Luton and District Model Boat Club

A club <u>not</u> just for boats

Editors Notes

Well, the front cover has a few quotes.

Here is the photo we promised of Admiral Graham " Rumble" Raimious and his "orifsers" .Not the hunt for the red October but the hunt for the Cold December, and boy did we find it!! Another couple of captions could be ”LDMBC members show allegiance to the crown " or "have you ever been a member of the communist party? - Niet !! "

All fun and games though. The lake is fully open to sail on now, but as the landing stage is damaged, we cannot use that bit!!! Luton council are handling the insurance claim for us though!

The coming year we have a few local shows, so we hope the get support from a lot of members at these. We also have The Mayhem Weekend 23-24 May. I have decided to go smaller this year, we will only take a 3m x 3m gazebo, as only I and Dave Seth will be staying over. Please feel free to come along on the Saturday and Sunday, bring a boat have a sail and a cuppa.

We have been invited to attend Hitchin Market on Saturdays throughout the year, please keep an eye open for the dates, some are more important than others, so the committee will let you know. Also as it’s a Saturday in most cases, bring the other half and let them go shopping in the market for a couple of hours!

The last few months have been quiet down the lake, so to kick start the season, I propose to hold a “BACON ROLL SUNDAY” bring some rolls and bacon and I’ll cook them for you! I’ll let you know the date.

1907 WOLSELEY/SIDDELEY DW174

The first owner of the recovered car found it on a farm; it was being used to power his bailer. The car came into my friends hands in 1953. It was bought from a Mr Adames in Bedale Yorkshire, he had done some restoration work but it was a bit tatty. We started to do a full restoration in 1960, the car was completely taken apart down to every nut and bolt, the chassis was taken back to bare metal, body stripped, all leather work ripped out, all nickel work was stripped and re-plated. The professionals came on the scene to paint and line, I believe that it had seven coats of paint and two coats of varnish. All the lining was done by a skilled young lady which you can see by the finish. Next came the leather work, it took eight cow hides to complete the interior of the car and also a new hood was made.

All was ready by 1961, on the road but not quite, the tyres were not all that great, unfortunately you could not go to Kwik-fit. My friend contacted Dunlop to see if they could help and a reply came back to say they had found the old mould but would have to make more than one, but would do four. The OK was given to go ahead.

My friend joined the VCC Great Britain and the car was used on many vet run car runs and gained a few prizes. I was working for Hunting Percival Aircraft at the time and one day my boss called me into the office and said that he had a phone call from my friend saying that he had been invited to represent GB in the Brussels Exhibition and could he give me a week off to go with him, my boss said yes it would be a good experience for me.

So off to Dover we went, when we got there I think they were about fifty veteran cars from VCC GB. Got onto the ferry to Ostend meeting up with many owners including Lord Beaulie who bought me a drink. We got off at Ostend and all stayed at the big hotel for the night. All set off for Brussels we were driving along when we saw a Belgium air force man thumbing for a lift, we stopped much to his surprise and he jumped into the back and sat there like a lord (I bet he had a tale to tell when he got back to base).

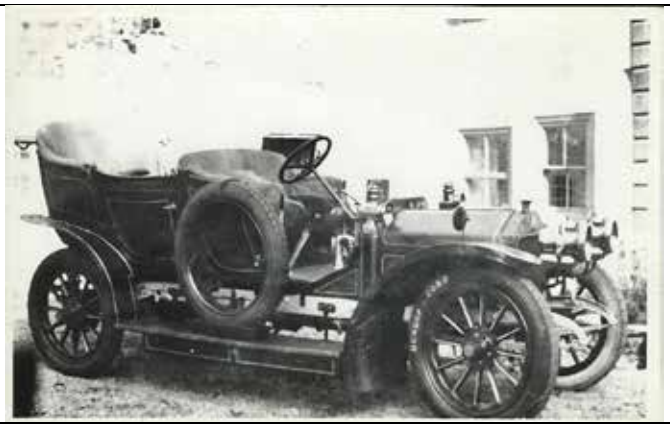
The week at the exhibition was great, drinking and eating well and was well entertained by the Belgians. So back to England

There was a few rallies in the UK, on one I got stopped by the police going down a one way street, unfortunately I got mixed up with a police training day, they were amazed at seeing an old veteran car but they had to do their duty; but I got out of it in the end, it’s amazing what rich people can do to pull strings. Just a little letter to the Superintendent.

After two or three years the car was showing some wear and tear; we had for a long time had fuel system problem the carburettor is fed by pressure from the petrol tank and the only way to do that was to keep pumping the tank up to 2 psi, this was done by using a small little pump on the dash board which was a pain in the neck, after doing this for so long wondered why we had to keep doing it and discovered that there was a popped valve run by the exhaust manifold which was to keep the pressure in the tank. We stripped the whole fuel system down refurbished the popper valve and run new pipe work and solved the problem.

