Club Magazine

WINTER EDITION 2016

Luton & District MBC

.... a club NOT just for boats ....

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Obituary for Sharon Thomson

Sharon died suddenly on Friday 4th November 2016. I remember Dave and Sharon coming down the club on their first Sunday. In subsequent weeks that they came down Sharon had a boat, but rarely sailed it as she was too scared of hitting other people's boats, not that that ever stopped her hitting me. Sharon had a wicked sense of humour and a keen intellect, and was always putting forward ideas to further the club.

At our Hitchin Market outings, she was the first to go get the tea, and start organising the tables. She loved a cuppa and a cake. At Blackpark she always had a packed lunch and would walk around the lake with Dave.

When at Wardown, she was never far away from Dave, and I know they were very close. Since they both retired, they had undertaken several trips around the country, and the world visiting various locations that they both wanted to see. I know she wanted to see the dome in St Petersburg, but alas time was not with her. Sharon was also a town Guide in Dunstable, doing history and ghost walks throughout the year.

My condolences go to Dave and the family, and we will all miss her very much.

Pete Carmen – Club Secretary.

EDITORIAL AND St. ALBANS SHOW

By Sinker Dalton

Page 10 shows what the front page of the Club magazine looked like in 2003. It was called **'The Ships Log'**, just a little bit of history for those that have not been members since it all started in 1991/92. At that time the Editors name was Chris Betteridge. I have taken the liberty to reprint two articles from the above 2003 edition, 'Railway Scales and Gauges' and 'The Development of the Torpedo Boat' which I hope you will find of interest. Page 15 is an advertisement for the St Albans South Signal Box which may be visited for free, if you are at a loose end any time it may well be worth a visit. I am still looking for people to support the Club Magazine with an article or two, if no one can be bothered to write the occasional article I guess eventually the Magazine will fold?

The St Albans Model Engineering Exhibition was held on Saturday 25th and Sunday 26th September with our stand being set up on Friday 24th. The Club exhibited a good array of models, having our usual stage area in the main hall. This year we had a little extra room as all the clutter behind the curtains had been removed which allowed the tables to be pushed further back. This created more space at the front giving us room to place a double row of tables. We also had an area for the 3 Counties Truckers represented by John Weedon. Some pictures of the Club stand may be seen below.

Looking at the exhibitors in the main hall there was a good array of models to be found. Welwyn Garden City displayed a magnificent cruise liner and there was a selection of plastic magic models similar to my own. Moorhens were there in force with a good display of boats as was Stevenage MBC and the Life Boats organisation.

Welwyn Cruise Liner at far end of stand

Welwyn Plastic Magic

Moorhen MBC

Stevenage MBC

Life Boat Stand

L&DMBC Sailing on the Pond

We had the use of the Sailing Pond at 11.15am for a period of 45 minutes on both Saturday and Sunday. I had the chance to sail the two King George Battleships for the first time, Pete Carmen with his MTB 77 which seemed to be taking on water (maybe the skipper was thirsty) Bob Vaughan with his Fishing Trawler 'Nordkap' and Dave Seath with his Landing Craft

Two King George Battleships

Pete Carmen's MTB 77

Bob Vaughan's Nordkap

Dave Seath's Landing Craft

Wondering around I found a splendid Meccano model of Stevenson's Rocket in the entrance hall and a model of the Eiffel Tower in the Gym.

Meccano Club - Stevenson's Rocket

Meccano Club - Eiffel Tower

There were 3 tables in the Gym devoted to items for sale some of these items had been in store for a long time as they were adorned with cobwebs. Next I came across a stand devoted to steam engines, one of the items on the stand allowed the visitor to press a button to put the particular model into action, ideal for young children (I could not resist having a go).

Further along, a display of steam engines and associated fixtures on Meccano type bases all secured to a wooden plinth, brings back some memories.

	
An array of models for sale	Steam Engines to Play with

For the last few years the display of card models has been present and the gentleman responsible for making these models and producing the display needs highly commending. The models range from a tiny rowing boat up to Cruise Liner, handmade to a scale of 1/1200

	
A Range of card models to 1/1200 scale	George V and Nelson Class Battleships

In the corridor leading down to the Meccano exhibits I found a model of the Hoover Building all made out of toy bricks. Meccano models included a Railway Crane, Dockside Heavy Crane and a model of a Giant Water Wheel the original of which may still be found in the Isle of Man.

Hoover Building

Meccano Railway Crane

Meccano Dockside Heavy Crane

A Model of a Giant Water Wheel

Next stop was the Scale Electric or Slot Car racing circuit. This was also impressive a lot more advanced than what my son and I used to play with. It even had real time computer lap counters monitoring the cars on all four tracks.

General View of the Track

View including the Lap Counters

Next I came to the Trucks all organised by Tamiya Trucking (I think) At least that's what was displayed on all the drivers and organisers shirts. It was very good display considering the limited area available, very noisy at times with all the engines running and the trucks changing gear etc.


General overview of the ‘Tamiya Trucking’ Track Layout

As it was a nice day on Saturday I ventured outside to view the Steam trains, Traction Engines and Aircraft. One traction engine was fairly large could be considered to be almost full size. Good display of aircraft and demonstrations of flying from time to time. Finally Dave Seath was presented with the Roy Davies Trophy for best L&DMBC model exhibited, our models were judged by three independent people (not club members).

Steaming Up in the Morning

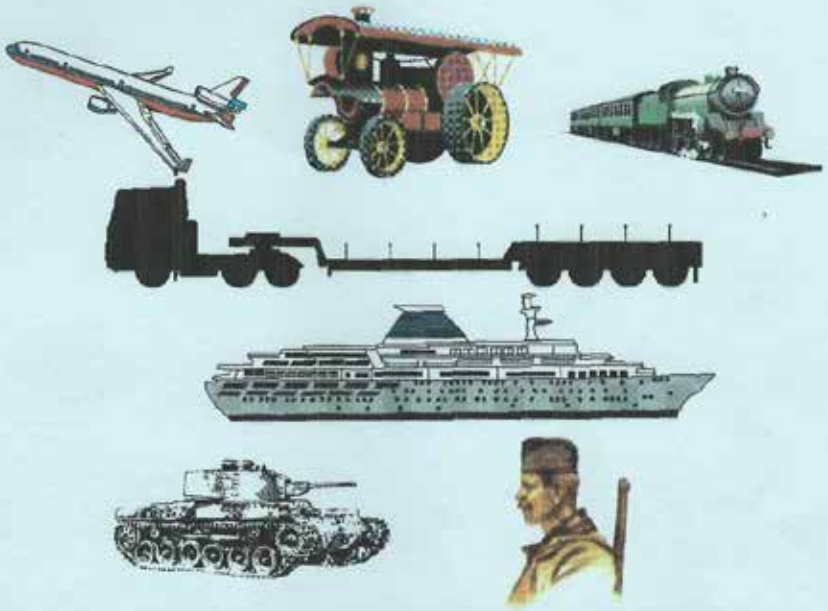
This Traction Engine – it’s a Model?

An array of aircraft

Dave Seath presentation

The Ships Log

The Journal of the Luton and District Model Club



SPECIAL FEATURES THIS ISSUE:

"CHOOSING THE CORRECT BATTERY/MOTOR/SPEED CONTROLLER"

(AND HAVING CHOSEN CORRECTLY, HOW TO WIRE THEM ALL TOGETHER CORRECTLY!!!)

The magazine for *all* modelmakers

Winter 2003

SPECIALIST CENTRE TO SUPPORT THE NEW AIRCRAFT CARRIERS

A new centre containing facilities to support the new Queen Elizabeth Class aircraft carriers is nearing completion at Portsmouth Naval Base

The Queen Elizabeth Class Centre of Specialisation will cover an area of 70,000 square metres – approximately the size of 10 football pitches. It will include a 7,000 square metre Forward Support Centre able to hold 15,000 pallets of medical, mail and naval stores under one roof, a cafe seating more than 500 people at any one time, and a reception centre for all those working on or visiting carriers.

The centre will house employees of Team Portsmouth, a partnership between the Ministry of Defence and BAE Systems, with engineers, logisticians and waterfront staff working alongside each other to plan and deliver the maintenance for these ships.

Mike Howarth, Managing Director for Maritime Services in Portsmouth, said "*At 65,000 tonnes the new carriers are the largest and most complex naval ships built in the UK. It's essential that they have high-quality facilities and highly skilled people to support them"*

Commodore Jeremy Rigby, Naval Base Commander, said *"BAE Systems is working in partnership with the Royal Navy under Team Portsmouth banner to improve the experience that the carriers crew will receive at the waterfront and provide the resources, information, material and facilities they will need in Portsmouth and on operations around the world"*

Mark Lancaster, Minister for Defence Personnel and Veterans, was at Portsmouth Naval Base to see the progress on the infrastructure works.

He said: *"This new Centre of Specialisation will ensure that our highly skilled engineers, logisticians and waterfront staff are well supported, and have the facilities they need as Portsmouth becomes the home of the Queen Elizabeth Class carriers next year"*

The creation of a dedicated area for the carriers forms part of the overall vision for Portsmouth Naval Base – four dedicated areas to support ships. The first of these dedicated areas was opened in 2015 as the centre of Specialisation for Frigates and Destroyers, while work began on mine hunter HMS Brocklesby in the new Small Ships Centre of Specialisation in early May.

St Albans South Signal Box was built by the Midland Railway in 1892, closed by British Rail in 1979 and rescued by enthusiasts in 2003. It has been faithfully restored inside and out and since 2008 has been regularly open to the public. Come and enjoy the sights and sounds of semaphore signalling, watch the trains go by or relax with a cup of tea in our flourishing garden.

