members who sail in all weathers, at the moment they are the only section competing for the annual awards.

There will be food provided by the Cricketers for you all to enjoy, bring a guest and have a nice time.

MBAD Club information

Model Boat Association Dover



MBA Merchandise

Caps	£5.00
Sweat Shirts	£14.00
T Shirts	£8.00
Polo Shirts	£12.00
Enamel Pin Badge	£2.50



Model Boat Association Dover Club Committee Members July 2008

Chairperson : *Mr Maurice Job*

Secretary : *Mr Peter Cook* - ☎ 01233 610172
Email: secretary@mba-dover.org.uk

Treasurer : *Mr Douglas Turton*

Membership Secretary,
Webmaster, Fundraiser. : *Mrs Christine Wellard*

Scale Secretary : *Mr Len Ochiltree*

Newsletter Editor: *Mr Alan Poole*
- ☎ 01304 852917
Email: editor@mba-dover.org.uk

Yacht Coordinator : *Colin Goldsmith*

Website - WWW.mba-dover.org.uk

Sealed Lead Acid Batteries (SLA,s)

Charles Male has been in touch about the availability of Yuasa Sealed Lead Acid batteries. He has been having difficulties locating them locally and specifically needed a replacement for his Smit Tug, The replacement battery needed to be exactly the same because it fits precisely into a space in the model and also balances and ballasts the boat.

He tells me that the local supplier for this area is **CPC in London** **Tele: 02088986972**.

They stock all the range and deliver very quickly, Charles recommends them!

The Haberdashery Shop

Steve Cockshoot has informed us that the Haberdashery Shop that used to be in Harbour Street Ramsgate, is moving to Broad Street in Ramsgate.

This shop has many interesting items that can be used on model boats, cords that can be used for rigging and various other purposes, protective tapes for the boat stand, small hardware pieces that can be modified to scratch build various fittings etc can all be found in this shop.

The move took place on September 30th, phone number is **01843 591617**. The Fabric Shop owned by the same people has also relocated to King Street Ramsgate. **07530 793597**.



Glug Glug ! Oh dear, what has happened to Dericks lovely little paddle tug Chieftain.?

Well actually nothing, this is a bit of computer generated art by Barbara and Dericks grandson, it is amazing what can be done with computer programs these days, I was taken aback when I first saw this image thinking the worst until I was told what it was. And anyway although you may not be able to see it in this reproduction, Barbara and Derrick escaped the sinking by taking to the lifeboat off the stern!

Club 500

Yet another powerboat competition has been cancelled until further notice, this time it's the Club 500 races that have fallen victim. We were sure that our younger members would have enjoyed this type of model boating, after all it's fast and exciting and good fun with thrills and spills to keep everyone on their toes. However, not enough members have been turning up recently so it's reluctantly been cancelled.

Some copies of Diary Dates might still list the scheduled events but they will not take place.

Model Boats Magazine

In the September Issue of Model Boats, Page 7, an article about our club was published as promised by Paul Freshney, the editor of that publication. Although slightly shorter than I expected, it was a good overall description of our club and was very complimentary. It is always nice to see the club mentioned in the modelling press.

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Question recently on a television quiz show....Who was the first inventor to demonstrate a radio controlled model boat at Maddison Square Gardens, New York in the late 1800's ?
Edison.....Marconi.....Tesla ?

I had no idea....do you?

(The answer will be revealed at the Christmas Party, no prizes, just a bit of fun !)

Douglas Turton's Steam Launch

Douglas Turton must be congratulated for his enthusiasm and skill in building his live steam launch. Douglas, whose model boating career only began recently with a conversion job on a ready to run model then building a "Springer" tug, has jumped straight in and semi-scratch built a model launch complete with a steam power plant.

We have very few steam powered models in the club, I believe there are only two, so to attempt this project required a certain amount of courage, any problems would have to be sorted out either by reading manuals or by picking the brains of those members who have limited knowledge on the subject themselves.

The steam unit itself is an ACS unit, ½ inch bore ½ inch stroke twin cylinder engine with a vertical boiler working on a pressure of 40 psi. It is gas powered and can run for approx 30 mins on a full tank of water, a condenser is also fitted.

