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Manx Model Boat Club Newsletter 2002

Chairman's Chat

Since the last newsletter there have been a number of successful events culminating in the Ellesmere Port convention. This year with the theme of Manx Ferries, as usual the Manx Model Boat Club was well represented and I am sure we will all here the reports on the event.

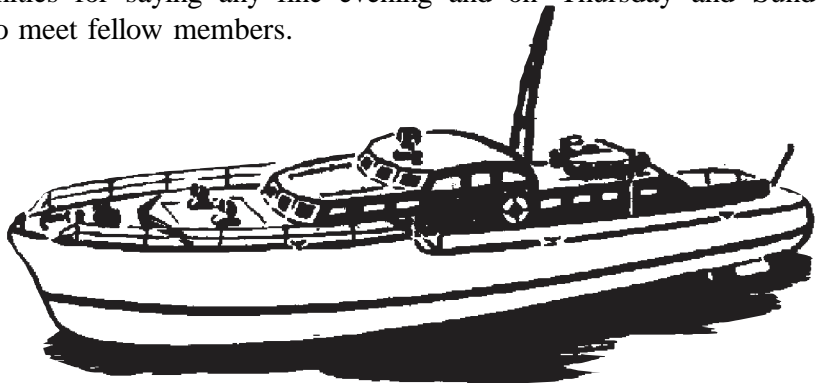
The weather this year has not been particularly good and has cut our sailing down somewhat although our events have been blessed with some fine weather and as we still have a couple of months sailing left lets hope this trend continues for the remaining events.

But don't forget the opportunities for saying any fine evening and on Thursday and Sunday when you are almost certain to meet fellow members.

Until the next time

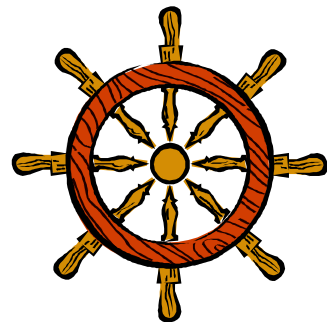
Happy Sailing

Doug Wheeler



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Read your copy of the newsletter on the internet at
<http://homepages.enterprise.net/jasonquayle/mmbc/intro.htm>

One Meter Yacht Championship

With a very light and shifting breeze the championship was not going to be an easy race to win, but a good turn out of nine yachts took part in a very tactical race.

Race one of three laps

A good start but with the lake just being topped up with water there was a bit of weed about which Graham manage to catch around his rudder on the first leg, having to get his boat out off the water to release the weed, but the wind gods must have felt sorry for him and he got a good breeze to catch up to the rest of the fleet.

Dave Foulis was in the lead at the third leg with Graham in close pursuit and Jackie Ball sailing well in third, with the rest of the fleet changing positions as the wind came and went. Dave managed to keep his lead with Graham second and Jackie third.

First boat back took 45 mins to complete the course

Race two of two laps

With the wind decreasing even more, the second race was cut to two laps. A very frustrating race with the very light breeze coming from all directions.

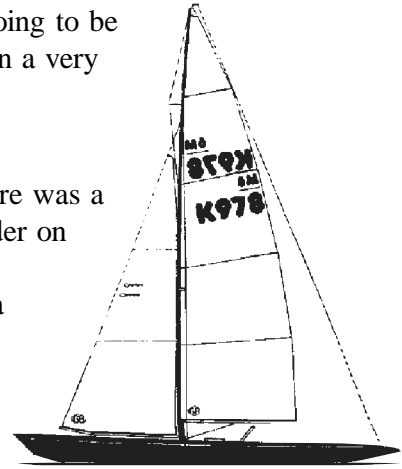
Dave managed to gain an early lead but was nearly caught a few times but he still managed to keep his lead to the finish with Jackie second and Graham third.

It was decided to cancel the third race as the wind was next to zero.

First boat back took 24 mins to complete the course.