We are next to Platform 4, St Albans City Station, Ridgmont Rd, AL1 3AJ

Open days: 2-5 pm

April - October
2nd and 4th Sunday of the month

November – March
2nd Sunday of the month

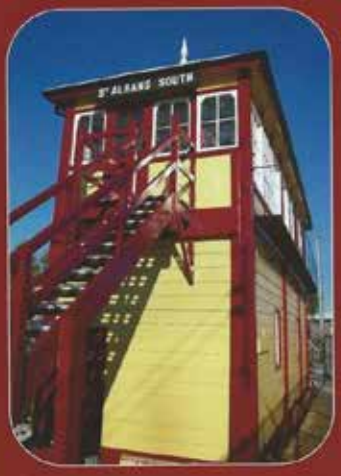
Other dates are advertised but will include:

MARCH/APRIL
The Big Weekend
2 weeks before Easter
see website for opening times

SEPTEMBER
Heritage Open Days
Sat & Sun 10 am – 4 pm

Check our website for up to date information:
www.sigbox.co.uk

St Albans South Signal Box



FREE ADMISSION

ST. ALBANS SOUTH SIGNAL BOX

Fully restored operating floor, demonstrations of signalling practice.

Ring the bells and pull the levers in the box and the garden

Private visits for between 10 and 40 people can also be arranged by contacting us via the website. Schools and young peoples' groups are particularly welcome.

Tea and coffee available in the Signalman's Garden and you can watch the trains go by.

Museum display downstairs with video, photographs and lots of artifacts.

Winners of the 2009 St Albans Civic Society Award

Winners of the 2010 Inversys Rail Signalling Award (Structures)

St Albans Signal Box Preservation Trust is a company limited by guarantee registered in England No. 4653488. Reg'd. address: 5 Ridgmont Road, St Albans, Herts. AL1 3AG. Reg'd Charity No. 1104535

THE SHIPPING NEWS

The Shipping News is intended to be a new and regular feature of the LMBC magazine. Each issue will contain a report of a ship, which featured in the press of the day, usually when it foundered. It is hoped that each article will also contain some history of the vessel, and its seagoing career.

Peter Tandy

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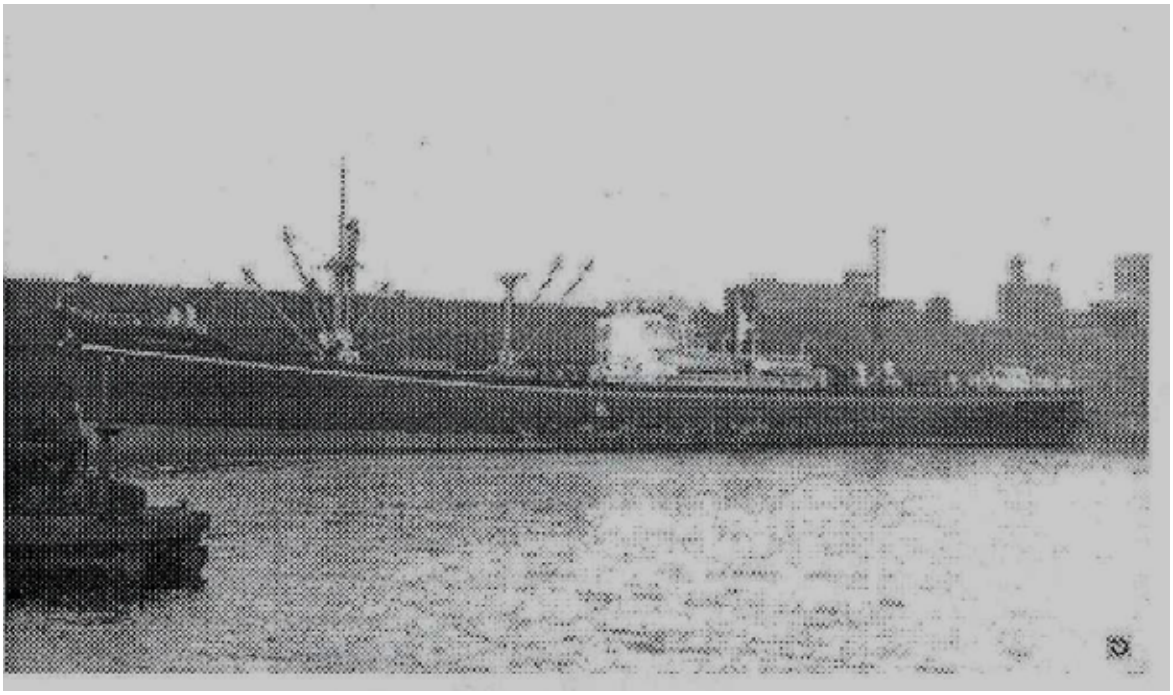
MV Tresillian

The MV Tresillian was built by William Doxford & Sons at Sunderland. Originally she was known as the MV Registan and was then owned between 1944-1946 by Strick Line Ltd (Frank Clark Strick, London & Paris SS Company). She was sold to Hain Steamship Co in 1946 and stayed with them until 1951, when she was sold to P&O Lines. Her name was changed again to the MV Tresillian. Many of the crew perished when she was lost in November 1954 following an accident when her cargo shifted.

Not to be confused with the SS Tresillian, sunk by U-77 on 13th June 1941, south east of Cape Race, Nova Scotia.



When the MV Tresillian was lost, it was reported in a number of newspapers. One was the Aberdeen Evening Express:

17 Dead in Cargo Ship Disaster

15 Survivors picked up

At least 17 persons lost their lives today when the 7373-ton cargo ship Tresillian sank 44 miles off Cork when water flooded the engine room

Fifteen survivors were picked up.

Five ships and a life boat ploughed through mountainous seas in answer to the Tresillian's distress call. Three Coastal Command Shackletons also searched the area.

The first rescue vessel to reach the St George's Channel where survivors from the crew of about 40 were clinging to tossing lifeboats or bobbing among the waves in lifejackets, was the London tanker Liparus.

Captain Dead

This 6473 ton vessel was reported to have picked up 12 survivors and one dead and to be making for Cork at full speed having signalled for medical aid.

Next on the scene was the 1044 ton Ardglen from Greenock which, with three survivors and four dead on board was bound for Milford Haven after developing slight engine trouble.

Captain W.J.Winter of the Tresillian was one of the dead on board the Ardglen.

Another vessel, the Maskeliya, sighted 12 bodies face downwards in the water.

An earlier message from Lloyd's said that the Liparus reported "Our motorboat so badly flooded it sank alongside. We are trying to get survivors and own crew back on board"

Picked Up

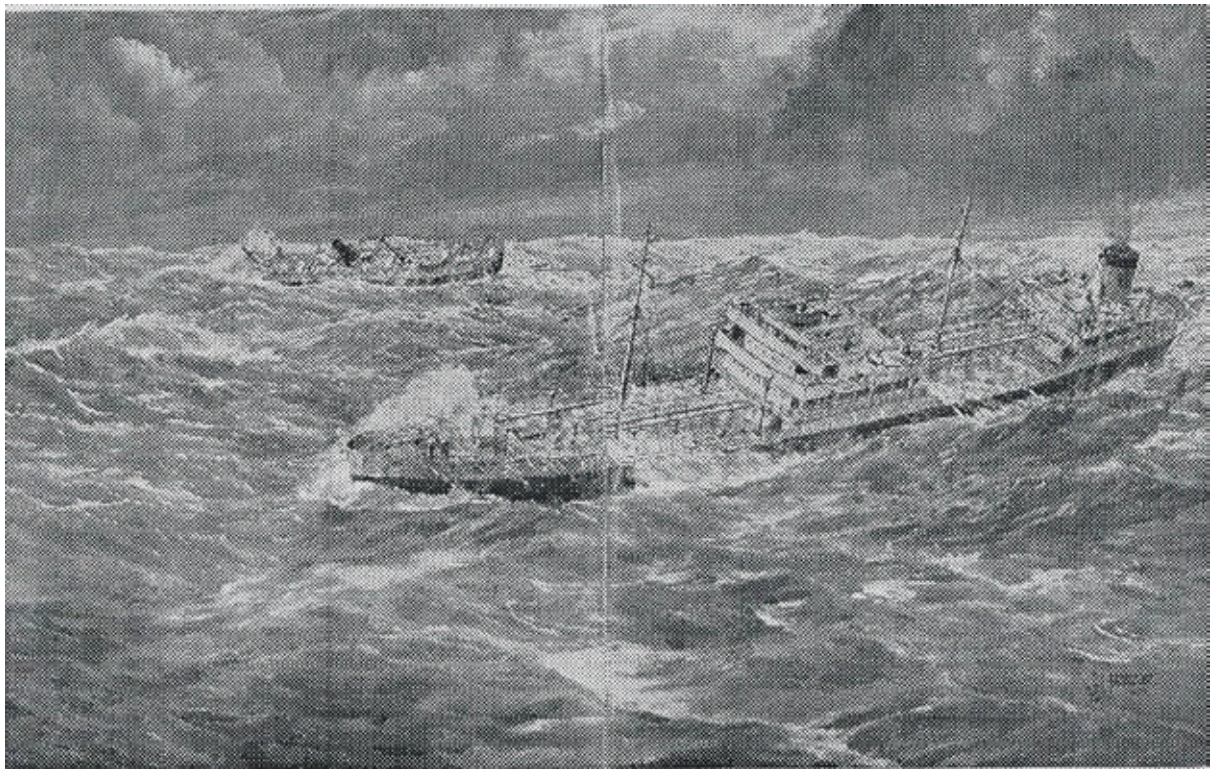
Twenty three minutes later the Liparus reported: "Have picked up all sighted men; three dead left in water; some seriously injured. Proceeding Cork full speed for medical attention. In all thirteen survivors".

The motor vessel Floristan was later reported going to the distress position.

[*Aberdeen Evening Express, Tuesday 30 November 1954*]

The ***Illustrated London News***, Saturday 11 December 1954, had a graphic picture of the attempted rescue drawn by special artist G.H.Davis, S.M.A., with the assistance of Captain C.R.Kerr of the shell tanker "Liparus" and the Hain Steamship Co., Ltd.