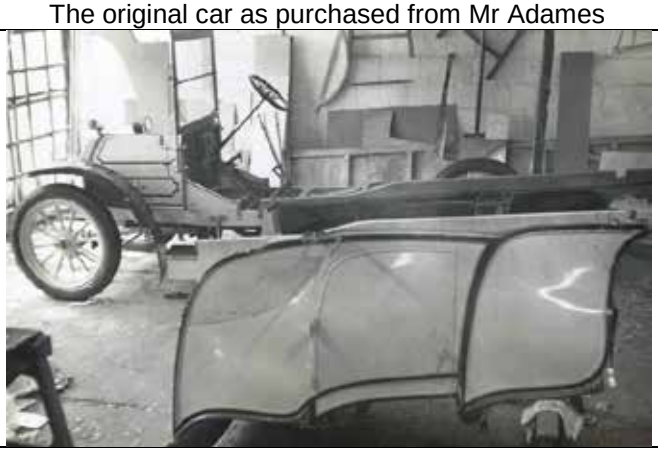
The last time I had anything to do with the car was in 1990, my friend was selling up his house in Harpenden and was moving to Somerset he ask me if I would help him drive down to his new house, that was the last time I saw the car when I drove it into his new workshop. I lost contact with my friend and the last I heard he had died and all the cars were left to his son in Canada. The photos below will give an idea as to what the vehicle looked like

Derek Thompson



The original car as purchased from Mr Adames

In process of restoration



In process of restoration

The finished car with the hood up

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Editor's note. After some research on my behalf, the car was sold in December 2005 for the sum of £55,225 which was above expected price! After that I cannot find any recent reference to the where abouts of the vehicle.

SAMUEL PLIMSOLL was an English politician and social reformer, now best remembered for having devised the Plimsoll line, a line on a ship's hull indicating the maximum safe draft, and therefore the minimum freeboard for the vessel in various operating conditions.

Samuel Plimsoll was born in Bristol on 10th February 1885 and soon moved to Whiteley Wood Hall Sheffield also spending part of his childhood in Penrith, Cumberland. Leaving school at an early age, he became a clerk at Rawson's Brewery, and rose to be manager. Plimsoll married his first wife; Eliza Ann in 1858 she was the daughter of Hugh Railton of Chapeltown, near Sheffield. In the Census 1871 they were enumerated in Hastings where Eliza Ann is recorded as being blind in her right eye and deaf in her left ear. She died in Australia in 1882. There were no children by this marriage. He married his second wife; Harriet Frankish in 1885 she was the daughter of Mr. Joseph Armitage Wade, J.P., of Hull and Hornsey. By this marriage there were six children, of whom a son, Samuel Eichard Cobden Plimsoll, and two daughters survived him. He died in Folkestone on 3rd June 1898, and is buried in St. Martins churchyard, Cheriton, Kent.

In 1853, he attempted to become a coal merchant in London. He failed and was reduced to destitution. He himself told how for a time he lived in a common lodging for seven shillings and two pence a week. Through this experience, he learnt to sympathise with the struggles of the poor, and when his good fortune returned, he resolved to devote his time to improving their condition.

His efforts were directed especially against what were known as "coffin ships": unseaworthy and overloaded vessels, often heavily insured, in which unscrupulous owners risked the lives of their crews.

In 1867, Plimsoll was elected as the Liberal Member of Parliament for Derby, and endeavoured in vain to pass a bill dealing with the subject of a safe load line on ships. The main problem was the number of ship-owning MP's in Parliament.

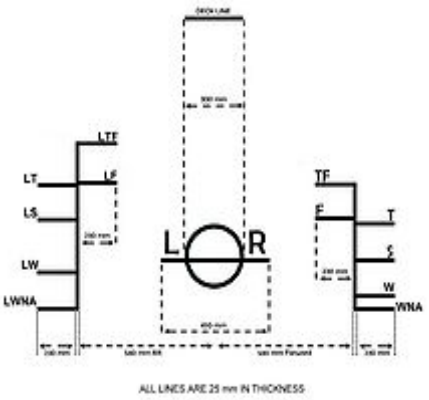
In 1872, he published a work entitled Our Seamen, which became well known throughout the country. Accordingly, on Plimsoll's motion in 1873, a Royal Commission was appointed, and in 1875 a government bill was introduced, which Plimsoll, though regarding it as inadequate, resolved to accept.

On 22 July, the Prime Minister, Benjamin Disraeli, announced that the bill would be dropped. Plimsoll lost his self-control, applied the term "villains" to members of the House, and shook his fist in the Speaker's face.

Disraeli moved that he be reprimanded, but on the suggestion of Lord Hartington agreed to adjourn the matter for a week to allow Plimsoll time for thought.

Eventually Plimsoll made an apology. Many people, however, shared his view that the bill had been stifled by the pressure of the ship owners, and popular feeling forced the government to pass a bill which in the following year, was amended into the Merchant Shipping Act.

