

The MBA Dover Newsletter



Issue 37 Spring 2012

Welcome to the first edition of 2012.

Again we look forward to another good season of model boating here at Kearsney.

I know that several new models have been constructed over the winter period and now is the time to test them out and show them off to the rest of us, I will be on hand to take a picture and describe them in the latest KK for you if required.



Kearsney Abbey 100 years ago

Inside this issue will be found a larger than usual “members model” section, this has become a very popular part of the KK, it usually has a number of the latest models in its pages but sometimes, older models are featured which we don’t see very often, this edition is typical, there are new models described but also one that has been around for quite a while now, I hope you will enjoy the section.

Every year I try to offload the editorship to another willing member but as this request is normally met with a blank, I will simply just carry on for another year or more, that is of course assuming there is no one else volunteering!

We will be starting off this year where we left off last year, Len Ochiltrie, our scale secretary, is again organising low key competitions for Springer Tug barge pushing, tug towing and steering events. We will also see if we can get the Club 500 races to be better supported and run again, there seems to be much better fun to be had when there are more boats in a race, six would be ideal. The Club 500 boats are again available for those who could not get one last year, a new manufacturer has taken over and they are available again at a price of around £43.00.

In December we held our Christmas Social at The Cricketers pub. This was very successful with approximately 40 members and guests attending. Those who came along were treated to a very tasty curry and buffet followed by prize giving and a monster raffle which took quite a while to complete. It was so good to see the membership get behind this event again which has proved to be very popular. Check out page 2 for a comprehensive list of the prize winners.

Regular members who attend the monthly meetings will have noticed that we have been organising “workshops” at the end of each meeting throughout this year. Workshops have always been on the agenda but have not taken place for quite some time for various reasons. It is hoped that we can now continue with these activities for future meetings and encourage anyone who might be willing to give a short presentation on anything marine related to step forward and help please. Or if anyone has any requests for a particular workshop, please let us know, I am sure we can find an ‘Expert’ who could put together some answers to satisfy most requests.

We are also in the process of having a brand new website created, watch this space, more news on that very soon we hope ! Until then, happy boating and we look forward to meeting you all down at the lake soon.

Alan

Christmas Social

Our Christmas Social event took place on December the 5th at the Cricketers, we estimated that we would get about 40 members and Guests coming along so we catered for that amount, this however proved to be unnecessary because as usual the pub done us proud and there was plenty of food available for all to have us much as we could eat.

After the meal we presented the prize-winners with their trophy's. We had prizes for the first and second places in tug towing, Springer tug pushing, and steering. The yacht section had prizes for the Icicle, Frostbite and Summer series races and one for the Regatta series of races. It was really nice to be able to hold all the presentations together this year, further proof that all disciplines of our hobby are working well in our club.

The raffle was last on the agenda, with so many prizes on offer, this took quite a while to complete, I think most tables won at least two prizes. A large radio controlled model tug kit was donated and this was raffled off separately, the lucky ticket was won by Mr Keith Thorp, a member who I am sure will build the model and display it down at the Abbey soon.

We would all like to thank everyone for the raffle prize donations that helped us to raise funds for the club and also for the staff at the Cricketers (Kelly and Alan) who put on such a nice evening for us.

The prizewinners were: **Powerboats**

Tug Towing: **1st Len Ochiltree**
 2nd Barbara Rudge

Springer Barge Push **1st Len Ochiltree**
 2nd Derrick Rudge

Steering **1st Phil Ribton**
 2nd John Keeble

Yachts

2010 Frostbite Series **1st Colin Goldsmith** (Foxy Lady)
 2nd Andy Goldsack (P2)
 3rd Alan Hounsell (Moonwind)

2011 Icicle Series **1st Alan Hounsell** (Moonwind)
 2nd Andy Goldsack (P2)
 3rd Colin Goldsmith (Foxy Lady)

2011 Regatta Series **1st Andy Goldsack** (P2)
 2nd Derrick Rudge (?)
 3rd Len Goldsack (?)

2011 Summer series **1st Andy Goldsack** (P2)
 2nd Len Goldsack (?)
 3rd Derrick Rudge (?) **Well done to everyone**

Marine Modelling International and Model Boats Magazines

We have acquired a large number of model boating magazines, most of them donated by our members to help raise some extra funds for the club.