The final results for the Championship:

First Dave Foulis
Joint Second Jackie Ball Graham Norman
Third Roy Corkill



Graham Norman

Mannanan 2002 Steering Competition Results

Class	Model / Type	Owner	Position
Under one Metre	Yessir	Jason Quayle	1st
	Tsekoa	Graham Norman	2nd
	Shearwater	Alan Harper	3rd
Over one Metre	Loyal Watcher	Jason Quayle	1st
	Taroo Ushtey	Mike Buss	2nd
	Freya	Doug Wheeler	3rd
Junior Entry	Nordkap	Antony Alker	1st

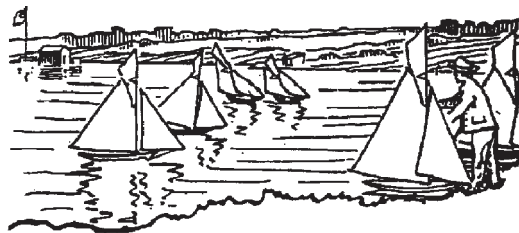
A Duck's Tale

Having taken part in the vintage free-sailing yacht-racing against the Americans last year, I found that my 'Braine' steered free-sailer found going downwind in strong winds too much for it. I came back looking for a vane steered yacht, which appeared to excel in strong winds. Thanks to Roy Corkill, I managed to obtain a vane—all I needed now was a yacht to put it on! However Roy came up with the goods yet again when he mentioned that he had a 'Duck' in his cellar. Unusual comment I thought, but then he explained that it was a well known Marblehead design from the 50's. As he said, it needed considerable work doing on it. But after some bartering both vane and boat were mine. I had set myself the target of racing in the English vane steering competition at Fleetwood in June so much work had to be done both to the boat and to my lack of expertise in using vane-steering over the winter. This championship tied in well with the Model lifeboat rally which was being held next day down the road at Southport. So I could combine both into one visit.

So courtesy of Keith's offer of accommodation I was off to Fleetwood on the Wednesday prior so that I could get some practice in on the Fleetwood lake. The lake itself is very large, about 200 yards long by 50 yards wide, sea water filled, similar to Ramsey. Adjacent is a purpose built clubhouse with about 50 yachts in storage, fully rigged, ready to be wheeled 10 yards to the waters-edge. There is even a fresh-water hose for cleaning off the boats. The club seems to specialise in semi-scale sailing yachts, based on old class marbleheads, A-class yachts and 36R's. Most are

schooners and four-masted barques and look good on the water. Races are held every week on a league basis with 10-15 boats on the water each time. One interesting facet is that the boats are rudder steered only, to save the cost of winches. They sailed by setting the sails manually at the start and that was it, sailing quite happily up and down on a buoyed course. The clubhouse even has full catering facilities and a comfortable lounge over-looking the pool!

The championship started at 10.30 on the Saturday morning with 9 entries, 2 from Scotland, 2 from Southampton, 1 from Leeds, 1 from Anglesey and 2 from Fleetwood and myself.



Standard turning poles of 5ft are issued, with skippers on the windward side and volunteer mates on the other. Boats are raced in pairs, upwind for 3 points, downwind for 2. Boats are set off at about 50 metre intervals so there are always 3 or 4 pairs on the water at any one time. Everybody races everybody else resulting in 18 races all told! It was very tiring to say the least as you had to walk fast upwind and run downwind to keep up with your boat, although there was a stop at the top in between. The racing took most of the day although there was a dinner stop, much needed! I don't know how I finished in the results but I did win one or two races - but I certainly wasn't on the podium! However I had a great day, and everyone was very friendly and helpful to a raw beginner. There

were requests to bring others from the Island next year. It was suggested there be an inter-club fixture for a weekend with radio one metres one day and vintage the next - anybody interested ?

After a very pleasant evenings social, I set off from Keiths next morning for Southport and the model lifeboat rally. It took exactly the hour to get there to find Billy already ensconced although he wasn't eating chips yet! However he was in his deckchair with 'steam up'. Boats could be delivered to the poolside but cars then had to be parked about 200 yards away. There were well over 30 lifeboats present, with water 10

feet away which made for easy sailing, although wellies were necessary due to the heavy rain the night before and consequent over flooding of the lake. There were some classic lifeboats present with two new large Severns which were larger than my Arun.

