

Shiaulley lum-lane

MANX MODEL BOAT CLUB NEWSLETTER



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Editors comment

What a busy period we've just been through, non stop since the first Vintage Yacht event for the Star of India back in May till the second Vintage yacht event in September. Luckily after that there was time to rest between the Venetian evening and the tug towing - I managed to squeeze in a canal boat holiday too, just to get away from boats!

I have to say that the House of Manannan exhibition was an absolute classic. Probably the biggest staged event we have tried, prepared at fairly short notice by a dedicated hard working group and managing to create a display of some 80+ boats from Club members. All comments received

from MNH have been very good. I think we really impressed them with our attitude to our display and the care and commitment we showed in manning it the whole period it was open to the public, and the short time it took us to put up and the even shorter time it took us to dismantle.

A great big Club thank you to all involved, a full report is in this issue.

Unfortunately, the exhibition did mean the cancellation of two events, the Spithead Review and the "Trawler Races." Also we have lost a steering competition due to inclement weather earlier in the year.



Talking big, Howard Quayle has very recently revealed his latest build - kept secret in his shed - a 7 foot long Mona's Isle, and herein he tells us about this new model.

The second yachting event of the year enabled us to get some r/c racing done too, and to entertain two visitors from over the water who are definitely returning with others, such was their first experience of the Island, our waters and our hospitality.

Ed.

Special points of interest:

- AV-PA-GO SUMMER ENGAGEMENTS
- THE GREAT EXHIBITION AT THE HOUSE OF MANANNAN
- THE BIG ONE, MONA'S ISLE V, BY HOWARD QUAYLE
- VINTAGE YACHTS GALORE
- RADIO YACHT RACING ON THE MOORAGH, RAMSEY—A WIN FOR JUAN VERNON
- VISITORS FROM OVER THE WATER PARTAKE YACHT RACING AND EXPERIENCE MANX HOSPITALITY
- AGM AND ANNUAL DINNER DATES

Av-a-Go Fleet engagements 2013

Following Mannanan this year, the Av-a-Go fleet were in full use. Created by a group within the Club, the fleet are used at various summer events to popularize our hobby by enabling young people to try r/c boating. Indeed we have many older people trying it out too and have made new members in this way.

The large pool is used at most venues, but at some we still resort to the ladder and tarpaulin structures, as these

can be tailor fitted to available space and sites.

This year three new Club members have swelled the ranks by helping at most events, thanks Steve and Scott, and Graham is keen to assist when he can.

Another important aspect of the Av-a-Go Fleet is the money raised for charity, nominally the RNLI. This year nearly £2000 has been raised, all at £1.50 a go, that's over 1300 goes!

So thanks to all those Club members and partners for putting in the time to set up and take down, to attend and run the boats, to be on hand to repair and to Jason and John for their time and effort in storing all items, and ensuring the kit is ready to use again. And Roy, we know you are in there too - well done the lot of yer. Ed

There follows a report from each event attended and some photos too.

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Queenie Festival 29th and 30th June



The Port St Mary Queenie Festival is a two day weekend, Saturday and Sunday but involves setting up in advance. This year Jason Fleming had volunteers starting on the Thursday late afternoon and evening to

erect the large marquee and pool, the event organizers having a Ceilidh, on the Friday evening.

The weekend weather tried hard to stay dry, and the wind remained fresh from the SW.

The Watterson's fishing fleet were also on display together with several other models inside the covered area.

Trade on the boats was brisk, though actual numbers for the weekend were down on previous years. Tug Parallax was also afloat in the corner, managing to "wet" the public's attention to our boating pool.

Thanks to all those who survived the heavy short down-pour at the finish, to dismantle everything and stow safely away.

This large marquee is really only suited to events of more than one day due to erec-



Some of the Watterson's fishing fleet



Some of the other boats on display

Port Erin Lifeboat day Sunday 14th July afternoon

Port Erin, by tradition, have their lifeboat day on a Sunday afternoon. They always seem blessed with good weather, (I must check who that's arranged with.)

Setting up was done during the early morning (I think) and all was certainly nearly in place by the time myself and Theresa arrived mid-morning after the long journey from up North.

Using the smaller Marquee,



there was still room for a good static display around the fringes. This year was not as busy as other years, but there were still keen youngsters trying their hand at radio control boating,

and several older people trying to out do each other on the pool.

Still, when the sun shines we all have fun.



The money raised from the Av-a-Goes is all for the RNLI

Here's the two Southern boats, Port St Mary (1 big and 1 small) and Port Erin in the middle.

