

*Established 1985*

*Editor: Jason Quayle*

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# **Manx Model Boat Club Newsletter 2002**

The annual general meeting of the Manx Model Boat Club will be held on Thursday 28<sup>th</sup> November 2002 starting at 7:30pm at the Manx Arms Public House in Onchan.

## **Agenda**

- 1) Apologies for Absence.
- 2) Minutes of last years Annual General Meeting.
- 3) Matters Arising from the Minutes.
- 4) Chairman's Report.
- 5) Treasurers Report.
- 6) Proposal to Revise the Clubs Constitution & Operating Rules.
- 7) Election of Officers for 2003.
- 8) Proposed Fixture List for 2003.
- 9) Mannanan 2003.
- 10) Any Other Business.

The meeting will be followed by a buffet and the usual informal chat and discussion about all things to do with model boating.

***Doug Wheeler***

*Chairman Manx Model Boat Club*

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## **Inside This Issue**

- Notice of AGM
  - Results from Tug Towing and Round the Island Competitions
  - Annual Dinner & Prize Presentation
  - Bob Bagshaw Remembers Times Past
  - Guidance Notes on Building & Judging Scale Models
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## REMEMBRANCE OF THINGS

### PAST by Bob Bagshaw Part 2

As I mentioned in Part 1, the arrival of transistors in the late 50's / early 60's really altered the face of model A/C and boat R/C by allowing all the gear to be miniaturised, doing away with all the heavy and bulky batteries needed by valve radio. T/X's could be hand held and R/X's could be fitted in much smaller hulls.

However, the first readily available transistors were of the germanium type which were fairly stable unless affected by heat - get too hot and they went a bit haywire. Still they were a vast improvement.

The first multi-function outfits used tuned frequency reeds on the R/X to sort out the channels instead of relays - another weight saving. The T/X needed constant tuning to match the pre-set harmonic of the reeds but the days of the servo had arrived. Still a switch for each function so in effect a 10 switch T/X gave you 5 functions. No proportional control generally but the American flyboys were working on it and very soon in the 60's silicon transistors made their debut which eventually lead to the earliest forms of today's Radio outfits.

The Manchester Club had Jan Podalski as a member who was a professor of the new electronics at Salford Tech. He designed a six channel set kit for Remcon complete with printed circuits which the other Members built with varying degrees of success but by this time several companies were producing sets commercially although as yet there were not many Japanese ones on the UK market. The commercial sets were very expensive. The prices were similar or higher to those charged today so bearing in mind inflation they were equivalent to about 10 to 12 times dearer.

On the motor side there were a few decent electric motors coming on the scene - mainly German but there again they were very expensive and the wet lead-acid batteries (ex motor cycle) were only just becoming smaller so the reign of the I/C continued.

High speed racing was the order of the day, the most popular hull being a cut-down PIRANA (plan still available!!). We were still building in timber but then fiberglass started to be used for "real" boats - up to about 20Ft. so we decided to find out more about it.

FIBREGLASS was an ICI trade name then so we wrote to them to see if it might be suitable for models. They were very interested and sent

us a large parcel, enough for a couple of hulls with instructions on how to make a mould and how to release it etc. on the understanding that we make one for them but to break it up so that they could see the cross-sections.

My neighbour and I stripped his 4" LADY MARGARET (ex Basset Lowkes plans) made a plaster mould which weighed about 30 lb, smoothed and painted the inside then used wax floor polish as the release agent. On went the gel coat then a tissue layer followed by 2 layers of chopped mat. What we failed to appreciate was that as we applied the resin it tended to run down into the V of the keel. When the hull had cured we had the devil's own job releasing it out of the mould but it eventually came out and looked very good for a first go but seemed a bit heavy. We then put it upside down between two stacks of bricks and hit it with a small lump hammer to break it up as ordered.. It hardly marked the surface!! We worked up to a full size sledge with much the same result apart from it and the model nearly bouncing over the garden wall. In the end we cut it up with heavy duty tile saw. That's when we found that the hull was about 3/4" thick in the V !!

An article on the new Thames Police F/glass launches pointed the error of our ways. It said that the builders had really strengthened the engine bearers by increasing their glass thickness to a full 1/2 inch. The people at ICI thanked us for our efforts but must have been laughing their socks off.

