



MANX MODEL BOAT CLUB NEWSLETTER

July 2026

Failt ort, hello from me once again.

Well another busy time for us modellers, what with a Big Night Out, Vintage Yachting and Mannanan, all in quick succession. We now have some evening Onchan sailing and a Spithead Review, then more Vintage sailing due in August. It will be peaceful to get to Blackpool! We seem to be enjoying ourselves too, which is what the hobby is all about.

Big Night Out Sunday evening 14th June [visit website for more images]

A really calm, warm and sunny evening at Onchan Park for our Big Night Out. Lots of members present sailing a wide variety of craft.

Appearances on the night included **HMY Britannia**, now under the stewardship of Brian Marsh; **Mannin** dredger, the steam version by Jason Quayle; Brian King with his big **Gough Ritchie** lifeboat; Brian Swinden with a re-painted Mountfleet Models Trawler **Milford Star** built by Dave Kettlewell; Jason Fleming and another DK boat, the puffer **Sealight**; Damir Cvijetic with his 3D printed **Tugboat**; Dave Costain and his IOMSPCo **Tynwald**; Tug **Independent** with John Hancox; Steve Gurney and Barrie Kerfoot with another **Tugboat** [Steve was also sailing a yacht]; Will Harris with his newly acquired **Sea Hornet**; then the **Swan** with Brian King and last (I think) **Froggy** on his hovercraft (Brian Marsh).

I had my r/c converted RNLI **Severn** for trials, after adapting to 2S LiPo.



Unfortunately for Brian Marsh, **Froggy** got a little out of position mounted on board, he looks a bit scared here, and



the hover craft capsized when sharply turning on the far side. All lifeboats and available crew attended the scene but alas, of **Froggy**, there was no sign, although the craft



was recovered. A reappraisal of the crash site by the crash investigation team defined the most probable incident position

resulting in Brian Swinden skipping home for his rescue net, used with much success at the Hospice event collecting capsized tugboats from difficult access areas. It is a long-handled fishing landing net, and with the rescue team again at the crash site net dipping proceeded.

Oh, great joy when **Froggy** was located on about the fifth pass of the net. Tears streamed down BM face; he would be able to go home now without facing dire consequences. Indeed, his CPR manoeuvres, emptied **Froggy** of much water.





An update as to **Froggy's** condition was received by the Editor the following day. **Froggy** was making good progress and recovery, he'd been spin washed and the accompanying image revealed **Froggy's** unfortunate positioning to enhance his rapid recovery. Leakage in frogs is new to me, the glass bidet a Marsh household favourite. Interesting positioning on the jam jar. Obviously, Brian's advanced first aid training came to the fore.

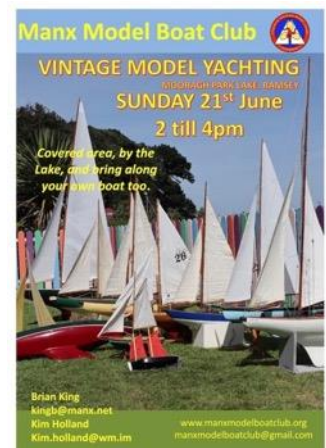
Yet another incident to be noted to the yearly "Oh Dear Me!" records.

Vintage Yachting, Sunday afternoon, 21st June Father's Day

A glorious day at Ramsey's Mooragh lake greeted the numerous participants and onlookers, at times over 30 persons, to this, our third VY day this year.



Coming a week before Mannanan we also greeted off Island members Elizabeth and Gareth Jones and Mary and Paul Brassington, both making a long week stay to enjoy the Island and some boating as well. Here's Paul, suitably dressed for the weather, possibly wondering how to convert "26" to underwater activities.



The only drawback to fine weather is a lack of wind, we had enough from the NE, coming with the high water, but nothing dramatic. Gareth had brought along two fine yachts he'd restored, **Gemima** and ?. Paul was possibly having a first go with a Vintage yacht, I lent him my 36R "26" and he did very well considering that she only has controlled rudder, and in light airs speed is critical for a completed tack.



Brian had bought along a good selection, most notable

being the ketch Fleetwing and Mark Renshaw from down South had his 36R.

We'll have to come to a compromise for our sailing days as Mick Kneale was unable to attend, he also sails full size yachts and does so on the high-water period.





There are more photos on the website.