Ramsey lifeboat day Saturday 20th July afternoon



Ramsey lifeboat day dawned bright, sunny and wind free. For this particular event space is limited as the boat pool is beside the slipway and the roadway has to be kept clear for safety reasons, so a ladder pond is constructed.

This year Jason Fleming was assisting with two willing helpers, plus me, Editor, and later, Jason Quayle who has

become a regular up here in the North.

We also put up three small square gazebos, two to protect boaters and operators from the sun, and one for displays, notably Jason's dredger "Manin."

Very good crowds attended and with the kindly weather we had our best day up North raising a record

amount here for the RNLI.

Dismantling is quite rapid, merely untying a ladder and one corner of the tarpaulin releases the water direct down the slipway where we always have a waiting gang of youngsters cavorting in the tsunami created.

As always the Ramsey RNLI station greatly thank those members and helpers for being a part of Ramsey's Lifeboat day.



Our Jasons, one "just checking" the boats all work!



WE HAD OUR BEST DAY UP NORTH RAISING A RECORD AMOUNT

House of Manannan display Av-a-go boats



No, not that story yet, but yes, the Av-a-Go Fleet were here too.

As part of the exhibition initial discussions and negotiations we asked for space to put the Av-a-Go pool at the House of Manannan to coincide with the start of the model boat exhibition and the Traditional Boat Weekend.

Space was tight, but the 8 x 10 meter pool was erected right outside the main entrance, boaters actually traversing the entrance to reach the transmitter stations. The pool was erected Friday and Jason Fleming, having negotiated security fencing to surround the pool, also opted to spend the night on site as security (just

as he did at the Queenie Festival.) Such devotion to duty.

The pool was in operation Saturday and Sunday at the same time that the exhibition was open inside. Trade on the boats was reasonable, and the consensus was that if asked to return we would, but would try and increase the publicity for them locally.

The pool was taken down Sunday evening by a few loyal volunteers. There would not be enough Club volunteers to man and run it and the display during the week.

FOR THE FIRST TWO DAYS OF THE HOUSE OF MANANNAN EXHIBITION THE AV-A-GO FLEETY WAS AT THE FRONT DOOR

House of Manannan Exhibition 10 - 18th August

Surely there can be very few Club members who have not heard about or attended this very successful wonderful exhibition staged back in August. The Club really excelled itself in such a professional presentation of members models, with over 80 on view and all arranged in compatible groupings.

It was the first time such a number had been brought together and a wonderful sight they all made, displayed on differing levels about the free exhibition area off the main entrance way to the House of Manannan, Peel.

The idea.

It all came about with a tentative enquiry from club member Kevin Kinrade one Sunday morning at Silverdale. He works for Manx National Heritage and said that MNH would shortly be ending an exhibition at the HOM leaving the free gallery there empty for some time.

He asked whether MNH would be interested in the Manx Model Boat Club displaying some model boats, it could coincide with the Traditional Boat weekend too.

MNH liked the idea and the Club entered into discussion with them.

The planning.

The location was scouted and mapped, certain requirements had to be met for MNH and H&S. We also requested space for the Av-0a-Go pool and boats. All was agreed in general terms, so now we had to make some definite plans.

Task areas were identified

and allocated to members of the committee.

John Williams became the main MNH liaison, Jason Fleming responsible for the pool and display area fitting out, Jason Quayle to liaise with MNH regarding photographs and video for the plasma displays, Brian King for display tables and yours truly to rouse the interest of the Club and get them to support the display with boats.

Av-a-goes

As reported earlier, the pool was sited across the main entrance in the small paved square alongside the MNH café. Just big enough, and if you view the video on the website, ideally situated to capture any and all visitors.

Display area.

MNH required certain free space about the display so JW drew up plans with this in mind. Tables were plotted on to give the most area, based on the dimensions of our usual "Cronk-y-Voddy" supply.

From this a display area based on length was established, assuming two rows per table top so that an estimate for number of boats could be made.

Images and video.

JQ accessed the website and any other sources for photographs of Club boats, either at events or afloat. Videos made on-board were also collated together and he passed this all to MNH technicians very willing to assist. In fact JQ had more video added during the exhibition, of the activities on the Av-a-Go pool and about the display too.

The boats.

A single mailing went out to all Club members giving details of the planned event. Requested from them was information regarding each boat a member wished to exhibit. Boat length, name, and whether it had a Manx connection were important. The boat length enabled us to decide if there was room.

I put together a spreadsheet of the boats, then classified them into group types, tugs, workboats, naval, fishing vessel etc. Then by comparing group numbers to table layout in the display area established zones for each classification. Indeed, with the help of the computer I was able to allocate each boat to a set place in the display.