The P.& O. owned cargo ship *Tresillian* (7373 tons) , bound for Avonmouth with a cargo of Canadian grain (but operating under the auspices of the Hain steamship Co., Ltd with their crew of forty manning the ship) was lost on the night of November 29-30th in St George's Channel, with heavy loss of life. Shortly after leaving Montreal, the ship developed a slight list and during the voyage heavy seas fractured her rudder. During the night of Monday November 29, the gales hammered her so heavily that the list to port increased and water reached her engine room. Despite the efforts of the Captain and crew in shifting oil fuel to starboard, the list increased and she rapidly became a helpless waterlogged wreck, down by the bows. After the decision to abandon the ship had been reached , attempts were made to lower the boats but several were smashed and one had to be cut away but floated in the sea. At about 6.30 a.m. on November 30, it was every man for himself, many of the crew jumping into the sea, and it was about this time that the captain (Captain Winter) was lost.



By this time the Shell tanker *Liparus* (6473 tons), under the command of captain C.R.Kerr, had arrived on the scene and circled the wreck. She got her starboard motor boat away safely and started to pick up some of the men in the water, and others from a waterlogged lifeboat. By this time another ship, the *Ardglen* (1044 tons), had arrived on the scene, which picked up four survivors and three dead; and later the Royal Mail steamer *Parima*, the *Floristan* and the Irish lifeboat *Dunmore East* also reached the scene, and the *Maskeliya* (8000 tons) , of Liverpool, picked up ten bodies with lifebelts on. Between 9 and 10.a.m. the *Tresillian* capsized and later sank. The Irish navel corvette *Maeve*, with doctors on board, was sent out to intercept *Liparus*, but the gale was so fierce that the transfer of the twelve survivors and one body picked up by the *Liparus* could only be effected in shelter at Cobh (Queenstown). They were later taken to Cork. In all twenty-four of the crew, including the captain and senior officers, were feared lost. Our drawing shows the tanker *Liparus* in the foreground circling the sinking wreck. In the middle distance the tanker's starboard motor boat is picking men out of the water, a damaged lifeboat from *Tresillian* can be seen near her stern, and a very heavy sea is running, the time being between 7 and 8 a.m. *Ardglen*, out of sight off the starboard bow of *Tresillian*, was coming into the rescue but lies beyond the limit of the drawing.

According to a report in the Hartlepool Northern Daily Mail (1st Dec 1954), when the Ardglen arrived at Milford Haven (Pembrokeshire), 4 survivors were able to give their accounts of the ordeal. Second Engineer Percival Summers (29) of Springbank, Hull, said the engine room flooded and the position as hopeless. "*We saw another ship about ¾ mile from us and were told to make our way towards it. We jumped into the sea and held what wreckage we could, and waited to be picked up. It was about 2.00am when the list started and we were in the water from 6.30am until about 11 o'clock*". Able seaman Clement Griffiths of Widnes (Lancs) said they tried to launch the lifeboats, but were unsuccessful. "*We were told to leave the ship. We could almost walk down her side into the sea. Terrific seas had been running all night and when you were in the water the waves looked like a wall up against you*.".

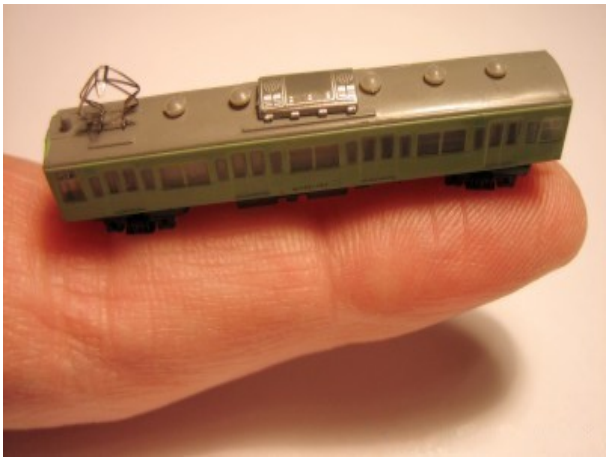
Cadet Henry Leighton of Churchfield Close, Harrow said he owed his life to Griffiths. Six of them held onto a baulk of timber for what seemed like hours. "*Then we saw a ship and Griffiths told me to swim to it. I didn't think I could make the distance, but he punched me and made me leave go, and I don't remember any more until I awoke in a bunk. I believe that Griffiths supported me to the ship. Only four of us who were holding the timber could swim*". Mr Bernard English a greaser of Economy Place, Belfast said another ship passed within a hundred yards of them but did not see them, and they were at the end of their tether when they were picked up.

As late as February 1955, the Belfast News-letter of 14th February reported that a body had been found at Hangman beach Combe Martin [Devon], and that it may be one of the crew of the boat which sank off the Irish coast in November.

T GAUGE RAILWAY

Wondering around the St. Albans Model Engineering show (2016) I came across a very small gauge railway train set (T Gauge) it looked very interesting, so I looked up its details on the internet: This is what I found

T Gauge (1:450) is a model railroad scale with a track gauge of 3 mm (0.118 in). It was introduced at the Tokyo Toy Show in 2006 by KK Eishindo of Japan, and went on sale in 2007. It is the smallest commercial model train scale in the world. Since mid-2009, Railway Shop (Hong Kong) is the exclusive licensed manufacturer.



A 'T' Gauge Train

Model size comparison of TT, Z and T Gauges

The models are powered by a battery-powered throttle (with optional AC adapter) at a maximum output of 4.5 V DC. To improve power pickup and tractive effort, the powered cars are fitted with magnetic wheels, and the track has steel rails.

The first train released is the Japanese 103 series commuter train in different versions. Each standard train set comes with two powered cars, which are located in the center of the train. The front and rear cars are equipped with directional headlights. The tiny pantographs are made of etched stainless steel. The Hankyu Railway 9000 EMU Series and the Kiha 40 DMU were added to the line of available train sets in early 2010, and feature improved mechanisms for better performance.

Track is offered with three different curve radii: 120 millimetres (4.72 in), 132.5 and 145 millimetres (5.22 and 5.71 in); straight tracks are 30 and 60 millimetres (1.181 and 2.362 in) long. As of Q1 2010, switches (or turnouts) and crossovers are in the final stages of production. The sectional track is "roadbed" style, with integrated ballast. The rail is approximately 0.040 inches (1.016 mm) high ("Code 40"). Track pieces are connected with gold-plated metal rail joiners plus plastic clips in the roadbed. Different types of dummy catenary masts can be attached to the track. Flex track is available in one metre lengths, with wood or concrete ties (not "roadbed" style).

The trains are powered by three 1.5 V AA batteries, an optional AC adapter, or a USB plug. The direction of the train is changed by pressing a button. The control system includes two infrared sensors that can be clipped to the track. These sensors are used to automatically change the direction of the train if it is being operated on a linear (or point-to-point) track configuration, as opposed to a continuous loop. The throttle allows for either instant reversing, or reversing after a delay of approximately 5 seconds. The basic track set includes an oval of track, controller, electrical feeder, two sensors, re-railer, and a wheel cleaning device for the powered trains. The AC adapter is available separately; plug versions for continental Europe, Britain and USA are available.

In addition to the trains and track, available accessories include a large variety of scenic items: houses and apartment buildings, figures and animals, trees, bikes, boats and more. The houses are assembled and pre-painted, with fully detailed interiors that the modeller can install. The plastic figures, etched metal bikes, and other small items have small pins to make installation on a layout easier; the modeller simply makes a hole and inserts the detail into the hole using a toolkit available from Eishindo. Road signs, traffic lights and other street furniture are available, as well as a street decoration decal sheet, which comes with a scale ruler to aid the placement of markings and details.

One unusual side-effect of the magnetic wheels of the powered units is that they can climb acute grades (as steep as 45 degrees).

Additionally, Eishindo sells a train set for use in G Scale model railroading. The set includes an oval of track, a special riding-style locomotive and cars, and G scale figures to ride the train.

T scale trains may be used with model airplanes and model airports in the 1:400/1:500 scale ranges. Eishindo has been planning to produce a modest line of airplanes and accessories of their own.

RAILWAY SCALES 'N' GAUGES

An article from **'The Ships Log'** 2003

Before I enter into this subject proper I must make it clear that I am not a railway modeller. I have never been and I guess I never will be. There are, however, on many occasions when I make use of available materials and products from the model railway world in my particular areas of modelling interest. I am a firm believer in 'cross dressing' that is, I am more than happy to borrow skills and technology from as many areas of

modelling as possible to further my own particular interest. Modelling is modelling: each particular area of interest is equally valid as far as I am concerned.

The reasons for the various scales and gauges used in model railways seem to be lost in the mists of time. It is said that 16.5mm HO track gauge using models at a scale of 4mm:foot was adopted because the miniature electric motors of the day were too large to fit inside the bodies of 3.5mm scale British outline models. Whatever the case, British manufacturers continued to use this hybrid scale/gauge ratio and it became universally adopted in the UK. A major stage in the development of OO gauge railways occurred in 1938 with the introduction of the Hornby Dublo range of model railway equipment. OO gauge model railways became firmly established after the war.

To understand scales and gauges let us first throw in some definitions. These definitions are not unique to model railways; they have the same meaning throughout modelling in general.

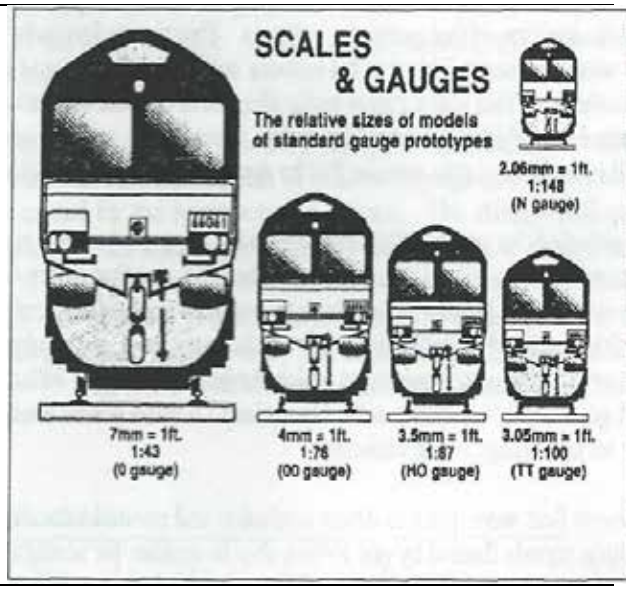
SCALE
This refers to the ratio of the size of the model compared to the full size prototype. A model built to 1:76 corresponds to a scale of 4mm to the foot which means every 4mm on the model is equal to 1 foot on the original. For some reason best known to themselves, railway modellers don't like using ratios when defining scale. It is more usual to find scale defined in specific units, such as 3mm = 1ft, 7mm=1ft and so on.

