

Club Magazine

SPRING EDITION 2017

Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

By Sinker Dalton

The end of year evening celebration on December 12th of last year took the form of a Fish and Chip Supper and appeared to be a great success with over 20 members attending. The food was good, supplied by 'CODS PLAICE' with no complaints as far as I am aware, except for the look on Graham Rumbles face! He thought it was just the starters.



The picture on the left above show all those that attended the celebration (apart from myself) enjoying the food and a good chat as we all do. On the right Pete, our secretary is playing with his mobile, probably thinking and planning all the jobs that he had to do running up to Christmas.

Since the Christmas celebrations we have had the January meeting with Tony Martin giving a talk on painting and airbrushing, the Alexandra Palace Model Engineering Exhibition (Reports on both in this issue by Peter Tandy). In February we had talk on Lipo Batteries given by our Chairman Mike Dowsett. Then there is our Club meeting in March, when you should have received this publication and brought along all your winter projects to show and discuss with your fellow members, assuming you attended. Mike Skuce has taken up the post of Club Treasurer and Ian Spencer has now been press ganged into being the Club Membership Secretary. The next issue of the Club Magazine will be on Monday June 12th so do not forget to write an article or two.

HMS CAROLINE

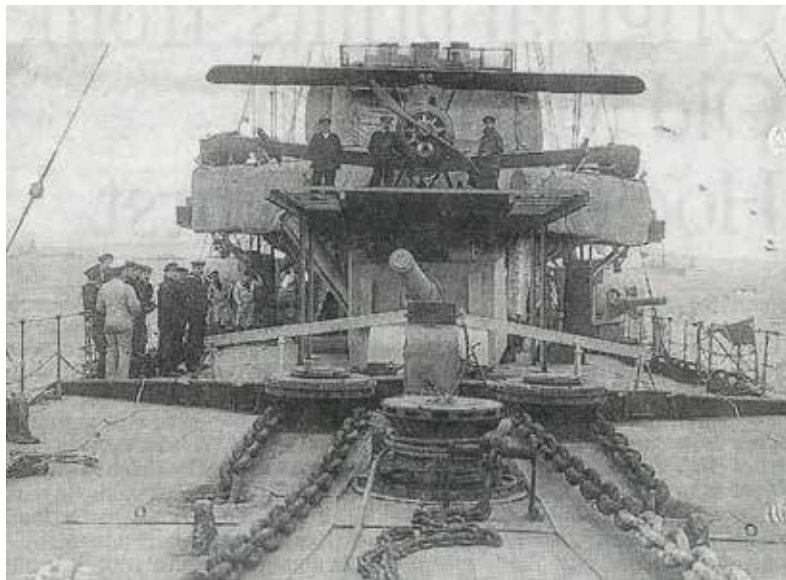
Some time ago a friend of mine gave me a copy of '**Jane's Pocket Book of Major Warships**' which he had found in a book jumble sale. I did thumb through it at the time but as I had a copy of **Jane's Fighting Ship of WWII**, I just considered it as something nice to own. Recently I was looking through both books looking for information on ASRL's when I found at the back of the Pocket Book a newspaper cutting about the decommissioning of HMS Caroline, which I considered to be a subject which could be of interest to readers of our Club Magazine, hence the following article.

HMS Caroline is a decommissioned C-class light cruiser of the Royal Navy that saw combat service in the First World War and served as an administrative centre in

the Second World War. Caroline was launched and commissioned in 1914. At the time of her decommissioning in 2011 she was the second-oldest ship in Royal Navy service, after HMS Victory. She served as a static headquarters and training ship for the Royal Naval Reserve, based in Alexandra Dock, Belfast, Northern Ireland. For the later stages of her career, she was converted into a museum ship. As of October 2016 she is currently undergoing an inspection and repairs to her hull at Harland and Wolff and therefore can't be visited at present. Once complete (sometime after Christmas 2016) she will be returned to her home of Alexandra Dock in the Titanic Quarter in Belfast.



HMS CAROLINE 1917



HMS Caroline with aircraft on her flying off platform during the First World War

Caroline was the last remaining British First World War light cruisers in service, and she is the last survivor of the Battle of Jutland still afloat. She is also one of only three surviving Royal Navy warships of the First World War, along with the 1915

Monitor HMS M33 (in Portsmouth dockyard), and the Flower-class sloop HMS President, (formerly HMS Saxifrage) moored on the Thames at Blackfriars.

CONSTRUCTION

HMS Caroline was built by Cammell Laird of Birkenhead. She was laid down on 28th January 1914, launched on 29 September 1914 and completed in December 1914. Caroline was part of the early sub-set of C-class light cruisers built without geared turbines and subsequent comparisons with later vessels of the same class demonstrated the superiority of geared propulsion. Caroline's machinery is still in place today, although not in working order.

OPERATIONAL HISTORY

Caroline was commissioned on 4 December 1914 and served in the North Sea throughout the First World War. Upon commissioning, she joined the Grand Fleet based at Scapa Flow in the Orkney Islands, serving as leader of the 4th Destroyer Flotilla. She was part of the Grand Fleet's 1st Light Cruiser Squadron from February to November 1915. In early 1916 she joined the Grand Fleet's 4th Light Cruiser Squadron and remained with it – fighting as part of it at the Battle of Jutland on 31 May to 1 June 1916 under the command of Captain Henry R. Crooke – through the end of the war in November 1918. From 1917 until late 1918, she carried a flying-off platform for the launching of Royal Naval Air Service and later Royal Air Force fighters to intercept German airships operating over the North Sea.

Caroline remained in the 4th Light Cruiser Squadron after World War I and in June 1919 went with the rest of the squadron to serve on the East Indies Station. In February 1922 she paid off into dockyard control and was placed in reserve. She came out of reserve in February 1924 to become a headquarters and training ship for the Royal Naval Volunteer Reserve's Ulster Division at Belfast, Northern Ireland, officially beginning those duties on 1 April 1924. Harland and Wolff of Belfast removed her weaponry and some of her boilers around 1924, after her arrival in Belfast. Her guns were pooled with those of other decommissioned cruisers and used to reinforce the coastal defences of the Treaty Ports. From 1939 until 1945, during the Second World War, Caroline served as the Royal Navy's headquarters in Belfast Harbour, which was used as a home base by many of the warships escorting Atlantic and Arctic convoys, including Captain class frigates of the 3rd Escort Group.

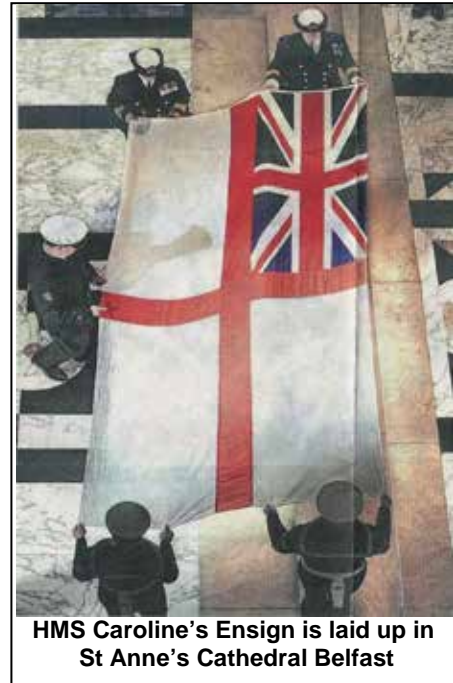
As Belfast developed into a major naval base during the Second World War, its headquarters outgrew the confines of HMS Caroline herself and occupied different establishments in various parts of the city. Eventually several thousand ratings were wearing Caroline cap tallies. The first such establishment was set up in the Belfast Custom House. Later, Belfast Castle was taken over and included a radio station. There were depth charge pistol and Hedgehog repair workshops associated with HMS Caroline, some of which would have been on the quays beside her berth in Milewater Basin.