They had large low-drain electric motors from scrap cars, much cheaper than Hectoperms and MFA 850's. There were 2 superb Merseys, one of them the Ramsey boat. It even had the electric motors water-cooled and exiting through the proper exhaust ports, with working electronic trim-tabs. While many spectators stopped to watch there was no real loudspeaker info given about the boats and the on the water sailing didn't start till fairly late on and I was getting anxious about getting the Liverpool ferry. After a very pleasant day, calm conditions, talking to other modellers and picking up tips, it was time to pack up before the presentation and get off to the pier-head after a very pleasant weekend.

Brian King

REMEMBRANCE OF THINGS

PAST by Bob Bagshaw Part 1

Recently, I was looking at one of the latest all singing and dancing transmitters, the sort that has about a dozen functions and a computer to boot, all held in the hand, and I couldn't help thinking how much things have changed over the years that I have had an interest in radio controlled boats. It goes back a long way as I started in the 1950's whilst I lived in Manchester. My next door neighbour Ron introduced me to the hobby so I joined the Manchester M.B.C. The hobby was at a very early stage of development. Then, as until fairly recently, it was tagging along on the coat tails of the R/C aircraft hobby. The days of the super-regenerative sets was drawing to a close, which was just as well as those TX's put out such a "noisy" signal that you could only operate one model at a time. Usually they were one function i.e. rudder and the button control had to be pressed in a sequence to give the required direction e.g. one push for right, release for central, then two pushes for left. Nothing proportional - bang, bang, - either full left or full right, - if you could remember what you had "on" at any moment. The signals were so weak that if there was any large metal structure nearby you didn't sail too close or you lost the plot. Miniature valves were becoming readily available so more complicated super-het outfits were being built - mainly home made, circuits courtesy of the R/C magazines. The frequencies could be crystal controlled, allowing a few more models to be operated together so long as everyone had an individual Post Office Wireless Broadcasting licence" However, valve sets needed high and low tension batteries to heat the valves etc; and these were huge dry cell affairs so most TX's were about the size of a small tea chest with a 6" aerial which were lugged to stand at the lakeside (and earthed). They usually had a wander lead to a small hand-held control box which had a series of buttons for each operation, such as one for left rudder another for right rudder etc: The actual controls in the boat were most popularly driven by Mighty Midget geared motors as servos, activated through rather large P.O. relays. Control movements were now able to be progressive, e.g. hold the right rudder button then release when the right amount of rudder was on then apply the left rudder to come amidships. The introduction of two way toggle switches simplified the "keying" - a bit!

With the batteries, the bank of relays which almost always included one for a "fail- safe" state plus all the other gubbins the models had to be quite large mainly over 3 Ft (or 1 metre in new money) so the electric motors of that era were mostly out of the question. The biggest Taycol one would just about work but what with the extra (wet) accumulator and the radio noise it was considered more nuisance than it was worth, thus everything was I/C of one shape or another. The most common was the 2-stroke, either straight diesel or glow, usually based on aircraft engines but with a water jacket round the cylinder. Many of the makers of those days are still in production but there were several British makers, sadly largely extinct, such as the local Davies Charlton of Hills Meadow who used to be in the College building. Others included Mills; Frog; E.D.; Miles; Taplin (twins no less) - long since gone. Most 2-strokes used were in the capacity range of 2½ to 5 cc with the experts going up to 6 to 10 cc but there were a few 4-strokes of around 12 to 15 cc; two of the most popular being the Channel Isles Special at 12cc which was home constructed from bought-in castings and the Gannet of 15 cc. They were expensive but less fiddly than the 2 strokes, easier to start and run although with flywheel ignition they were a bit susceptible to water. All were fired up using a cord wrapped round the flywheel and this could be a frustrating process, especially with the straight diesels which took a lot of juggling with the compression and mixture screws and often when the damn thing was running, it died as soon as it was put in the water. The glows were a bit better but all the two strokes were hard to throttle because as they were opened up the increased flow of cold water through the jacket chilled the cylinder and stopped the ignition. The other main snag was that you could not go astern without introducing a gearbox and a lot of extra engineering. There was the odd steam engine but they were for the very brave! The burners in those days were slightly modified blow-lamps running on petrol or paraffin and after a short time the whole of the plumbing got very hot as did the inside of the boat which tended to cook the radio. It was all pioneering stuff - THEN CAME THE TRANSISTOR and a sea change in the hobby