GAUGE
In the railway sense gauge is a measurement of the distance between the two rails of the track. In full size terms 'standard gauge' 'narrow gauge' and 'broad gauge' is in common use. Standard gauge is accepted worldwide and the rails are set apart at a distance of 4'8.5".

The model railway 'Buffs' in the club will I am sure explain why British 4mm/OO gauge models don't scale up correctly, nor do British 'N gauge' models. The bodywork is correct on these models but the wheels are too close together. It is probably something to do with us still driving on the left side of the road. Having an interest in trams as I do it is reassuring to note that tramway scales and gauges are exactly the same as those used for model railways. The most popular sizes in the UK being, 4mm and 7mm scale.

Editors Note: The table and diagram below may assist in clarifying Gauge vs Scale

GAUGE	SCALE	RATIO	TRACK GAUGE
OO	4mm-ft	1:76	16.5mm
N	2.06mm-ft	1:148	7.4mm
O	7mm-ft	1:43.5	32mm
I	10mm-ft	1:30	42mm
OO-9	4mm-ft	1:76	9mm
O-16.5	7mm-ft	1:43.5	16.5mm
16mm narrow	16mm-ft	1:19	32mm/45mm
G	13.5mm-ft	1:22.5	45mm
HO	3.5mm-ft	1:87.1	16.5mm
TT	3mm-ft	1:101.6	12 or 14.2mm
Z	1.38mm-ft	1:220	6.5mm
S	3/16ins-ft	1:64	0.884ins
EM	4mm-ft	1:76	18.2mm
P4	4mm-ft	1:76	18.83mm
Scaleseven	7mm-ft	1:43.5	33mm
HOm	3.5mm-ft	1:87	12mm

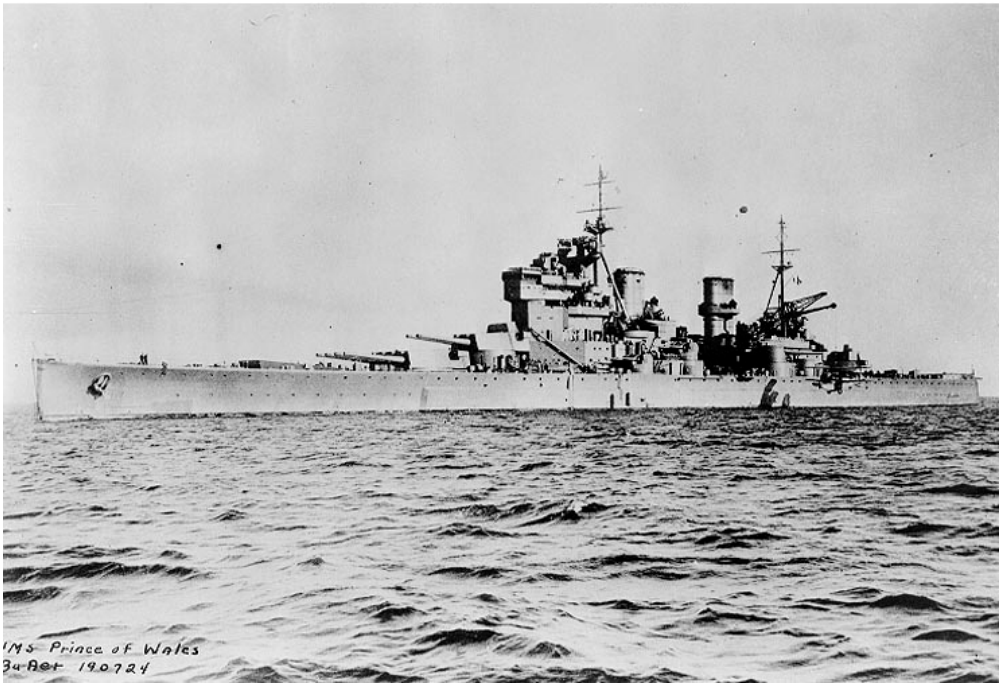


KING GEORGE V CLASS BATTLESHIPS

Another topic of conversation whilst manning the stand at the St Albans Model Show and probably triggered by my two plastic battleship models was the eventual fate of the King George V class battleships. They were the most advanced battleships the British Royal Navy fielded during World War II. 5 battleships were completed as part of the class and there history and demise is as follows:

1. HMS King George V. First ship of the class, completed December 11th, 1940 (also commissioned into the British Home Fleet at Scapa Flow the same day). Along with HMS Rodney, she participated in the sinking of the German battleship Bismarck on May 27th 1941. Escorted convoys to Russia during 1942. Took part in Operation Husky during May 1943 along with Howe and Anson. Moved to the British Pacific Fleet in 1945 as part of Task Force 57. Survived World War II and was eventually scrapped in 1957. Notice the Bow in the picture below it was damaged following a collision with HMS Punjabi in dense fog.

2. HMS Prince of Wales. Completed March 31st, 1941, upon completion, she was ordered along with HMS Hood and 6 destroyers to hunt for the German battleship Bismarck who at the time was on her maiden voyage. Survived against the Bismarck, to be sunk later on (December 10th 1941) by a Japanese air attack off Malaya. The only ship of this class ever to be sunk.



3. HMS Duke of York. Completed November 4th, 1941, Ferried Winston Churchill to the United States to confer with President Franklin D. Roosevelt. Was part of a force that on December 26th, 1943, engaged with the German battleship Scharnhorst which ended with the Scharnhorst being sunk. HMS Duke of York eventually survived the war and was scrapped in 1957.

4. HMS Anson. Completed June 22nd, 1942, after commissioning, she was sent to protect convoys en route to Russia as was most of the British Home Fleet. She took part in operation Husky, the Allied invasion of Sicily in July 1943 and also Operation Tungsten in April 1944, which succeeded in damaging the German Battleship Tirpitz. Survived World War II and was eventually scrapped in 1957.

5. HMS Howe. Completed August 29th, 1942, like HMS Anson, Howe spent most of her career escorting convoys to Russia. Also took part in Operation Husky and later Operation Tungsten, same as Anson. Relocated to the Pacific as part of Task Force 113 and took part in Operation Iceberg April 1st, 1945. Returned to the UK in 1946 and was eventually scrapped in 1958.

REBUILDING A KING GEORGE V BATTLESHIP

I was given a 1/400 scale plastic model of a King George V type battleship to use as a build guide when constructing my two 1/350 scale ships of the same type; Club members may or may not have seen them at the St Albans Model Engineering show in September of 2016. The model was in a very sorry state of repair with broken masts etc. to name but one of the problems. It had no radio control and the method of construction lead me to believe that it was not the intention of the original builder to have the model controlled in that way as it had a simple ON/OFF switch mounted in the main deck and the rudder had to be manually set, Having completed the build of my two vessels I had two options, bin it or restore it, I chose the latter, cannot bare to throw things away.

My plan was to fit either 27 or 40MHz radio control into the model using whatever bits and pieces that I could find in my work shop Aladdin's cave. The completed model was to be sold and all profit to be donated to the Club. What follows is a short story of what was entailed in the strip down and rebuild.

The first job was to remove the main deck with its entire superstructure, strip out the hull including the motor, propeller shaft, rudder assembly and wood deck cross brace supports. With this done and using a Dremmel with a small sanding barrel I removed all the surplus glue etc to produce a reasonable clean inner hull **Photo 1**.

Photo 1

The propeller and rudder shafts were cleaned. Rudder blade re-soldered to its shaft and a new Tiller Arm made to allow coupling of the rudder to a servo **Photo 2**

Photo 2

The Propeller Shaft running tube and Rudder down tube were re-seated and aligned but not before the motor had been fitted complete with a new solid coupling **Photos 3 and 4**.

Photo 3

Photo 4

Next as the rudder and propeller shaft had been installed the Model Stand required some attention, it was made from Balsa Wood and support the model but it had no sides to prevent the hull from sliding off, thus two strips of 1m plywood were cut to size the glued into position together with a name plate **Photo 5**

Photo 5

The rudder servo was mounted on a plasticard plate with a cut-out machined into it for the servo before being bonded to the inner sides of the hull. A link was made of 1mm thick brass rod to connect between the servo arm and the tiller arm of the rudder. The very fine servo leads were then extended to allow connection to the radio receiver as shown in **Photo 6**