During the early part of the Second World War when RAF Belfast occupied Sydenham (Belfast harbour) airfield, Fleet Air Arm personnel based there were lodged under HMS Caroline. In 1943, the airfield was transferred to the Admiralty and commissioned as HMS Gadwall.

After the Second World War, the Royal Navy returned Caroline to the Royal Naval Volunteer Reserve, and she served as its last afloat training establishment. She underwent a refit at Harland and Wolff in Belfast in 1951. The Royal Naval Reserve Unit decommissioned from the ship in December 2009, moved ashore, and recommissioned as the "stone frigate" (i.e. shore establishment) HMS Hibernia. Caroline herself was decommissioned on 31 March 2011 in a traditional ceremony. Her ensign was laid up in St Anne's Cathedral in Belfast.

PRESERVATION

Caroline is listed as part of the National Historic Fleet. On her decommissioning, she was placed into the care of the National Museum of the Royal Navy at Portsmouth, though remaining moored in her position in Alexandra Dock in Belfast. Although no longer capable of making way under her own lower, Caroline remains afloat and is in excellent condition



HMS Caroline's Ensign is laid up in St Anne's Cathedral Belfast

Buffeting from waves and high winds have caused the ship to almost come away from her moorings several times. In 2005, during a storm, she ripped several huge bollards out of the jetty concrete, but failed to break free entirely. She was not normally open to tourists, although entrance was gained during the annual RMS Titanic celebrations.



HMS CAROLINE IN ALEXANDRA DOCK BELFAST

Upon Caroline's decommissioning in 2011, her future was uncertain. Proposals were made to return the ship to her First World War appearance, which among other things would have involved sourcing and installing 6-inch (152.4-mm) and 4-inch (102-mm) guns of that era and removing the large deckhouse from her amidships deck. One proposal considered was to remain in Belfast as a museum ship within the Titanic Quarter development alongside SS Nomadic. Another was a move to Portsmouth, with many of her original fittings restored to return her as much as possible to her First World War appearance.

In June 2012 plans to move Caroline to Portsmouth were announced, subject to the availability of funding. However, in October 2012 the Northern Ireland government announced that the ship would remain in Belfast and that the National Heritage Memorial Fund had pledged £1,000,000 to help to restore her. In May 2013 the Heritage Lottery Fund announced an £845,600 grant to support conversion work as a museum.

In October 2014, the Heritage Lottery Fund announced a £12 million lottery funding boost to enable the National Museum of the Royal Navy to turn Caroline into a visitor attraction in time for centenary commemorations of the 1916 Battle of Jutland. Caroline remains moored in the Alexandra Dock in the Titanic Quarter in Belfast.

In June 2016, HMS Caroline was opened to the public as a museum ship.



STERN VIEW OF HMS CAROLINE AT NIGHT

At her decommissioning in 2011, Caroline held the title of the second-oldest ship in Royal Navy service (behind HMS Victory), as well as being the last First World War British light cruiser in service. She is the last survivor of the Battle of Jutland.

Among warships afloat, the oldest steel warship appears to be the Netherlands ironclad turret-ram HNLMS Buffel, launched in 1868 and now a museum ship in Rotterdam, although Buffel is not in commission. HMS Warrior, launched in 1860, is not in

commission, and required extensive refurbishment, but is now afloat in Portsmouth. One of the oldest steel warships afloat known to have fought in battle is the USS Olympia launched in November 1892, but it was decommissioned in 1922. Even older and still afloat in the Chilean port of Talcahuano is the ironclad Huáscar, launched in 1865, and which saw extensive service in battle during the War of the Pacific (1879–1883), being now a museum ship. The Russian cruiser Aurora is also afloat and, having been launched in December 1900, is older than Caroline, and is today in commission, but it was an uncommissioned museum ship from 1957 to about 1990. Of ships not afloat, the Japanese battleship Mikasa launched in November 1900 is older than Caroline, but it is neither in commission nor afloat; it became a museum ship in 1921 and is in dry-dock. A Swedish ironclad monitor launched in the 1870s, HMS Sölve, is (January 2009) under restoration at the Goteborg Maritime Centre, but it is unknown whether it will be displayed afloat or dry. The Greek armoured cruiser Georgios Averof, launched in 1911, is still apparently afloat and commissioned.

Tony Dalton

NOTES OF A SECRETARY

Or the ramblings of a geriatric old fool

A couple of weeks ago I got to work at 10pm, yes I work permanent nights. There were more than the usual 3 evening shift, it had been a busy day with London City Planners in doing a brainstorming session on a new building. As I work with lots of modellers we started talking about what we had all done at the weekend. The usual went down the pub, a couple went to the Tate gallery, and 1 went to a sculpture display. It got to me and I was a bit quiet. They badgered me and after the normal shopping etc. I said I went to Wardown on the Sunday, to set up the boat club tables. Most know I do model RC boats but didn't realise I was the Secretary of the club. They then asked what we do on a Sunday morning. This put me in a dilemma.....do I lie or tell the truth. I decided the latter. It went like this.....

I get to the lakeside about 10am, meet Mike and Dave in the car park and have a quick chat, amble to the hut and get the tables and safety equipment out.

At this point someone asked why we have safety equipment.

I then proceeded with setting up the tables and a few members turn up and put the boats on the table, then we went back to the hut for the BBQ.

Again a question why a BBQ, to which I answered "cos it was bacon roll Sunday"

Most agreed this was definitely a civilised way to have a Sunday meeting, then I said we wait as Terry would turn up with tea equipment, this now got general approval.....

Then some asked how many people turn up which I said was normally 15 to 20.

So the next question was.....so lots of people were sailing boats!

Now we all know the answer to this one! They were taken aback when I said there normally about 8-10 boats and only 3-5 sailing.....as we were all drinking tea and coffee

with bacon rolls! At this point they started laughing. Not a lot more we can say about that really.

On another note I would like to say welcome to Tom and Peter, our newest members, Tom is the young lad with the Challenger Warship.

I have had a quick count up of communications for this year's shows. At present my 2017 mail folder for the club stands at over 400 emails! Now this is just people from different shows telling us about shows around the country, local clubs open days etc. this does show that there is stuff going on out there, and for those who took the A3 wall chart from the last meeting, there is stuff already to add! I will print out some new versions and some amendment flyers as well. Something new has appeared this year and that is Harpenden Armed forces day are asking for a risk assessment! They have given us 1 week to get it in so by the time you read this it will be done and dusted!

Hopefully our chairman will come up with another Chairman's challenge this year....can't be any worse than last year when the winner went back faster than forwards! Hopefully a few more will take part this year.

