

Shiaulley lum-lane

MANX MODEL BOAT CLUB NEWSLETTER

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Manchester and Ellesmere Port show group trip

John Williams, Club trip organiser supreme, engineered an away trip for Club members in early March to take in two shows, that at Ellesmere Port (at the Canal Museum) and the new one at Manchester (year two).

I didn't attend, but speaking to some who did I perceived mixed feedback. The trip itself was well organised

and all had a merry old time, complaining about food mostly.

The Manchester show was poorly attended by the trade, though a "tattoo and body art show" at the same venue caused some additional interest.

The Ellesmere Show was good, well attended and

worth the visit. They had a very nice layout for dockside and harbour manoeuvres.

I got the impression that Manchester is not worth the effort at present, but all were delighted with the travel arrangements made by John.

Which leads nicely onto :

Golden Wedding celebrations

Patricia and John Williams have just celebrated their golden wedding anniversary. Married on March 2nd 1963 way, way back before flared jeans were in fashion.

They celebrated with family

and friends on the 16th March at the Hop Garden with a celebratory meal, and a very cosy evening it was.

I know the model boat club sends it warmest congratulations to them both.



Who's this and why does he look like that?

Editors comment

My first newsletter seems to have been taken well, I've had no negative comments from the few members I've happened upon thus far in the year.

The newsletter name was raised, so for those who are still in the dark, **Shiaulley lum-lane** is Manx for the nautical term '**full and by**' which comes from the age of sail and means 'sailing into the wind (by) but not as close-hauled as might be possible, so as to make sure the sails are kept

full'.

No one has been in contact about the picture puzzle but I have put the answers on the back page.

By the time this newsletter is published we will have held our first competition albeit a fun one, the Blind Pilotage. A full report is on page 2.

Please don't leave your Mannannan 2013 entry till the last minute, and remember, for Island residents there will be no allowance

for entry on the day.

I have been asked to include the frequency list, so if you have any changes or additions please contact me. My details are on the last page.

And just in case I slip in a Manx word or two (again)

A Manx dictionary can be found at <http://www.mannin.info/Mannin/fockleyr/e2m.php>

Special points of interest:

- FIRST EVENT IS FOR FUN!
- GOLDEN WEDDING
- WHO'S OUR ANCIENT MARINER
- ESC FROM A SERVO
- MANNANAN 2013
- FREQUENCY LISTINGS

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Blind Pilotage, Silverdale on Easter Sunday, 2013 first event

[The Commodore and I discussed the naming of this event and I've used the RNLI term of blind pilotage.]

A cold sunny Sunday morning welcomed a few hardy club enthusiasts to the first competition of 2013. Braving the very cold water to set the course were Howard and Jason F. The same course as last year was used.

The rules were simple; the Pilot faces the water and gives verbal instruction only to the Skipper, who is wearing non see through goggles, and is standing with his back to the water and Pilot. The Skipper controls the boat with his transmitter sticks.

Each buoy hit/touched is 1 point, each gate missed or taken the wrong way is 5 points. The lakeside and Island count as a buoy!

11 Club members were present and 8 put their names in the hat. Young Josh Hannay drew the names out, to pair up the entrants, listed as per the results table below. There were a regular stream of interested visitors, many being regulars come to watch the boats.

The teams performed in order as drawn, and it was quite obvious that the smaller boats in the gusty wind would have an advantage. Jason Quayle with

Parat went first and notched up 5 single points - mainly due to the wind causing leeway which the pilot could not anticipate quickly enough.

Next up was Howard with Kingfisher and piloted by me (Kim). Well, Howard got a clear round though with some very near misses, so set the standard.

Josh next up, upholding the junior ranks for the day, and put in an impressive round of 5 single points, with Graham Clague his Pilot.

Finally what all assumed were the favourites, Cameron piloted Roy to a score of 7 points, taking the last gate in the wrong direction and then the pilot failed to give the stop command so Roy tried to take out the dinghies too (no penalties but much fun!).

The second run had each pair swapping roles. Jason F skippered Kingfisher un-



der Jason Q pilotage to 1 point, actually managing to hit the last buoy. Kim away with tug Amy, only managed a poor 16 points, failing 3 gates by hitting the buoys and passing outside the slot. Graham sailed his Bismark, the longest vessel entered, and it proved quite difficult in the wind to line up on the gates. Josh



did well as chief Pilot (we allowed Jason F to assist as assistant Pilot).