Some are in complete years and also in binders which cost around £7.00 alone these days but most of them are loose. There must be members who are collecting these magazines which are full of useful hints and tips and reviews of popular kits.

The club is very grateful for these donations, they are kept in our storage shed at the moment so if anyone is interested, please sort through them and take what you need, any reasonable donation would be acceptable.

Also, we have received a complete set of magazines that Maurice had when he built the model of the Bismarck. These are in pristine condition and would be a major asset for anyone contemplating building this famous ship, they are of course designed for someone building the model from the weekly parts that came with the magazine but they are an interesting read as they are. They are all in binders and again a reasonable donation would secure them.

The “For Sale or Wanted” section seems to have almost dried up for this edition, Please inform the editor if you are looking for a specific thing or model, there is usually someone in the club who can help. Also if you wish to sell on any equipment or wish to sell a model, contact the editor and get it put into the next Kearsney Kapers (KK) For Sale Section.

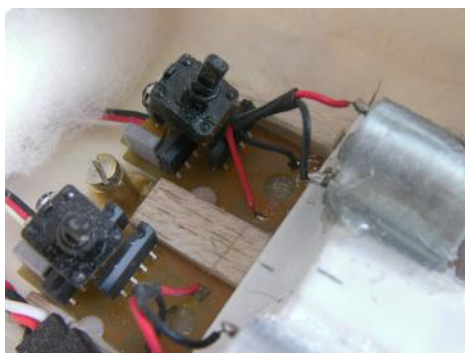
Cheap Speed Controller

I am crediting this little piece to Ron Dean of Dean's Marine because he has used this little conversion in his mini models for some time and does mention how to do it in the instructions for his kits. He approached the big manufactures of electronic speed controllers asking if they could produce micro speed controllers for his kits but they quoted him more than he thought they were worth, therefore this is how to do it on the cheap.

Take a standard sized servo, it can be new or one that might have stripped the gears and has been thrown into the spares box. Unscrew the casing to reveal the gear train, these can be removed allowing the PC board complete with the motor, to be withdrawn. You will then have a rather nice little DC motor attached by soldered joints to the PC board, the board contains the centering pot (Potentiometer) and other electronic components. Basically this is all you need to do, if you now connect to your receiver you will have a fully proportional forward and reverse speed controller complete with the motor to power your model.

A few more little modifications will make life easier though, the pot, that might need some adjustment, needs to be “get at able” this is because, as the 4.8 volt power supply reduces due to the battery usage, the potentiometer might need a slight twiddle!

Unsolder the motor from the PC board and attach two short flexible wires and reconnect to the board, the motor can be sited better and the now called “speed controller” located in a



position which allows the unit to be adjusted even easier. This idea can be used for smaller models where power is limited or for modifying those plastic kits, two of these are fitted to my Deans Marine HMS Bronnington minesweeper, the weight is minimal and the whole thing is only 35mm x 18mm.

I used a new servo, but as I had bought 4 for £20.00, this works out to only a £5.00 for a speed controller and drive motor, even cheaper if you use a discarded servo.

Try it, it works....

Planet 5

Those of us who are using the Planet 2.4 radio equipment may be interested in the following information.

The latest Planet 'R6M' receiver has a built in 'fail safety circuit'. This is designed to close the throttle in the event of a loss of transmitter signal. Our problem when using this equipment with boats is that the fail safety circuit was designed with aircraft in mind. The closed throttle position for aircraft is with the stick fully back which is full astern on a boat. Not good! Another disadvantage is that after the initial switch on the motor will run full astern until the receiver logs onto the transmitter, this takes about 10 sec.