This gave stringent powers of inspection to the Board of Trade, and the mark that indicates the safe limit to which a ship may be loaded became generally known as Plimsoll's mark or line



Load Line Mark and Lines and Timber Load Line Mark and Lines for Power driven merchant vessels

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Plimsoll was re-elected for Derby at the general election of 1880 by a great majority, but gave up his seat to William Vernon Harcourt, believing that the latter, as Home Secretary, could advance sailors' interests more effectively than any private member. Offered a seat by 30 constituencies, Plimsoll was an unsuccessful candidate in Sheffield Central in 1885. He did not re-enter the house, and later became estranged from the Liberal leaders by what he regarded as their breach of faith in neglecting the question of shipping reform.

He was for some years the honorary president of the National Sailors' and Firemen's Union, and drew attention to the horrors of the cattle-ships, where animals were transported under appalling and over-crowded conditions.

Memorial to Samuel Plimsoll on Victoria Embankment London.

LOAD LINE MARKING

The waterline is the line where the hull of a ship meets the surface of the water, in concept or reality. Specifically, it is also the name of a special marking, also known as the International Load Line, Plimsoll line or water line (positioned amidships), that indicates the draft of the ship and the legal limit to which a ship may be loaded for specific water types and temperatures in order to safely maintain buoyancy, Particularly with regard to the hazard of waves that may arise. Temperature affects the level, because warm water provides less buoyancy, being less dense than cold water, as does salinity, because fresh water is less dense than seawater. For vessels with displacement hulls, the hull speed is determined by, among other things, the waterline length. In a sailing boat, the waterline length can change significantly as the boat heels, and can dynamically affect the speed of the boat.

The purpose of a load line is to ensure that a ship has sufficient freeboard (the height from the water line to the main deck) and thus sufficient reserve buoyancy. The freeboard of commercial vessels is measured between the lowest point of the uppermost continuous deck at side and the waterline and this must not be less than the freeboard marked on the Load Line Certificate issued to that ship. All commercial ships, other than in exceptional circumstances, have a load line symbol painted amidships on each side of the ship. This symbol must also be permanently marked, so that if the paint wears off it remains visible. The load line makes it easy for anyone to determine if a ship has been overloaded. The exact location of the load line is calculated and/or verified by a Classification Society and that society issues the relevant certificates. This marking was invented in the 1870s by Samuel Plimsoll.

The first official loading regulations are thought to date back to maritime legislation originating with the kingdom of Crete in 2,500 BC when vessels were required to pass loading and maintenance inspections. Roman sea regulations also contained similar regulations.

In the Middle Ages the Venetian Republic, the city of Genoa and the Hanseatic League required ships to show a load line. In the case of Venice this was a cross marked on the side of the ship, and of Genoa three horizontal lines.
The first 19th century loading recommendations were introduced by Lloyd's Register of British and Foreign Shipping in 1835, following discussions among ship owners, shippers and underwriters. Lloyds recommended freeboards as a function of the depth of the hold (three inches per foot of depth). These recommendations, used extensively until 1880, became known as "Lloyd's Rule". In the 1860s, after increased loss of ships due to overloading, a British MP, Samuel Plimsoll, took up the load line cause. A Royal Commission on unseaworthy ships was established in 1872, and in 1876 the United Kingdom Merchant Shipping Act made the load line mark compulsory, although the positioning of the mark was not fixed by law until 1894. In 1906, laws were passed requiring foreign ships visiting British ports to be marked with a load line. It was not until 1930 (The 1930 Load Line Convention) that there was international agreement for universal application of load line regulations. In 1966 a Load Lines Convention was held in London which re-examined and amended the 1930 rules. The 1966 Convention has since seen amendments in 1971, 1975, 1979, 1983, 1995 and 2003.

The original "Plimsoll mark" was a circle with a horizontal line through it to show the maximum draft of a ship. Additional marks have been added over the years, allowing for different water densities and expected sea conditions.

Letters may also appear to the sides of the mark indicating the classification society that has surveyed the vessel's load line. The initials used include CN for CONARINA AB for the American Bureau of Shipping, LR for Lloyd's Register, GL for Germanischer Lloyd, BV for Bureau Veritas, IR for the Indian Register of Shipping, RI for the Registro Italiano Navale, NK for Nippon Kaiji Kyokai, and NV for Det Norske Veritas. These letters should be approximately 115 millimetres in height and 75 millimetres in width. The Load Line Length is referred to during and following load line calculations.
The letters on the load line marks have the following meanings:

TF – Tropical Fresh Water
F – Fresh Water
T – Tropical Seawater
S – Summer Temperate Seawater
W – Winter Temperate Seawater
WNA – Winter North Atlantic