I would also like to say a big thanks to Terry Martin for covering accounts for the last few months and good luck to Mike Skuse for volunteering and to Ian Spencer who will be taking over the membership role.

As some of you may have noticed, Tony Martin has a BIG HEAVY new tug, bought from Dave Abbot; Tony is having a few problems with the tug.....namely it being BIG AND HEAVY. Any assistance for Tony would be greatly appreciated. I would recommend a round of applause every time he lifts it up!!

Seriously though, please remember some of these boats are heavy and none of us are getting any younger, please try and help each other, we don't need an accident or members leaving because of frailty....or in Tony's case a hernia! He will be making a carry trolley for it soon!

Another thanks to Tony Dalton, for doing the club mag and generally being the go to guy for electronics. Even though he has not brought a boat down the last time I have seen him, he has always been willing to repair stuff I break or just answer stupid questions I have about electronics.

Hopefully with the weather getting warmer and clearer, we can start putting more boats on the water. We have several local shows coming up and I sincerely hope I will see a lot of you at some of them at some point, remember we do shows to promote the club and display the boats. Everyone in the club is welcome to display, we hold no exceptions. If you want to display a twig as a Pooh stick then we are happy with that!! Remember we do these shows as fun, nothing is serious.

Well that's all from me

Pete C

THE ALEXANDRA PALACE MODEL ENGINEERING SHOW 2017

As Friday 20th January dawned cold, frosty but bright I decided I'd make the usual pilgrimage to Alexandra Palace for the annual Model Engineering Show, which this year was celebrating its 21st year.



The exhibition had the same layout as it has had previously, and having made visits in 2016 and a few years before that, I was rather disappointed to find that it appears to continually get less well attended both by the public and by exhibitors. Even though I only had about 2.5 hours there, there was enough time to see all stalls at least once, albeit somewhat cursorily for some. Somewhat to my amazement, there was no 'Harrods' sale style' crush at most stalls as I have experienced in the past– I'd expected it, as I assumed people would attend the opening to get any bargains offered; perhaps Friday is the quiet day? As last year, most of the stall holders were the same, and the same model clubs were represented, and I came away a bit deflated. Nonetheless, some of the models were impressive.

The 10 1/4" gauge society's 'Flying Scotsman' was very impressive in its malachite green livery, but not a very practical thing unless you happen to own a large chunk of Windsor Great Park! Very large locomotives just can't compete with the driving versatility of large steam engines, in the form of steam lorries for instance. Still, if you do have room for it, the neighbours should be impressed!

The UK Tank club had a small stand which exhibited two large and impressive tanks. Last year they were roaming about the floor, but this year (at least on this day) remained static. That was a shame as they are never better than when they are in action.

The Tamiya Truckin' Club area was again in evidence with a large number of varied trucks in attendance. They have an impressive layout of roads around which to drive, and a large variety of vehicles. Given that there seemed to be a lot of space around the area, I wondered if it could not be possible to expand it a bit, as this aspect is clearly popular.



Tamiya Truckin' layout in 2014.

One exhibition I have always marvelled at is the Spithead review of Royal Navy ships, from the earliest days to the present. Around 600 tiny ships, each to a scale of 1:1200, built by Jack Snary are usually displayed. As they are all to the same scale it is easy to compare the tiniest (and some are really small!), with the largest.



(Spithead review ships in 2014. Image from The Daily Telegraph with acknowledgement)

This year, it appeared not to be there for some reason. Shame, as I never tire at looking at them.

My favourite model this year (as last year!) was the 7.25" gauge 'Locomotion'

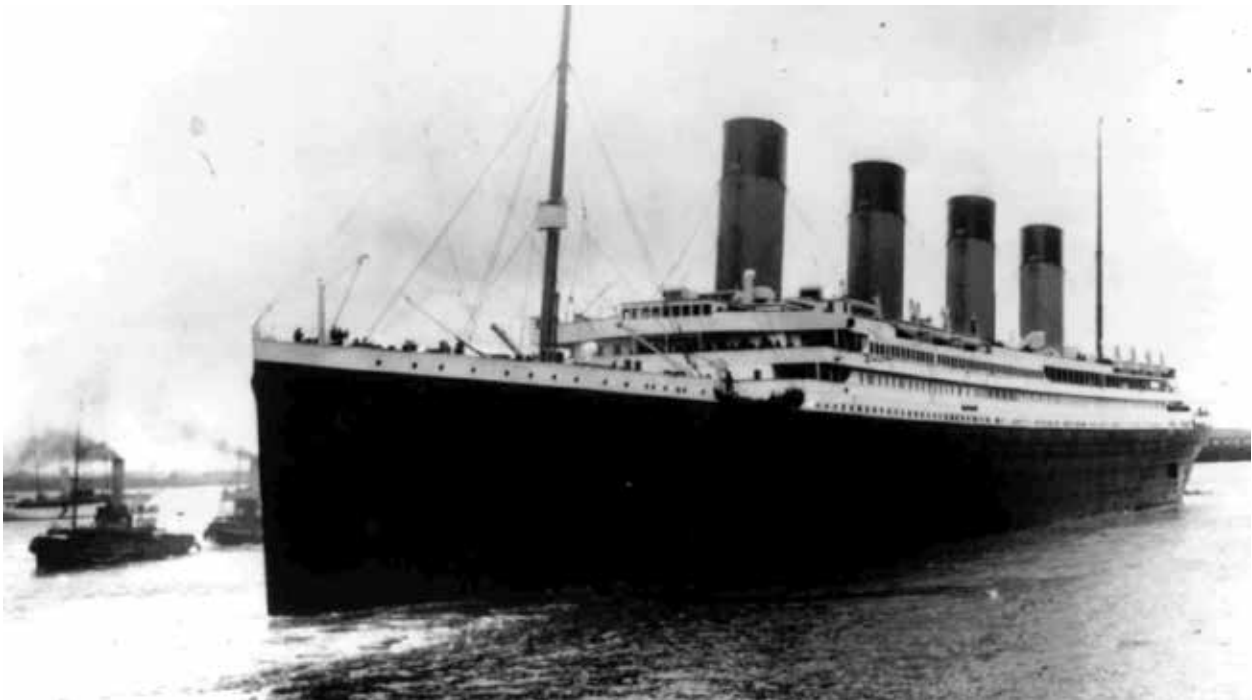
Peter Tandy

TITANIC THE NEW EVIDENCE

On 1st January 2017 Channel Four screened a documentary regarding new evidence about the sinking of RMS Titanic. Senan Molony a journalist who has researched the topic for 30 years claims a fire that burned continuously throughout its voyage fatally weakened the ship's hull, namely the bulkheads before it hit the iceberg, blaming its sinking on fire and criminal negligence.

The documentary states that the fire had been smouldering in bunker No. 6 of the Titanic since the ship left Northern Ireland's capital city Belfast. Near that bunker is where the iceberg tore the biggest hole in the ship on its maiden voyage from Southampton to New York in 1912.