That started the trend for thinner and thinner hulls especially amongst the speed boys. One of the Members was Jeff Tipton, the National NAVIGA champion who finally finished up using race built 10 cc Super Tigres with tuned pipes but with hulls so thin you could see through them.

He used to mould about 6 or 8 hulls at a time. He used a fresh hull for each race meeting and possibly for the odd practice sessions afterwards if the hulls were not too crazed.

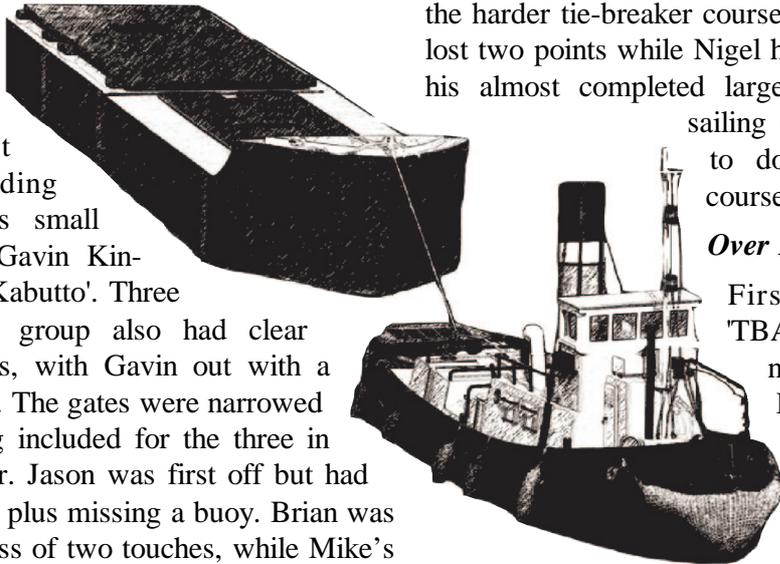
The rest of us plodders were still using I/C so we were always on the lookout for something suitable. A popular engine at this time was the 20cc Olsen and Rice 2 stroke. It was an American air-cooled stationary engine used for generators and compressors. They had a cowled fan and a cord impulse starter which helped a lot.

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## TUG TOWING COMPETITION

There were ten competitors for the last 'scale' event of the season, with six in the under one metre and four in the over one metre. It was a good turn out on a lovely afternoon, with no wind which meant all boats had an equal opportunity to do well.

In the smaller class four boats had a clear first round including Mike Leece's small 'Active' and Gavin Kinnon's small 'Kabutto'. Three of the same group also had clear second rounds, with Gavin out with a one point loss. The gates were narrowed and a dog-leg included for the three in the tie-breaker. Jason was first off but had three touches, plus missing a buoy. Brian was next with a loss of two touches, while Mike's little 'Active' had a touch and missed a buoy.



### *Under 1m Results*

First Brian's 'Kingsmann', Second Mike's 'Active', Third Jason's 'Yessir'.

In the larger class, both Kevin Kinnon and Nigel Kemp had clear first rounds with Doug Wheeler losing two points and Allan Gough losing five. On the harder tie-breaker course, Kevin's large 'TID' lost two points while Nigel had a clear round with his almost completed large classic tug on it's sailing debut. [the only boat to do so on the harder course.]

### *Over 1m Results*

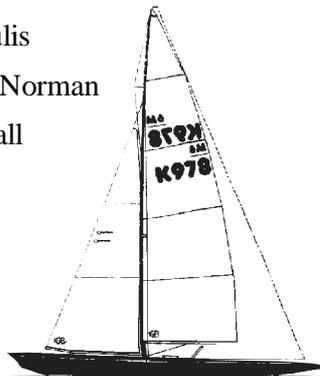
First Nigel Kemp's 'TBA', Second Kevin Kinnon 'TID', Third Doug Wheeler's 'Freya', Fourth Allan Gough's 'Niartal'.