A new family came along, invited by Brian. They had a neat white 36 complete with Braine gear for a first group

sail. The yacht was named **WINBORNE**. No r/c on this yacht so when launched it did its own thing, and as John Martin stated, it was caught by the big magnet [the island in the lake] and pulled over into a nice gulley where it appeared to be stuck.



Luckily Gareth Jones had his pusher tug to use as a safety boat and succeed in turning the yacht back out into the open. On investigation, we discovered the pin left in the Braine gear, so set for beating, which she did, straight into the Island. With the pin out she happily sailed away to the South and eventually came ashore by the Crazy Golf, happy wanderings indeed.

I was sailing a 1970's Marblehead [97] that I had acquired some time ago after a member passed away. Having re-rigged and reworked the electrics in my attic workshop, she sailed really well for a first time out with no need to alter any settings, in the very light winds. I was also trialling the power unit, opting for a 2S LiPo with onboard regulator to power winch, Rx and rudder servo, all seemed good.



A big thank you from Brian and me to all who attended. We were delighted to welcome so many on the day and so many new faces and promises to come again when we next arrange a Vintage day. It is so good to see so many people taking such interest in what was once a massive recreational hobby throughout the Island which at one time held model yachting regattas all over the Island

Editors Note: The next possible sailing date listed is Sunday August 2nd, same place and times.

Mannanan Regatta 2026, weekend 27/28th June 2026.

I think we had a good weekend, fine weather, great friends and relaxing competitions and sailing. For once the dreaded weed problem was almost absent, and next year we already have permission to set the barley straw bale in place as a preventative for it.

Saturday set up was an early start for some, before 8 I'm told. I arrived about a quarter past to find gazebos being erected and tables in place. Two of our off-Island visitors were staying on-site so "happened" to join in. A welcome as well to Kevin Fleming from over the water.



First competition was On-the-Water and timed to start at 10am. Brian King had arranged the judges, and I performed OOD for the sign in and paperwork.

David Ramsbottom was main judge and was very ably assisted by Mary Brassington. At their request we ran the under and over classes separately with those qualifying for the MNH (Manx National Heritage trophy) noted on their score cards.

Just look at the concentration!

On-The-Water RESULTS

UNDER one meter

NAME	Manx	BOAT	points	position
Brian King	Y	Taroo Ushtey harbour work boat	6	
Nigel Lathum		Catharina pusher tug	8	
Nigel Lathum	Y	PL 5 FV Odin	9	1
Brian Swinden		FV Milford Star	6	
Tom Hannah		Taroo Ushtey tugboat	7	
Jason Quayle		Three Legs Huntsman day cruiser	6	
Jason Fleming		HMS Snowberry Flower class corvette	6	
Jason Fleming		Sealight Clyde Puffer	8	
Kevin Fleming	y	IOMSPCo Mona's Queen	8	

OVER one meter

Brian King	Y	Gough Ritchie LB Arun class Lifeboat	7	
Nigel Lathum		Bismark battleship	8	
Brian Swinden	Y	SS Ben Ain coaster	9	1
Jason Quayle		Tug Envoy navy Tugboat	6	
Paul Brassington		R 39 submarine	6	



Manx National Heritage Trophy awarded to,

Ben Ain **Brian Swinden**

The competition was not without some minor mishap. Tom Hannah, sailing his tug **Tarroo Ushtey** together with Mike Buss were just beneath the judge's position when they lost their propeller.

It was not really possible to try and locate at the time as setting a few buoys out for the

On-the-Water necessitated a person in waders walking about the lakebed and stirring up sediment. The position was noted for later, if and when the waters cleared.

The lost prop was described as a being large bladed, 60mm diameter and brass coloured. *

The remainder of the day was free sailing, and many boats took to the water, including, and I think a first, two white swans a swimming...

Brian King and Dave Costain had bought them along for crowd entertainment, both also squirt water too.

An excellent display of two hover craft also amused the afternoon crowd, Nigel Latham and Jason Quayle really showing how much fun can be had with these craft showing their agility and speed. Yes, we had ensured that the local wildlife, ducks, were well away from the craft and that other boaters were made aware that these craft were about to be operated.