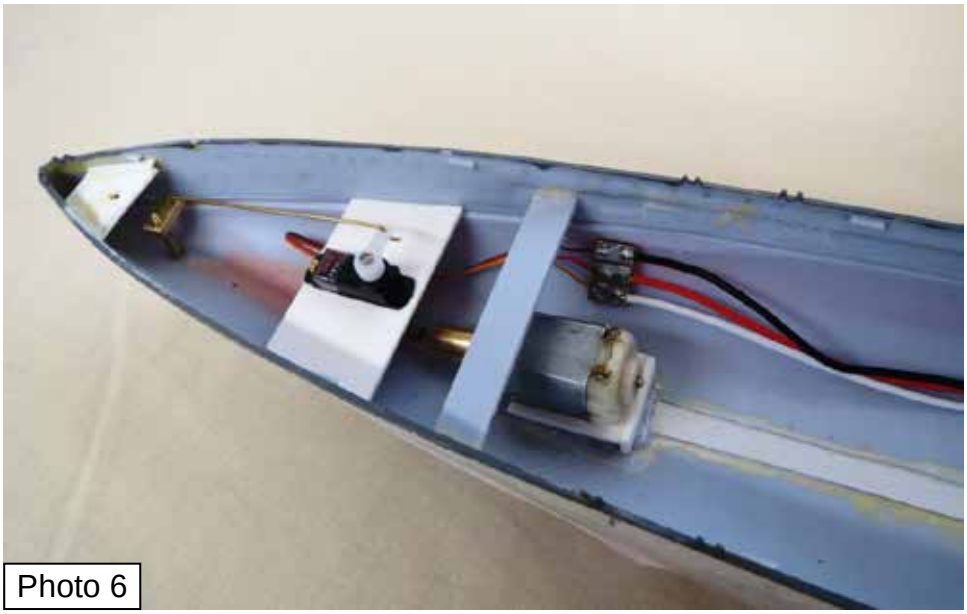


Photo 6

The previous builder had screwed the deck to the hull with large countersunk self tapping screws and had bonded wood cross members to the inside of the hull. All of these wooden cross members had been removed as mentioned earlier in this article and were replaced with 6mm square plasticard beams. These had to be bonded in the identical positions as the old wood beams in order to align with the screw holes in the deck. The beams were then drilled to match the deck screw holes and 6BA tapped brass inserts fitted into the holes.
In order to keep the Electronic Speed Controller and Radio Receiver in position within the hull, dividers were made and fitted across the width of the hull into which these items will be fitted **Photo 7.**

Photo 7

Next job was carry out a buoyancy check in the test tank (The Bath) with the proposed battery fitted Fig 8. This proved to be acceptable and only required the battery to be re-positioned towards the Bow in order to achieve satisfactory operation with the vessel resting about its waterline **Photo 8.**

Photo 8

A plasticard plate was made to support the ON/OFF power switch and bonded across the hull just below the bridge superstructure. A bulkhead complete with dividers was made and bonded in position to house the battery holder (4 x AA cells) **Photo 9** this was later changed to a re-chargeable battery pack due to problems with this type of battery holder. The system was then tested for correct operation and found to work satisfactory.

The battery, ESC and Radio receiver were then removed and the hull sanded down to remove all the old paint. It was then given two coats of Eze-Coat (clear water based resin) to fill any tiny blemishes and then sprayed all over with Halfords grey primer. When this was dry it was masked to allow the hull below the water line to be sprayed with Halfords Oxide primer and finally Tamiya 6mm masking tape was applied to the hull sides in order to allow painting of the black water line all around the hull. All the masking tape was then removed

Photo 9

The Rudder blade was painted with Halfords oxide primer, the propeller blades painted Gold and the three Anchors painted black after being cleaned of all surplus adhesive
The Propeller shaft and Rudder assembly were re-fitted to the hull as were the Radio Receiver, Electronic Speed Controller and Battery Pack.
The control systems were re-tested again to ensure that both the Rudder and Motor were functional.
Finally the freshly painted Anchors were glued into position adjacent to the Bow Hawser holes which completed the build of the basic hull shown in **Photo 10**

Photo 10

Next operation was the deck and superstructure. Many superstructure parts were removed from the deck without causing and significant damage in order to make cleaning of the old paint job a little easier. All items of the superstructure and the deck can be seen in **Photo 11** prior to having any restoration work carried out.

Photo 11

Further disassembly was carried out; all the boats were removed from the boat deck, the Walrus aeroplane removed from the launching ramp, Gun emplacements removed from the Amidships superstructure and all the Searchlights and Oerlikon guns removed from the Bridge and Boat deck.
The Main Deck was sanded down as best possible without causing damage to the parts moulded into the deck. With all the surplus glue removed any minor blemishes were filled with epoxy filler, and then rubbed down with wet/dry paper. The entire top of the deck was then sprayed with Halfords grey primer, when dry, all the gun emplacements were masked together with the slotted anchor chain runs at the Bow using liquid mask **(Photo 12).** This then allowed the deck to be painted light brown, representing the wood deck.

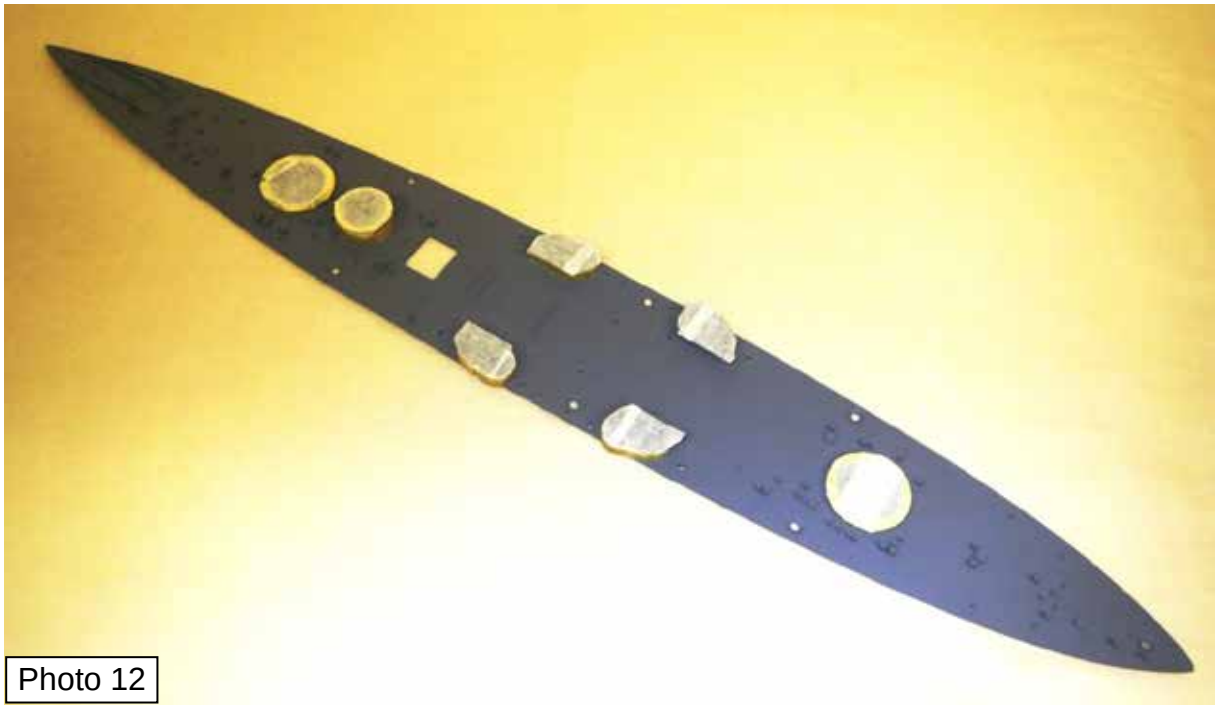


Photo 12

With the deck painted and dry, all the masking material was removed and the tops of any deck fittings painted dark grey, the entire deck was then sprayed with Humbrol clear satin varnish.

All the main guns were in a reasonable state of repair which meant they only needed a light rub down before being treated to a coat of Halfords grey primer. The tiny Oerlikon guns fitted in their emplacements were also treated to a coat of Halfords grey primer and then the gun barrels were painted black. With this completed all the deck guns were fitted and bonded into position **Photo 13**.

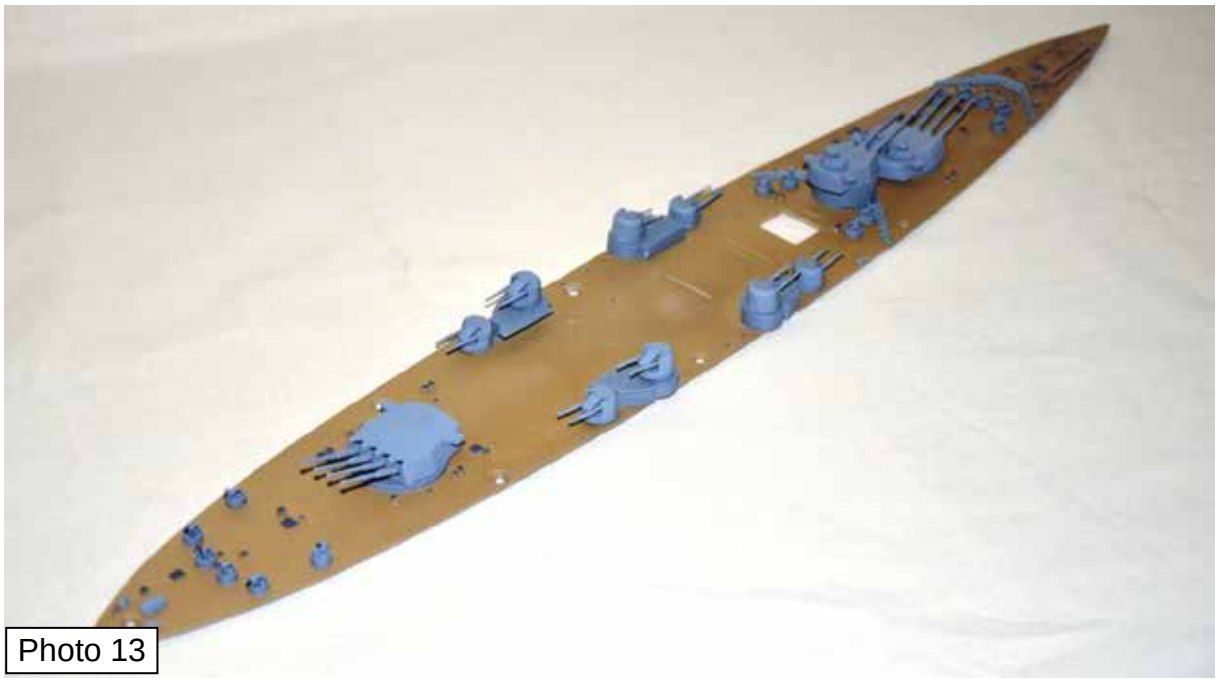


Photo 13

All the individual parts that go to make up the superstructure were washed in soapy water and lightly brushed to remove all the dust/debris. It was then allowed to air dry. The main parts of the superstructure were scraped and rubbed down to remove excessive glue etc. Where necessary small amounts of resin car filler was used to fill in any damage prior to being sanded down to a smooth finish. **Photo 14**