After much experimentation and exchanges on the 'Model Boat Mayhem' forum an answer was found as follows.

First change the transmitter from mode 2 as is used by most of us to mode 1. This will switch the throttle to the right stick and the rudder to the left stick. This is done by removing the back of the transmitter and moving the small slide switch located at the bottom LH of the main circuit board.

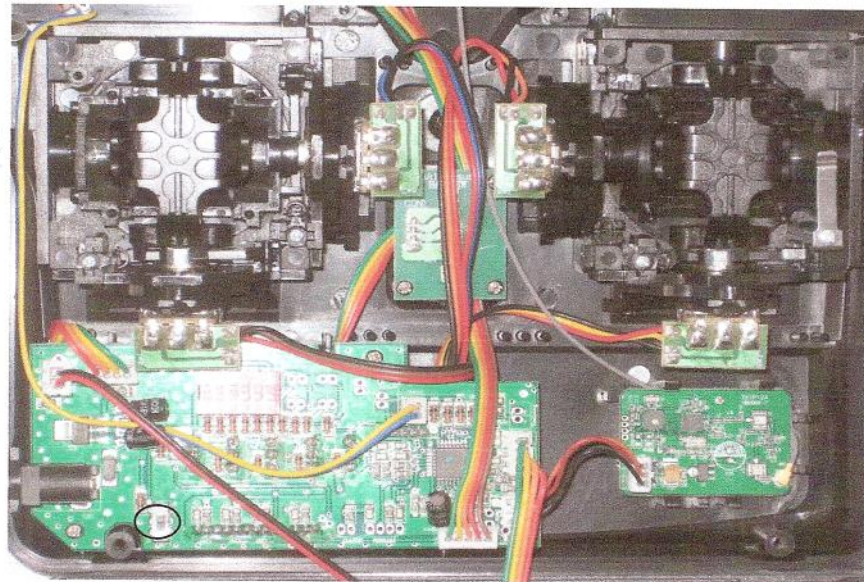


Next move the speed control plug from channel 1 to channel 3 on the receiver. Move the rudder servo plug to channel 2.

This will bring the throttle back to the left hand stick and the rudder onto the right hand stick as normal 'mode 2'

Remember you have to move the servo and speed control plugs on any of your other models.

There are other receivers sold by Planet which don't have this 'fail safe circuit built in' but the R6M is the one usually sold with the Planet 5 transmitter.



My thanks to **Don Fullbrook** who passed this information on for inclusion in the KK. A full review of the **Planet 5** appeared in Marine Modelling International (December 2009) This is becoming a favourite Radio for many mainly because of the price, under £40.00. It is sold as a transmitter and receiver only, servo's and switch harness are extra but as most modellers are simply upgrading, these components will already be in use. One useful addition on this set is the fifth function which is simply an on and off switch that moves a servo slowly from end to end, it takes about four seconds. As mentioned in the review, this is designed to operate retractable undercarriage in a scale manner, but we can use it to traverse gun turrets for instance in a similar slower more realistic way.

Members Models



This Hunt Class destroyer is from **Barrie Warrington**, this is not a new model but because we don't see it very often, I have included it here. The model is based on the limited edition hull moulding from "Sirmar" with all the superstructure and fittings being scratch built from many types of materials.

Those who know Barrie will know that his models are not built as any specific vessels, they are representative of the class and as a result, cannot be criticised if they are not absolutely accurate.

Barrie likes to have fun with his models and enjoys the banter when someone tells him that something is not

quite correct on his boats! He always has an answer.

The pennant number, L13 for instance was never used, but it does cause a few comments to be made by warship buffs, all good fun.

Don Fullbrook, Gordon Fullbrook's son, has got Dad's Joffre tug back in commission! It's a fine example of the Caldercraft model tug kit.

