



MANX MODEL BOAT CLUB NOTICE OF ANNUAL GENERAL MEETING THURSDAY 26TH NOVEMBER 2015, 7:00 PM

Including annual prize presentations

The Annual General Meeting of the Manx Model Boat Club will be held in the Meeting Room at the Archibald Knox Public House in Onchan on Thursday 26th November 2015 starting at 7:00pm.

All existing members and prospective new members are welcome to attend.

Agenda – for Notes go to top of page 2.

1. Apologies for Absence
2. Minutes from last years Annual General Meeting
3. Matters Arising from the minutes
4. Commodore's Report
5. Treasurer's Report
6. Proposal to introduce an additional class of member for those who do not reside on the Isle of Man [Note i].
7. Election of Club officials for 2016 (Commodore, Secretary, Treasurer plus committee members
8. Proposed fixture list for 2016 [Note ii].
9. Mannanan 2016
10. Any other business

Special points of interest

- AGM notice and notes
- Warwick IMBS report
- Warwick pictures
- The Season's yachting
- Boat boxes
- The last events of 2015
- Editor's comments

In this issue:

Notice of AGM	1
Prize presentations	2
Warwick Hat-trick	2
Vintage 'Sail-ins'	7
Boat box making	9
Last events	11
Editors comment	12

AGM agenda Notes

- i. In relation to agenda item (6), it is proposed to introduce an additional class of member specifically for people who wish to join the Club but who do not reside on the Isle of Man. These members will have exactly the same rights and entitlements as normal Club members, however it is proposed to set a reduced membership fee to recognise the fact that they are unlikely to be able to attend all events and meetings held on the Island.
- ii. In relation to agenda item (8), the officers and committee are concerned that there has been a significant reduction in the number of members attending regular Club events this year. In setting a proposed fixture list for the coming year we would welcome suggestions and input from members as to the number and type of events to be organised and any changes which can be made to improve the number of members attending.

Manx Model Boat Club Prize Presentation 2015

The Annual General Meeting will be followed by a **Free Buffet Supper** and the **presentation of prizes and awards** to this year's competition winners.

Warwick 2015 – a hat trick of wins

The ecstatic winners? At least most are smiling....



Following last year's success and having been given the go ahead from the members at last year's AGM, the club once again travelled to attend the 3 day International Model Boat show at Warwick held over weekend 6th to 8th November. This year we were going back to defend our crown as the Best Club stand for a 3rd year – this would be the final occasion that we could win the trophy as the organisers choose to award it to a different club after 3 consecutive wins.

Planning for this year's show started several months ago with interested members discussing various ideas to provide a slightly different but equally effective display. We settled on the theme of Manx Maritime Heritage and would split the display into 4 x zones on each side of the table layout, each depicting a different aspect of Manx Maritime Heritage. The 4 x zones would be Isle of Man Steam Packet, Lifeboats and the founding of the RNLI, Manx Fishing Fleet and Manx Workboats. Within each area we chose to display a number of models representing each theme and a selection of photographs on display boards showing examples of the real vessels in action. The materials for the display board supports was donated by CuPlas Callow (IOM) Ltd, lots of white plastic pipe and joints of various shapes and angles.

With 2 weeks to go we persuaded 'Jim' at Silverdale to let us erect a mock up in the empty shop unit alongside the Café. This was a stroke of genius

because it allowed us to properly lay out the tables, display stands and outlines of each boat on display in advance and work through all the little 'niggling' problems before we travelled. To boost the numbers of models accompanying each display area we approached a number of people, off island members and organisations to borrow models. The Manx Museum contributed their large models of the *Ben My Chree* and *Lady of Mann*, we had a number of the Ben boats available and we managed to track down the *Norfolk & Suffolk pulling lifeboat* which was built by the late Gordon Dent. For those who are not familiar, this was a superb scratch built lifeboat which won Mannanan Best in Show about 20 years ago. It was found suspended above a kitchen sink in Maughold and Kim Holland had to spend a two busy weeks cleaning all the grease off and boxing it up before it could be put on display.