The boat is based on an open traditional Thames river design with enclosed after cabin, the hull was a fibre glass moulding from Kingston mouldings and it is 47insins long, the scale is 1/12th. As with all craft of this type, wood was used extensively for the hull and cabin, and Douglas has made a superb job of the woodwork on his model, he located a supplier of yew wood from a company in Suffolk who build furniture, they cut down some off cuts into useable model sized planks of the material to make things more manageable for him and he has used this for his decks and cabin. This lovely grained wood has then been treated to several coats of varnish that has given a mirror finish.

The model had its first runs at our July regatta, it really does attract a lot of attention, there is a certain nostalgic feeling when seeing the exhaust steam emitting from the tall slender funnel and alongside, the smell of a hot steam engine is unforgettable.

At the Dover regatta, the model was again on show where Douglas had great fun blowing the boat's whistle; this produced a copious amount of exhaust steam.

Just after compiling this report I received this article from Douglas

A New Project

There is a sense in which, when you create a working model of a boat you are never finished with it unless it is put on a shelf and forgotten. This is going to be true with my Thames Steam Launch (yet un-named). But in the nearly final stage it is natural to wonder what next? I suppose it depend on whether you have enjoyed the experience so far. I certainly have for many reasons. First because it has been a constant challenge to think laterally, and second, because it has put me in touch with people who know a lot more than I do but who have been very free with sharing their knowledge. There are so many in the club that it would be unfair to mention any by name but I will take this opportunity to say a big thank you to each and every one. But what next?

About two months ago I started looking round. I went to the NMM at Greenwich but I was disappointed with the displays and nothing caught my imagination. Next I wondered if there might be an interesting tug from the canal era and so for my birthday suggested that my children buy me books that featured the history of canals and especially had old pictures of canal boats. There were a few that began to gain my interest. I had decided that it was going to be steam again so this limited the choice. Then I was lent a book by Normal Napier Boyd called 'The model boat: its role in history' which featured many different boats, from some of the earliest to modern models of state of the art war ships. Almost in the middle was a photograph of St Sunniva an Aberdeen built steam yacht built in 1931 but lost at sea after being requisitioned during World War II. I eventually discovered that the 1889 launch (sunk in 1930) was one of the first steam yachts to be built for cruising. The photograph (of the 1931 launch) was two pages wide and the photographer had made sure she was properly displayed. I fell for her and decided to try to find out more about her and was there any drawing. My first move was to try and contact the author of the book. I had to go through the publishers but they were very co-operative, but there was no guarantee that he would respond. At the same time I wrote to the photographer in Liverpool who very kindly telephoned and informed me that it was taken in the Merseyside Maritime Museum some years ago.

This gave me some more leads and so I contacted the Merseyside Museum who indicated that they still had the model but it was not on display but they would be prepared to get it out for me in the New Year. I then contacted the Aberdeen Maritime Museum who indicated that they had some drawings that I could purchase. In the meantime the author of the book telephoned and invited me to visit and view his small collection of model boats. Since then I have visited the author (with Peter Cook) but he did not have a collection of model boats as his letter seemed to indicate. At the time of writing it feels as if there is still a long way to go but what is certain is that for the next few years I shall be extending myself to learn even more skills. It's a good job my workshop is away from the house – I won't be able to hear my wife shouting "Leave that **** boat alone and get in here for your meal!" – I joke!!

Douglas

Regatta Reports

August 24th Club Regatta

It was a damp start when we arrived at the Abbey for the August regatta, no one even questioned whether we should go ahead and set up because this would have been just another regatta cancelled due to this dismal summer. We did however decide not to bother with the small pool because we didn't expect many youngsters to be around.

The morning actually got off to a good start, there were a lot of models on the water mainly "Springer" tugs, these colourful models could be seen nipping around really enjoying themselves, they could be described as comical with all the variations of superstructures and ideas making them very individual. There were of course other models to be seen having a friendly sail. But around midday, the rain started, it really came down hard, we sheltered for a while until some members decided to give up and leave. The raffle was called early and then we all reluctantly packed everything away and abandoned the event. The downside was that all the equipment was stored away wet; not a good thing but we had no choice. Another victim of our August weather!

22nd Ramsgate Ships Rally Sept 7th 2008

This was the Ramsgate Vikings open event and it is one that the Dover MBA has supported for many years. The glorious weather that we seem to always get at this event deserted them this time. A brisk wind with some rain in the morning gave way to slightly better conditions in the afternoon, but because of this, attendance was noticeably down with many modellers saying away. There was however clubs from the Southend and Phoenix MBC's, who had travelled quite some distance to be there. Trade interest was provided by Mac's Mouldings and The Craft Shop from the Medway area who were selling Plastic kits and other model boating bits and pieces.