The actual **Joffre Tyne Tug** was built in 1916 by the Androssan Dry Dock & Shipping Co. She was owned throughout her career by Lawson-Batey Tugs Ltd. of Newcastle on Tyne. Specifically built for the coastal towing business her gross tonnage was 260, with an engine power of 1,140 i.h.p. this was quite a high power for ships of her day. She was fitted with two sets of towing hooks, an unusual feature for tugs of her size, the after one was used for towing lighters on the river Tyne.



Don has resurrected the model from Gordon's loft and refitted her. It was built many years ago and when tested, needed a new motor. This entailed building a new mounting and realigning everything, not an easy task when there is limited room available. She now sits nicely on the water and runs well. The model has a plain GRP hull with CNC cut superstructure and deck, screen printed overlays and over 300 cast white metal fittings, including the ships crew and the ships dog. The Joffre saw service through two world wars. The model is 775mm long with a beam of 190mm.

Bows up and coming in is **Chris West's** Kipper Katcher

This is a modern trawler and is distinctive because of its chunky workmanlike appearance. The model has been refurbished by Chris and is the towing vehicle for his innovative underwater camera pod. The trawler is powerful enough to tow the pod through all types of underwater obstructions including the famous Kearsney weed!

The model is in fact a modified "Our Lass" trawler that is available through Model Slipway, or, if you have plenty of spare cash, it can be bought Ready to Run from Graupner of Germany.



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Two of our new members are enthusiastic tug modellers and have built these models in super quick time, well I call three months quick!

The first one featured is a Mobile Marine Models semi kit of the modern tug, **Ormsbey Cross**. The model is 42 ins long with a beam of 14ins. She is powered by twin motors supplied by Mobile Marine and these are now coupled to steerable kort nozzles. As you might imagine this model is very powerful and certainly shifts a lot of water when underway. **Mark McLachlan** who is the builder, has increased the models manoeuvrability by fitting a homemade 40mm bow thruster, this enables the boat to move sideways almost as fast as ahead and astern. Other features include a full set of lighting, twin independent working anchor winches, twin revolving radars and a working bilge pump. A sound system is also planned.

The motors run off 12 Volts, bow thrusters and ancillaries are 6 Volts and 9.6 Volts is used for the lighting circuits. The arrangement of all these features within the hull is very neatly laid out and easily understandable, this is not at all surprising as Mark has been modelling for many years and has an engineering background.



Left .Mark McLachlan's
Ormsbey Cross

Below .Mark Streeting's **Dutch Courage**



Our second new member also called Mark, **Mark Streeting**. His model is from the Model Slipway kit of the tug, **Dutch Courage**.

This model is not quite complete but it will be a fine model when it is, this is one of the newer Model Slipway kits and up till now I have not seen one in the club, it is 870mm long and is scaled at 1/32. Two 800 sized motors on direct drive power the model and again she moves through the water very purposefully. Lighting is planned for this boat in the near future.

Mark (S) tells me that this is his first venture into model boating and is being helped along the way with the build by his friend Mark (M).

It is a sign of the times that they use Skype to speak to each other when building the models in their workshops, the computer is also used to source materials and mail order takes care of the shopping. We look forward to seeing these and other models that are planned from the two Mark's, at the summer regattas and of course our Illuminated events this year.

The new yacht featured overleaf is the innovative idea of **Derrick Rudge**, for obvious reasons she is called **Pipe Dreams**. The design is a catamaran and therefore two sponsons are made from 3in rainwater down pipes. These provide the main buoyancy tanks with wooden cones fitted to the forward ends that provide some measure of streamlining! The squared off transom is also blocked off by shaped wooden plugs.

There are two small stabilizing keels added to the tubes to give some directional stability.

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Smaller diameter plumbing pipe is used to connect the whole thing together and to provide the base for the aluminium masts and booms. The radio system is housed in two wooden boxes fitted atop the two sponsons. The sails are from builders plastic which is normally used for membranes under a concrete base so a quick visit to B&Q, (preferably on a Wednesday) will provide you with all that is needed to construct this vessel.