Molony further states that recent auctioned photos of the Titanic show dark marks on the side of the ship not facing the dock, hinting of an existing fire, and that it should never have been put to sea. Molony explains the events surrounding the fire as follows:



The official Titanic inquiry branded the sinking as an act of God. This isn't a simple story of colliding with an iceberg and sinking. It's a perfect storm of extraordinary factors

coming together: fire, ice and criminal negligence. We have experts telling us that when you get that level of temperature against steel it makes it brittle, and reduces its strength by up to 75 per cent. The fire was known about and briefly addressed at the inquiry, but it was played down.

It was known that there was a fire on the ship. What's new here is blaming the fire for the sinking of the ship once it hit the iceberg. Both an author of several books about the ship and a former secretary from the British Titanic Society Richard De Kerbrech stated that there certainly was a fire aboard the ship, burning from Wednesday until Saturday but gave little attention to the fire before reading Molony's research on its extent, and the former secretary said he didn't believe the fire had much to do with the sinking of the ship.

Molony isn't the first to present research like this, it has now emerged that the gigantic ocean liner could have been brought down by a fire and now Molony is claiming a boiler room fire had weakened her hull, respectively. The photos and the weakening hull are the new part.

In 2004, the Geological Society of America and Ohio State University engineer Robert Essenhigh said attempts to control the coal fire in the bunker could have been the reason why the Titanic sailed so quickly through an area littered with icebergs.

First of all, Essenhigh states, it's important to rule out the reason for speed put forth in the movies: to set a speed record or impress other sailors. The crew of the Titanic couldn't have been trying to break any records crossing the North Atlantic Ocean, says Essenhigh, because according to the published records the Titanic was built for comfort, not speed.

There was a further problem that because of a miners' strike, there wasn't originally enough coal on the ship for sailing at full speed and the original plan was to sail at half-speed and take it easy, it wasn't designed as the fastest ship. Plus, according to the published records the crew was getting radio reports of icebergs from other ships, so a slow down would have made sense. There are reports that one ship in the area was so cautious that they stopped dead in the water to await daylight before proceeding While Essenhigh said the ideas are very speculative, the report from **Science Daily** states that the standard method to control and eliminate these types of fires on steamships was to shovel coal from the affected bunker into the steam engine boiler more quickly. That, in turn, generates more steam and speeds up the ship

In 2008, it was reported that Ray Boston, with 20 years of research on the subject at the time, said he believed the coal fire began during speed trials 10 days before the ship left Southampton. According to Boston's findings, the fire had potential to cause "serious explosions" before the ship reached New York.

A testimony by Bruce Ismay, the managing director of the White Star Line, which owned Titanic, to an inquiry into the catastrophe in which he told investigators he was forced by John Pierpont Morgan, the ultimate owner of the ship, to instruct the crew to cross the Atlantic at full speed. It was thought necessary; in order to justify the gamble, that they should reach New York and unload all the passengers before the inevitable explosions occurred.

Parliament received an inquiry into the events of the voyage in the summer of 1912; just several months after the ship sank. It said the ship's excessive speed didn't give the crew much time to avoid the iceberg. The inquiry found that Titanic's speed, of about 22 knots, was "excessive" considering where it was, off the coast of Newfoundland, and that additional look outs should have been posted on all sides of the liner rather than just in the crow's nest.

It was clear that there was a fire before the ship set sail but that the news was hushed up so as not to alarm passengers. It was, perhaps, for this reason that a Mr Morgan quietly cancelled his ticket on the maiden voyage the day before the ship set sail.

Of course, while it is known that there was a fire onboard, not everyone agrees that the fire, even if it did weaken the hull, dealt the fatal blow to the ship. After all, the Titanic hit a huge chunk of ice in the middle of the ocean.

No matter what happened aboard the ship, the former secretary of the British Titanic Society, David Hill, says the new photo evidence, shows that even after all these years, this old ship keeps throwing up new things that have us scrambling around. It's absolutely fascinating.

Tony Dalton

GALES STRIKE WARDOWN PARK

SUNDAY FEBRUARY 26th 2017

The following pictures show two tugs Captained by Tony Martin and Joe Wiejman going to the assistance of the Warship 'Challenger' who ran into difficulties due to a rather strong onshore wind reaching gale force condition (as reported by witnesses), which resulted in the vessel being driven onto the breakwater. (We have all been there). The Destroyer was Captained by Tom, ably assisted by his Bosun (Dad Pete). All ended well and the vessel was returned to port in good condition. Pictures were taken by tourist (Gerry Davey) walking along the cliff tops which managed to captured the event.





TONY MARTIN'S TALK ON SPRAY PAINTING AND PLASTIC MODELLING

Any plastic or die-cast model for display will be made or broken by the standard of the final painting. For a good finish, it is essential to use the right technique, and equipment. Traditionally, brushes would have been used, and while in the hands of an experienced modeller, they can give an excellent finish, in general spray painting gives a better finish. It doesn't matter whether the spray paint is from aerosol cans (known as 'rattle' cans) or from a spraying device, such as a model maker's air brush.

The choice of paint is largely a personal one, with both enamel and acrylic available. The 'Humbrol' range is typical of enamel paint and has been used by model makers for decades. Acrylic paint can now be obtained in 'rattle cans'. It contains a surfactant and so spreads out well, leaving a very smooth surface. Paints do vary from manufacturer to manufacturer and perhaps even within batches, so you should make tests with whatever colour mix you need before spraying a model. Paint that is too thin will run too much giving a streaky finish, while paint that is too thick will form blobs and spots and give a rough finish. Modern-day acrylics now smooth out quickly and have the added advantage that they also dry very quickly. Thinning and quick drying can be achieved by adding a small amount of isopropyl alcohol (IPA). Also, remember that while it is possible to paint with enamel paint over acrylic, it isn't really possible the other way round – so think about what you want to achieve before starting work. Paint mixes can be made up

and stored in small containers – most convenient are the small jam/marmalade jars used by hotels and guest houses.

