



MANX MODEL BOAT CLUB NEWSLETTER

Spring 2026

Failt ort, hello again.

A hearty welcome to all the new members, there are several this year. I try and get at least four Newsletters out each year, a mixture of content reporting on what has happened, what we hope to happen, sometimes some handy tips passed along and sometimes members pass items of interest along as well. A mixture of everything this issue, plus a request to attend a Hospice fund raiser. Each event is pre advertised and I try and present a poster to advertise it hoping that it might get shared via social media and create some interest outside the Club.

2026.

The year started cold, frosty and with snow about, such that the Ice Breaker event for the 4th of January was postponed, only to be cancelled the following weekend due to high winds and rain, then abandoned for this year as all the mince pies were gone.

Let's hope we get the rest of the season done.

Club Trophy AUDIT

A call out to all Club members that have achieved trophies during the last year. Brian King and Brian Marsh are carrying out an audit of all the Club's many trophies and would like to gain access to them all over the next few weeks in order that they can all be confirmed as existing, that they are correctly named and listed to their appropriate competition and that the record of past winners is up to date as are the plaques listed on each trophy.

The trophy will be handed back for your mantelpiece, once the process is complete for that trophy. I would suggest that they be taken to Silverdale on a Sunday, or surrendered when at a competition, the first of 2026 being Sunday April 12th, Steering competition.

Brian King	kingb@manx.net	01624 628156	(answer machine)
Brian Marsh	b.marsh2@hotmail.co.uk	07624 306994	

Hospice Charity event.

The Club have been approached to attend a hospice fund raising event in St Marks. The location offers a small lake on which it will be possible to sail some small/medium boats, the attendees perhaps making donations for the pleasure of skippering a boat. The Club will also have a small gazebo on hand for display of a few chosen models.

The event is May 10th, a Sunday, 11am till 4pm; (our events calendar will be adjusted accordingly). We shall require at least six volunteers to assist r/c boats and man the stand. All members may attend anyway; please remember it is a fund-raising charity event for Hospice. More information will follow, including setting up times.

Manx net emails – most important

I have had a few updates to email addresses passed to me, don't forget to let us know that you've changed for whatever reason. I try and test them as they come through with a test message.

News from Silverdale – Jason Quayle

As I said, there has been sailing at Silverdale when the weather had held off, and Jason has kept me apprised of some happenings and appearances.

The first is a new submarine making an appearance from Paul Bromley.

HMS Upholder.
February 26



image: Jason Quayle

The **Upholder/Victoria-class submarines**, also known as the **Type 2400** (due to their displacement of 2,400 tonnes), are a class of diesel-electric submarines built in the United Kingdom in the 1980s to supplement the nuclear submarines in the Submarine Service of the British Royal Navy. Paul was in the final stages of ballasting and trimming the model and a launch was imminent.

This second image is of Dean Dupre's new speed boat, Jason apologised for the image, trying to capture moving boats on a phone is not always easy.



And the next quick shot is Jason's own new logging tug, Greeba, which is 3D printed. Alongside the tug is David Costain's Huntsman, a popular subject with Club members, I think there are three amongst members now.

Thanks Jason, at least some of you are getting out on the water.

For all new members, every Sunday morning, unless we have an event planned elsewhere, Club members get together from about 9.30 onwards. The café is hit and miss this time of year, so bring a flask along. It would be nice to extend stays till midday, if possible, not everyone lives close and there are times I'm arriving from Ramsey as the locals are setting off home about 10.30.

News update on the submarine and its debut dive in the waters of Silverdale, March 27, 2026.

All went well, apparently, till gently moving across the lake and the command to dive. It did but then didn't come back up. A rescue team launched onto the treacherous waters armed with pole and stick to attempt a rescue, which, thankfully they succeeded and brought a waterlogged sub to shore.

The compartment that should be wet was, and the compartment that should remain dry didn't. Paul blamed the Arduino controller system for not sensing the filled water tank and stopping the flooding of the tank.

I take my hat off to the sub guys, always a worry when you are deliberately sinking a valuable vessel hoping it will return to the surface when instructed. Paul explains that there was some loss of valuable electronics, but the sub will sail again, good man you are sir!



Website

Our hard-working secretary is also the webmaster for the club's website and content. On it you have access to all the Club documents and policies, scroll to the bottom of the home page. The events calendar is there, and the next event has its own billing, as does past Newsletters and new additions to the gallery.