The size of this model is the same as a Fairwind yacht, the sails are actually a pattern from that model, so yachtsmen, when Colin rams you next time and puts a hole in your Fairwind hull, transfer the running gear to some plastic pipe and get back sailing, you will probably beat him because Derrick's Pipe Dreams was sailing very well when I viewed it.

Only one week after recording the model featured above, I spotted yet another gem from Derrick, another project completed over the winter months has been built, it's a "Wooden Fairwind"! Again all the running rigging and gear is from a standard Fairwind yacht but the hull has been completely built from wood, and what a job it is. I am told that it performs just as well as the ABS (Plastic) hulled version but this one will be stronger. Derrick is receiving requests to build the wooden version for other club members, you could have a nice little business there Derrick.

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Whilst I am going on about Fairwinds, I assume most of you have seen the article in *Model Boats Magazine* regarding converting a Fairwind yacht to a more traditional yacht by adding wooden cabins and cutting off the stern! The angle of the transom has been radically changed to one which reduces the overall length instead of increasing it as on the standard model, apparently there seems to be no change in sailing qualities.

The article was in the January 2012 issue of *Model Boats* magazine.

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Graham White has sent in details of three of his models, I know Graham has many models stored at his home and these are just a taster of his work, Graham writes:

Hi Alan,

you asked for new pictures for the next mag. I have the ORCA (36") from the Film JAWS. It has smoke for exhaust, all working lights, engine sounds and the Jaws music can be turned on and off. Also the shark from Jaws (28") which has R/C forward movement and a wagging tail. Last of all, a Mediterranean fishing boat (20") complete with rowing fishermen and a small back up motor. Hope they are of interest, if you need more let me know.

Well, yes Graham, send them in and I will be happy to put them in the KK for you, thanks for posting. The pictures are overleaf, let's see them in the flesh this summer at Kearsney.

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Grahams models ,

I am sure that the brief description given on the previous page does not do the models shown here justice.

They all look superb. I will get more details and publish them in a later edition of the KK. The shark looks particularly impressive and should stop a few children from paddling in the lake when the weather warms up!



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Sailing again under a new owners 'flag', is the cargo Ship "Neptune." She was originally one of Maurice's fleet and has now been refitted and put back to sea.



This delightful little ship is a Graupner kit from Germany, now sadly unavailable. The deck hatches and main superstructure are interchangeable allowing the funnel /accommodation to be positioned aft with cargo hatches all forward or, configured as shown.

This is a simple stand off model but it is very attractive.

Derrick Rudge's wooden Fairwind! (Right) Details can be found on the previous page.

I am also getting reports that Derrick has built a submarine, it's the dynamic diver "Undine" from Marine Modelling Plans Service drawings. Photo and more details will be in the next issue of KK.



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Some news just in....Revell will be releasing a new Corvette model later in the year, actually it's not new but a revamp of the famous Flower Class Corvette that has been so popular over the years. I believe the first one was released in 1979, by Matchbox. Revell have recognised the fact that this model is convertible to R/C by giving it a wooden deck, supplying a prop shaft and changing some fittings for photo etch

The Model Engineer Exhibition, Sandown Park December 9/10/11/ 2011

I visited this exhibition on the middle day which was Saturday, had I gone on the Sunday, there was a free entry to those who held a copy of Model Boats magazine containing the required voucher. As it was the entry price was £10.00 for an adult, a price that has risen considerably over the past years.

This entry price did not in my opinion, represent good value for money this year, I found the show to be disappointing especially from the trade stand point of view, this is a show where the modeller stocks up with goodies that are not normally found locally but I failed to find hardly anything on my required list.

A first this year was the location of the exhibition entries on the ground floor and in a side room with glass around three walls, this gave much better lighting opportunities for those of us who like to study the entries in depth and to photograph them.

