



# MANX MODEL BOAT CLUB NEWSLETTER

November 2024



## Manx Model Boat Club

### Notice of Annual General Meeting

Wednesday 27th November 2024 starting at 7:00pm.

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 Wednesday 27<sup>th</sup> November 2024 starting at 7:00pm. All existing members and prospective new members are welcome to attend.

#### Agenda

- 1) Apologies for Absence.
- 2) Minutes from last year's Annual General Meeting.
- 3) Matters Arising from the Minutes.
- 4) Review of the Year.
- 5) Treasurer's Report.
- 6) Election of Club Officials for 2025 (Secretary, Treasurer plus committee members).
- 7) Proposed Fixture List for 2025.
- 8) Mannanan Regatta 2025.
- 9) Any Other Business.

The Annual General Meeting will be followed by a model boat bring and buy sale. Please bring along any items from a few fittings and accessories to complete models, kits or tools which you no longer want and would like to sell or exchange with other members.

Please note, annual subscriptions become due at the AGM.

**The Annual Dinner and Prize Presentation** will take place this year on **Saturday 23<sup>rd</sup> November 2024** at **'Talk of the Town'** in Nobles Park in Douglas, **6:30 for 7:00pm.**

All members should have received notice via email or word of mouth and have seen the menu and completed the reply slip for a tally of numbers and requirements. The cut off date for replies is Friday 15<sup>th</sup> November, which should be sent to Jason Fleming for collation. Contact myself or Jason Quayle for a repeat of the information and a booking form.

*Failt ort*, hello there once again.

As you have just read the annual dinner precedes the AGM this year, it was important to secure the venue for the dinner and then obtain a suitable date for the AGM as well.

We managed to almost complete the calendar of events this year, with just the Spithead Review to re-arrange (again). The number of active Club members is dwindling and is reflected in the number of entries at each event. It is also noticeable that the Vintage sailing is gaining in popularity and attracting good turn out in fine weather.

## Venetian Evening 15<sup>th</sup> September 2024

A very pleasant evening at Onchan Park. Nine entries to the event, which incorporates two trophies. The first is judged with all boats on static display for the Onchan Commissioners Shield and the second with boats afloat at dusk displaying their lights.

A nice crowd of spectators stayed on to view the boats and we think we possibly have a new Club member, and young man called Axel, who is very enthusiastic about boats, very enthusiastic!



Also present Peter Iddon who arrived by bus from the airport having flown in during the afternoon. Kevin Kinnin also popped along as did Mike Buss and Les Quayle.

At least the weather held, it was so good it almost refused to darken for the lights, and a very nice near full moon graced the occasion as well.

Our sincere thanks as well to the two judges, Dave Quayle and regular, Dave Ramsbottom.

### Entrants

Brian King	FV <b>Rose DO 51</b>
Brian King	Rother Lifeboat <b>Osman Gabriel</b> ex Port Erin LB
Andrea Sherwood	FV <b>Marina</b> , a Thai fishing boat
Jason Fleming	<b>Ramborator</b> , towing a small tugboat
Jason Quayle	<b>Loyal Watcher</b> , Fleet auxillary vessel
Jason Quayle	<b>Three Legs</b> , small cabin cruiser
Barry Kerfoot	<b>PL 21</b> , Mountfleet trawler recently restored
Kim Holland	<b>Nudger</b> , pusher tug and barge
Brian Swinden	<b>Ben Ain</b> , Ramsey steam ship coaster
Dave Costain	IOMSPCo <b>Tynwald</b> passenger ferry
Steve Gurney	<b>Doris</b> , bespoke yacht (not sailed but noted as present)

The results being	Onchan Commissioners Shield	Brian Swinden and <b>Ben Ain</b>
	Lighthouse Trophy	Dave Costain and <b>Tynwald</b>

And some images

*remember lots more on the website*



Brian Swinden, Onchan Commissioners Shield



Dave Costain, Lighthouse Trophy



Ben Ain



IOMSPCo Tynwald



Barry Kerfoot PL29



FV Marina



Loyal Watcher and Three Legs



## Vintage yacht sail-in September 22<sup>nd</sup> 2024

A brief report from Brian King, it appears that the wind was strong and there was also a car motoring event which included closed roads along the Mooragh Promenade.

I was also absent, I had scuttled away to Corsica with Theresa for a peaceful break.

Brian reports...

*This was the last of the vintage yacht events for 2024. It was a different day from last time with the wind getting near the limit for boats with a lot of sail. In the event only four members turned up although only three hit the water.*

*Mick Kneale had brought his large yacht up from Port St Mary but suffered technical difficulties preventing his boat from getting wet. However, brother Danny's boat was in top condition technically and sailed away in fine style. I had my radio-controlled 1940's 36R, called JB in memory of Jacky Ball [the last owner.] It coped very well with the conditions having its storm suit on.*

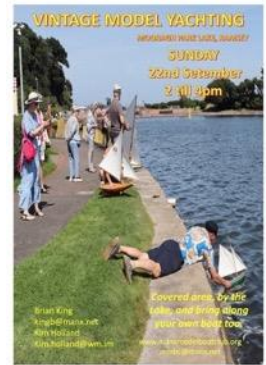
*John McDermott didn't have a vintage boat but showed support by bringing his one Metre boat down to join us.*

*Although few in numbers, those who did turn up had an enjoyable afternoon.*

Thank you Brian.