So the stage was set for the Wattersons to show how it should be done. Cameron, skipper on Girl Lynne, Roy



his pilot - and 28 points later finished the course without attacking the dinghies. The Jasons had triumphed in the pairs!

After much discussion we worked out who was to get which Easter egg and for what. I think it's all in the results table, but it was fun, and that's what we're after this year.

Many, many thanks to Howard for setting up and down, and supplying eggs for prizes.

Next competition is steering comp at Onchan on the 14th April.

Results and course next page.



Graham Clague's fine BISMARCK Negotiates a buoyed gateway

There was a late protest at the prize giving from Roy, claiming that there had been far too much laughter and jocularly during his piloting Cameron to that record score - protest overruled.

A second protest from yours truly - the pilots were responsible for the boats good/bad passage so shouldn't the pilots get the eggs? Unresolved.



TALES OF THE ANCIENT MARINER (MODEL VARIETY)

Written (and performed) by Bob Bagshaw

Right then, this is your Commodore speaking so pin back your lug-holes.

I was born in Manchester in 1925 and contrary to implications, my Mum and Dad WERE married at the time.

I started sailing and building model boats a long time ago - probably about the same time as a bloke called Noah started building too although he seems to have used a much larger scale (I have enough trouble with millimetres let alone cubits).

My first yacht was one of those solid Star things- cost about 10p in modern money - a bit basic so my first building efforts were to tart it up. This was followed by a wind-up Hornby speedboat and finally by a kamikaze launch powered by a gramophone motor which got us temporarily banned from the local park model yachting lake. It was the home of a serious yachting club - akin to Port St Mary M.YC and I used to "crew" for some of the skippers.

Then Herr Hitler started his unpleasantness and soon after this started, toys more or less disappeared. However there was plenty of free Blitz timber about (mostly yellow pine!!!) so my pals and I started making toy boats out of it to raise some pocket money, discovering very early on that destroyer models tend to roll over very quickly which, it is rumoured, is still the case.

After a spell in the RAF during which I learned firstly

that even our little bombs can go bang; secondly all about boats that can fly and thirdly that in the I.o.M. you could buy a pint of black and tan (a bottle each of proper Guinness and Castletown Red Label) and get a halfpenny change out of an old shilling (5p). Happy Days. Demobbed, I took on what I thought would be a temporary job with the Met

can't bend ply lengthwise concave and convex at the same time and that there was no speed to be had from the contemporary elekky motors.

We eventually landed up here in the late 1960's and were in at the formation of the original Manx Model Aero and Boat Club --- the rest is history After an unsatisfactory dabble with reeds a



Office which lasted almost 40years. In East Anglia my modelling went right on the back burner. Back home and wedded I mostly helped my next door neighbour with his early experiments in valve radio control and building Fibreglass hulls. This drought lasted until my lad was old enough then I designed and built a free running motor launch discovering in the process that you

'proper' Fleet set was put to use as was Plasticard and some own designed tugs were launched (and sunk). Plastic 1/700 kits filled the awkward times between shifts then I bought a Harbour Defence Motor Launch hull as offered by "Motor Boats" complete with plan and article on building same, in order to make a competition boat.



I TOOK ON
WHAT I
THOUGHT
WOULD BE A
TEMPORARY JOB
WITH THE MET
OFFICE WHICH
LASTED ALMOST
40YEARS.



Ancient mariner cont'd

OH DEAR -The MB's pro builder gets the best of hulls - no thin bits like mine to patch and the free plans = rubbish; bought some good ones.

ABS an unknown quantity - had never heard of Stablit Express [*German two part glue liquid/powder catalyst - Ed*] the only thing then that would stick to it. Hull/deck eventually finished as per article. Loaded with motors ESC's (Maplins) 2 mini WET lead acid batteries then into the graving dock (bath) Hull so flexible that it HOGGED and sprang the deck partly off -

THEN I got mad and threw the article away and finished up strengthening the hull inside out, finishing with

a boat with separate throttles, rudder and turning guns. A rush of blood to the head resulted in my going OOT [OTT? - Ed] on the details which were 95% scratch built e.g. rotating Oerlikons with men attached; a proper clinker built dinghy; 38 separate pieces in EACH Lewis Gun ammo pan (4 off), complete set of flags in lockers etc., heavily modified GI's, Generals Patton and Rommel as crew. Must have been nuts but it did win some silverware although the amount of work involved never seemed to be fully appreciated in these kit predominated days. You live and learn.