Photo 14

All these superstructure parts were then treated to a coat of Halfords Grey primer and then the Funnel top grills were hand painted black to complete the restoration **Photo 15.**

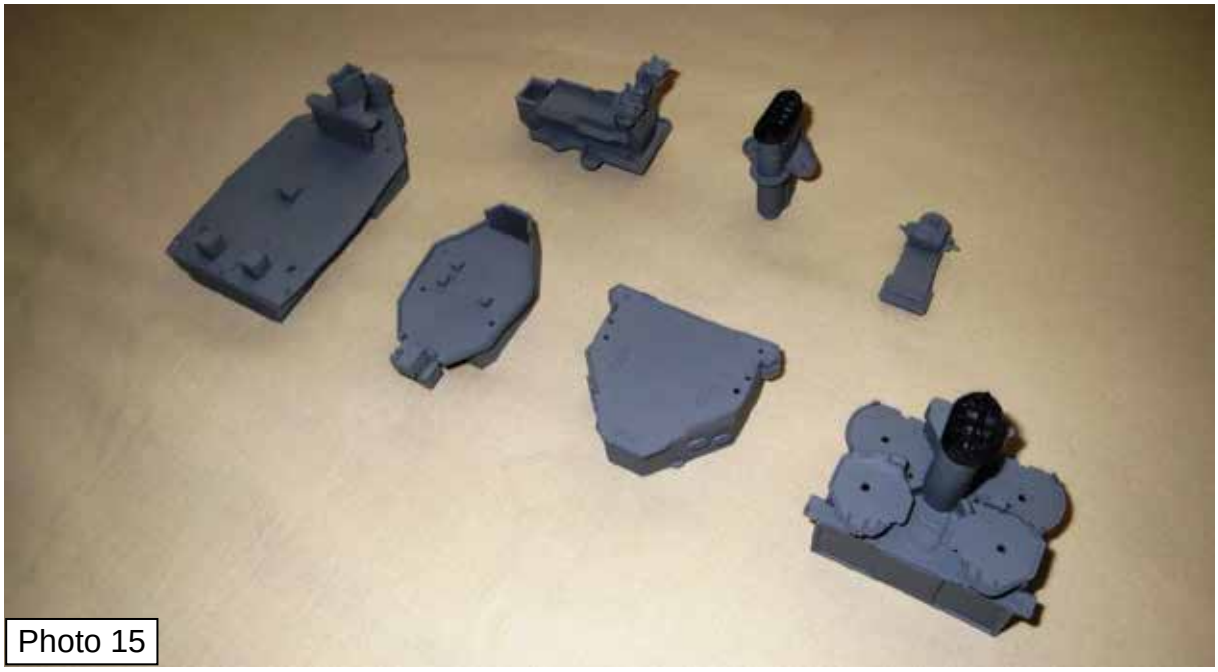


Photo 15

All the small boats needed a good clean and were then treated to a coat of Halfords primer. The cabins of the motor boats were then painted white and the open rowing boats painted dark grey, when dry they were mounted onto the Boat Deck **Fig 16**

Photo 16

It was the intention to be able to remove the amidships and Bridge superstructures in order to gain access to the power switch and charging lead, to this end the two structures were bonded together using a small piece of thin plasticard as a spacer in order to maintain their correct positions on the main deck.
The remaining Oerlikon guns, together with other small guns and search lights were cleaned and painted Halfords grey undercoat all over and then mounted in their appropriate positions on the superstructure. The completed assembly is shown in **Photo 17.**

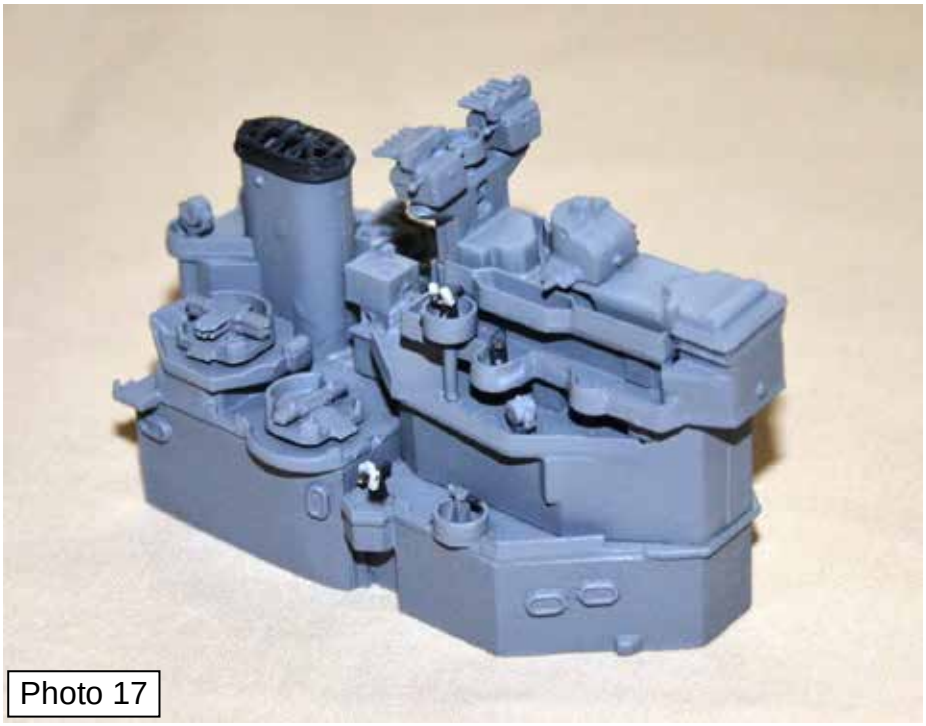


Photo 17

In order to make sure that the Bridge superstructure stayed in position during transportation and when being sailed on the water, pieces of plasticard were glued into position on the locating point ribs found on the main deck **Photo 18**

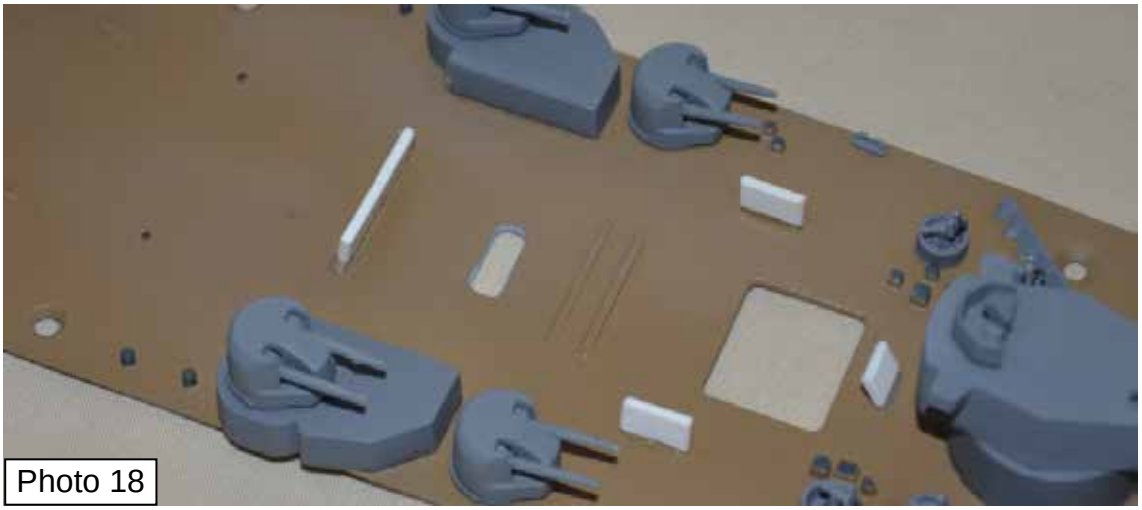


Photo 18

With the major parts of the superstructure assembled, it was time to fit them to the main deck. First the boat deck was positioned and then bonded to the main deck. The Bridge superstructure was placed over the locating ribs and into position, which then allowed the Walrus and its catapult track to be correctly placed and bonded to the main deck. The completed assembly is shown in **Photo 19**.

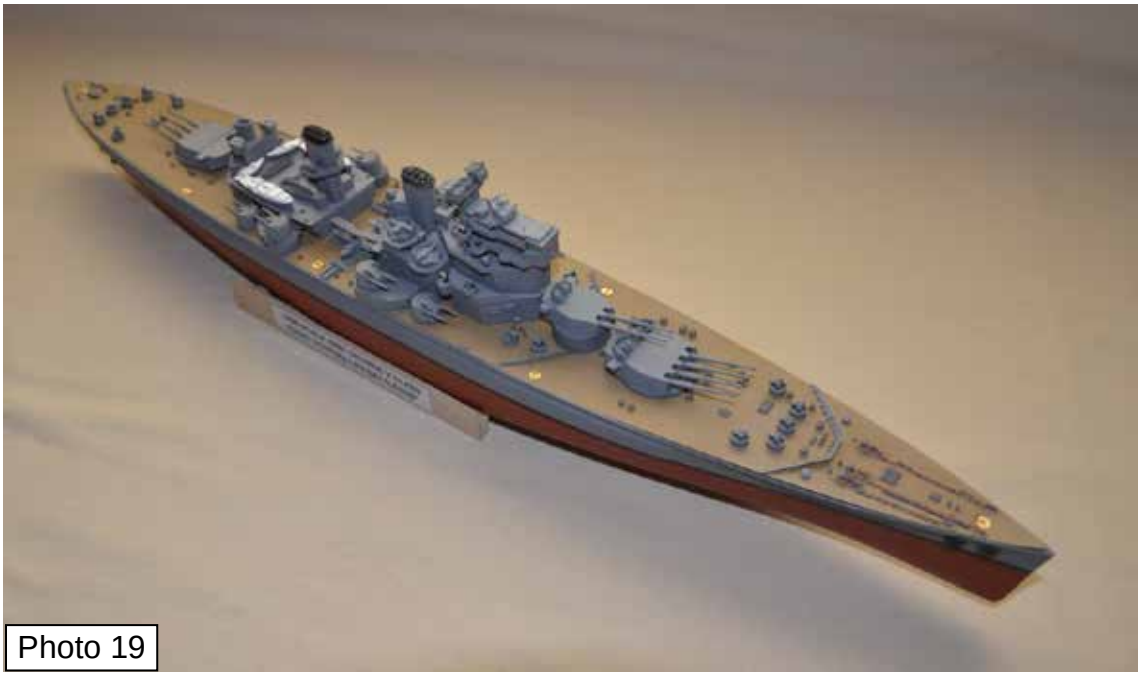


Photo 19

The final job is to restore the masts, or to be more precise make new Fore and Aft masts the state of the original masts may be seen in **Photo 20** below.