To increase display area I've asked for a shelf to be created along the wall edge of each single table, and down the center of the table block. This lifts the rear boats for better viewing. It also created a problem for JF and JW in how to do it. Short fold up step units and lengths of 10" wide MDF shelving provided the solution.

Each boat also had a label produced so that we had an inventory of items, and, for MNH and the insurers, an estimate of value when they were all on display.

We also persuaded certain boat owners to lend their creations even if not attending and we would collect and return their precious items for them if they were away, for instance.



Using all his skills to nail the flag to the wall
Thanks to Graham for this.

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HOM exhibition continued

The People.

As the date closed in we asked for volunteers to help man the exhibition. We expected sufficient to be present at the two weekends, but wanted to have at least two in attendance during the work week between.

Timetable

A timetable was produced for the last week so all knew what should happen and when. All good plans are flexible, good job ours turned out so.

The panic

Lets take the story to Wednesday of the final week before the display is to open.

Wednesday

The arranged tables have been gazumped, taken off to the Royal Show also on the same weekend. After many calls another source is found, only these tables are shorter, and not so wide, hence the planned for space is a lot less.

Thursday

Alternative tables at HOM Thursday afternoon, so we set them up according to our plan.

The ordered step units have not all arrived, only one box delivered despite promises of by Tuesday. The system

of shelving works by the way, but will the other steps arrive in time?

Friday

Friday is when all the boats are due to arrive, and I enter to find several glum faces and a look of impending doom. With the smaller tables the pristine and wonderful computer boat layout does not fit.

Starting at one end, we moved through the display resorting boats and squeezing space every where so we get them all in. Some have been moved just out of their intended zone but all looks good. After all, without the master plan who would know we had changed the layout anyway.

That was the only hiccup, every thing else went well and as planned.

Saturday

We open on time with everything in its place, the video screen and plasma TV working fine and alls well with the world. Public throng in and we're really starting to feel that we have achieved a dream. Well done to everyone it worked.



The exhibition was manned throughout the 9 days and attempts to count the visitors were made, but estimates vary between two and three thousand!

And to give some extra interest we were even making boats (Commodore and Jason Fleming), and making ropes and demonstrating knots and splices (yours truly). Feedback was very positive and we even gained a few new members.

These pictures show some of the display, many more are on the website.



Howard's Way or "The Big ONE"

(All pictures supplied by Howard)

On my return from holiday I noted Howard Quayle had sent some pictures of his new build and would I be interested in them for the Newsletter.

Better than a few pictures, I persuaded Howard to give us the story, so here it is:-**Mona's**

Isle V

The Isle of Man Steam Packet throughout its many years of service has followed a pattern of registering their vessels with names having a Manx connection. The ship that the model is replicating is the fifth in a long line, **Mona's Isle V**, the first ship the Company had was the **Mona's Isle I** of 1830.

I first heard about the availability of a hull many years ago, it was not a commercially built item but one of only six being hand laid by two people in the UK, the mould was subsequently destroyed, these were being made specifically for the post war vessels built for the IOMSP. **King Orry IV**, **Mona's Queen IV** both of 1946, **Tynwald V** 1947, **Snaefell V** 1948, **Mona's Isle V** 1950, finally the **Manxman** of 1955, known within the Company as the Six Sisters, these vessels all shared a similar hull, it was planned to share the hulls between builders with an



Maiden Voyage on Onchan boating lake

interest in Manx ferries, eventually one came into my possession, it hung from straps in my shed for about three or more years before making a start.

The hull had been damaged in a number of places, so a program of rebuilding had to be completed before any further work could be done, it was decided from the outset that it would be a working model so I approached the Manx Museum to see if they had any plans, eureka!! Not only did they have them, but they were (as Fitted) Cammell Laird/Steam Packet copies, these were copied for me by the Museum but were at 1/96th the proposed model was 1/48th. The people at Copy Shop were very helpful and carefully doubled the size ready for me to use, this gave me an insight to the size of the model, **scary**, and at 7'2" it became fondly known

as "the big one".

The usual pattern of fitting shafts rudder etc followed, but unlike modern vessels with thrusters, these ships had bow rudders, this is something I wanted to work, operated by a servo and grooved belt the rudder responds by radio control, but like the real one, the vessel has to be doing 10/15 knots astern to be effective.

I already had plans of the ships fittings so a winter building a myriad of pieces including about 150 benches for passengers progressed, again it was planned to have her fully lit so the small deck lights were formed from brass tube with grain of rice bulbs inserted, I finished up with about 20 containers with various bits ready for adding as she progressed, it turned out to be a good way of building, not stopping every

IT WAS DECIDED FROM THE OUTSET THAT IT WOULD BE A WORKING MODEL SO I APPROACHED THE MANX MUSEUM



Launch day, at Onchan Park.