Our newest member Ross O'Grady was singled out by the press and had his picture taken for the local newspapers, he also was the person who sat in the canoe and was towed around by John Boyd of the Tugs R Us team; John was demonstrating the power of their tugboats.

All modellers were presented with a commemorative plaque by the Mayor and Mayoress of Ramsgate, something which has become a tradition.

Our thanks go to Ramsgate Vikings MBC under the new chairmanship of Fred Styles and his committee for their invitation.

September 14th. Club Regatta

This report has been compiled from information received from Maurice Job. Due to work commitments

I could not attend this meeting.

Maurice mentioned that it was a nice day when he arrived to set up, but he did wonder if there would be sufficient members around to help him with this task, and also to run the event. Several committee members were absent due to sickness and work commitments, this would add to the workload of those who were there but the compound was set out anyway and about 22 members with their models did attend.

Len Ochiltree's end of season race across the lake with a paddle model was not very well supported despite being advertised in the KK and at club meetings. Poor old Len just does not seem to be able to get the club competitively motivated. Len in fact was the only entrant, I understand that he did manage to get halfway across, aided a couple of times by a nudge from a friendly tug..well done Len!



Len's MkI and MkII Paddle machines.

The rest of the day was enjoyable. As this was our last regatta for this season, the equipment was sorted out and some things that we don't use very often was stored in our garage store leaving more room in the main shed for work over the winter to take place.

The Southern Model Airshow

This show held at the Hop Farm was one of the biggest model shows in the South East this year.

We were invited by the host club Maidstone Cygnets to join clubs from all over the area, to display and demonstrate our models to the public. A large deep pool was set up with all the clubs arranged around it, this year we were moved to a different position because previous heavy rain had waterlogged the flight line display area. The weather on both days was glorious, this helped to make the event a complete success which was good news for Barbara and Derrick Rudge who as usual camped out for the entire weekend there.

We erected two gazebo's and put on our usual polished nice display of static models, it must be said however that out of many tickets requested, not too many members appeared with their

models to display. Phill Knell, the model boat coordinator for the event tells me that the organisation will change next year and he will not be continuing in the job, he is standing down to allow another person to continue with the good work that he has achieved...our thanks go to him.



September 26th Illuminated event.

Peter Cook gave me a short report about this event, The weather was kind for us for a change and the evening was a very pleasant one with 9 models on the water. Quite a number of spectators also visited the event to enjoy the boats with all their lights on. The tricky subject of judging was carried out by Roger Shields and Peter Cook, they made a joint decision that Barry White would be the winner this time, with his Trent lifeboat, well done Barry.

Winter Series Yacht Races

The yachtsmen got started with the first of their Frostbite series of winter races on September 28th. This series will last up to December 21st when the Icicle Series will take over for next year. Currently 11 members are listed for this series which should make for very keen competition. Alan always send the results through to Christine Wellard for inclusion on the website. Chris gets them published very quickly so check out the results section on our website for the latest scores.

This contribution is by Dave Cowlin.

ADMIRAL DAY
(A1 Hopper Dredger)

Built for Dover harbour Board by James W Cook & Co of Wivenhoe Essex and operated in Dover harbour from 1971 until 1995, now 'anchored' in Great Yarmouth.

Length: 41 metres

Breadth: 9.2 metres

Draught: 2.5 metres

Propelled by twin Voith Schneider propeller units, powered by two Lister Blackstone ERS4M turbo-charged diesel engines of 330hp each.

Dredging is carried out using a Priestman No625, 85feet 3 mud-grab crane, alternatively by suction using a Simonacco Warman 6inch dredge pump.

Twenty-five tons can be handled over the bow by means of portable shear legs fixed in mountings on the foredeck, in conjunction with a hydraulic salvage winch by K & L Marine Equipment Ltd.

Two dredging winches by K & L Marine, each of two-ton capacity at 44 feet per minute are fitted at either end having two wire drums and warp ends. The forward winch also incorporates anchor cable windlass functions. The hopper doors are operated by twin hydraulic arms rated at 36-ton pull, also by K & L Marine.