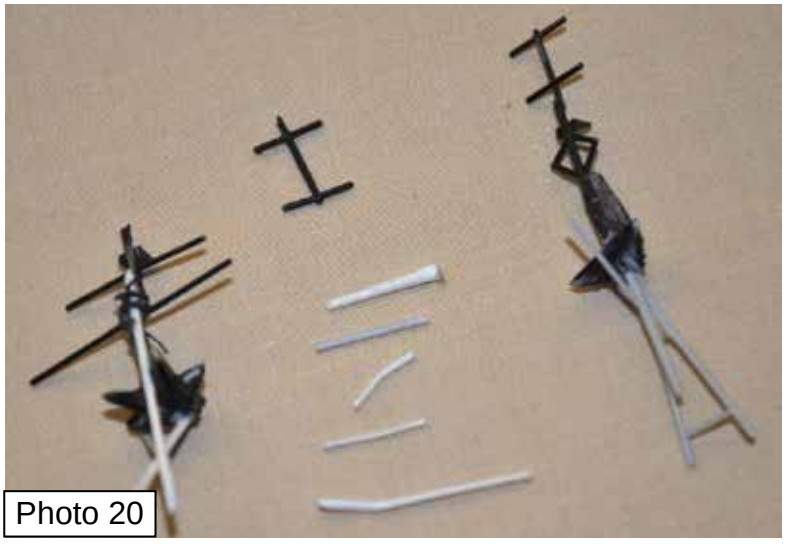


Photo 20

I purchased some plasticard round strip (0.8, 1.0, 1.2 and 1.6mm dia) from Cornwall Model Boats as these appeared to be the nearest sizes to that of the original moulded mast parts.

Photo 21

The old masts were stripped away to try and salvage the mast platforms which I am glad to say was successful **Photo 21.** The main leg of each tripod mast was cut to length and

bonded into the centre hole of each platform. The holes in the fore and aft base superstructure were opened out to accept the new mast supports which then allowed them to be placed into position. The other two support legs for each mast were cut to length, placed in position and glued to the Mast Platforms. Additional cross brace supports were also added **Photo 22**.

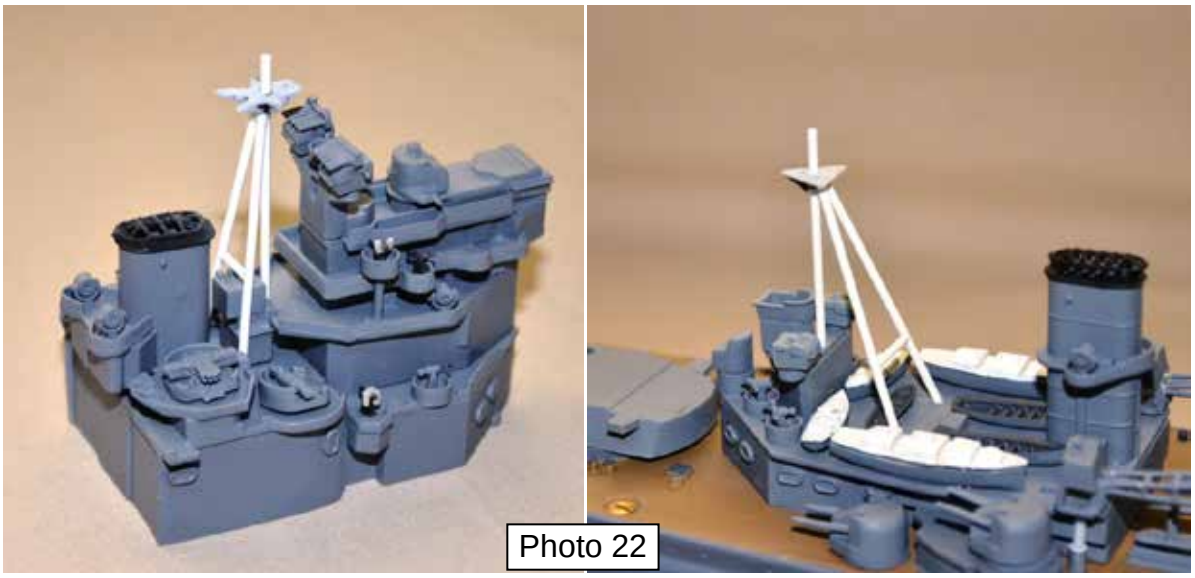


Photo 22

The upper mast assemblies were made up from some salvaged parts and some new material, the complete and painted mast assemblies are shown in **Photo 23**

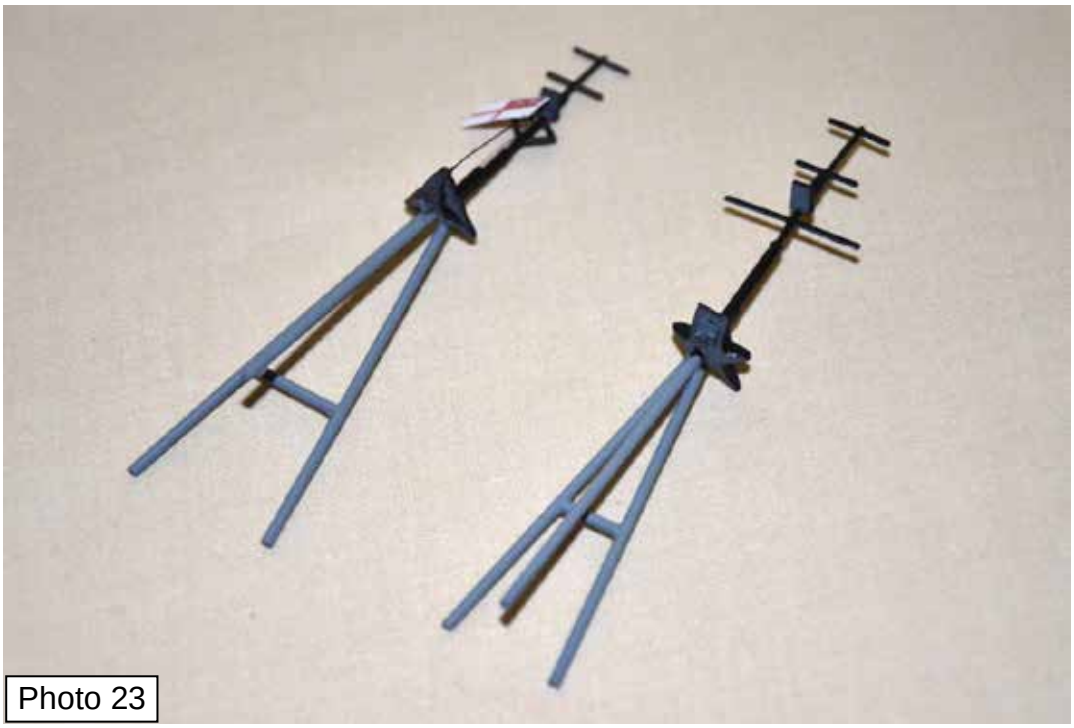


Photo 23

It was found that when screwed down into position the Fore deck was slightly bowed just in front of the water break which would give rise to water ingress. To correct this problem

another cross brace was added and an 8BA screw and bush fitted to pull the deck down into its correct position **Photo 24.**

Photo 24

With this last modification completed the main deck was replaced and screwed down into position, the new masts fitted and glued into place which completed the restoration work of the vessel **Photo 25.**

Photo 25

In order to protect the completed model from accidental damage and to keep it clean and free of dust accumulation a Storage/Transportation box was made, this being constructed out of an old cardboard box. It was lined in the base with one inch foam with a cut-out for

the hull. A small pocket was constructed and fitted to the inside of the box in order to store the model's stand. The model in its box is shown in **Photo 26.**

Photo 26

Finally a picture of the vessel on the water and although I say it myself it sails extremely well **Photo 27.**

Photo 27

Jim Stenhouse has purchased the completed vessel. All the proceeds have been donated to the Club Funds.

THE DEVELOPMENT OF THE TORPEDO BOAT

An article from **'The Ships Log'** 2003.

In 1871 the Whitehead Automobile Torpedo was introduced. This intensified interest in this type of Navel weapon and in turn helped to accelerate the development of the torpedo boat. This in its turn hastened the development of the Torpedo Boat Destroyer as a form of counter measure against the Torpedo Boat.

Although many of the early torpedo carrying steam launches had been fitted with tubes, these were of the fixed type and because of the size of craft, aiming them, which depended on the manoeuvrability of the vessel itself, was very difficult. This lead to a number of launches being converted to carry the original Spar torpedo while in other cases vessels were fitted with outboard torpedo dropping gear. In these examples aim was achieved by lining up the vessels head on target. Whites of Cowes were concerned that the problem of aiming deck mounted tubes should be overcome and spent considerable time and effort towards this end. In 1881 a specially designed 42 foot pinnace was built with two rudders that provided the solution. To create this extremely manoeuvrable vessel the deadwood aft was reduced to the extent that she could virtually spin around about her centre. This gained her the semi-official name of the Turnabout boat. One balanced rudder was fitted ahead of the propellers so that she steered particularly well when going astern. While the second rudder could be moved at 90 degrees to allow the boat to be virtually stopped in the water. Equally when going ahead it provided the means of turning the craft through 360 degrees in just 30 seconds.

