



Established 1985

Manx Model Boat Club Newsletter 2003

Editor: Jason Quayle

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Chairman's Chat

Happy New Year, and welcome to the first news letter of 2003.

In this issue you will find the new fixture list for this year. If anyone has any comments please let myself or any committee member know so that any queries can be discussed at the earliest committee meeting. You will see that the Traditional Boat Weekend in Peel has been left out this year, instead we are going to put on a display at Tynwald fair. Maybe it will give us a chance to use our new Marquee and will also add to club funds - "A happy Treasurer".

Once Onchan pool has been filled it will be nice to see every one again with new-old or remodelled projects. Mannanan 2003 looks as though it will break all records, so try to keep the dates clear and make this year's event even better. So once again we can marvel at the epic video from the studios of our very own Graham "Spielberg" Norman. Your Mannanan entry forms are included with this newsletter.

That's all from me for now so until the next time.

Happy Sailing.

Doug Wheeler



2002 Scale Competition Winner
(Scratch Class)

"P.S. Waverley"

Built by Jason Quayle

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THIS IS REALLY GOING BACK A BIT

by **Bob Bagshaw**

When we were at Ellesmere last year, I chatted with some of the current Manchester M.B.C. members and they gave me a leaflet showing where they sailed, namely Platt Fields Boating Lake. That really took me back to my start in model boats (circa - wait for it - 1931!!)

I lived most of my pre-IOM life in Manchester - very near Maine Road Football Ground - hence my pathological support for Man City. Our street was just outside Platt Fields, 19 acres of typical municipal park. Most important to we lads were the three lakes and the brick channeled river called Gore Brook, which ran in a wooded valley, through the park. Strictly O.O.B. but, once over the railings, making sure that the "parky" didn't spot you - and you were in your own private jungle. Back to the lakes. The largest was (and is) called the Boating Lake. It had an island in the middle and in those days it was only for pleasure rowing boats, family ones and single sliding seat skiffs - very dashing. There was also a large (25ft?) motor launch on which you could have a "sail" round the lake for an old penny. We used to sit with our legs dangling over the edge of the lake so that sometimes when the boat had passed, waves following in the wake could go right over rim and the trick was not to get your pants wet.

The second lake was the paddling pool - 4 or 5 ins deep, very popular on hot days - a dead loss at other times - too shallow. The final lake was our Mecca. - the yachting lake. It was roughly circular and from memory, about 100 yds across. The Model Yacht Club House stood in its own enclosure to the North of the lake and it was a brick building about 10ft by 18ft with a peaked roof. It was full of A's; 10R's; and some other big types in racks along the walls with hanging rails for dozens of sail and mast sets. There were a few smaller ones possibly 36's and early 50/60's or Marbleheads - nearly all on Braine gear. They were all home built either plank on frame or bread and butter reduced to eggshell thickness or candle transparency!

The thing that will take a lot of believing these days is that the clubhouse was never vandalised or broken into. One thing that came to puzzle me was - how did they get their yachts from venue to venue in the Lancashire area, which they did, even going as far as Fleetwood? In those days, there were very few cars or even motor bike combinations so it must have been by tram, bus or train, all with very sympathetic conductors. Just imagine 2 or 3 of us trying to get big A boats from Douglas to Pt St Mary these days by bus. We'd probably have to buy it.

I started sailing courtesy of pooled Xmas boxes. Money was very tight in the thirties but I had some doting maiden aunts (a genre that was in plentiful supply after WW1) and my brother was still in the offing (just) so I copped for the lot - mainly clothes but with a few bob here and there, so after a lot of deep thought I was able to lash out on a STAR yacht for 2/6d (12 1/2p). Star made two types, one with a solid hull (the cheapest) the other with a hollow hull (definitely up market) Both came in 3 sizes - small about 8"; medium about 12" and large about 16". In both types the 2 smaller ones came as Bermuda sloops, the large ones as B. cutters with staysail and jib. They all had a fixed steel keel with no rudders. The cheaper hulls were painted all over with a 1/4" contrasting color round the edge of the deck and top of the hull. The posh ones were painted white with a varnished deck - no less. Apart from the smallest they were all rigged much the same with a short bowsprit and mast in simple brass tabernacles, the idea being that releasing the sprit would allow all the rigging to fold down flat to the deck.