When we arrived at the show we were the first van at the door to unload with the astonishment of the organisers looking on as we pulled up in our 7.5 tonne wagon. Once again the Steam Packet came up trumps covering the cost of the lorry ticket on the boat. Setting up was much easier than last year having previously erected the mock up at Silverdale. By mid afternoon on the Thursday we had the main display in place and were busy making finishing touches to the stand before the first day of public viewing on the Friday. This year we had chosen to dedicate the display to our fondly remembered and sadly

departed club member Roy Watterson. The Manx Fishing Fleet section of the display included his photograph, a few words about Roy and of course his model of *Vervine*.

Members and friends in attendance over the 3 days included Brian King, Jason Quayle, Jason Fleming, Les & Mary Quayle, Kevin Kinnin, John Hancox, Norman Cadwallader & Connie, Bill Callow, John Williams and our off island friends Peter Iddon & Kathleen, and Paul & Mary Brassington. Thanks also to Matt Asbridge who had come along to help with all the heavy lifting and hauling. John Hancox had produced some superb art work for the event to depict the Manx Fishing Fleet over the years.

The best club stand award is judged by other clubs in attendance so on the Friday morning Brian King set off around the venue busy awarding marks to all the other club stands. By mid afternoon the marks from everybody were in and we were delighted to receive the shield for the Best Club stand for the third year in a row – a feat which has never been accomplished in the past. Similar to last year, we had a constant stream of other club members and members of the public coming up to us and commenting on how good our display was.

This year we felt that there had been a slight reduction in the number of traders at the show, however there was still an interesting selection of 'goodies' to be bought, although perhaps not the same selection of full kit

models available. Other club stands were of a similar standard to last year with some good models on display in dispersed with the occasional superb model which really stood out from the show.

There was plenty of action on the pool with our club significantly contributing to the lunch time 'speciality slot' initially with a display of ferries including Scott Booth's *Ben My Chree* and Les Quayle's *Thistle*. This was followed by a selection of rowing models on the water including Jason Quayle's *rowing boat* further followed by Jason's new *2-man Chariot submarine*. It was a shame that the water level would only allow surface running of this new model. The 'speciality slot' was rounded off with Jason Fleming demonstrating John Williams large tug boat *Parallax*, complete with squirting water cannons.

Whilst at the show and posing for all the winner's

photographs, we took the opportunity to present Peter Iddon with the Onchan Commissioner's Shield which he had won a few weeks ago at Onchan Park with his model of the *Lady of Mann*.

The last day of the show was Remembrance Sunday when everybody fell silent for 2 minutes around the pool before enjoying the usual 1940's war time sing along.

The show ended all too quickly and before we knew it we were busy dismantling the stand, packing up boats in their boxes and loading the van. Overall a very enjoyable show, thank you to all who attended and well

done on retaining the Best Club Stand award for a third year in succession.

Special thanks must go to John Williams for doing all the organising and paper work for the event including burning several weeks of midnight oil with the preparation of photographs and printed materials and also Jason Fleming for the exceptional effort that he put in to building the display stand, photograph boards, model boxes, preparation of display materials and transport to and from the venue in the wagon.

Jason Quayle [photos as well.]



Peter Iddon receiving the Onchan Commissioners' Shield from John Williams.



The Fishing boats and members' models quarter.

The lifeboat quarter, display shows a good selection of lifeboats of all ages, with images above from about the Island.



The Steam Packet quarter, display shows nine Steam Packet vessels through the years.

The Workboat and members' models quarter, and a mysterious orange drink bottle?





Display contribution by John Hancox



The Club's tribute dedicating the 2015 display to Roy Watterson



Norfolk & Suffolk pulling lifeboat, built by the late Gordon Dent and very kindly loaned for the display by Mrs Dent

Vintage and r/c sailing round up – Brian King

2015 VINTAGE YACHT
'SAIL_IN'

There have been two vintage 'sail-ins' this year, one around Easter and the one in October. Both have to be timed with High-waters at Ramsey in order to get the Mooragh full to the brim. This enables skippers to reach their boats from the walkway in order to carry out sailing adjustments as well as launching and recovery. It is also necessary to have a rescue boat in attendance in case of wayward boats!