(to be continued)

Mannanan 2002

This was the fifth year that the club has staged the Mannanan event, attracting model boat enthusiasts from the Island and from other areas in the UK. This year's event appeared to be as popular as ever, with a good number of visitors complementing the locals, although Mannanan stalwarts Dave Collier and Alan Seddon were unable to attend this year.

Saturday's event was a steering competition held at Onchan Park boating lake in fine but windy conditions. A challenging course was set up on the lake, with each competitor in both the under one meter and over one meter classes having two separate runs on the water to clear the buoys without touching. Jason Quayle mastered the windy conditions to win both the under 1 meter competition with his tug boat "Yessir" and over 1 meter competition with "Loyal Watcher". The best junior competitor was Antony Alker with his "Nordkap".

The weather improved dramatically for Sunday's Scale Competition held at Ramsey Mooragh lake in very hot and sunny conditions. Guest judge Ted Hawksworth joined Barry Kerfoot to spend most of the day marking the boats at the side of the lake and awarding prizes in 5 separate classes for Static Boats, Rigged & Sail, Rescue & Lifeboats, Naval Boats and Work Boats. Each class was split into Scratch built, Semi Scratch and Kit built boats. During the afternoon, several boats took to the water to entertain the large crowd who had turned out to watch.

Monday saw the "On the Water" Competition, Tug Towing Competition and the now famous Fun Competition at Silverdale. Winner of the "On the Water" competition was Brian King with his "RAF Crash Tender", the tug towing competition was won by Howard Quayle with his TID "Evelyn" and the fun competition winner was Jason Quayle with his tug boat "Yessir". Monday evening was completed with the Mannanan Dinner and Prize Presentation which was held at Coasters restaurant.

Mannanan 2002 Monday Events Results

Class	Model / Type	Owner	Position
On The water Under 1 Metre	Tug Evelyn	Howard Quayle	1st
	T.I.D. 33	Alan Gough	2nd
	Tug Neptune	Nigel Latham	3rd
On the Water Over 1 Metre	R.A.F. Crash Tender	Brian King	1st
	P.S. Waverley	Jason Quayle	2nd
	Trawler Eilis	Doug Wheeler	3rd
Tug Towing Singles	Tug Evelyn	Howard Quayle	1st
	Tug Kingsman	Brian King	2nd
	Tug Yessir	Jason Quayle	3rd
Fun Competition			
Most Floats	Yessir	Jason Quayle	1st
2nd Most Floats	Kingsman	Brian King	2nd
Last Float home	Kingsman	Brian King	