The bowsies for each sail ran up and down the shrouds and I think that the jib on the cutters was left flying. There were other off the peg toy yachts around such as Bowmans; Bassett-Lowkes; Triang etc but they were far too dear for most of us, some of them as much as 2 or 3 quid. (One weeks average wage) Still there were enough of us to try racing of a sort - not

very scientific but great fun. In any wind at all our yachts tended to be blown flat but would eventually struggle upright and get across the lake. We tried rough and ready handicaps for the bigger yachts when the competition got a bit keen but It also brought us hints and tips from the old boys who were sailing the bigger yachts. Eventually we were occasionally allowed to "crew" for them after dire warnings re vulnerable fingers.

The lake had a ridge of trees on its east side by the paddling pool and in certain conditions it could produce really fluky effects that could baffle even these experts so it helped to have a turner-round handy. However, we never got to crew on race days - it was all much too serious a business. As the 30"s moved on, times very

gradually became more affluent and this was reflected in what we were sailing. "Toy" steam launches fired by meths with a simple oscillating engine; clockwork speedboats by Hornby in 2 sizes average and posh, even tinplate subs - although these tended to stay down fairly often. There were a couple of blokes who persisted with big steamers for a time but after a couple of spectacular Viking Funeral scenarios they gave up. The lake was only about 18 to 24 ins deep so it could be waded and like most lakes of that era it was puddled clay sealed, overlaid with bricks It was emptied once a year when we descended in droves to see what we could salvage -usually finishing up empty-handed but covered in very ripe mud -Happy days!

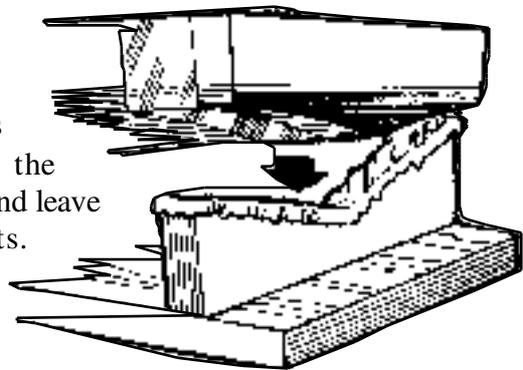
(to be continued).

Top Tips

Over the next few editions, we will be including a number of simple tips and ideas to help improve and enhance your model making experience!

BOAT STAND

Here's a way to make a contour fitting boat stand. First, cut a rough approximation of the stand out of relatively thick timber. Cover the appropriate area of the hull with plastic wrap or masking tape and squeeze silicon rubber sealant on to the edges of the stand. Press the hull into the stand and leave it until the silicon sets. Trim off excess sealant with a sharp knife blade.



For Sale

1 x Hitec 6 channel 40 Meg transmitter.

2 x Hitec 6 channel 40 Meg receivers.

NiCad's switch harness and charger.

£50 ONO.

Contact Doug Wheeler.

Fiesta yacht Kit.

Approximately 24" Long.

Complete with sails, lead ballast & fittings.

Also includes Hitec sail winch.

£40.

Contact Bob Bagshaw.