Fresh water is considered to have a density of 1000 kg/m³ and sea water 1025 kg/m³. English (US) densities are 62.4 lb/cu ft for fresh water and 64 lb/cu ft for sea water. Fresh water marks make allowance for the fact that the ship will float deeper in fresh water than salt water. A ship loaded to her Fresh Water mark in fresh water will float at her Summer Mark once she has passed into sea water. Similarly if loaded to her Tropical Fresh water mark she will float at her Tropical Mark once she passes into sea water. The Summer load line is the primary load line and it is from this mark that all other marks are derived. The position of the summer load line is calculated from the Load Line Rules and depends on many factors such as length of ship, type of ship, type and number of superstructures, amount of sheer, bow height and so on. The horizontal line through the circle of the Plimsoll mark is at the same level as the summer load line
The Winter Load line is forty-eighth of the summer load draft below the summer load line
The Tropical load line is one forty-eighth of the summer load draft above the summer load line.
The Fresh Water load line is an amount equal to $\frac{\triangle}{40T}$ centimetres above the summer load line where $\triangle$ is the displacement in metric tonnes at the summer load draft and *T* is the metric tonnes per centimetre immersion at that draft.
In any case where $\triangle$ cannot be ascertained the fresh water load line is at the same level as the tropical load line.
The position of the Tropical Fresh load line relative to the tropical load line is found in the same way

as the fresh water load line is to the summer load line.
The Winter North Atlantic load line is used by vessels not exceeding 100 metres in length when in certain areas of the North Atlantic Ocean during the winter period. When assigned it is 50 millimetres below the winter mark.

TIMBER LOAD LINE MARKS
Certain vessels are assigned Timber Freeboards, but before these can be assigned certain additional conditions have to be met. One of these conditions is that the vessel must have a forecastle of at least 0.07 the length of the vessel and of not less than standard height, which is 1.8 metres for a vessel 75 metres or less in length and 2.3 metres for a vessel 125 metres or more in length with intermediate heights for intermediate lengths. A poop or raised quarter deck is also required if the length is less than 100 metres. The letter L prefixes the load line marks to indicate a timber load line.[8] Except for the Timber Winter North Atlantic freeboard the other freeboards are less than the standard freeboards. This allows these ships to carry additional timber as deck cargo, but with the facility to jettison this cargo.
The letters on the Timber Load line marks have the following meanings:

LTF – Timber Tropical Fresh Water
LF – Timber Fresh Water
LT – Timber Tropical Seawater
LS – Timber Summer Seawater
LW – Timber Winter Seawater
LWNA –Timber Winter North Atlantic

The Summer Timber load line is arrived at from the appropriate tables in the Load Line Rules.
The Winter Timber load line is one thirty-sixth of the Summer Timber load draft below the Summer Timber load line.
The Tropical Timber load line is one forty-eighth of the Summer Timber load draft above the Summer timber load line.
The Timber Fresh and the Tropical Timber Fresh load lines are calculated in a similar way to the Fresh Water and Tropical Fresh water load lines except that the displacement used in the formula is that of the vessel at her Summer Timber load draft. If this cannot be ascertained then these marks will be one forty-eighth of the Timber Summer draft above the Timber Summer and Timber Tropical marks respectively.
The Timber Winter North Atlantic load line is at the same level as the Winter North Atlantic load line

SUBDIVISION LOAD LINE MARKS
Passenger ships having spaces which are adapted for the accommodation of passengers and the carriage of cargo alternatively may have one or more additional load line marks corresponding to the subdivision drafts approved for the alternative conditions. These marks show P1 for the principal passenger condition, and P2, P3, etc., for the alternative conditions, however in no case shall any subdivision load line mark be placed above the deepest load line in salt water.

Plimsoll mark on a floating ship

The Plimsoll line is a reference mark located on a ship's hull that indicates the maximum depth to which the vessel may be safely immersed when loaded with cargo. This depth varies with a ship's dimensions, type of cargo, time of year, and the water densities encountered in port and at sea. Once these factors have been accounted for, a ship's captain can determine the appropriate Plimsoll line needed for the voyage (see above image):

TF = Tropical Fresh Water
T = Tropical
F = Fresh Water
S = Summer
W = Winter
WNA = Winter North Atlantic
AB = Letters indicating the registration authority (American Bureau of Shipping in the image shown; the circle with the line through it indicates whether or not the cargo is loaded evenly.

Samuel Plimsoll (1824–1898) was a member of the British Parliament who was concerned with the loss of ships and crews due to vessel overloading. In 1876, he persuaded Parliament to pass the Unseaworthy Ships Bill, which mandated marking a ship's sides with a line that would disappear below the waterline if the ship was overloaded. The line, also known as the Plimsoll mark, is found amidships on both the port and starboard hulls of cargo vessels and is still used worldwide by the shipping industry today.