The BIG one cont'd

five minutes to study and construct something, less chance of mistakes. ???

Although the six ships shared the same hull, as time moved on from the war years, each vessel was slightly different above deck level, and care had to be taken to follow these differences, *i.e.* extra accommodation on the Bridge deck, different lifeboat davits, extra windows, vents, forced air fans, some items on previous ships were left off the **Mona's Isle**, the **Manxman** although the last one built had two distinctly different types of lifeboat davits, so the plans

a large number of fittings throughout the winter so it was just a case of gluing these in the correct places, all three decks were completed the same way.

The lifeboats were a challenge, these on the real ship are double diagonally planked, so a resin mould was made of the hull and each of the mahogany planks were stuck on, then the canvas top covers fitted, the Lum davits were made from plans out of plasticard and brass, I fitted these at the end of building as they would be easily broken.

The navigation lights on these early vessels had to be as; when sailing to the likes of Belfast or Dublin, the ship turned in the open waters, then travelled astern up the river to the berthing point, this meant the lights had to be reversed allowing other vessels to see what would be a ship approaching head on, on the model these were built in and are able to be changed to either direction by radio.

Various other bits and pieces such as a Foggy smoke maker, a sound unit with the triple bell whistle, as familiar to us all as the sound of the Steam Packet. The ships engine room telegraphs plus what I later found out later were telegraphs to inform the rope men/deckhands the commands to be carried out, (no radios in those days), a real one of these I found down in the Steam Packet workshop at the gasworks, again having an opportunity to photograph and replicate it, along with all interior lighting including inside the hull make this model a very satisfying project.

Although it has taken nearly 3 years it was good to see it actually on the water, and I also had the privilege to have Captain Jack Ronan, one of the ships previous Masters launch it for me.

Howard



SHE WAS THE FIRST OF THE POST WAR SHIPS TO RETURN TO TEAK DECK PLANKING; EARLIER VESSELS HAD BEEN FITTED WITH OREGON PINE.



(as fitted) were of great help in accommodating the changes.

The whole of the superstructure is built as one unit; this allows complete removal, giving good access into the hull for ballasting, battery fitting and removal. I decided from the outset that the decks would be individually planked, so, several nights were spent cutting hundreds of 35mm x 1.7mm planks (about 250 metres of planks), ready for gluing to the ply sub decks, one at a time, it took me about ten days to complete just the promenade deck, three decks plus fore and aft were needed, As mentioned earlier I had made

On the actual vessel the windows in the first class dining area, also the ladies lounge on the upper deck had etched glass fitted, I was lucky enough to find an actual window, it belongs to one of our members, Dave Hanscombe; he brought it in for me to photograph, this was reduced on my computer and was used to make my own decals, these when stuck on the Perspex windows and backlit look like the originals. She was the first of the post war ships to return to Teak deck planking; earlier vessels had been fitted with Oregon pine. Because of her better quality fittings throughout, the **Mona's Isle V** was referred to by her Masters/Owners as the "Yacht".



MMBC 'Vintage' sail-in and RC Yacht racing. Sunday 1st September



A selection of the smaller boats all averaging around 50 to 100 years old!

This, the second similar event of the year was once again held on the Mooragh lake which had been filled although not quite as full as the last time when 'wellies' were needed to walk on the lakeside!

Once again, a very pleasant wind which made for a pleasurable afternoon. However, the vagaries of the wind caused problems for both the RC and the



Phil Taubman with his father's Marblehead of the 1940's

free-sailing vintage yachts. There were some new vin-

tage yacht enthusiasts complete with their pre-war boats. Phil Taubman brought along a Marblehead and a 36R. Both had belonged to his father who had been a stalwart member of the Port St Mary MYC. The boats featured on the old photos



This boat was built by Dave Faulkner's grandfather for Dave's father who was a little boy at the time. It is reckoned to be from around the 1920's.

that I had brought along, as did his father. They were both in good fettle despite not being sailed since the last event we held at the Port St Mary pool before it was dug up.

Dave Faulkner from Peel had brought along three boats, two of which were in sailing condition. One was most unusual, being a small boat that had been built by his grandfather for his fa-



Dave Faulkner's Marblehead underway

ther as a small boy. Apparently the grandfather had built 3 identical boats one for each of the siblings. David had also bought along his Marblehead Falcon which I had restored for him 3 years ago. The main-sail was showing its age but did the job for the afternoon. David left his sails with Kim to use as patterns for new ones!