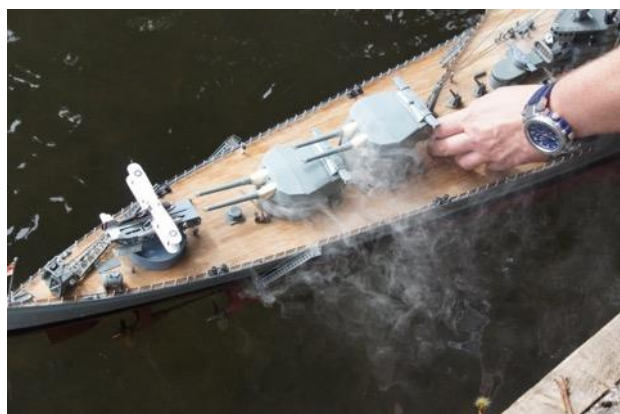
It is interesting to note that a hovercraft can run over the buoys we use without any damage to the skirting, nor, it seems, to the under-body work. Discussion also followed about racing these should members start getting interested. There are three built and one other is known to be "still in the box" on the shelf waiting inspiration and time.

Once things quietened down Kevin Fleming was sailing his fleet of craft he'd brought over with him. He had **Mona's Queen**, **HMS Nottingham**, **HMS Hood** and the boat from the film Jaws, **ORCA**. It was Hood that was to become a centre of interest. Whilst sailing there was some small problems with response to Tx commands. Luckily whilst drifting close to the lakeside Gazebo, the cry went up "is that smoke coming out the turrets?" A boat happened to be passing and shoved Hood to the side, as the smoke density increased, Kevin rushed to remove the superstructure and he near disappeared within the white clouds of electrical smelling dense vapours, risking all to rapidly yank the battery connections apart. Still no flames, big oohs and arhs from watchers, some helpful advice lost in the rush to grab cameras. Did someone shout "Is it burning?"

Luckily for Kevin his rapid interruption of all power supply stemmed any further deterioration the smoke cleared and Hood was saved. It appears that one of the three metal cased ESC had overheated, the onboard cooling fan had pushed the smoke up through the deck by way of turrets X and Y (I learnt that designation later) and gave the first indication of overheating down below.

HMS Hood, slowly passing by, looking calm and serene on the water, but having some manoeuvring difficulties.

Within seconds of smoke being spotted rising from the X and Y turrets she was alongside and hands reaching down to open her up.



Panic over, the fan has pulled the last of the smoke free, the power is off, the boat is safe and appears undamaged except for something electrical. [One of the ESC had overheated].

Kevin lifted the boat out, checked it over and apart from a strong smoky odour all was well.

And that was Saturday, a normal quiet pleasant afternoon just sailing a few model boats on the lake, roll on Sunday. We left the lake to recover, with the buoys in place ready for another day.

Sunday at Mannanan is by tradition scale competition day. Entrants can only submit entries that they have personally built or have a major build contribution in the building of. Judges for this are from within the Club, and obviously they cannot judge their own class. This year, I judged two classes, semi-kit and kit, whilst Jason Quayle had the honours doing scratch. Brian Swinden volunteered to assist us both in turn, which was very helpful and we both pass on our thanks to you Brian, we know you enjoyed it.

Kit Class -

NAME	BOAT	position
Brian King	Crash Tender – Aeronauts kit	
Jason Quayle	Admiralty Tug Envoy	1
Nigel Lathum	Submarine Rock -Gato class	

Tug **ENVOY** afloat and under way



Get that superstructure off – quick!
Smoke billows up and out the opened hull, X and Y turrets wreathed in smoke.



Semi Kit Class

NAME	BOAT	position
Brian King	Tyne class lifeboat – Sir William Hilary	
Jason Quayle	DUKW amphibious motorised transport	1
Gareth Jones	Canal Boat – Walbut Dream	
Kevin Fleming	HMS HOOD – British Battleship	

The **DUKW and duckling** by Jason Quayle



Scratch class

NAME	BOAT	position
Nigel Latham	FV Odin PL5	
Gareth Jones	Humber Princess a Humber keel	1
Kevin Fleming	ORCA – from the film Jaws	
John Hancox	Tug Independent	
John Hancox	Vital Spark a Clyde Puffer	

Gareth Jones' **Humber Princess**



With few boats to judge, the scale competition was completed by 12:30, and a relaxed lunch taken by everyone. Lots of models were on the water and some were using the towing casualties to practice their towing skills as a pair.

Free sailing continued and included pair tug towing, being practiced and a good general sail about followed lunch.