BUILDING A ‘STARLET’ GLIDER

It all started when some kind sole gave me two balsa-wood gliders. It has been quite some time since I have tested my skills in building such models. Many years ago as a young teenager I used to enjoy building gliders and Kites and then flying then in Rothamsted Park, Harpenden, where my late father was the Park Superintendent. I have spent many hours at home on our living room table firstly building the models and then, weather permitting, going out into our very large back garden (the park) and flying them.

From the two models that I had been given, I decided to build the ‘Starlet’ glider first. This was produced by Saturn Models Ltd of Maldon Essex. The only information that I could find on this company is that it was incorporated in 1973, no longer appears to be in existence and there is no information as to when it was disbanded.

The model is 54cm (21”) long and has a wing span of 81cm (32”) as indicated on the plan shown in **Photo 1**. The kit consists of the plans, 1/16” thick sheets of balsa with all the parts pre-printed on them, leading edge and trailing edge profiled strips of balsa and a hand full of 3/32” square section balsa strips. **Photo 2** shows the kit of parts with all printed items cut out and trimmed to shape.

I scanned the plan into the computer in sections that enabled me to make copies of all the individual parts that required building, placing copies onto a pin board for construction. To start I placed the leading and trailing edges of the main wing sections onto the plan followed by the wings profile parts at the points indicated by the plan, gluing them into position using some balsa glue that I had purchased specifically for the job. This proved not to be very satisfactory so I reverted to medium Cyano which was much better and gave instant adhesion. Next I added the longitudinal strips both top and bottom followed by some fillets on the inside corners to the wing structures to give rigidity and finally balsa blocks to the wing tips which were then sanded down to shape. The completed Main Wing assemblies were then given a coat of Eze-cote clear varnish to seal the structure. The completed wings are shown in **Photo 3**.

Building the Tail Plane was a little simpler as it had no profile and was build from square section balsa strips which were then sanded into shape as shown in **Photo 4**. The Fin was cut from the 1/16” pre-printed balsa sheet and sanded to the required profile and then as for the Main Wings all was given a coat of Eze-coat to seal the balsa wood assemblies.

Finally the Fuselage, looking at the plan my thoughts were it could prove a little more difficult to build than the wings. I initially placed two long 3/23” balsa strips and pinned them to the plan to form the top and bottom of one side of the Fuselage. With this done, I then cut out 3/32” balsa wood strips to their correct length for the cross braces as indicated by the plan, fitting and gluing them into position. I then added the gusset pieces that had been cut from the printed sheets and also added some of my own to strengthen the points were the wing securing dowels are to be fitted. The assembled Fuselage side was then carefully lifted from the plan and the complete process repeated to form the other side of the Fuselage, however when this section was lifted from the plan it appeared to be a slightly different shape to the first side. This probably being due to the very slight differences of how I had secured the strips of balsa on the plan. These differences were corrected and now I had two sides that were the same shape and size.

With the two Fuselage sides built the next job was to join them together. Using a similar method as used for constructing the sides the two items were placed on the plan of the Fuselage, then the 1/16” cross brace balsa strips cut to size and glued into position ensuring that the Fuselage sides were kept vertical during this process using metal blocks until all the cross brace strips had been glued into position. Strengthening pieces were then added to complete this stage of the Fuselage build.

The Fuselage was removed from the plan and a nose block fitted and glued in position and when dry

sanded to the required profile. The complete Fuselage was lightly sand down all over to produce a clean finish and then treated with Eze-coat to complete the Fuselage build **Photo 5**.

The next job was to cover all the surfaces, this process in days gone by was done by using tissue paper and flour past followed by spraying with water to get the paper to shrink; the tissue paper was even supplied with the kit. However I have moved on since then and having some Solar Film left over from a previous project I decided to use that instead of the old tissue paper method.

Solar film for those of you that have not come across it before is a thin plastic sheet and is ironed onto the aircraft frame. In the process of doing so the side nearest the frame sticks to the frame, the plastic sheeting shrinking with the heat forms a tight skin across the frame of the aircraft frame. With the Fuselage covered the wing securing dowels were fitted by drilling holes through the fillet panels in the sides of the Fuselage and inserting and gluing the dowels into position. Finally some acetate sheet was fitted to the front fame of the canopy to form the cockpit windshield **Photo 6** shows the Tail Plane and Fin covered. **Photo 7** shows the Main Wings and **Photo 8** the completed Fuselage. **Photo 9** shows the assembled Glider which had a small amount of weight added to the nose section to balance the aircraft correctly. It is now awaiting its flight trials and some decent weather in order to perform them. Photo and comments in the next (Summer) issue of this Magazine.