Mannanan 2002 Scale Competition Results

Class	Model / Type	Owner	Position
Naval Kit	H.M.S. Bluebell	Peter Marven	1st
	Vosper Perkasa	Doug Wheeler	2nd
	H.M.S. Corvette	Mike Heathcote	3rd
Naval Semi Kit	Patrol Craft fast	Alan Gough	1st
	K.D. Perkasa	Peter Marven	2nd
Naval Scratch	E – Boat	Kevin Kinnin	1st
	H.M.S. Quickfire	Peter Marven	2nd
	D.U.K.W.	Bernie Hinds	3rd
Rigged & Sail Kit	Amerigo Vespucci	Tony Marsden	1st
Rigged & Sail Semi Kit	Shazy Jay	Keith Jewell	1st
	Galway Hooker	Kim Holland	2nd
Rigged & Sail Scratch	H.M.S. Defiant	Alan Gough	1st
Rescue & L/Boat Kit	Dusseldorf	Bernie Hinds	1st
Rescue & L/Boat Semi Kit	Gough Richie	Brian King	1st
Rescue & L/Boat Scratch	RNSB Margaret Graham	Arthur H Barlow	1st
	Brede Lifeboat	Bernie Hinds	2nd
Workboat Kit	St Nectan	Tony Marsden	1st
	Boston Typhoon	John Faulkner	2nd
	Yessir	Jason Quayle	3rd
Workboat Semi Kit	Niatal	Alan Gough	1st
	Trisha	Carl Sumner	2nd
	Atlantic Conveyor	Howard Quayle	3rd
Workboat Scratch	P.S.Waverley	Jason Quayle	1st
	Kabuto	Gavin Kinnin	2nd
	Manxman	Bernie Hinds	3rd
Static	H.M.S.Bounty	Peter Marven	1st
Super Class	Custom Cutter	Keith Jewell	1st
	41ft Watson L/Boat	Bill Callow	2nd
	R.A.F.Crash Tender	Brian King	3rd
Best In show	P.S.Waverley	Jason Quayle	1st

Forthcoming Events

We are nearly at the end of the summer sailing season now, however there are still one or two events left on the calendar. In addition to these events, Onchan Park should now be available during the day time when the motor boats are not running, which means that one or two members will be sailing on Sunday afternoons as well as Thursday evenings provided that the weather is suitable.

Saturday 14th September - Onchan Commissioners Shield Competition & Venetian Evening - Onchan Park - 7:00pm.

The Onchan Commissioners trophy is open to any boat which is sailing on the water during this evening and will be awarded by a guest judge from the commissioners. The Venetian part of the evening will start as soon as it gets dark and we will be awarding the lighthouse trophy to the best illuminated boat since it was not judged during the July Venetian night.

Sunday 29th September - Tug Towing Competition - Onchan Park - 2:30pm.

This event involves towing the large tanker casualty around a course set out on Onchan Park lake. Points are lost for individual touches of the tug or the casualty. Although it is primarily aimed at tug boats, the competition is open to other boats provided that they have a suitable towing attachment.

Sunday 13th October - Round the Island Yacht Race - Ramsey Mooragh - 2:30pm.

This is the traditional end of season yacht race which is held at Ramsey Mooragh. It is held along similar lines to the one meter championships which are described elsewhere in this newsletter, although by October there is usually a bit more wind and a need to wrap up warm for the event!

In addition to the above sailing schedule, we have also made enquiries at Silverdale concerning sailing during the evenings. The paddle boats are normally taken off the water by about 6pm, so the lake is available for model sailing from this time. Perhaps we can arrange some more formal evening events at this venue for next season. Now that the lake has been refurbished, this would also make an ideal winter sailing venue for informal Sunday afternoons, since it offers more sheltered waters when the weather starts to turn a little more wintry.

Venetian Evening & Barbecue

This turned out to be an ideal evening with the weather keeping warm well into the evening and not a breath of wind to upset the boats. Club members put on a good show of illuminated boats on Onchan Park lake, and Chef Harper kept everybody well fed with his selection of good, if somewhat black, food from the barbecue! This event seems to be more and more popular with the family members of the club, all enjoying an evening out at the park with a little bit of boating to go along with the atmosphere.

Everybody was enjoying themselves so much, that we forgot to judge the competition for the best illuminated boat on the lake. This part of the competition will now be held over until the next Venetian event in September when the prize will be judged.

Stars of the show must have been the two boats from the museum and Jason's P.S. Waverly, now with all the interior illuminated and a festoon of lights across the masts. In addition to these large boats (all over 6ft in length) there were numerous small craft busily sailing around the pool, all illuminated as they should be for dark sailing conditions. It was amazing to see that there weren't more collisions with so many boats sailing at one time in the dark!

A very enjoyable evening which continues to go from strength to strength.