The Admiralty, who are renowned for their conservatism were untypically excited at this craft, very quick to realise the potential of the design. In fact the, what would now be called a private venture craft, was purchased by the Admiralty to be used aboard HMS Inflexible.

Whites as is typical of that Company, were not content to sit back and claim praises of the Navy. Further research and empirical development was carried out and this culminated in the production of a 56 foot steam pinnace incorporating the Turnabout principle which so impressed the Admiralty that it became the pattern for navel steam pinnaces for many years to come. Partly in recognition of their development work, Whites became the principle producer of the class, at least one of which was carried on every Royal Navy Ship.

With only a few modifications, mainly to power output, the turnabout boats continued in production for many years. True torpedo boats as distinct from torpedo pinnaces made their first appearances in 1878 when Torpedo Boat No. 19 was constructed. She was only 78 feet long with an 11 foot beam and displaced only 78 tons. She carried two small torpedo tubes and was capable of a speed of 21 knots. Her design can only be called primitive, her low freeboard and flush deck which had been stipulated by the Admiralty, made her a poor sea boat. Nevertheless she was equal to any of her contemporaries built by other shipyards. The basic design was improved upon and series 34-38 were produced to a length of 125 feet and again built to the turnabout design. These entered service in 1886-7. At about the same time Whites built a larger torpedo boat 'on spec'. This vessel HMS SWIFT was later re-identified as HM Torpedo boat No 81 and measured 150 feet overall with a displacement of 125 tons.

The Swift was a most interesting vessel in that she represented not only a major advance to the torpedo boat type but also, because Whites had designed her with a strengthened stem for ramming other torpedo boats, she represented the first of a new type, the torpedo boat destroyer. Some eight years before the first true Destroyers appeared. As a destroyer she could have mounted three 6 pounder guns with a single 14 inch torpedo tube in her stem, but as a torpedo boat she was completed with six 3 pounder guns and three deck mounted torpedo tubes.

The Swifts introduction was cleverly arranged as it occurred at the very time when navel officers were demanding a more seaworthy torpedo boat with a greater radius of action. In these respects Swift was far superior to all other examples. Her freeboard was higher and her overall sea-keeping qualities were greatly improved on previous designs. Her Belliss-built three cylinder compound engine driving a single screw was remarkably light for its power and in both speed and endurance she excelled. Trials over a measured mile gave a mean speed of 20.8 knots with 22.4 knots being the best speed achieved over six runs.

Editors Note: Interesting article, I looked on the Net but could not find any pictures or drawings of such a vessel.

HINTS and TIPS for MODELLERS

Opening a new section on hints and tips we all use or don't use. Some are common sense, but I have found that a lot of people don't know these tips. So here goes.

- Knives and blades are sharp! Don't cut towards yourself over yourself or on yourself!

- Superglue will stick to anything it drops on. We have all glued our fingers, but some of us have glued our trousers to our legs. Also always use in a well ventilated room or have a fan gently blow over your face while using it.

- Don't use the kitchen table to do modelling on without prior permission from the other half, its detrimental to your health.

- After finishing brush painting, wash out well and dry out brushes before storage.

- I make my own sanding files by using lollipop sticks, tongue depressors or a bit of ply cut to size or shape and then attach the relevant sand paper or wet and dry with double sided tape. Make several at a time!

- Those take away cartons we all throw away…..keep; they make handy containers when refurbishing boats! All parts can go in the container once stripped and cleaned.

- Keep a small magnet on a piece of string handy for when you drop them metal objects on the floor. If it's not metal then use the Hoover, take the head off so you only have the tube section, put a stocking or similar material over the end and then suck over the floor. The bits will be captured in the material so keep checking it!

- No fibreglass cloth but loads of resin? Use tights or stockings, or if you're brave net curtains!

- Need a template? Use cereal packets to make a baseline template before transferring it to plastic or wood. Easier to cut!

- Need to transfer a small section of a plan to wood, photocopy the section, turn it face down onto the wood and use a medium heat iron to transfer the image. Photocopies use heat to melt the toner on so it works in reverse!

- Got a new boat at a show?……not told the other half……stick an old raffle ticket on it and say you won it!

- When storing tinned paints, make sure the lid is firmly attached and store with the lid down, this ensures that any paint that dries out is in the bottom of the tin

- Don't use PVA glue on the outside of a boat! It softens and dissolves in water!

- If removing a prop shaft from a boat you did not make, check if it is epoxy holding it in and not superglue!!! Dremelling out superglue creates a nasty smell that will leave you fighting for breathe and a headache.

- Keep your workspace clear and tidy, nothing worse than putting something down and not being able to find it.

- Need clamps? Use elastic bands, pegs, even books! I even use masking tape to hold sections together

- Small parts – lay a bit of tape on the table and stick the bits down till you need them

- Using cotton thread for rigging? In damp or dry air, it will expand and contract becoming loose over time. When new, run some candle wax or bees wax over the thread, this helps to protect it.

- Choose the correct glues, be it superglue, epoxy, balsa cement, plasweld etc. if you're not sure ask. But remember, the faster a glue dries the more brittle it is.

- Don't mix acrylic and oil/enamel paints. They don't mix well!

I do hope you all find the above tips and hints of use, Pete Carmen (Klunk)

STOP PRESS

Terry Martin has agreed to step in at very short notice as The Club Treasurer and take charge of the Club Finances until the end of the current financial year (Sept 2017). It has been brought to my attention that having undertaken this important post he has just acquired a nice new car, has anybody checked the petty cash or has the committee allocated him a Company Car ??? Perhaps I should apply for the post next year!

De-HAVILAND AIRCRAFT MUSEUM

On the 25 Nov 2015 the Mosquito prototype having being carefully restored to its 1943 colours etc. Was rolled out on the 75th anniversary to the day of its first flight, see picture below.

The De-Havilland Aircraft museum has a major new £1.5m hanger planned for its site near St. Albans which will replace the old 'Robin' hanger that has been dismantled and removed to another site in the north of England.

A temporary hanger has been erected to house the smaller aircraft some of which were housed in the Robin hanger whilst the larger aircraft such as the Bae 146, the DH 125 and the DH 114 Heron have been moved to a grass paddock next to the main museum site.

All these moves took place over the winter so that the museum was ready for the normal March opening. Only one problem arose during these moves when the port main wheel of the Vampire broke through new ground! Swiftly extracted using a wing jack.

The temporary hanger being translucent is unusual for an aircraft hanger and with an Astroturf floor gives an added appeal to the display

Room was found in the main hanger housing the three Mosquito's and for the important Airspeed Horsa glider exhibit. The new hanger is vitally necessary to get these historic aircraft out of the weather – especially the unique Comet 1 fuselage. The Museum has applied for lottery funding for the new hanger but in the meantime the area for the hanger has been levelled and initial work done for the structural posts etc.

Why not make a visit to this site which is just the other side of St. Albans near the London Colney Retail Park. Visit the website www.dehavillandmuseum.co.uk for more information

THE CLUB SHOP

The CLUB SHOP is now run by John Allen there is an enormous range of parts and products in stock to help you with your modelling needs, if you have a requirement for something, ask John or Pete Carmen on a Sunday morning down at the lake

John is currently busy cataloguing all the club shop stock including taking photographs of most of the items, a daunting task. Look forward to seeing it when published.

A list below will give an indication as to the range of materials that is held in stock

Balsa Wood, Coloured Foam Board in Red, Green or Grey (2 x 3ft)

LEDs, Motors 180, 280 and 540 types, Connectors and Switches

Digital Multi meters, Small Speakers (4 and 8 ohm)

A Range of Power Supplies, Humbrol Paint (Tinlets)

Radio Bits 27 and 40MHz

Tweezers and Clamps, Gears, Cogs, Pulleys and Worm drives

Nuts/Bolts/Washers, Plastic Box's, Brick–a- Brack

A number of ready built model boats some in need of TLC – see Pete Carman

DIARY DATES

January 20th – 22nd 2017 - London Model Engineering Exhibition (Alexandra Palace)
(The Club will not be exhibiting at the show, but some members may wish to attend)

February 19th 2017 – Shuttleworth Scale Model Exhibition (IPMS)
(The Club plans to attend this exhibition - details to follow)

April 23rd 2017 - Modelkraft Exhibition Milton Keynes (IPMS) at Stantonbury Leisure Centre. (The Club will be attending this event see Tony Martin for details)

CLUB MEETING DATES

Monday January 9th - Airbrush and Paints

Monday February 13th – Lipo Batteries and Brushless Motors

Monday March 13th – Winter Projects Show and Tell

THREE COUNTIES RC TRUCKERS

Well since our last report we have had four very successful meetings, the last being on December 4th 2016 and our last until 2017. (2017 dates to be announced).

Over the last four meetings the number of drivers has gradually increased and is now hovering on the 30 mark with many new faces.

So far our farthest travelling driver is Alan Bibby who travelled from Liverpool to our November meet; he stopped off at Leyland to a Saturday meet, stayed overnight and carried on down to us. He was also at Santa Pod and Silverstone earlier in the year; he was also at Beaulieu and Headcorne shows, all in all a very dedicated man. We also have our regulars from Bristol, The south coast, Norfolk, Lincolnshire and even further north – all good friendly guys. As with L&DMBC there is often more chatting and discussing than driving.

We have now purchased a new trailer (The ex L&DMBC one which had been in Jim Stenshouse's garden for sometime). This is currently being modified by Gregg, it is being shortened and widened by 2 inches to suit the width of our road panels thus enabling them to lay side by side instead of being piled up, it will also allow us to keep our 20 foot bridge and buildings in it, instead of loading up our cars for every meet.

On the show scene we have been approached to do six shows next year (2017), amazingly four are on the first four weekends in April, but nothing is confirmed as yet.

That's all from for now except to say, Happy Christmas and New Year from Three Counties Truckers.

John Weedon

PS: Don't forget that Santa can always bring you a Tamiya Lorry kit for Christmas and then you can come along and play with us, and join in our fun, but everyone is welcome anyway.