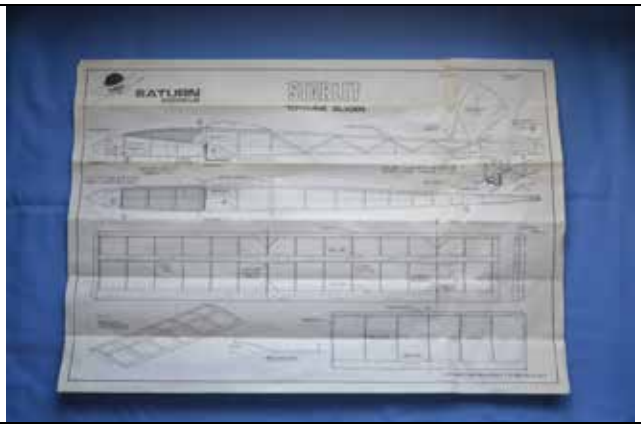


Photo 1 The Plans

Photo 2 The Kit of Parts

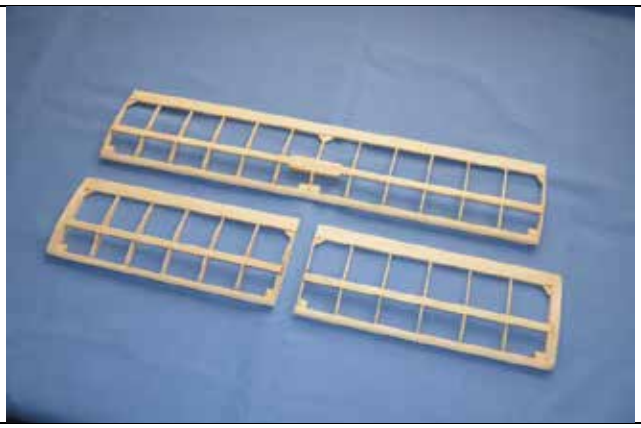


Photo 3 Main Wing Assemblies

Photo 4 Tail Plane

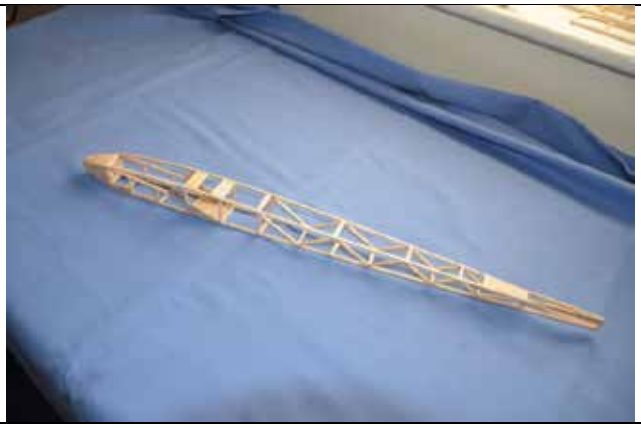
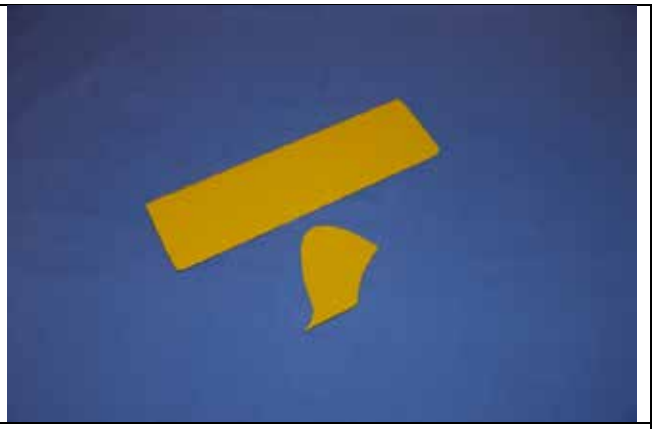
	

Photo 5 Fuselage Assembly	Photo 6 Tail Plane a Fin Covered

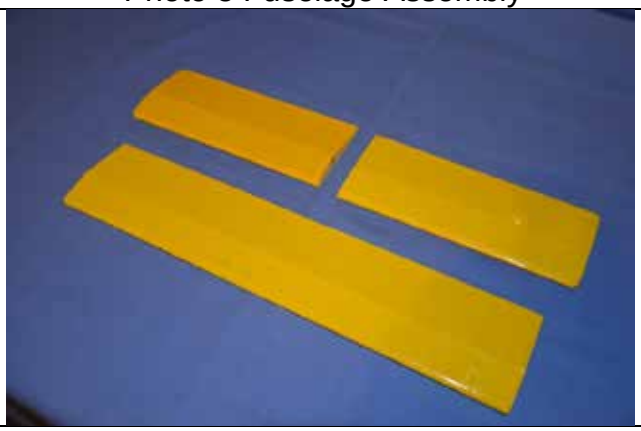



Photo 7 Main Wing Assemblies Covered	Photo 8 Fuselage Covered
	**See Next Issue**
Photo 9 Completed Glider	Photo 10 Flying Trials