Manx Model Boat Club

Frequency Chart - 40 MHz & 27 MHz

Frequency Number	Frequency	Scale Boats			Frequency Number	Frequency	Yachts		
66	40.665	Graham Norman			66	40.665			
67	40.675	Bernie Hynes	Alan Gough		67	40.675			
68	40.685	Graham Norman			68	40.685	Jackie Ball		
69	40.695	Alan Gough	Nigel Latham		69	40.695			
70	40.705				70	40.705			
71	40.715	Ray Sansbury	Alan Watson		71	40.715	John McDermott		
72	40.725	Ray Sansbury			72	40.725			
73	40.735				73	40.735			
74	40.745	Doug Wheeler			74	40.745	Roy Corkhill		
75	40.755				75	40.755			
76	40.765	Brian King			76	40.765	Brian King		
77	40.775	Howard Quayle	Alan Watson		77	40.775	Alan Watson		
78	40.785	Bob Bagshaw			78	40.785			
79	40.795	Bill Callow			79	40.795			
80	40.805	Bill Callow			80	40.805			
81	40.815	Arthur Arnold			81	40.815	Mike Wallace		
82	40.825	Mike Wallace			82	40.825	Rob Collister	Mike Buss	
83	40.835	Bill Callow			83	40.835			
84	40.845				84	40.845			
85	40.855	Mike Leece			85	40.855			
86	40.865				86	40.865			
87	40.875	Jason Quayle			87	40.875	Chris Fayle		
88	40.885	Mike Heathcote			88	40.885	Dave Foulis		
89	40.895				89	40.895	Harry Campbell		
90	40.905				90	40.905			
91	40.915				91	40.915	Bob Bagshaw		
92	40.925				92	40.925			
93	40.935	Bill Callow			93	40.935			
94	40.945				94	40.945			
95	40.955	Juan Vernon			95	40.955	Juan Vernon		

Frequency Colour	Frequency	Scale			Frequency Colour	Frequency	Yachts		
Brown / Grey	26.970	B. Bagshaw	A. Arnold	M. Doe	Brown / Grey	26.970			
Brown	26.995	Jason Quayle			Brown	26.995	Adam Burley		
Brown/Red	27.020	Alan Harper			Brown/Red	27.020	Alan Harper		
Red	27.045	Bob Bagshaw			Red	27.045	Vince Walmsley		
Red/Orange	27.070	Bill Callow	Mike Buss		Red/Orange	27.070			
Orange	27.095	Les Quayle			Orange	27.095	Alan Watson (spare)		
Orange/Yellow	27.120	Brian King	Barrie Kerfoot		Orange/Yellow	27.120			
Yellow	27.145	Mike Dove	Mike Leece	Barrie Kerfoot	Yellow	27.145	Ted Corrie		
Yellow/Green	27.170	Bob Bagshaw			Yellow/Green	27.170	Graham Norman		
Green	27.195	Howard Quayle	Barrie Kerfoot		Green	27.195	Rob Collister	Roy Corkill	Alan Watson
Green/Blue	27.220				Green/Blue	27.220			
Blue	27.255	Graham Norman	Barrie Kerfoot		Blue	27.255	Graham Norman		



Manx Model Boat Club Frequency List

Name _____

40MHz

27Mhz

The main frequency which I use for Scale sailing is _____

The main frequency which I use for Yachting is _____

If the information given in the table above is incorrect, please complete this form and return it to the Competition Secretary, Brian King, 5 Seafield Crescent, Onchan.

Event Calendar 2003

Date	Event	Venue	Start Time
Sunday 13th April	Scale Steering Competition	Onchan Park	2:30pm
Sunday 13th April	Easter Egg Yacht Race	Ramsey Mooragh	7:00pm
Sunday 27th April	Steering Competition Wet Weather Alternative	Onchan Park	2:30pm
Sunday 4th May	Scale & 'On the Water' Competitions	Silverdale	10:00am
Sunday 18th May	Scale & 'On the Water' Competitions Wet Weather Alternative	Silverdale	10:00am
Friday 13th June	1 meter Yacht Championships	Ramsey Mooragh	7:00pm
14th & 15th June	Model Lifeboat Rally	Southport	
Saturday 21st June	Mannanan 2003	Onchan Park	10:00am
Sunday 22nd June	Mannanan 2003	Ramsey Mooragh	10:00am
Monday 23rd June	Mannanan 2003	Silverdale	10:00am
Sunday 29th June	Vintage Yacht Racing	Ramsey Mooragh	6:00pm
Saturday 5th July	Onchan Commissioners Fund Raising Event	Field at Rear of Commissioners Offices	T.B.A.
Monday 7th July	Tynwald Fair Exhibition	St. Johns Marquee	T.B.A.
Saturday 12th July	Venetian Evening & Barbecue	Onchan Park	9:00pm
Sunday 20th July	Fun Competition	Onchan Park	9:00pm
Sunday 10th August	Vintage Yacht Racing	Ramsey Mooragh	6:00pm
24th & 25th August	Ellesmere Port Model Boat Convention	Ellesmere Port Canal Museum	
Saturday 13th September	Onchan Commissioners Shield & Barbecue	Onchan Park	7:00pm
Sunday 28th September	Tug Towing Competition	Onchan Park	2:30pm
Sunday 12th October	Round the Island Yacht Race	Ramsey Mooragh	2:30pm