*Brian King*

## Round the Island Yacht Race

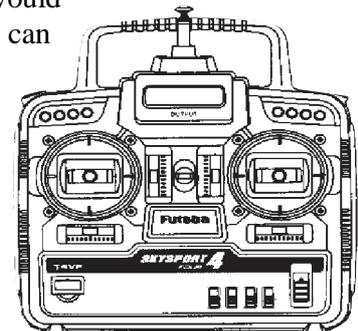
The "Round the Island Yacht Race" was held on Sunday 13th October. The results were as follows:

- 1st Dave Foulis
- 2nd Graham Norman
- 3rd Jackie Ball



## Radio Frequencies

There have been one or two clashes of radio frequencies at recent events, particularly with scale boats. To help avoid problems occurring on the water, you must check that your frequency is clear and obtain the frequency flag if it is available before switching on your transmitter. The club does maintain a frequency list, however over time it does change as members buy and sell their radio equipment. To assist with keeping the list up to date, we would be grateful if you can check which frequencies you are using and bring a list of them along to the AGM so that we can bring the list up to date.





## Annual Dinner & Prize Presentation

The annual dinner and prize presentation of the Manx Model Boat Club will be held on Saturday 16th November at Coasters restaurant on North Quay in Douglas starting at 8:00pm.

Unfortunately we do not have a menu or price for the event yet, although it will be very similar to the meal which we had for the Mannanan dinner back in June. As soon as we receive this information, we will circulate it to members with a reply slip. Mark the event in your diary now and return the reply slip as soon as possible after you receive it. Numbers will be limited to 32 and seats will be allocated on a first come first served basis.



## Club Video Library

Don't forget that the club now has a video library of approximately 20 titles, all relating to model boats or having a nautical theme.

Videos can be borrowed by members for a small donation to club funds. Contact Howard Quayle on 626737 for further details.

## Trophies

Can members who won trophies in last years club competitions please return them to Brian King as soon as possible so that we can arrange for engraving prior to this years prize presentation evening.

## New Shop

Members may be interested in a new craft & hobby shop which has opened on Bucks Road (opposite Copyshop). It may not offer a lot for model boats but it does stock a comprehensive line in paints, with new stuff coming in next week. You can find out more on the web at [www.hobbiesandcrafts-iom.co.uk](http://www.hobbiesandcrafts-iom.co.uk), or e-mail [tony@hobbiesandcrafts-iom.co.uk](mailto:tony@hobbiesandcrafts-iom.co.uk).

## On the Web

The Manx Model Boat Club web site can be found at <http://homepages.enterprise.net/jasonquayle/mmbc/index.htm>. The site contains information about the club, a fixture list, copies of the newsletters, photographs of recent events and also a brief section of video from the tug towing competition. Please let me know if you would like to contribute some information of your own, or if you have any ideas to improve the site.



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The cleverer engineers were making throttled carbs for them. Initially you could get the engines as industrial spares but the Customs boys eventually cottoned on so we had to cough up the Purchase Tax (VAT to our younger readers). This was the state of play by the early 60's when family and work meant that I gave up the hobby for a time, taking it up again when I came to the IOM in 1966.

(to be continued)

# **JUDGING MODEL BOATS.**

## ***GENERAL GUIDELINES.***

### **TYPES OF BUILD.**

Generally it is assumed that there are three types of building sections, these are as follow: -

1. SCRATCH BUILT - Most or all of the vessel built by the modeler.
2. SEMI - SCRATCH - Every thing built by the modeler except the hull.
3. KIT BUILT - Anything built from a commercial kit.

Therefore it can be assumed that SCRATCH built is the hardest and that KIT built is the easiest. This is reflected in the number of marks that are possible to be given when judging. These are the maximum marks obtainable for the three classes: -

1. 70 marks for SCRATCH BUILT.
2. 60 marks for SEMI-SCRATCH BUILT.
3. 50 marks for KIT built.

What are the sections that the vessels are judged on?

The following is a list of what the judges are looking at.

1. Overall impression.
2. Hull construction.
3. Superstructure.
4. Deck work.
5. Detailing.
6. Paintwork.
7. Fidelity to scale.

10 points maximum are awarded for all the above categories. Now lets look at each one and see what they mean.

### **OVERALL IMPRESSION.**

Does the vessel look like what it is thought to be? If for example it's in the naval class, does it look like a warship? Is there anything that looks untowards say for instance, the rudder is fax too large for the vessel and it protrudes well below the line of the keel. This is basically one of the easier section on the list as it is only overall impression; this is the section where most people gain some marks.