Probably the highlight for marine modellers was Colin Vass's HMS Warspite. This model has been shown for many years under construction at the Wings N Wheels show at North Weald Airfield, and this was the first time that I had seen it completed and painted. Colin has cast most of the fittings himself and the quality is superb, if one took the time to study his building notes, the description of the hull build for instance, would have been more fully understood, first the hull was built then it was used to make another mould that was made from silicone, finally the hull proper was moulded from the silicone mould and built up as the final article. This kind of work produces winners, the model won a Gold award and this was very well deserved.

The London Model Engineering Show January 20/21/20/ 2012

Again the entry price has risen to £10.00 but this time there was more to see and many more traders in attendance, which made this show better value for money.

The model boat element of this show has grown over the years and many of the models seen in the magazines and reviewed by their builders were to be seen at this show, namely the plastic conversions of well known kits by Dave Abbott. The Surface Warship society were showing a good selection of models and also on this stand was a superb model of a coastal forces gunboat weapon all constructed from brass. Thames barges were represented by the Association of Model Barge Owners, (AMBO) which was from the scale sailing section of our hobby. Several local boat clubs had their own stands and these all had a good selection of models that gave a good cross section of various modelling skills. A first for me was a superb display of 1/1200 scale waterline ships that represented the Royal Spithead Fleet reviews from the days of sail right up to the nuclear age, this covered a huge area and was very well laid out with information as to how these models were constructed, the owner of the display was Mr Jack Snary.

Marine Modelling International had a stand and the editor Barrie Stevens was on hand to answer questions about that publication. He was demonstrating the art of making model ships from card, several of these have appeared in MMI recently and Barrie is aiming this method of construction at the younger readers, they are relatively cheap, easy to put together with a minimum of tools and when finished look convincing. All the card is printed so there's no painting required. If you want to try a more complicated project, there are company's who specialise in this type of model, mostly from Poland where it is very popular.

Add to all this model trucks, planes and a few tanks and you have a model event that is probably one of the South East's best shows.

Brighton Model World February 24/25/26 2012

The last of the big three shows over the winter period, this event has blossomed to match the ones mentioned above. A good selection of model boats and traders help make this a venue one that I have attended regularly in recent years. At one time it was model railways that dominated this show but all types of modelling are now represented equally. Situated on several floors and in different rooms, it is easy to miss something, but in the main hall most of the model boats can be found, including our own MBA member, Kim Belcher who was wearing his RNLI hat this time, demonstrating his models for that worthy cause.

Alan(Ed)

Sad News

It is with regret that I have to report the deaths of two former members of the MBA. **Mr Vic Neve** passed away at the beginning of this year. Vic and his wife Edith were very active within the club during the early years and even hosted social club events at their property for us.

The other member was **Mr Ricky Hamilton**. Ricky unfortunately passed away a year ago but we have only just heard about it. He was also a member from the very early days in the club having joined in 1993.

Our condolences are with their families.

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What do we make of this one then?

Bob Davis sent me this for the newsletter, Computer generated or real ?

Bob originally received the picture from the Coast Watch group that he belongs to. She was spotted off Folkestone and heading for the Caribbean....yeah! (Ed)

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We have received some event dates from other clubs to which the Dover MBA has been invited .

Ramsgate Vikings MBC have notified us that their “Model Ships Rally” is on September 2nd.

Cygnets MBC have their “Boats on The Mote” on July 22nd
Cygnets MBC, are organising “The Southern Model Airshow”, this is on 15th/16th September.

Heron MBC are hosting the Herne Bay Festival Regatta, to be held on August 26th

MBAD Club information

Model Boat Association Dover Club Committee Members July 2010

Chairperson : Mr Peter Cook - ☎ 01233 641599

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Treasurer : Mr Douglas Turton ☎ 01227 752244

Membership Secretary:
Mr Ted Goldring ☎ 01304 380778
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Yacht Coordinator :
Mr Alan Hounsell: ☎ 01303 242540

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



Website - WWW.mba-dover.org.uk