As I said, we were in Corsica and it is a really nice place to visit. Almost all the Island is rocky mountain with just a long narrow coastal plain on the East coast. The roads are narrow and very windy through the mountains, a bikers wonderland. We toured the whole Island using three stops. At Bonifacio in the deep South our Hotel apartment was on the marina harbourside, and this yacht was in front of our digs. A quick look under the stern revealed name and port of registration, SEA DRAGON DOUGLAS.

They use little tug pusher boats like this to assist berthing the luxury craft. Worth a scratch model build me thinks.



Blackpool Show weekend 19/20<sup>th</sup> October 2024

[loads of pics on the website]



This year the Club had decided to emphasise the bicentenary of the RNLI with its display and Jason Fleming once again was designer and architect of our wonderful show stand. New images were added to the original boards together with materials and items from the RNLI displays on Island, the stamps and story boards of Sir William Hillary's time in residence and his close liaison with the Christian family of Milntown.

We also dedicated the display in memory to John 'Grumpy' Williams and showed several of his models as well, Roysterer, the U203, Lady Jane and Vigilant

The team at the show consisted of Jason Fleming, Jason Quayle, Brian King, Brian Marsh, Bill Callow, David Costain, Jane Peters, Theresa and myself plus UK based Kevin Kinnin and Peter Iddon and Janet. Also attending were Kevin Fleming with his Club and the Brassingtons and alligator turned up too.

It was whilst erecting the stand that the tables were noted as being new but smaller than previous, so the stand actually finished a full table width narrower than usual which resulted in a cramping of the models on display. Though new the tables leg locking mechanism was also found to be weak and easily collapsed under load and movement.

In the Boat hall there were gaps in the displays with empty tables, and the display stands appeared wider separated than at previous shows. Visitor numbers were moderate on the Saturday but less on the Sunday, but that could be blamed on Storm Alex arriving.

The Vehicle hall was very busy with Club displays and activities and the sale room had been moved to a new location meaning a long walk out from the show halls, but it too was very busy. All sales are moderated through this room with the organisers taking 10% as a fee which is donated to good causes. This year over £1000 was donated to both the RNLI and the Northern Air Ambulance charities, which gives some idea of how much trade is handled in second hand models and unwanted modelling items.



Throughout the weekend all Stand entrants are encouraged to vote for a variety of classifications regarding the displays, best kit boat, scratch boat, construction vehicle, novelty, tank, lorry etc. Also best display overall.

Jason Quayle's Waverley paddle steamer was voted best "Pleasure Craft", visible here on the Club stand, so well done Jason, "that's the second time it's won that section" stated Jason.

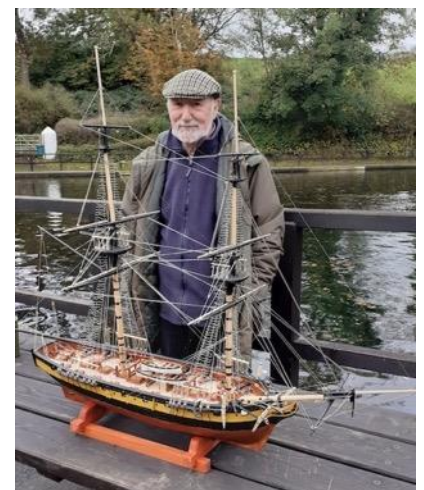


There is plenty of variety in the show and the traders are starting to return, especially those offering bespoke services in 3D printing. There was some discussion when judging as to whether there should be a new section added in model building, kit, semi-kit, scratch and 3D moulded because 3D printing does not readily fall into scratch build if the item has been bespoke printed by a third party.

Dave Wooley, Model Boats journalist and reporter was also about and was very interested in Brian King's part in HMS Racehorse discovery and his ensuing book. There maybe an article on that subject coming out soon, I suspect it would be in Model Boats, we'll keep an eye open for it.

And to emphasise the HMS Racehorse story, John Hancox had completed his remarkable scratch 1:48 scale build in time for it to be boxed up and also displayed on the stand at Blackpool.

The gang all returned home on the Monday, after storm Alex, aboard the Manxman. It is a long weekend, but worth getting over to meet up with colleagues and fellow modellers from across the UK. I wonder what goodies will emerge over the Winter months having been secreted away during the Show, there's always something new appears during the Winter that can be traced back to the Show, just think Hover crafts....