Fishing boat, with Peel numbers, in pink for the ladies as Bob likes to say.

One of Bob's many contributions to the Av-a-Go fleet.



Another of Bob's Av-a-Go builds, for the kid's to experience radio control boats.

THEN I GOT
MAD AND
THREW THE
ARTICLE AWAY



Harbour Defence Motor Launch

With all those Bob modifications

To be continued!!

Small cheap esc

Whilst reading through one of those model boat magazines, possibly on the web, I came across an article regarding servo conversions. In particular this was how to change normal servo use to that of a small ESC and drive motor.

Now I have been experimenting with small boats, planning a Thames barge at 5 inches, and a fishing vessel slightly smaller, so I tried it.

Firstly, the servo still has to function with radio gear and respond to stick movement. Once that was confirmed

this is what I did.

Open the servo up, by removing 4 screws, then pulled away all the plastic gears, and eventually pulled the circuit-board and motor out in one piece. I unsoldered the motor from the board, added longer wires and resoldered with the same polarity.

As this was fitting in a small space, I left the circuit exposed, and stuck it on the hull side with "sticks like sh**". The motor gear end was fitted with a brass rube stuck on with the same stuff,

this being connected to the prop shaft with narrow gauge rubber tube. The motor again stuck in a cradle aligned with the shaft.

And it works! Use the exposed potentiometer that was under the gear cluster to centre the neutral point, and careful stick movement gives ahead and astern.

Care when going from one to other as the neutral point is very small.

NOTE it only works with the same motor from the same or very similar servos. Ed



Now this just needs a load of willing rowers, no electrics to bother with!

Mannannan 2013 are you ready?

This is your early bird reminder for Mannannan 2013. Yes, forms and information will be sent out, but this is so you can start to get ready.

NOTE no local entries accepted on the day.

In the next newsletter I'll publish what the judges give points for. There are several categories, each is defined as to content, and each has

a maximum number of points available.

Simply supplying certain information alongside your model can achieve points. It is very often the case that a model is exhibited without any documentation whatsoever. No name, scale, what it is, who built it, kit or scratch etc. All simple information, but it must be provided by the builder. The judges can only examine a

model based on the information provided, if it's a 1/12 scale tug, then say so!

Oh, and every entry must be the work of the entrant, do not try and present someone else's work as yours - you will be bubbled! In fact it's a very good idea to list what you did, and have to hand a list of what was just stuck on!

SUPPLYING

CERTAIN
INFORMATION
ALONGSIDE
YOUR MODEL
CAN ACHIEVE
POINTS

Subs still owing

Hopefully everyone has paid their subscriptions to the Club. Important because it covers for liability insurance during and at competitions and on Club recognized gatherings, such as Silverdale Sundays.

Indeed, on ALL the waters we currently use the owners require users to have indemnity insurance, your Club fee covers you for this.

Next events

The next event is Sunday 14th April at Onchan Park, it being the steering competition, starts at 2pm but help is always welcomed in setting up etc.

And May 5th is the static and on-the-water event at Silverdale.

Also have the Pageant in mind in June- please be sure to ask for a fine sunny day.

Check your events list.

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Frequency lists and next page

Please check this list and inform the editor of any corrections/
additions or deletions required. There is a list for 2.4GHz
users too, to maintain Club's records.