The model is scratch built to a scale of 1:36. The hull built on a softwood frame, the amidships section is skinned with 1/16th marine ply, whereas the bow and stern are vertically planked with 2mm mahogany. The finished hull was then coated in epoxy resin inside and out prior to painting. The welded plating effect has been achieved by laying on resin impregnated cotton thread prior to the final coat of paint.



As far as possible, recycled materials have been used in the construction; for example, the Voith Schneider propeller units are 1 and 2mm gauge aluminium and stainless steel off-cuts from local manufacturers, food and drink cans have been used for thinner gauges.

Plasticard has been obtained by heating up and flattening out ice cream tubs, these have been used widespread for superstructure, dinghy, life buoys, winches and bulwarks etc. I used wooden patterns to reform the plastic into the desired shapes; polystyrene cement was used as the adhesive.

The hopper doors on the original ship consisted of eight individual doors held up by chains and drawbars by two hydraulic rams. This was not a practical option for me, so for ease of operation, I opted for two large doors. Multiple chains that give the impression that there are eight doors actually opening, haul these up. These chains, rather than being hauled up by using a draw bar and rams, are wound up onto 1/8th steel rods that are driven by a geared down D.C. motor. A stalled motor current cutout has been fitted to avoid breaking the chains.

The mounting for the crane consists of a tube mounted between two bearings set between the keel and deck. The centre section of the tube is made of resin-bonded paper (RBP) onto which eight slip rings are fitted to enable electrical connections to be taken up the tube to a socket. Also, fitted around the tube is a 48 toothed gearwheel to enable a geared down D.C. motor to rotate the tube and hence the crane.

(Continued on page 9)

The crane itself is assembled upon a 7/32 plywood chassis from which a RBP protrudes downward to enable it to plug into the aforementioned mounting. Fitted to the chassis are two brackets between which are mounted three D.C. motors and cable drums, one to lift the crane arm, one to open the grab and the other to close the grab.

When these two functions are operated together, they raise and lower the grab. The crane housing is built from 1/16 and 1/32 inch plywood. Fitted to the rear of the crane is a 400gram weight, which counterbalances the grab.

The grab is made from 0.5mm brass sheeting which has been soft soldered together. When operated in the air it worked perfectly but when lowered into the water, it failed to operate due to loss of density, consequently, lead sheeting has been added unobtrusively to give satisfactory operation.

The non-working parts of the windlass are constructed from plastic sheeting, only the working gypsy and brackets are of metal. The anchor chain is hauled up with a 96:1 geared down motor with a worm gear driving the final pinion, which is disengaged for anti-clockwise rotation to free the gypsy.

The Voith Schneider propeller units are based on a system of eccentric arms feathering five vertically mounted blades all rotating around a central point. The distance and direction of the eccentricity is controlled by a toggled arm, which is positioned by two servo units. One gives fore and aft movement and the other athwart ships. When centrally positioned all the blades should be at right angles to the radii giving no thrust. The eccentric arm assembly is fitted on the top of a watertight drum with the blade shafts passing through tubes fitted within the drum. The completed units are then mounted into tubes fitted into the hull of the model with the tops of the tubes above the water line. A Maxon D.C. motor with a 12:1 reduction gear drives each unit giving approximately 740rpm. A speed controller is not required.

To operate the model, a modified Skysport 6A transmitter has been used. Channels 5 and 6 have been adapted to give a further 6 on and off operations each.

For example: Menu 1. Crane operation.

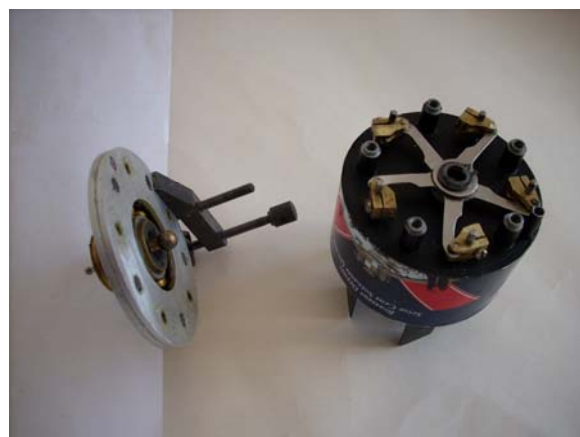
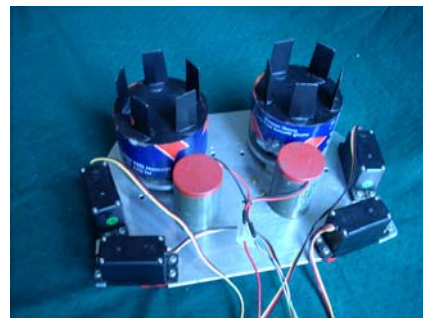
2. Crane arms, hopper doors and anchor.
3. Not used
4. Dredging ball signals and sound effects
5. Lighting
6. Drive motors.