BUILDING THE ESSO GLASGOW (Plastic Magic)
PART TWO

HULL CONSTRUCTION Continued

Following on from Part One of my article about building the Esso Glasgow and having described how I modified the hull, the next stage is to make and install the rudder and propeller shaft and associated control system. The propeller shaft was made from 2mm diameter brass rod 83mm long threaded M2 at each end for the propeller and coupling connections. The running tube is a 70mm length of 2.5mm brass tube whose internal bore is 2mm to suit the propeller shaft. The rudder uses the same materials for the shaft and down tube but in addition uses a piece of 0.5mm sheet brass cut to size for the rudder blade. The solid coupling is made from 4mm diameter brass rod 10mm long, tapped M2 at one end to match the propeller shaft and drilled 1.5mm diameter at the other to suit the motor shaft. The tiller arm is made from a piece of 2 x 4mm brass bar 15mm long drilled and tapped in the centre with a 0.7mm holes drilled either side for fitting the connecting rod. Finally the motor bracket is made from a piece of plasticard, 15mm square and 2mm thick, drilled to suite the motor mounting arrangements, using two M1.6 screws to secure the motor to the bracket. **Photo 11** shows all the parts completed..

The solid coupling was bonded to the motor shaft by firstly placing the motor body into the chuck of a lathe, putting the solid coupling into the tailstock chuck. Then I applied a small amount of thick cyano to the motor shaft and moved the tailstock so that the coupling moved up over the motor shaft as seen in **Photo 12.** Having carried out this operation late in the afternoon I left the assembly over night for the glue to set. The next morning I removed the motor and coupling assembly from the lathe **Photo 13** and fitted the motor bracket to the motor, using two M1.6 socket head screws and washers.

The rudder down tube was pressed into the appropriate hole in the hull and bonded into position. The propeller shaft running tube was also pushed into position in the hull and bonded into position. Next the propeller was locked into position on the end of the shaft and the shaft fitted into the running tube. The motor and coupling together with its locknut was offered up the propeller shaft and screwed into position

Add wires to the motor and apply about one volt to spin the motor up whilst being bonded into position, this was in order to ensure satisfactory alignment **Photo 14.**

Next the rudder assemble was installed to ensure that it fitted and operated satisfactory **Photos 15 and 16.**

In order to house the Receiver, a small compartment was constructed in the bottom of the hull by machining away part of one of the bulkheads and adding some side pieces made from plasticard, two brackets were made to support both the power ON/OFF switch and the Rudder servo. The base of the box that houses the electronic speed controller was secured to the bottom of the hull using double sided sticky tape all shown in **Photo 17**.

With the controlling parts fitted in the Hull, the system was wired together **Photo 18** and then bench tested. I am glad to report that all systems operated correctly. I then decided to test the vessel in open water, well not that open, I used the family bath as my Atlantic Ocean **Photo 19.** The vessel settled nicely into the water with no leaks. It would appear that it will need a little ballast in order to lower the hull such that the propeller is fully immersed.

Now for the painting, the inside of the hull was masked to prevent any paint covering the control system parts, then the entire hull was painted with Halfords grey primer (spray can) two coats and allowed to dry overnight. Next a light rub down, filling any blemishes and then a final coat of grey primer. The hull was then masked down to the water line covering the top half of the hull **(Photo 20)**; the lower half was then spray painted with Halfords Red Oxide primer and allowed to thoroughly dry. The masking was then removed from the top of the hull and the lower hull was masked up to the

water line to allow the top of the hull to be painted matt black. When dry, the masking was removed and the complete hull given a coat of clear satin varnish.

The two anchors were then removed from the spru and tidied up, before being painted dark grey and glued into position on the bow of the hull. The decals were fitted to the vessel in accordance with the build instructions and then sealed into position with a covering of clear satin varnish, which completed the construction of the hull.

The next important item to build was a boat stand. The kit supplies two plastic moulded supports, these I painted black, but rather than having them free standing I made a wood base from 3mm thick plywood, which I then wood stained. The two plastic supports were then bonded into position on the base together with a name plate. **Photo's 21, 22, 23 and 24** show the completed hull mounted on the stand.