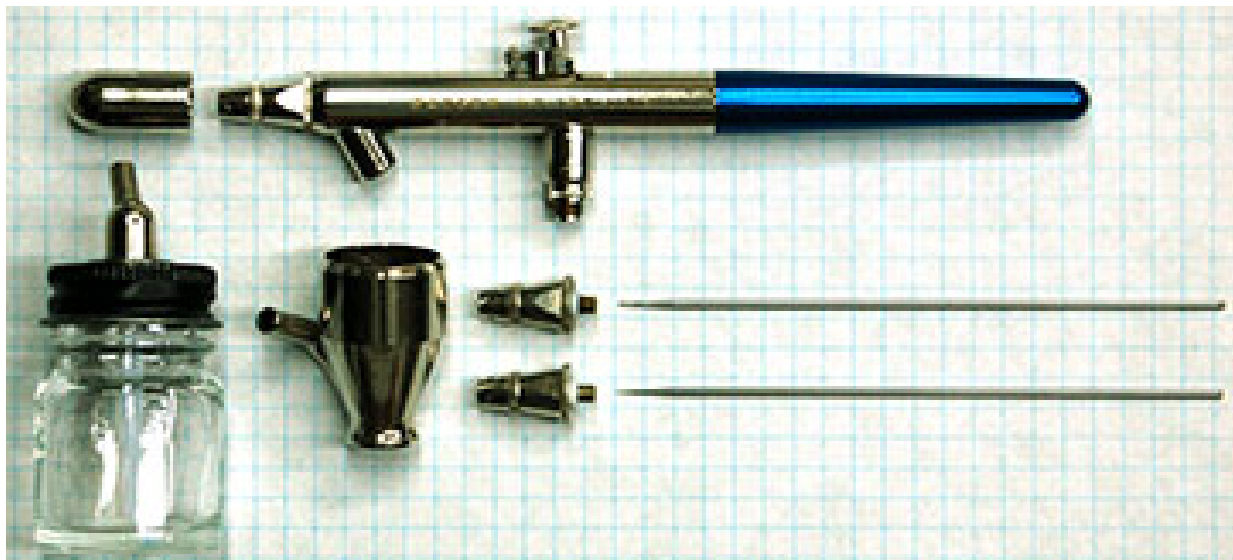


Airbrushes are largely of the internal or external mix, pick up, or gravity fed types, and may be either single or double action. One of the simplest, but a stalwart for years is the Badger 250 single action airbrush. Currently they can be obtained for about £15. A stream of air across the top of a jar of paint distributes a fine spray which can be controlled. The air stream can be supplied from a compressor or from a propellant can. The can contains carbon dioxide, and while adequate for most jobs, pressure can drop off rapidly as it empties.

Badger 250 airbrush

Sticking it in a bowl of warm water can increase the usage time (but BEWARE – this is a pressurised can so nothing more than warm water should be used!!).

Moving up the scale a bit is the Badger 150, an internal mix, single action airbrush. The air stream is controlled so it gives a better spray. In addition it is possible to change needles so various colours can be used without having to clean everything each time. However, it is not as good as a double action airbrush.



Badger 150 airbrush



Badger 250 airbrush in use (using water) to show the spread of spray.



Of the double action airbrushes, the Premier G35 is a gravity fed double action brush. The trigger has two positions. Pressing down on it introduces an air stream, while pulling it back introduces a paint mix. This gives far more control. Nonetheless, with all aspects of airbrushing it is essential to make sufficient tests first.



Typical Aztec System as Purchased New

The **Aztec model master** is a double action, internal mix airbrush, but has different systems. The brush has separate heads, and there are different types for enamels, acrylics and for fine or coarse sprays. For a paint reservoir it has a side cup rather than a glass jar, and this can be positioned either to the right or left of the airbrush barrel, allowing spraying in tight corners.

Areas to be airbrushed often need masking. Any kind of tape can be used, but the Tamiya masking tape is particularly good as its low tackiness does not remove any previous paint layers when it is removed. For camouflage colours I mask the model, using Tamiya tape if the edges are to be sharp, and Blu-Tac or equivalent if they are to be fuzzy.

It is also essential that airbrushes are cleaned thoroughly after use, using cellulose thinners. Acrylic especially may build up and clog airbrush nozzles. It is advisable to blow out as much paint as is possible when finishing, then blow through with some cleaning fluid, then strip the airbrush down for a final clean.

Painted models can be stripped using 'Mr Muscle', but only on enamel paint. Alternatively, a buffer over areas to be painted can be done using Johnson's floor polish, but make sure all areas are covered. Then I advise using a grey undercoat to give a consistent finish, before doing the final colour scheme.

Although it should be obvious, spray painting is exactly that, and so it is advisable not to wear your best clothes when doing it! For much the same reason, it should not be done in the kitchen or lounge unless you want a spatter effect on your furniture! For the benefit of the model you are painting, you should wear thin nitrile gloves when doing it, and remove them when you want to rotate the model, or you will spread the paint on parts you didn't want to paint.

For the determined model maker, it is possible to get a self-contained spray hood, with a turntable on which to mount the model. If you do use one, it is advisable to line it with scrap card when using it, so that it does not become horribly paint spattered.



Self-contained spray hood with turntable



A small compressor should cost no more than about £30-40 new. Some compressors make a 'pulsing' noise as they charge and discharge. But it is possible to get one based on a fridge motor, which is largely silent in operation. The drawback to them, perhaps, is that because they are not utilising the cooling effects of a fridge, they should not be run for longer than about 20 minutes at a time as they can overheat. Most compressors also contain a water trap to remove small amounts of moisture in the mix. My preferred pressure is about 15psi, but it depends on the paint and the air brush.

Mini airbrush compressor 18A From Scale Model shop

Hobbycraft (www.hobbycraft.co.uk) offer the following tips:

- Ensure the model is clean, grease free & dry
- Start with a smooth surface – airbrushing will not cover blemishes
- Always test spray to ensure the flow is good, and on to a non-absorbent surface
- Spray in a ventilated area, especially if solvents are used
- Spray where making a mess isn't critical
- Start spraying away from the area to be painted and move into it. At the end, finish moving away from the surface
- For newcomers, start with a single colour model. Lightly mist paint on from no more than 4-5" away. For a 2nd coat get closer and sweep the brush evenly over the area
- Ensure surfaces are dry before applying a 2nd coat
- Use paint with a consistency of milk, and paint in light even coats to avoid drips.
- Thin acrylics to 1part acrylic:2 parts water; enamels 1 part paint:1 part thinner.
- Thoroughly clean the airbrush after using each colour to prevent mixing next time round.

Report by Peter Tandy

GOODBY 'LUSTY' – YOU SERVED US WELL



Towards the start of December 2016, HMS *Illustrious*, a light aircraft carrier of the Royal Navy, made her last voyage from the UK, as she was towed from Portsmouth destined for a breakers yard in Turkey. The Government had decided to renege on a decision to keep her as a floating museum, and instead sold her for scrap for a miserly £2m. This left the UK without an aircraft carrier until two new vessels currently building at Barrow are due to be ready in 2020.



She had been ordered for the navy on 14th May 1976 from Swan Hunter's Tyne shipyard, and was laid down on 7th October 1976. She was formally launched on 14th December 1978. Displacing 22,000 tonnes, she was 210m long, 36m (118') wide and with a draft of 7.6m (25'). Power was from 4 Rolls Royce Olympus gas turbines and 4 Paxman diesel generators. She would remain in commission until 28th August 2014, and become the Navy's oldest surface warship. With a complement of 685 crew and 366 members of the Fleet Air Arm, she was able to deploy a variety of helicopters and later, up to 22 Sea Harriers. The only action she saw was during the Falkland Islands conflict, when as a newly completed (but untried) vessel, she was quickly deployed to relieve HMS *Invincible*. After the conflict she returned to the UK for a full cruise and test, before being formally commissioned on 20th March 1983. She was later deployed during the Bosnia conflict in the 1990s, and led Operation Palliser in 2000 to restore peace in Sierra Leone. During 2001, she took part in exercises off Oman, but had marines on board in case they were needed in Afghanistan. After a full refit in 2003, which involved totally re-building the ski-jump take off, she was rededicated in 2005. She took part in numerous other exercises until July 2014, when she was moored in Portsmouth docks before being decommissioned.

The Latin motto on the badge (VOX NON INCERTA) means "No Uncertain Sound"



Having been sold for a miserable £2m, HMS *Illustrious* sailed out of Portsmouth harbour under the control of tugs.

From: <http://www.bbc.co.uk/news/live/uk-england-hampshire-38224118> with acknowledgement

A series of plans are available from Jacobin Plans at 1:192 scale for £34.