The attendees welcomed the sight of two swans on the lake, Brian King and Dave Costain in control, but attempts at offspring failed, so no cygnets expected next year.

Now, let's return to that incident with Tom Hannah's tugboat on Saturday. Overnight the waters had cleared nicely and so far no one had been in for a paddle. Spotters gathered about the apparent location eagerly trying to spy the brass-coloured large propeller on the muddy bottom.

Several likely targets were pointed to, and so it was, that two willing volunteers took to a pedalo, and were directed to the location just below Saturday's judging position.

Jason Fleming and Nigel Latham! What a pair, leaning forward and allowing lots of water to flood their craft whilst both trying to spot something brass coloured below them.

This time they did not have the mighty fishing net of Froggy fame, this time they used, or rather JF used an extension grabber (made famous by Bill Callow for just such recoveries at lakeside) the implement having a single claw at one end and trigger operated.

I think they are sold for reaching tins stacked on high shelves.

After a few minutes of searching the brass-coloured targets, JF moved outward slightly to a weed patch, jabbed in the grabber and declared success. He had retrieved a large three bladed, RED (iron oxide colour) plastic propeller which both Tom and Mike Buss exclaimed great joy at, saying that was their missing prop! So it wasn't brass at all, but at least they got it back together with lots of advice on how to prevent such loss in future.

The Float Game. A fun game of skill.....

The last event on Sunday is the Float Game. The object is to use a radio-controlled boat to collect polyester floats by driving the boats bows into a V notch cut into the float. Names are noted for first and last float home, but the winner is the one collecting the most floats. On the start line this year were Gareth Jones, Kim Holland, Kevin Fleming (borrowed Club Tugboat Carlson), Jason Quayle, Brian King and Jason Fleming.

Feeding in the floats were Brian Swinden and Dave Costain, with assist from Elizabeth Jones.



The rule is simple -collect floats. Everything is permitted except for bow additions on competing craft that might impale the float. Floats are not home till safely ashore laid upon one's stack.

So briefly, it went like this:

Gareth failed to start, his pusher refused to enter the water!
[Electrics playing up]

My boat gave up after a few minutes, 1 float home then the ESC's over heated in the excitement.

Kevin Fleming had a good run, his first participation in the event, scoring 3 floats.

Brian ran distraction and failed any floats.

It really ended being between the two Jason's. JQ with his ever-winning Bob Boat, and JF with his Club 500 orange race boat.

JF was the winner, JQ had first float, but JF had last and most, by one.



And that, after taking everything down and packing away was Sunday done and dusted.

The Best-in show is decided during the two days by everyone, participant/partner etc. Each is handed a vote slip upon which they name their personal preference for Best-in-Show, and all these

are returned to a collection tin. This is taken away by Brian King on Sunday close down and he is responsible for counting the slips and assessing the winner, which is announced at the dinner.

By tradition we have a presentation dinner on the Monday evening. This year, at short notice I must add, a suitable venue was found, the Whitestone Inn, Ballasalla. It turned out to be a nice, pleasant venue. We were allotted a quiet zone in the dining area, and the staff were very prompt and able in their service. Pre-selection off menu choices meant meals were quickly served and all enjoyed a good tuck in. The food was good, plentiful and enjoyed by all. Puddings and Tea or Coffee followed up.

During the meal we held the raffle, with attendees providing an eclectic mix of prizes. Always nice to see some mysteriously wrapped as well. The raffle also helps fund Club activities.

After the meal, Brian King took on master of ceremony and declared the various winners of their trophies on behalf the Club ably assisted by Peter Iddon, yes him of now table saw fame, and yes, his thumb is saw! The last award to be presented on the night is always unknown to all but Brian. That is the Best in Show award, and this year it went to one



of our off Island members for his excellent scratch-built boat.



Best in Show 2026 Humber Princess Gareth Jones

Gareth with his two trophies, scratch class winner and best in Show shield, well done to you sir.



Gareth has since informed me that this award has encouraged him to take up scratch boat building again, he has spent a lot of his time in past few years restoring and sailing Vintage Yachts, he now has a wonderful subject in mind and I wish him all the best with it. I'm sure we'll get to see it in 2028 when he next plans to visit us.

Thank you to all our off-Island visitors this year, we'll see you at Blackpool, all being well.

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!"