Brian was in charge, word used loosely as those present put their boats in the water as and when they were ready. Brian trialled conditions with his small gaff rigged boat first and managed to get it safely across and back although the return journey was via the north bank. But a good crossing. Jason had his boat in also and went from more in the middle of the lake and got caught up in the wind swirls to the North of the island and veered south on the return journey. Dave Faulkner had arrived with his Marble head, as had Phil Taubman. So there was a fair turnout of boats, especially when Alan Postlethwaite turned up with his, albeit without sails and mast. This boat is being refurbished by Alan to a high standard. The engineering involved in the steering mechanism is incredible and may be featured in a separate article. Phil's Marblehead was

put in the water and started off really well and got across quite swiftly, in fact too quickly for Phil because his bowsprit hit the bank and dislodged a couple of planks. Dave put his boat in next, and off she went - down the lake in the wrong direction! However it was sailing well! Dave Faulkner was awarded the new 'Nobby' award for the best restoration by a newcomer. *[Report and pictures in the June newsletter - Ed]*

This second sail-in was again blessed by sunny weather and just enough wind to sail. Brian had brought his fleet of small vintage yachts this time—four of them including his latest acquisition, a 27 inch Veron kit yacht of the 60's. This had been given to him as a complete hull only but no mast or sails. Luckily a sail plan came with it and having made the sails himself, put it in the water first, It had been designed with a very simple form of Braine gear steering which worked extremely well and the boat [Veronica] made a very smart return journey across the lake.

Next in the water was Jason, followed by Alan with his boat's maiden voyage complete with new mast and sails. Jason had a good first crossing although the return was more difficult, again courtesy of the wind swirl just to the north of the islet. Alan had couple of trial runs in the RC yacht area [perhaps

accidently!] rather than going across the lake. However, it was a good 'first sail'.

Dave Faulkner had been held up arriving and made it just as we were packing up, Rather than assemble his Marblehead he put his 'new' vintage (1918) small yacht in the water for its first trial –successfully! Altogether another successful sail-in. BK.

{The r/c fleet did arrive for a couple of circuits around the course laid by Kim earlier in the day. The opinion amongst them was that it was "out of the wind" so they returned to the East side of the lake and their own sausage course up and down the Lake.

After helping Dave Faulkner with his 1918 lil' beauty, Kim cleared the lake of buoys and returned the safety boat back to her harbour mooring and was home for tea by 6.30 after another successful day. Ed}



Dave Faulkner's
lil' beauty



Alan Postlethwaite's yacht, left {with new sails} nicely on the breeze and Jason Quayle's yacht, right, fetching across the Lake.



(left) Brian King releases Veronica for her first sail and

(right) Dave Faulkner and his 1918 vintage yacht on her way. {again with new sails}



And the "Mooragh Sailing Gang" would you believe - October 14th - such grand weather too.



How to build a transport/storage boat box – my way

Kim

I've been asked how I build my transport boxes, they work well are light weight yet robust enough to be stacked under other boxes.

Here's a picture, and as you can see they are made from builders ply, 3 - 4mm thickness and I use 20mm square planned white wood.

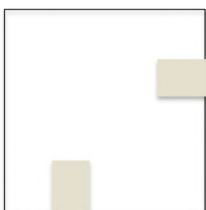
Any wood for the supports can be cut to size and for stronger builds use thicker timber.



Boxes from 18 x 4 x 9 up to 48 x 14 x 40 (inches)

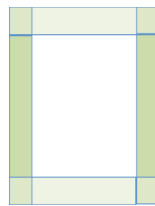
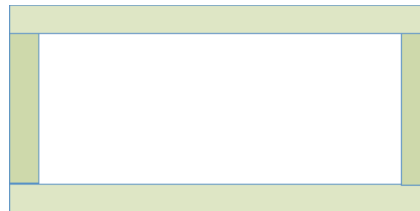
To start, draw a plan so that the pieces can be cut efficiently from the ply. Make the decision as to the internal dimensions based on the models size, remembering to allow for any in-box support (cradle) and room for hands and tie downs within. Also decide where the access will be, through a side or down through the top. All my openings slide in place, but the same construction can be used to incorporate a lift off lid or clip on side.

My boxes have the ply glued into slots cut in the timber, the slots being 5mm deep and the slot width 4mm nominally (width of ply used).