Why not have a Facebook page, question comes up often. It does require dedicated management and can attract defamatory comment which needs careful handling. Some members have their own accounts and can easily post about events for us, there are several "What's on" groups for the Island and each radio station also have a similar capability. Indeed, Manx Radio will respond to WhatsApp messages regarding cancellations etc.

There are a lot of model clubs with dormant Facebook accounts, let's not become one too. We do get a lot of interest via the website, at least ours is active.

WhatsApp group request.

A recent request from a new member was discussed by the committee regarding whether to form a WhatsApp group for members to share members interests and information. It seems we all have

experience of such groups, and not all are good. Foremost is the requirement to create administration for such a group to control content and abuse etc. There were no volunteers.

The decision is this, if some Club members wish to create a group, then feel free to do so. Under GDPR we, the Club, cannot pass on any members contact details so the creation would be by word of mouth amongst interested parties. Those that want can join.

Club Insurance – and you.

A model boat club needs public liability insurance to protect against legal liability for injury to the public, damage to third-party property, and member-to-member incidents

While not always legally mandatory, it is essential for covering high-cost claims, legal fees, and medical expenses resulting from accidents at lakes, during exhibitions, or events.

Key reasons for needing this insurance include:

- **Third-Party Property/Injury:** Protection against claims if a runaway model boat damages property or causes injury to spectators.
- **Member-to-Member Liability:** Coverage for incidents where one member accidentally damages another member's model or causes them injury.
- **Landowner Requirements:** Many local authorities, councils, or private landowners require proof of insurance before allowing club access to water.
- **Volunteer Protection:** Covers injury to club members or volunteers during, for example, setting up an event.
- **Coverage Extensions:** Policies can cover additional risks like product liability (if the club sells items), libel, slander, or damage to club-owned, non-motorized equipment.

Just a quick note about the Club's insurance. For paid up members, the year starts at the AGM going forward, they receive Club public liability cover for when they are sailing on open waters, for example Silverdale, Onchan Park and the Mooragh at Ramsey. Almost all local authorities insist on this type of insurance cover, Onchan and RTC certainly do and I expect DEFRA do as well.

Every event we organise here [IOM] by the MMBC is covered by the public liability insurance as are the participants, including visitors we invited/welcomed. Their free sailing on Island is not; hence we offer a reduced off-Island membership rate for when they are here, Mannanan being the exception as we will create a temporary membership for the two days at Silverdale only.

Some members have membership in other organisations, so they should be quite clear as to whose they deem themselves to be operating under. For example, some of us are in the VMYG [Vintage Model Yacht Group], which is UK based. Their insurance specifically states that general everyday sailing is not covered outside the UK, i.e. here. BUT, if we organise a specific event in the VMYG name, with their agreement in writing, then we are covered by them.

Radio control – FAILSAFES

The world of radio control has seen great advancements in recent time. The advent of cheap, digital 2.4GHz radios has almost seen off the 27 and 40MHz sets of old. They are still around, in use, and are essential for submarine use as the 2.4 will not penetrate water to any depth for control. 2.4 was, and still is, mostly set-up for flying, either airplanes or helicopter or drones. For land/water use they are ideal, as a lot of the gear can be switched over to boat/car use.

A set-up for flying does not require astern/reverse on the throttle stick! So, the default on the throttle is no neutral position, the full stick movement from stick back (idle) to full stick forward (full speed) is all forward motion. Also, the throttle stick is on the right-hand stick.

For boating (and some cars) we want a neutral throttle position, with stick forward go ahead, stick back, go astern. We also by convention have the throttle on the left stick, rudder right stick.

The receivers, too, in 2.4 systems, contain more than the simple receive messages and pass onto servo instructions to move left/right. Some can pass information back to the transmitter. AND then there are the speed controllers, ESC. AND then the choice of what type of motor, brush or brushless.

SO, what is a failsafe, when is it activated and what does it do and to what and why?

A radio control (RC) failsafe is a crucial safety feature that automatically executes a preset action on a model (like a drone, car, or boat) when the radio signal link between the transmitter (remote controller) and the receiver is lost or compromised.

The primary purpose is to prevent the model from continuing to operate uncontrollably, which could cause damage, accidents, or flyaway.

It's a safety electronic setting mandatory in **any radio control used for flying**. It is activated under certain conditions and results in specific actions to stop flying things heading off out of control

The failsafe mode is initiated when the system (Tx and Rx) detects **signal loss, or low power**. Signal loss or interruption may be caused by any of the following,

The Tx is turned off whilst the Rx is on

The Rx is turned on before the Tx is turned on.