I was sailing my 100 year old child's boat which had originated in Glasgow via Mr Bridson of Port St Mary who gave it to me shortly before he passed away at 104 years of age! He had been given it as a small boy! I had to put a new mast and sails on but the hull was original.

Elizabeth and Gareth Jones had come over from Goole as a result of meeting Kim and I at Llandudno. They are both members of the Northern Area of the Vintage MYC and had also brought models with them, both free-sailing and RC. They both found the Island fascinating and really enjoyed their weekend here. They took part in the RC racing, their first attempt at actually racing. Like the lo-



Elizabeth's little r/c run around—recognise that hull?

ELIZABETH AND GARETH JONES HAD COME OVER FROM GOOLE AS A RESULT OF MEETING KIM AND I AT LLANDUDNO.

MMBC 'Vintage' sail-in continued

Pictures by Brian King and John Martin's wife.



One of the close races, the first mark to windward

cal members they found the vagaries of the Mooragh wind trying but the wind did equalize the competition!

The rescue boat was needed on two or three occasions for the free-sailing yachts which seemed determined to sail all the way to the bottom of the lake via the island! Being a 'catcher' in the rescue boat on one occasion created some exasperation as the yachts seemed to let you catch up with them then dash off in the opposite direction! David had some good exercise though!

Kim had put a lot of work into organising the after-

noon, especially the 'informal' RC racing which he had organised into 5 races all counting to a final result. The winner overall was Juan Vernon, followed By Jackie Ball and then John Martin.

A small MMBC plaque was presented to the 'Jones' as a memento of their visit here and they left for the boat on Tuesday saying they would be back for a longer stay next time!

Brian King

Thanks Brian, and thanks to all for coming and especially to Chris Machin for the use of his tender again. Ed



The end of a satisfying afternoon - smiles all round



The penultimate mark, after 2 laps and still close racing. Ed



Don't laugh, someone has to collect the buoys, it's just that I always get to row and she sits back and takes in the scenery!

Now it's winter and time to get building - but don't forget the servicing on the running gear on ALL your boats used during the summer, shafts out and greased/oiled, rudder too, and check that wiring and replace as necessary.

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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Coming up in the next Newsletter

Venetian Evening at Onchan report and pictures.

Tug Towing report again at Onchan, the final competition of 2013

AGM notice and agenda

AND a report from Warwick International Boat Show [the Club are displaying at this 3 day event, 8, 9 and 10th of November]. There will be ten Club members at the show, lets have a good one.

DIARY DATES

23 NOVEMBER ANNUAL DINNER at the Pavilion restaurant, Port St Mary Golf Club, for which there will be a separate mailing for menu and form to book.

28 NOVEMBER AGM 7pm, Archibald Knox, Onchan

Committee news - a few jottings

The Annual General Meeting has been scheduled for the 28th November at the Archibald Knox Public House, Onchan starting time 7pm (not 7:30 as published in the newspapers, my mistake, sorry.)

The official notice will be issued shortly once the agenda has been ratified.

At the AGM there will be a Club members "Bring and Buy" or should we now call that a "Ship's hold sale" ? Any items you want to pass on, swap or give away please bring along..

Sail loft secrets - [the bean spillers].

Not so much a secret, but congratulations to Howard Quayle and his Mons's Isle V, being awarded the Onchan Commissioner's "Venetian Lighthouse trophy" at the Venetian Evening event.

John Williams at the same event took the "Onchan Commissioner's shield" with Parallax.

Again, well done to you both..

URGENT REMINDER

Those who won cups, shield or trophies last year are reminded to arrange their return to Brian King at your earliest convenience so that they may be readied for this years annual presentation dinner.

Brian King - kingb@manx.net or 628156

You can also arrange with John Williams to collect returns at Silverdale (or Jason Fleming).

John Williams - vector@manx.net or 823156

Rumours that the proposed hotel for the **Warwick Wanderers** was deliberately torched have been scotched by Kim and Theresa. "we know nothing", but have now been relocated to Warwick whilst the **Wanderers** are in Leamington Spa!

Is there a message out there trying to get through - not content with burning down our first choice hotel, fate took another hand. **The Wanderers** flying team were scheduled for a Thursday arrival, but the airline pulled Thursday flights, so now its Wednesday, and another nights stop over.

I know several people took photographs at the House of Manannan exhibition and I've several here too.

If anyone wants a full copy of all and every model that was in the display please get in contact with me and I will send you a disc with them on.

As I mentioned, the final count varies, but counting each model singularly, and not a group as in the ASR vessels from the Commodore, I reckon we had over 85 boats on display.

Kim