Based on my method, the ply is cut to the internal dimensions. The actual interior room will increase slightly (by about

10mm) due to the construction used. Now study these figures, the side/bottom and below the end.

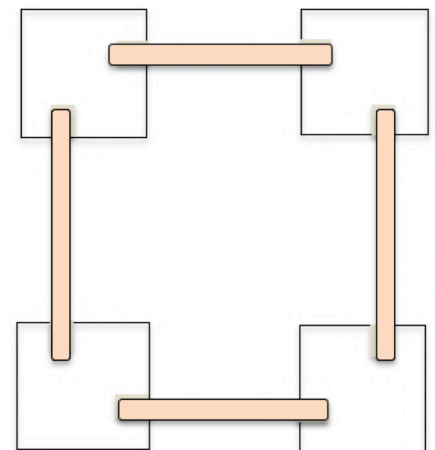


I always make the vertical struts fit inside the horizontal struts, as the load force is downwards, and on small boxes the top slides out and off. Following my rule, the vertical struts should be cut 10mm shorter than the box ply sides/ends height. The horizontal struts are the box length plus 40mm (slight extra makes assembling easier and can be cut off later. The widths also fit inside the

horizontals, so are again the ply bottom/top width less 10mm.

In practice I allow an extra 20 mm on all the timber struts, just in case.

Examine the struts and choose and mark the outer faces. Also ensure that all the struts are the same cross section size. The box assembles as shown here. Each strut requires two slots.



Cutting the slot.

I use a table saw, a Proxon, with the widest wood blade I have (1.5mm). To the saw deck I attach a long straight edge guide and ensure that there is a support for the timber as it passes off the saw deck. Set the blade height at 5mm and the saw gap to 5mm and pass all the box struts over the saw along the straight edge. Remember each strut requires two slots!

Increase the saw gap by about 1mm and pass all again. Make a final gap adjustment such that the slot cut is the required width. [It needs to be a close fit – NOT tight to the ply thickness.]

Check that all struts have a clean slot, no swarf, and that they fit the ply.

Dry fit the box together, initially I used string, but then purchased some clamps that make the job easier.

Glue the bottom first. The ply if cut square, will act as it's own template. I use aliphatic white glue spread THINLY along the slot using a small piece of dowel/BBQ skewer.

Horizontal strut pieces first, leaving an equal over-hang each end, and clamped up tight till parallel then ease the clamps so that the struts are square to each other. Then glue on the end struts cut square and to the distance between the horizontal struts now in place. This glue grabs fairly quick, but I leave over night.

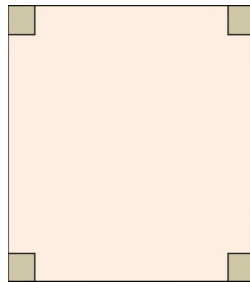
At this stage the bottom can be strengthened using cross

struts and provision made for any cradle/stand to be secured. I screw up into cross struts from the underside via the ply.

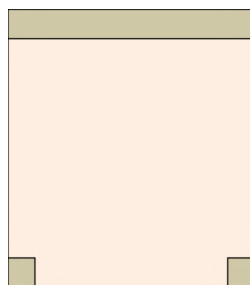
For a top slide-opening box, the ply sides are next. Glue the slots in the bottom horizontals and press home, dry fix the top horizontal strut and clamp up till parallel to the bottom struts – ease the clamp slightly.

NOTE if the box is to have a sliding front opening, decide whether it slides up/down or from the side, then adjust your gluing procedure accordingly.

The end ply is slightly different to fix. The sealed end panel, at each corner cut a 5 x 5mm square off, like so.



This is because it has to fit over the horizontal struts. The other end, which will be the end under the slide opening, has the top 5mm strip cut off.



The inner top edge is reinforced with a strip of suitable timber to add strengthening.

So now you have an open box. At the sealed full height end use a sharp blade/saw and cut the slots to meet on the horizontal so that the top will slide home into the slot.

If lucky, the top panel will slide neatly along the slots and close up – if not sand the edges, or wax the slots!

I also drill a hole at the slotted end such that a finger may be inserted to assist the top panel to slot home.

The last cross strut is glued to the top panel end, ensuring it is cut to fit the gap.