| Frequency Number | 40MHz Frequency | Member | | |
|------------------|-----------------|-------------------|--------------|--------|
| 60 | 40.605 | | | |
| 61 | 40.615 | | | |
| 62 | 40.625 | | | |
| 63 | 40.635 | | | |
| 64 | 40.645 | | | |
| 65 | 40.655 | John Williams | | |
| 66 | 40.665 | Ray Sansbury | | |
| 67 | 40.675 | Alan Gough | | |
| 68 | 40.685 | Brian Swinden | David Beedan | |
| 69 | 40.695 | Alan Gough | Ray Sansbury | |
| 70 | 40.705 | Jason Flemming | | |
| 71 | 40.715 | | | |
| 72 | 40.725 | Ray Sansbury | | |
| 73 | 40.735 | Cameron Watterson | | |
| 74 | 40.745 | | | |
| 75 | 40.755 | Brian Swinden | | |
| 76 | 40.765 | Brian King | | |
| 77 | 40.775 | Howard Quayle | | |
| 78 | 40.785 | Bob Bagshaw | | |
| 79 | 40.795 | | | |
| 80 | 40.805 | Bill Callow | | |
| 81 | 40.815 | R Crossley | | |
| 82 | 40.825 | | | |
| 83 | 40.835 | Bill Callow | Mike Leece | |
| 84 | 40.845 | Mike Corkill | | |
| 85 | 40.855 | Mike Leece | Ray Sansbury | |
| 86 | 40.865 | | | |
| 87 | 40.875 | Jason Quayle | Keith Jewell | |
| 88 | 40.885 | Mike Heathcote | | |
| 89 | 40.895 | Brian Swinden | | |
| 90 | 40.905 | Juan Vernon | Kim Holland | R Rose |
| 91 | 40.915 | Bob Bagshaw | David Beedan | |
| 92 | 40.925 | Jason Flemming | | |
| 93 | 40.935 | Bill Callow | | |
| 94 | 40.945 | | | |
| 95 | 40.955 | Juan Vernon | | |
| 96 | 40.965 | Robin Rose | | |
| 97 | 40.975 | | | |
| 98 | 40.985 | Cameron Watterson | | |
| 99 | 40.995 | | | |

Frequency list continued

| Frequency Colour | 27 MHz Frequency | Member |
|------------------|------------------|----------------------------------|
| Brown / Grey | 26.970 | Bob Bagshaw M. Dove |
| Brown | 26.995 | David Handscombe |
| Brown/Red | 27.020 | |
| Red | 27.045 | |
| Red/Orange | 27.070 | Bill Callow Mike Buss |
| Orange | 27.095 | Les Quayle |
| Orange/Yellow | 27.120 | |
| Yellow | 27.145 | Mike Dove Mike Leece Bob Bagshaw |
| Yellow/Green | 27.170 | |
| Green | 27.195 | Howard Quayle |
| Green/Blue | 27.220 | Mike Buss |
| Blue | 27.255 | Arthur Cowley Jason Quayle |

The Av-a-Go Fleet use almost all the 27MHz frequencies too - so if they're in use check first.

| 2.4 GHz Frequency | Member |
|-------------------|---|
| | David Jones Scott Horwell-Jones Bill Callow Brian King Mark Edwards Keith Jewell Bob Bagshaw David Beedan Kim Holland Mike Dean John Williams Jason Quayle |

It's fun being afloat but the getting there is just as exciting! Start building - anything!

MANX MODEL BOAT CLUB NEWSLETTER

Items for the newsletter may be sent via the secretary or direct to me as written or computer documents.

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Committee news

The committee decided at its last meeting not to commit the Club to attend at the Model Boat Convention, Haydock Park this year. Individuals can still attend with their own models if they wish.

An alternative off-Island venue has offered the Boat Club space to display – the organisers of the International Model Boat Show at Warwick would welcome the Manx Model Boat Club at its annual show in November. Currently, John Williams is costing up the trip, which involves committing to the three show days - Friday to Sunday, with setting up Thursday afternoon/evening.

As soon as we have any info so will you...!!!!

Jason Quayle has announced a new look website for the Club. He should be congratulated for the effort he's put in, it sure looks grand.

Ed.



Sail loft secrets - [the bean spillers].

When you turn up to take your boat for a sail, especially if it's radio controlled, it's always wise to have charged batteries. Poor "**Dornoch**" was unable to sail one Sunday due to flat batteries - though "they worked when I left the house." A good reminder for us all, check and charge and bring a spare just in case.

It's probably not the best time or place, but to be fair, it takes confidence to arrive at Silverdale with a new boat, not tested, and put it through it's initial paces. JW braved all the experts and comments and tried out his new and nearly finished submarine - quite an impressive site and he kept his cool throughout.



There's another beast on the horizon, though I'll not disclose too much except to say its big, that's very big, and currently occupies about half of an 8 x 6 shed. I was informed it will fit the van so look out.



Top is Les Quayle's Douglas Head ferry "Thistle" and below was from Brian King's "Tarroo Ushtey"



AND a final reminder that subscriptions are due, so refer to the draft AGM minutes for rates, but as far as Ed recalls, no change for adults (working or not) BUT junior rate is reduced to only £10.

Olders members £20, working and not junior £25.

NOTE: to enter Club competitions you must be paid up for insurance indemnity cover.

So if you are reading a copy of this Newsletter and I didn't send it to you, then according to the Treasurer's list from end March 2013, you haven't paid up yet.