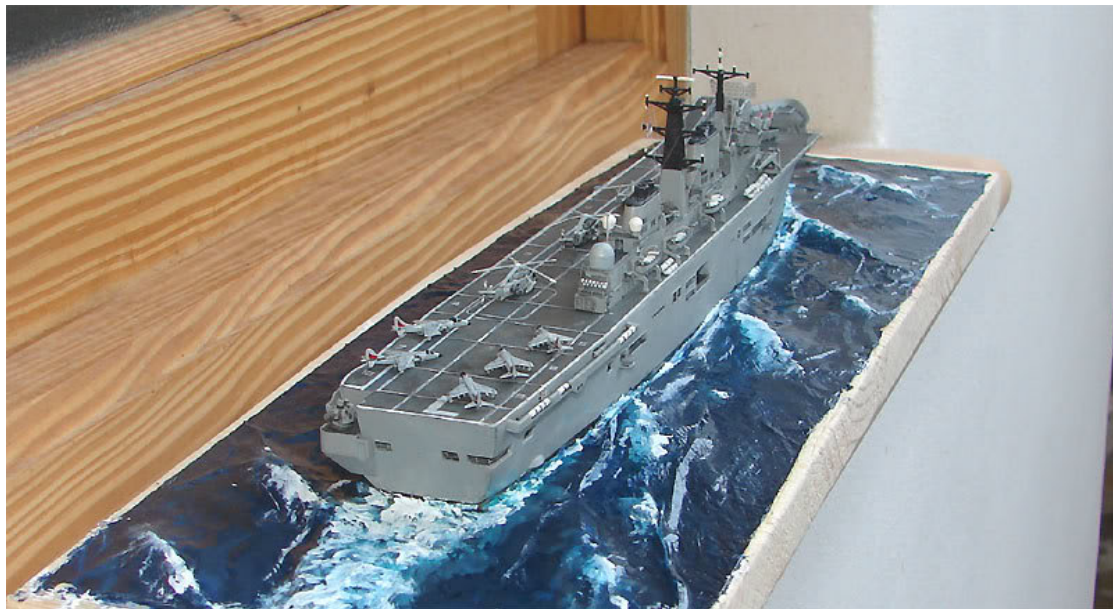
A 1:350 scale model of the vessel is also produced by Airfix:



Completed model (above)

(image from Great Canadian Model Builders web page, with acknowledgement)

A superb model made by a model maker in Palma



Another stunning model (below) at 1:350 scale, by Frank Spahr (?USA) (see: <http://modelingmadness.com/review/misc/ships/gb/spahrillus.htm>)





Peter Tandy

HIGH SPEED TRACTOR **(Or how to build a resin Kit)**

During my time building models of ww2 military vehicles in 1/35th scale a particular subject catches my eye. Usually something a bit different .One of these is the M5 High speed Tractor and was available some time ago as a complete resin kit. The full scale vehicles were built by International Harvester (more known for farm machinery than military vehicles!). This was an attempt to fill a need that soon became apparent that wheeled trucks that were usually used to tow heavy artillery when off road were not up to the job. As a stop gap at first some modified tank hulls and tracked recovery vehicles were used but a dedicated solution was required. The result was a rather basic box structure on tracks that was open to the elements to the driver and crew (a canvas tilt could be fitted) with the provision also of a heavy duty winch and air brakes for the towed howitzer.

When I first purchased the M5 kit (Cromwell Models) the only available M1 155mm howitzer was the old Max-Airfix-Italeri version that needed a hell of a lot of work to make

it into a correct ww2 version. So the project was put on the back burner for a while until Bronco models released a better and more accurate version. With the gun purchased I retrieved the M5 kit from my stash, gathered all my reference books on the subject and set to work.

The kit itself is basic with a main body, front and sides for the crew compartment, a complete suspension is provided as well as an armoured cab roof with machine gun opening (more about this later!) and finally some small detail parts. All the parts are resin so extra care had to be taken when cutting them from the casting runners cleaning and them up. With this done I figured that this would be an easy quick and straight forward build. How wrong I was!

First of all the cab roof that I described earlier when I read my references was only fitted to Korean war vehicles so had to be left off but this still left the support brackets still cast into the crew compartment sides. These had to be very carefully scraped and sanded off without damaging the surrounding detail. With this done a new problem became apparent while studying one of my reference books. The detail of the engine inspection hatches and radiator filler cap were in fact cast the wrong way round. This had to be done with more fettling and replacing with thin plastic card and a filler cap from my spares box.

It was now onto the suspension and tracks. The suspension was built with a little difficulty. In the past I had purchased a Military Modelling magazine that had an article on the same kit built by a well know author and military modeller by the name of Steve Zagola. I did note he made no mention of the armoured cab, or the engine deck problems but suggested the use of a set of individual track links from AFV Club that he used on his model. With the prospect of trying to fit the resin lengths of track around the suspension would be fraught with danger, with a very good possibility of destroying them completely even when using hot water to try and bend them to shape. With the knowledge that the AFV Club set would 'easily' fit I decided to push the boat out and ordered a set from Steve Grace at The Model Box in Hitchin market.

With the track set taken out and examined, the construction seemed very simple. Each pad has a pin sticking out in each corner and the connector – wheel guides fit between each pad to make it flex in the same way the real track does and gives a good 'sag' effect. As per usual things were not as easy as I first thought. The removal and cleaning up of the parts was ok but a bit tedious (132off pads 140off approx end connectors) but the assembly of these parts would test the patience of a saint! The thing is the end connectors have to be left unglued to allow the track to move and most are a push fit onto the pad pins but some are loose and fall apart just at the moment that you have put a few links together! In the end the only way I could find to assemble them was use a strip of double sided tape. First stick a strip of tape to a good flat surface, remove the backing and stick each pad down one at a time as you fit the connectors. As the track progressed I found that any loose connectors could be used by applying a drop of super glue but only using a bad one on one side of the track only in an attempt to keep it flexible.

While this was going on it was time to fit the last of the detail to the engine deck which consisted of a set of tools on each side of the engine inspection hatches. Some of the tools supplied in the kit were also wrong and had to be replaced from the spares box.