Acknowledgements.

My thanks to John Watson for passing on to me his model, plans and photographs, they were all invaluable, I would have not started the project without them. Thanks also to the National Maritime Museum and the many friends of the Dover MBA for their help and support.....David Cowlin.

It is hoped that due to the complexity of this model and the many working features, that some more of the photographs supplied can be used in a future article, Dave has put most of his pictures on a CD which he supplied with this article, the crane mechanism and the grab for Instance, warrant an article on it's own.. Ed.

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A late For Sale notice which has been squeezed in, Frank Jobson has an Acoms 27meg Combo radio for sale, servo's crystals and battery box for **£20.00**. Also a Graupner CUX28 fishing boat kit that has the engine and shaft fitted but is otherwise untouched **£70.00** contact Frank or .. 01304 820300



I have used only a couple of the many photographs that David has given me to illustrate how the drive unit works, these are shown above.

“Dover Regatta”

Why is it that nearly all my regatta reports start with a summary of the weather, well it's because the weather at any event can usually make or mar it. Good weather normally means a good attendance and a successful show whereas bad weather tends to ruin all the hard work that might have taken months to organise. The Dover Regatta was one of those events ruined by bad weather on both the Saturday and Sunday; high winds and rain with overcast skies did not help, it was annoying especially as the weekend before had been so beautiful.

It was not all bad, the new sized portable pool was a resounding success, it was assembled in record time and filled quickly. The design now used for joining the boards worked very well and the structure remained firm and solid when filled, we put about a foot of water in it which was enough for most of the models!

We were also lucky this year because we were able to leave the boards assembled and the perimeter fence in place overnight, this was because there was security in place and police patrolled regularly, naturally this was a great help to us on Sunday morning, good job too, as it hammered down for some while as we got things ready.

Our location in Granville Gardens still leaves something to be desired, we are out on the fringe and away from the main bulk of the public traffic but at least there is parking nearby and other amenities. It must be said that the support from our club members is still rather poor with only about twenty members making the effort to attend. We did have one member from Capstan model boat club with us on Saturday and one member from Chantry came down on Sunday...enough said.

Despite all this we did enjoy ourselves and had a lot of interest from the members of the public who did find us with several people expressing an interest in joining the club, we also got some publicity from the local press and thanks from the Regatta Core Group.

I would normally at this point give a vote of thanks to certain members for their help with the show but I think everyone deserves a big thank you for making it the success that it was.

Will we do it next year?.... Yes of course we will.

Newspaper coverage

I did check to see if we got any coverage in the local papers concerning the Connaught Park event mentioned in last issue and the Dover Regatta. The answer was a poor NO to the Connaught park show which was disappointing especially as we had put on such a good show for them , and also nothing in the Dover Express for the Dover regatta apart from a brief mention that we were there.

However, the Dover Mercury did publish a nice couple of photos, one of Peter Cook with his tug and another of members Barrie Warrington, Gerald Vesty, and Derek Tippet with another selection of models.

I know that these inclusions were as a result of our Secretary Peter collaring the reporter as he wandered around and getting the pictures printed, well done Pete. It does appear that we need to push ourselves when attending any outside events and make our presence known to whoever has a microphone in their hands, for instance, if we had attended the control tent at the Dover Regatta with relevant information about where we were and what we had on show, they would have broadcast it for us and encouraged more of the general public to come and see us.

About next year, we have approached the Regatta Core Group and we have decided to maybe have a gazebo on the promenade opposite the pool so that we can direct people over to us.

We did discuss maybe moving over again to a better position on the front but in reality, we have a good position on a large grass area with a water hydrant nearby and parking for quite a few cars , so we will probably stay put.

That's all Folks.....Happy Boating .. *Alan*