Low battery level in the Tx

Low battery level in the Rx

Out of range of signal

Capsize of boat, signal blockage, under water

Loss of aerial either Tx or Rx

Sudden voltage drops to Rx caused by increased load in system (rapid power up, high revs, weed on prop,

The loss of signal is only a few milliseconds to activate failsafe.

When a signal loss is detected, the failsafe system commands the model's controls to move to specific, user-defined "safe" positions. Common actions include:

Throttle to Idle/Off: This is a universal requirement for most RC vehicles to stop or slow them down, preventing high-speed crashes or flyaway.

Neutral Controls: For cars, this often means setting the steering to a straight position. For aircraft, control surfaces (like ailerons, rudder, and elevator) might be set to neutral to allow the model to glide or spin in a controlled manner.

Automated Functions: More advanced systems, especially in modern drones and autopilots, use integrated flight controllers to initiate complex safety procedures such as:

Return to Home (RTH): Using GPS, the model automatically flies back to the take-off location and lands.

Auto Land: The model descends and lands at its current position.

Hold Position: The model stops and hovers or loiters until the signal is regained.

Proper configuration and testing of the failsafe system before each use is a mandatory safety practice in the RC hobby to ensure the safety of the model and its surroundings. Consult your specific radio system's manual for detailed setup instructions.

The Boaters Failsafe.

As we can see, the most useful failsafe is to shut the throttle down or off. If the set is already setup for flying, then that default position will be for the unit to assume full stick back as idle/off. If it's on your boat that will equate to **FULL ASTERN**, even if you have put the set in boat mode (if it has one) So set the failsafe to the neutral, check your manual.

If the failsafe cannot be changed, change the sticks internals so that the rudder assumes the throttle channel and the throttle stick assumes the rudder channel. I've done this on Planet radios.

The electronics of activation can be in the ESC, receiver or even in the transmitter.

In cheaper sets, it will be in the receiver on the throttle channel. It's a safety device after all.

In ESC controlling brushless motors, the settings can be included within ESC.

In some sets it's within the Tx and can be programmed to other channels as well as the throttle channel.

There is also a device that can be inserted into the channel connections between the Rx and the servo(s) of interest. The CysModel.hk H1100 CYS failsafe unit, shown here. I use them with any radio sets and as extra control to cover two channels, servos of interest e.g. Sail winch and rudder.



Clamps from wooden clothes pegs



A recent boat build of mine involved planking a boat hull with full length planks. The hull was 24 inches long and there were twenty-two ribs between bow and transom.

Each plank required clamping at each rib, doing simultaneous planks per side meant 44 clamps. I only have 8 x 1/2" G clamps, some various spring clamps and some larger G clamps. I needed some more, smaller ones.

I resorted to making a few extras from wooden pegs, having read some years back how to use reversed wooden pegs.

Here's how

Disassemble the peg.

Reassemble with the two peg sides reversed.

The peg now has a slightly tighter grip and a wedge-shaped grip.

FOR SALE

Brian Swinden has a Carson 14 channel 2.4GHz radio set for sale - brand new not used. Please see attached photo. If you are interested, then you can contact Brian

briandi@manx.net



Finally, I include a copy of the form used to apply for a parking permit within the Ramsey Mooragh Park. There are two areas within, one just past the Costa Café on the right-hand side, and a much smaller one at the Southern entrance, adjacent to the toilet facilities. The permit is granted for Model Boating, ideal for any that attend the Vintage Sailing, or wish to try radio sailing. Do be warned, they are checked frequently, so make sure to display it if parked up. I would also have a boat with you!

Complete the form and hand in or address to:

CONTACT DETAILS

Correspondence with the Ramsey Town Commissioners should be addressed to

The Town Clerk & Chief Executive
 Ramsey Town Commissioners
 Town Hall & Library
 Parliament Square
 Ramsey
 Isle of Man
 IM8 1RT

Telephone: +44 (0) 1624 810100
 Facsimile: +44 (0) 1624 810101
 An Email contact form is also provided

PERMIT RENEWAL FORM			
NURSERY / MODEL BOAT / DISABLED (Please Indicate)			
Full Name	Mr / Mrs. / Miss		
Address			
Telephone No(s)			
Previous Permit No <i>IF APPLICABLE -</i>		Car Registration No.	
Make / Model		Colour of Vehicle	
Signed			
Dated			

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... like with the last Newsletter – "as my old headmaster used to put on my school reports "can do better!"