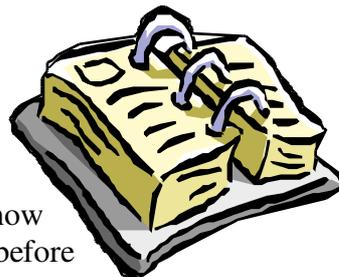
Club night is Thursday evening when sailing will take place at Onchan Park after the motor boats have finished operating. Sailing can also take place on any fine evenings during the summer season, or on Sunday afternoons during the early or late seasons when the motor boats are not operating. Please note that we are not permitted to sail at Onchan until the motor boats have finished for the evening.

Yachting and scale sailing also take place at Ramsey Mooragh during the evenings and Sunday afternoons.

Why not telephone around a number of members before you go sailing to make up a small flotilla of boats.

Changes to Events

The events calendar for this year follows a similar format to that which we have used in the past with dates adjusted to suit the weekends. There are however a number of changes which you need to make a note of:-



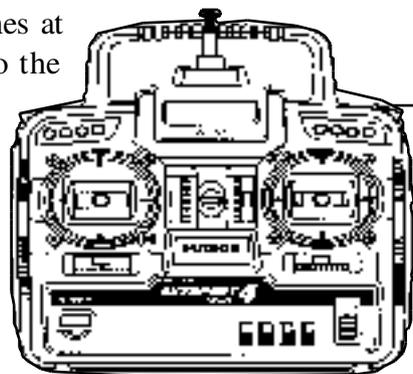
- 1) Easter is late this year, so the Scale Steering Competition is now proposed to be held on Sunday 13th April, which is the weekend before Easter and should just fit in nicely between the pool being filled and the motor boats starting. The proposed inclement weather alternative date is the weekend after Easter. This year, in addition to the normal under 1m and over 1m classes, we will re-introduce the mini class for boats under 610 millimetres provided that we have enough entries.
- 2) On Saturday 5th July, Onchan Commissioners propose holding a fund raising event for clubs and organisations which use the facilities in Onchan. The club feel that this would be a good opportunity to put on a static exhibition using our new marquee as a means of saying thank you to Onchan commissioners for allowing us to use their boating pool. Further details will follow in future newsletters.
- 3) Instead of attending the Peel traditional boat weekend, this year the club intend to put on a static display at the Tynwald day event at St. Johns. The queen is attending this year, so we may even get a royal visitor to inspect the fleet!! The date is Monday 7th July, once again further information concerning start times and other details will follow in future newsletters.

If you have any questions about any of the above events, please do not hesitate to contact one of your committee members.

Radio Frequencies

Last year we ran into one or two difficulties with frequency clashes at club events. At the AGM it was agreed to make some changes to the frequency system which we use at events, to help police frequency clashes.

If members turn up to an event and find that they are on the same frequency as somebody else (after checking the peg board), they will be limited to 20 minutes on the water at a time. This arrangement needs to be agreed amongst the one or two members who clash, and should mean that everybody gets a fair turn at sailing. If you experience difficulties with this system, please report them to a committee member at the event so that they can be resolved.



At organised events all members must obtain their peg from the frequency board before turning on their transmitter. Transmitter aerials must also have a protective golf ball or cork attached to avoid any accidents.

We have published the frequency list in this newsletter, however it probably still has errors in it. We would be grateful if all members would complete the enclosed reply slip and return it to the competition secretary so that the list can be brought up to date.

Please state the **main frequency** which you use for either yachting or scale boats (you can state one frequency for both 27MHz and 40MHz if you use both types of radio equipment).