Photo 11 Rudder and Propeller Shaft

Photo 12 Bonding Coupling to the Motor

Photo 13 Motor and Coupling Bonded

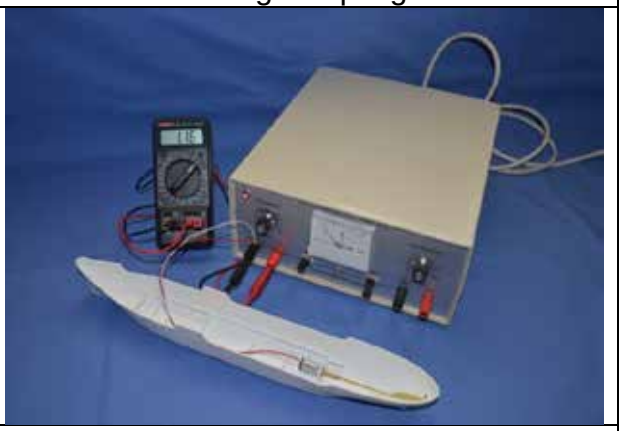


Photo 14 Motor and Shaft Installation

Photo 15 Rudder Assembly – Tiller Arm

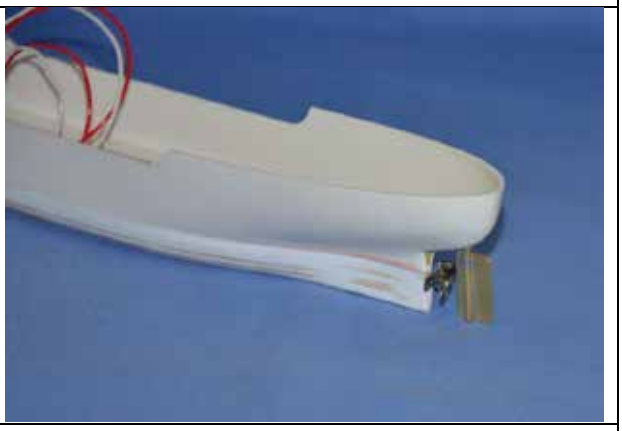


Photo 16 Rudder Assembly - Rudder Blade

	
Photo 17 ESC housing, Receiver Compartment, Switch & Servo Bracket	Photo 18 Control Systems Wired
	
Photo 19 Testing in the Bath	Photo 20 Hull Masked and Primed
	
Photo 21 Completed Hull	Photo 22 Completed Hull
	
Photo 23 Completed Hull	Photo 24 Completed Hull

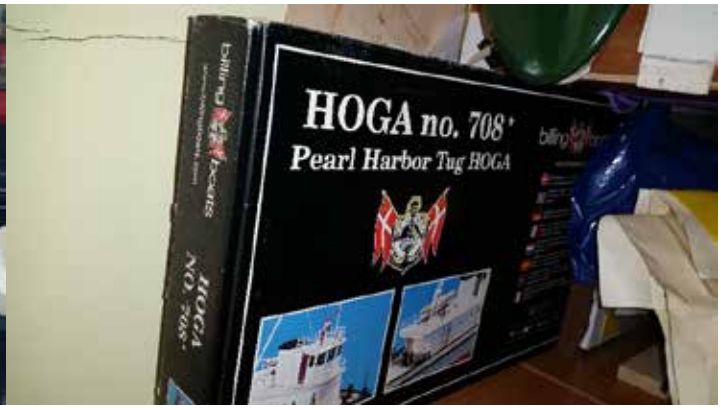
Tony Dalton **End of Part Two**

Part Three, Superstructure modifications and painting will be published in the Summer Edition of the Club Magazine

Tony Martins Shed Review

Following on from last issue's review of my work bench and shed, I was invited to Tony and Lynn's house for tea after moving the trailer a few weeks ago. I took the opportunity to take a few pictures of various models he had lying around.

In the dining area was a cupboard of various models, from card, wood, plastic etc made by all members of the Martin Family. As you can see the there is no set theme so the models range from animals to warships! Not sure what the tank was doing below!! But a nice factory complex made from card.



This is Tony's ready stash, work in progress etc. I spotted the Pearl Harbour tub squirreled away in a corner, not a model you see every day! His work area, the dining room table (yes it is multifunctional!) is always clear and tidy, well when Lynn is around it is! We then proceeded to the garden, and here a surprise awaited me.

Lynn told us that the one on the left was the kids play house when they were younger, and the one on the right is full of garden equipment. My personal view is I think they have hobbits dwelling in the garden, or this is Tony's naughty house! As everyone who knows Tony, he only has a few models……ok…..he is as bad as me! He has a loft full of plastic model kits and shed load of boats as well! Lynn probably is the same!! Who knows! Also Tony is a bit of a perfectionist, he may not have a lot of model boats laying around, but those that you do see tend to be very well made, and perfectly painted.

As you can see, on the left is an original Aerokits crash tender, with a graupner Adolf Bermphol.

Not sure what C66 is on the right, but it looks like a sports fishing boat. Although packed, his shed is not untidy and you can get in it!! All in all, the Martin house hold keep everything ship-shape and the hobbits in line. Next issue, who wants to volunteer their workspace?

EMAIL INFORMATION

It has been proposed to implement email notification of important events and updates. If you think this would be a good idea and would like to participate, then fill in the form below and give to Dave Thompson, our Membership Secretary. It would be wise to point out, that although the club will not distribute your email address to ANY third parties, it will be distributed to other club members.

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Name:_____

Address:_____

_____

Email:_____

UPCOMING DATES

6th April Bank Holiday Monday. Hitchin Martket Sailing

28th April IPMS Milton Keynes