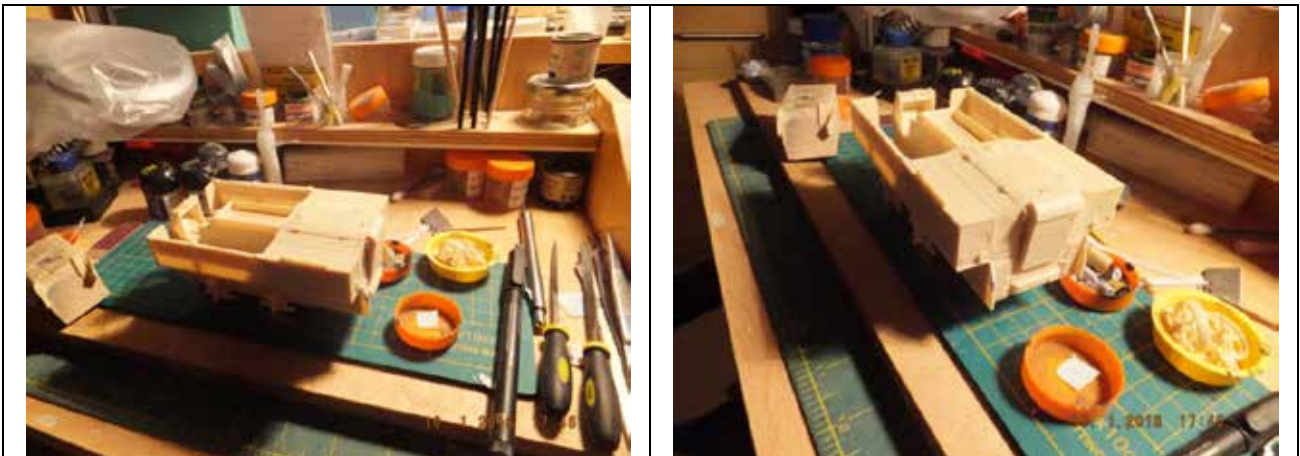
The driver's position and main winch were then assembled and test fitted to the main body. At this point I took a look at the resin gear sticks and steering tillers and decided to remake them out of brass wire. A tube front bumper bar is also provided in the kit with a towing hitch. Here again this was only fitted to post war vehicles and had to be carefully removed. With this done the whole assembly was super glued in place and the folding crew doors were fitted. Finally the drivers wind screen was cleaned up but not glazed or fitted because it would cause issues when painting.

The model was then given a good coat of grey primer from a rattle can. Next all parts (apart from the tracks) were give a finishing coat of Tamiya xf62 olive drab through an Aztec double action air brush. The tracks were carefully given a light spray of matt black so the flexibility would not be lost and given a brown wash to start the weathering process.

It was now time for final assembly and finish so with the road wheels and return rollers painted (very dark grey-black) the track could be fitted. After checking the tension a few links had to be removed from each side to give a more realistic look. No decals were supplied in the kit so it was off to my spares box one last time for US stars and unit ident codes. The codes were cut up and rearranged to make them used by a unit in the Normandy campaign and applied with the stars using Johnsons Kleer floor polish and Revell decal softener to stop the decals from 'silvering'. I did notice from a photo in my references that most M5s had a star on the rear radiator grill. To replicate this I made a star shaped mask from low tack frisket paper and carefully dry brushed it in with white paint.

Weathering the model was then carried out using thinned oil paints with a small amount of lighter fluid; I find this does not leave residue stain like normal white spirit does. Finally I had quite a bit of stowage to paint, canvas sheets , jerry cans , bed rolls etc that could fill up the crew compartment and make it look a bit more lived in . This was placed in loosely and not glued just in case I wanted to add some figures at a later date. Not a bad model all in all after quite a bit of work of a subject rarely seen. All I have to do now is build the 155mm gun to tow behind it but that will be for another article!
I have included some photographs to give you an idea of my workshop area, the model construction and what the finished item looks like.

Tony Martin





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.

The fate of the FV *Aucuba*

The Trawler *Aucuba* was built by Cook, Welton & Gemmell of Beverly, Hull in 1906. She was 211 gross registered tons and powered by one 3 cylinder triple expansion engine, with a single boiler and a single screw. She had a maximum speed of 10 knots



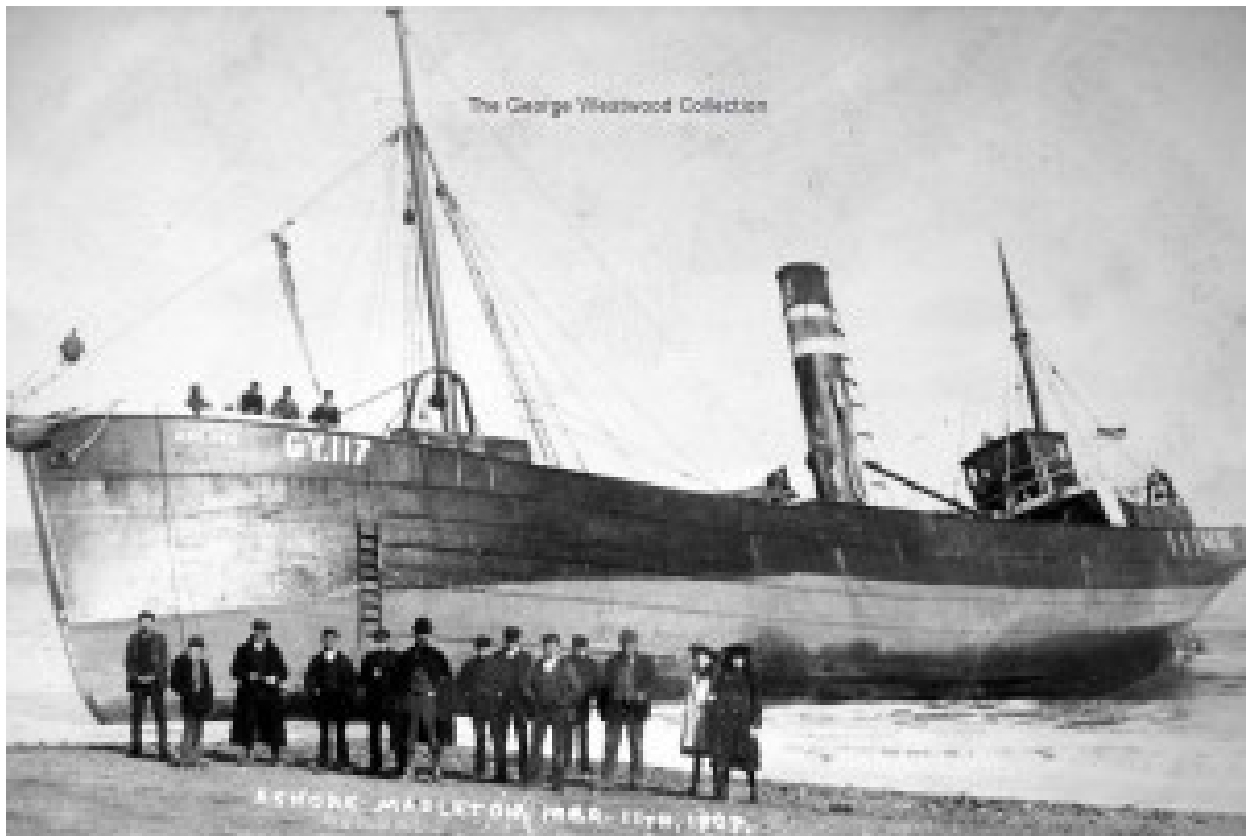
(From Trawler Photos.co.uk, with acknowledgement)

The **Yorkshire Post and Leeds Intelligencer** of Tuesday 12th March, 1907, reported that a Grimsby trawler, The *Aucuba*, registered as GY 117, had gone aground off Hornsea, Lincolnshire, in a blinding snowstorm (in March!!). The report read:

“At 2 o’clock on Sunday morning in a blinding snowstorm, the steam trawler Aucuba of Grimsby which was returning from the fishing grounds for Grimsby, ran ashore about 3 miles to the south of Hornsea. The Aucuba was owned by Mr Grant of Grimsby and carried a crew of 9 hands. Captain James Shrieve is the master. The Hornsea Rocket-life Saving Brigade were soon on the spot, and stood by the vessel twelve hours. Subsequently five of the crew were landed, the rest remaining on board.”