On smaller boxes I have bevelled the corner joints and It is possible to insert dowel reinforcements for all corners, use 4mm size dowel, one in each dimension.

To complete the box I add two reinforcing timber strips about 4 inches below the top struts on the end panels. Glue and screw these in place, then drill and add small rope carry handles.

The box should be varnished or painted if it's used outside. Also very handy to add the name of boat AND a THIS WAY UP notice.

Hope you have fun. I also make these boxes for storage in my attic, neat and tidy, dust free and stackable too. Any re-cycled timber is used.

Kim.

Those last two events – whatever did happen to them?

I know they took place, I have the email below giving the date and times, and looking through another list, though it doesn't give entry listings it does give the following as results. Ed

Spithead review won by Jason Quayle with his tug Envoy.

Results for the steering

Under 1 metre	Scott Booth	Catherine
Over 1 metre	Jason Quayle	Envoy
Mini class	Jason Fleming	Ramborator
Junior	Josh Hannay	?

Dear All

As you may have read in the latest newsletter, we have a couple of events postponed from earlier in the season which we intend to run this weekend. They are the steering competition and the Spithead Review. Both events are going to be held on Sunday 11 October at Silverdale – setting up from 10am and the competitions starting at 11am. The steering competition has classes for under 1m boats, over 1m boats, mini class boat (under 600mm) and micro class boats (under 400mm). This will be followed by the Spithead review which is a competition for naval vessels or vessels with a naval connection.

The weather looks fairly settled this weekend, so lets see if we can get a few members to come along and make this a good event to round the summer sailing season off.



One final image of the Show

Editors Comment.

I write it (or copy it into here when others supply some copy) so that entitles me to waffle on a bit about anything that takes my fancy.

So to start with, where have all our Club modellers gone? At some events this year the only entrants and observers were committee members. So have we got it wrong somewhere along the line? Are we setting up the wrong events? Should we stop having competitions except for Mannanan each year?

Let's debate that at the AGM and see where it leads. I'm all for some challenges, but I do like to enjoy myself as well. I mean, look how many took to the Commodore's challenges and the variety of simple working models it produced – and the fun that went with it.

I've always wanted to have a look at Club membership, and

once suggested associate membership to encourage a few more members. My wife, Theresa, is a full member paying a full fee but does not sail or own any boats, but feels that as she participates with all the Av-a-Go events she should be a Club member as well.

Back at the 2013 AGM it was proposed and agreed by the 23 members present that a nominal fee be introduced to help fund the annual Mannanan event. So in 2014 a £5 per day fee was introduced and continued for 2015, when it was challenged. It so happens that we may remove that fee as we succeeded with sponsorship and a very well supported raffle to balance the books this year. It seems odd to me that some of those that voted it in used it as a reason not to enter the event.

The Av-a-Go season was long and hard, and yes, it is a group within the Club that formed it but it seems to have lost the original concept. Attract the

youngsters to model boats, and bring their elders with them. The emphasis seemed to become raise funds. I know this is being addressed for 2016.

Facebook was again brought to my attention. I had, in 2013, talked about starting such a page but was still observing the operations of one at close hand. I don't think I have the time nor the patience to sit every day and service such a site. I've seen lots of model boat clubs start one – seen many untended for months and some for years, so what is the point unless someone has the time to spend on-line. Please, if you want, volunteer and give it a go, but please bear in mind where you are going to get the fodder and images to keep it alive.

There, waffle off, aye, Kim

Finally, I missed not being at the Show, but hearty and sincere congratulations to all those that went – did the Club proud!

Final notices and round up

The year's planned events are done with, but we still have our regular sailing on Sunday mornings down at Silverdale Glen, so charge up some batteries and bring a boat on down for a quick sail and some boating talk. Chewing the cud always leads to some interesting ideas to try out – come on down!

As for me, we're getting ready for our next foray in the show world, we're off to the London Model Engineering show at Alexandria Palace in January with one of our other Clubs – AMBO – displaying and talking model barges, making model sized ropes and showing fellow modellers how to make their own sets of sails.

Feedback and any comments are always welcomed, thank you.

Kim Holland
newsMMBC@wm.im

815624 247006

Greystones
3 Lumby Terrace
Shipyards Road
Ramsey
IM8 3DW