## *So you think you know about LiPo batteries and how to assess, charge, use and store them?*

During the Blackpool Show we were using the mini tugs for Have-a-Go and a practice boat football game, which, of course, involved charging the small single cell LiPo batteries. Brian Marsh was helping me and suggested something about LiPo batteries and their charging/safe handling etc would be an ideal subject for the Newsletter. I'm no expert, but I do search for good information. So here's a few thoughts and links to some very good information sources that I've sourced, please add yours.

Firstly, ask yourself this, "Do I really know about LiPo, LiFe, LiPO4 batteries. How do you assess whether yours has suffered damage. Has it swollen at all? Does it get hot when charging? What charging rate should I use? Have I even looked up information on the internet, other than to watch someone else's LiPo generated fire? Do I understand where the real causes lie?"

Can you honestly say that you have the knowledge, and have you got a print out for reference because if you have a battery incident your insurance company will want to know what your handling methods were and based on what information. Just saying someone in the Club said do it this way or that will not stand. You really do need to have based your current practice (notice that pun) on some authentic accurate information to hand, not on the web somewhere.

Where to get it? Well try the battery manufacturers, after all they have a duty of care for selling them to you. Next try the retail outlet where you purchased the battery, Component shop have literature available on-line, Hobby King have loads, Ebay sources probably some do, certainly some do not.

Below are links to some that I have found, and I have printed them out and have them in my workshop to read. From one of them I learnt to have a disposal container, 5litre with screw top, part filled with saltwater solution for the final resting place of blown LiPo's. Yes, I have experienced inflated batteries twice. The first about 4 years ago, when I noticed a Hobby King battery 3S 3000mAh (£18) that had swelled up. Not sure if it was usable I followed the literature source. I discharged to 2.8V, cut off the leads carefully then dumped the battery in the container of salt water.

The second occurred very recently when charging a single 1S 750mAh battery from the mini tugs using the provided USB charger unit [available from many sources to charge 1S cells.] These can be plugged into a computer USB port! There is no indication of voltage or amps when in use.

I mistakenly left it attached to the charger even though the red **led** lit to show it was charged. An hour later I removed it from the charger, it was warm (near hot) and swollen, ballooned and I immediately cut the lead and dumped it. The charger did not appear to have stopped charging.

Note lead acid units when at full charge do apply a trickle charge, LiPo units should not.

Looking up the chemistry of the LiPo cell, myself being a chemist, I discovered that if the cell is over charged, that is given over 4.25 volts or more even at small amps, the cell chemistry breaks down resulting in an exothermic reaction – exothermic is heat producing so the cell goes into runaway breakdown, we see it as fire, when the packaging bursts due to pressure build up.

I now charge all my LiPo cells at C rate using a good quality charger that indicates the charging voltage and amps. Once the cell is at 4.2V the charger has a couple of minutes to zero the amps or I step in and stop the charging manually. Yes, the charger should do it, I ensure it's done.

So I've had experiences without fires. I probably overreacted for the first battery, but the second small unit got me worried. These units are supplied all over.

Right, where do you get some information, trusted info and from a reliable source.

Well, to start you should all have that answer immediately to hand. After all most of you are using these batteries and to date only one Club member has had a serious problem as far as we know. Talking to some I realise a few have encountered swelling batteries and taken the "if in doubt make safe and ditch" route. That's the way to go for safety.

I also use LiFe and LiPO4 batteries. They can have problems but do not result in chemical fires that cannot be extinguished till the source has burnt out. But they also require safe handling.

Here's some links to those literature sources. Please make yourself aware of the contents. Yes there are numbers to understand and simple calculations to make, but being safe should be your primary goal. You will read good advice too. One quotes why do you need to rapid charge, plan ahead and charge at the one C rate.

Batteries stored at the correct voltage can and do last years. Fully charged is not safe nor recommended storage. Fully discharged or near to also has derogatory effects on battery life too. Get a decent charger that has LiPo storage as one of its default call ups. Storage at 3.8V to 3.85V. Also get a LiPo monitor and use it. They cost very little but can save you an awful lot.

Some useful literature sources.

HOBBY KING [https://hobbyking.com/en\\_us/blog/cat/battery](https://hobbyking.com/en_us/blog/cat/battery)

RC Factory <https://www.rc-factory.eu/lipo-baterie>

LiPol battery Co <https://www.lipolbattery.com/LiPo-Battery-Safety-Precautions.html?srsId=AfmBOoqGiLPy2nB4AJ8fao19dIQjNtUroDL0d4C6h5MQzOMLtx8hQKYp>

British Model Flying Association <https://www.fly-ads.co.uk/docs/lipos.pdf>

I have three articles and an eBook saved which I can send out to persons with interest, they are from Hyperion, one of the major original LiPo manufacturers, that company has gone, and two from Hobby King that no longer appear on their Blog (battery), and lastly a Gibbs Guide to LiPo batteries.

If you would like an electronic copy contact me as below.

The eBook and the BMFA article are heavy reading and go into great detail, BUT all is worth noting.

*Aye, Kim  
Editor*

*Any errors are always mine, proof reading is a chore, no matter how many times I read through I'll always miss errors and mistakes...*