One of the trawler's crew had a narrow escape from drowning. When the trawler struck, the Captain ordered the small boat to be lowered in case of emergency, and one of the crew went in to keep her afloat. The boat was driven against the side of the trawler and smashed up. Its occupant, who held on to a line from the ship, was dragged on board in an exhausted condition.

The Aucuba was, with the aid of two tugs, successfully refloated yesterday afternoon, and proceeded to Grimsby”



The Aucuba lies aground at Mappleton, March 1907 (from the Bosun's Watch: The Fletwood steam & sailing Trawlerwebsite, with acknowledgement)

The 1901 Census shows a James Shreeve (not Shrieve) living at 27 Hart Street, Cleethorpes, Lincolnshire, along with his wife Ellen. He is 32 and a fisherman. He was born in Freton, Suffolk, and his wife in Gorleston, Norfolk. There are no children, but he employs an unstated number of men. It isn't clear whether this is the same James Shreeve.

After refloating in 1907, she returned to fishing, but was involved in a rescue mission for the shipwrecked crew of a German ship. For this, her skipper, Alfred Oxborough was presented with a pair of binoculars by the German Emperor. The award of the binoculars to Alfred Oxborough was made by the Mayor of Grimsby, Alderman J.H.Tate. It was reported in a small number of newspapers as a column filler, but none of them give his age or address at the time. The 1901 Census shows an Alfred Oxborough from Grimsby, as a 17 year old seaman on the vessel *Oakwold*. If this is the same person, he would only have been 23 when he received the binoculars from the German Emperor. But another Alfred Oxborough, not findable in the census, died in Grimsby aged 65 in 1912; he is more likely to have been the skipper.

In 1914 *Aucuba* was requisitioned for war service as a boom defence trawler, based at Lerwick in the Shetland Isles. After the war she was passed back to the previous owners, W.Grant and D.Robinson, until they sold her in 1927 to Arthur Grant and sons. She was sold several times more, spending periods at Fleetwood (Lancashire) and Scarborough (Yorkshire). In 1933, she went to the aid of the Italian steamer *Comitas* which was in trouble near Scarborough. Her last owners (from 1948) were Derwent Trawlers Ltd. While fishing in the North Sea in 1940, she was attacked by a Luftwaffe aircraft, but managed to fight it off. Her then skipper, William Normandale, thought it was a British plane until it fired at another trawler. He then fired 45 shots at it, and it flew away. She survived until 1951, when she sank on 5th September 1951 after being rammed by an Italian steamer, the 7,167 gross tons *Maria Bibolini*. This happened in darkness as she was fishing 11 miles off Robin Hood's Bay (Yorkshire). Of the 10 crew aboard, 6 jumped overboard when the ship's boat failed to launch. All 6 plus the 4 still on board, were eventually picked up by a boat from the *Maria Bibolini*. They were landed at Rotterdam. The following day they were transferred to Hull in the LNER Steamer *Bury*. The *Maria Bibolini* was originally built in the USA in 1943 and named the *William H. Moody*.

The survivors (all from Grimsby unless noted) were named as Thomas Darwood (31) from Cleethorpes, Charles Johnson (56), Mate; Harry Roach (26), Third hand; Christopher W. Allison (55), Chief Engineer from Cleethorpes; James A. Blake (50) 2nd Engineer; Roy McDonald (17) & Walter G. Scott (18), both deckhands; Marcus T.Prew (23) from Scarborough & Clifford C. Coltman (19), both deckie/trimmers; and John Bush (65) cook.

Apparently, the wreck is in good order, lying upright on the sea bed, at a depth of between 47-54 metres. In 2009, the ship's bell was recovered by a diving team. But apparently the skipper of the *Aucuba* lost a solid gold watch- and that is still on the wreck site!!



Peter Tandy

THREE COUNTIES RC TRUCKERS



Well that's the first meet for 2017 over ... we had an excellent turnout considering the unpredictable weather , with around 30 drivers attending from as far as Grimsby to the North , Bristol in the West , Southampton and Bournemouth in the South and Felixstowe and Harwich to the East . Plus many spectators made up of family and interested parties who came along to see what it's all about.

We had many new faces and Lorries. I actually didn't manage to count how many Lorries due to the continual movement of them around the road layout but consider it to be around the 45plus mark and a very varied assortment of trailers.

We had 2 traders Adam Monk of Truscale and Harry from Verserk selling a variety of kits and accessories.

We had the presence of Andrew Hodsden and Colin Saville who came over virtually off the plane after arriving back from a walking holiday in Gran Canaria .

So all in all a good meet which appeared to be enjoyed by all who came , look at 3countiesrctruckers on facebook for comments and plenty of photos .

We will be at Spalding model show in April at the Springfields Centre , for any who come with partners this is right next to Springfields shopping mall and only a short distance from Spalding town centre .









We would welcome any LMBC members to come and see us , have a chat and see what we get up to .. We have Tea and Coffee plus hot Sausage rolls and Danish pastries (our most popular item) also Crisps and Coke drinks .. all at a reasonable price.











JOHN WEEDON

THE CLUB SHOP STOCK LIST

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 for a look at the Club Shop STOCK LIST. A copy of the first two pages is shown below. There are also a number of ready built models for sale, Please see Pete Carman for these items.

L&DMBC SHOP STOCK LIST

Picture	Description	Price	Quantity in stock
	digital meter	£3	5
	Ammeter	£2	1
	Ammeter	£2	1
	Battery checker	£2	1
	Logic probe	£3	1
	Digital meter	£3	1
	Amp meter	£2	1
	Volt meter	£2	1

Picture	Description	Price	Quantity in stock
	6/12 volt charger		1
	monacor multimeter	£3	1
	Switch	50p	1
	selection nuts & bolts	50p	1 pkt
	Stanchions	offers	as photo
	Air Vents	offers	as photo
	Poppers	offers	as photo
	Small washers take some or all	offers	as photo
	Multi bladed knife	offers	1
	Threaded 2mm rod	50p each	5+

DIARY DATES

March 19 th Sunday	Bacon Roll Sunday
April 1 st Saturday	Bushmead Community Centre Opening (Club to provide a small display)
April 10 th Monday	Club Night
April 16 th Sunday	Bacon Roll Sunday
April 23 rd Sunday	IPMS Milton Keynes - Modelkraft 2017
April 30 th Sunday	Beal Park (If people are interested we could attend this show)
May 8 th Monday	Club Night
May 20 th Saturday	Hitchin Market
May 21 st Sunday	Bacon Roll Sunday
May 27/28 th Sat/Sunday	Wicksteed Park Mayhem
May 28 th Sunday	Stevenage Open Day (Organiser required as it clashes with Mayhem)
June 3 rd Saturday	Hitchin Market (New Date) Love Your Garden
June 12 th Monday	Club Night – Night Sail (to be confirmed)
June 17/18 th Sat/Sunday	Wrest Park – Confirmed Date
June 17 th Saturday	We are doing Wrest Park, but have been asked if we can do a display at Hitchin. Can anyone volunteer to run this one day event?
Saturday June 24 th	Harpenden Armed Forces Day