## HULL CONSTRUCTION.

This can be one of the more difficult sections as there are dozens on ways of making a hull. For example, bread and butter construction, plank on frame construction, diagonal planking construction, double diagonal planking construction, part bread and butter part plank on frame, hard chine construction, moulded fiberglass hull construction, laminated balsa and fiberglass hull construction, or even solid hulls that then have been hand carved not only externally but also internally to allow electronics to be fitted. Therefore when checking hulls one has to check for conformity of the hull, to see that it is the same both sides, which often they are not. Also the degree of difficulty in making that hull, and then the workman like finish the modeler has

achieved at the end of it all. Again has the modeler then gone on to plate the hull and rivet it, or was it a welded hull or a hull with flush rivets, basically the combinations are endless. Also to be taken into consideration with the hull are props. Are they the right type for the vessel, the right size, and the right material? Its no good taking a lovely looking model to a scale comp with plastic props fitted, the original never had plastic props!

Therefore to conclude on hull construction, a lot has to be taken into consideration when judging the hull. Remember though that this section only applies to SCRATCH built vessels, because it is assumed in the semi - scratch and the kit classes that the modeler has bought the hull.

## SUPERSTRUCTURE.

This is a relatively simple one again in as much as you are looking at the complexity of the superstructure. In most cases the upper works are simply boxes that are placed on top of each other. So you are looking at how difficult it would be to make that item. Also of course what the material is that has been used. Is it wood, plasticard, lithoplate, or some other material? How much detailing is there on the upper works?

Has the modeler put riveting on the structure? Is there any means of removing water from this area? What has he actually done? Hence the more attention to detail the better. A modeler with a 1920's type tug is going to probably receive more points in this section than somebody, with a 1990's type vessel due to the fact that they were far more complicated.

## DECK WORK.

Here you are looking firstly at the type of deck. Is it a moderm painted deck with no timberwork? If so has the modeler tried to replicate anti - slip paint or is it just painted. Has he used simple gloss paint or satin finish paint. If the decks are timbered are they just simple ply decks that have had the planks drawn on to them or are they proper planked decks. Is the planking correct? Is there a gutter at the side of the planking? If so where does the water discharge to the sea. Again it is observation.

Does it look right and would it work in reality.

## DETAILING.

This is the section I personally like. The amount of things that you see on a model that are not finished is unbelievable. For example you will often see companion ways say going to the bridge from a funnel deck, the bridge will have a nice wall around it, to the right height, but no door in it, the modeler has either forgotten to mark the door on or forgotten to put it on. Check on the type of fittings fitted, are they made by the modeler or have they all been bought. Quite often the give-away with a bought fitting will be a slight casting mark down the side if the fitting, if the modeler

has tried to remove this by sanding it away you can normally tell if you look hard enough. Are doors made to open the right way, normally doors on board open pointing aft, so that water does not enter the vessel easily in rough seas. Are there handles on doors, are there grab rails at waist height along the upperworks. Are their supports under upper deck works, not just flat pieces of decking. Detail, detail, detail this is what makes a model in my opinion. And even the simplest of models can be given a good amount of detail if the thought is put into it.

#### PAINTWORK.

This is really self-explanatory; you are looking for the quality of paint finish on the model. Normally gloss paints do not look right, satin and matts are the ideal finish. Obviously there should be no runs in the paint, and no overpainting. For example a black bollard on deck should not have part of a brush mark of the deck color half way up on side where the modeler has accidentally touched it with his brush. NOTE Water lines are especially looked at in this section and car tape or similar are not appreciated by the judges.

#### FIDELITY TO SCALE.

This can be a fun one. It really is amazing how many models there are using all sorts of different scales. I have seen vessels with men on that are half the size of doors, or they are peering over the side of ships when in fact the wall would come to there waists, or stupids like a fire extinguisher of a totally different scale fitted. It really is amazing what some people will fit on models. Look out for rope work as well. Ropes as thick as the poor crew's waist. How is he supposed to move it?

All in all judging is very enjoyable to me and it's a wonderful way of learning. Because you only learn with experience, and its better to see the other chap make the mistake so that you know what to look for on your models in the future.

In SEMI - SCRATCH judging you do exactly the same as above but with out the HULL section, hence making it out of 60 marks.

In the KIT judging it's the same as semi- scratch but with fidelity to scale missing as it is assumed that the kit manufacturer has got it right, hence marked out of 50 marks.

That's it really, hope that this has helped.