

Club Magazine

SUMMER EDITION 2017



Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

One again it's that time of the year when an issue of the Club Quarterly Magazine is due for publication and yours truly is scrambling around trying to find something suitable to publish. In this issue we have the likes of Peter Tandy contributing with an article on the M. A. James a two masted schooner, for which we have a part built model in the club shop for sale. Tony Martin has contributed an article on this year's ModelKraft model exhibition at Milton Keynes and lastly we are indebted to our Honourable secretary for producing an article on the festivities that took place over the Mayhem Weekend at Wicksteed Park. Future events to look forward to are Wrest Park on June 17/18th a new event on our calendar and Harpenden Armed Forces Day on June 24th which I hope to attend this year as in previous years I have been away on holiday. Let us hope the weather stays fine for those two events.

PLEASE NOTE that the CLUB AGM takes place in September and in accordance with CLUB RULES ALL NOMINATIONS FOR COMMITTEE MEMBERS MUST BE HANDED IN TO THE CLUB OFFICER BY 14th AUGUST 2017.

FIRST NIGHT SAIL OF 2017

The Monday evening of May 8th was the Clubs first night sail of the year, a dozen or so members braved the cool evening air to sail their vessels with all their lights blazing. I took a few photos with my Mobile Phone (forgot the camera) so the quality is not brilliant but it will give those who could not attend an impression of the evenings activities.



Members sailing their boats (and drinking tea as you do)



Model Boats Sailing on Wardown Lake

FIRST MEETING AT HITCHIN MARKET APRIL 22nd 2017

On Saturday we had our first meeting of the year at Hitchin Market, luckily there was no rain of any significance and those of us that made the effort and attended had a pleasant time, I even brought a boat along and sailed it. We were all treated to a cup of Tea/Coffee and a burger by the market organisers, so if you did not bother to turn out that day you definitely missed out. I took a few photographs to record the occasion which are shown below.



The Boat Display - Owners in Discussion



It's Tea Time again & again & again



Club 500



Cromarty Shore & Crab Kutter Benseriel

A MYSTERY MODEL – WHICH VESSEL IS THIS



Towards the middle of February 2017, the LMBC was offered a model of a 'ship' which someone wanted to get rid of. A member visited them and took away a part-completed scratch built model of what appeared to be a c.1900 3-masted vessel. Along with the



model on its stand, came a bundle of line drawings and plans which an initial viewing gave no identity to the name of the vessel. Also with it, was a bundle of colour 5 x 3 photographs, which appeared to show various aspects of a model of the same type. There was no immediate indication on the photos of just which ship it was, nor where they had been taken, but the appearance of a lighthouse (or lightship) Fresnel lens arrangement in the background suggested it was



in a maritime museum somewhere. Further examination showed that the photos were of a vessel named the 'M.A. James', which was just readable on the bow.



A 'Google' search soon showed that, as built, the 'M.A. James' was a 2-masted schooner, built in 1900 at Porthmadog in North Wales, by David Williams. She was 89'6" overall in length, with a beam of 22'6" and a maximum draft of 10'6". She weighed 124 gross tonnes. She was built to a style identified as the Western Ocean Yachts, and was typical of those from Porthmadog. All of these yachts were constructed to be less than 200grt as that allowed them to operate without a licenced Mate, just requiring the Captain to hold a mariner's licence. They were graceful ships, and were ideal vessels to trade in all waters. As they were also some of the last wooden ships to be constructed they also had most of the refinements of such vessels available at the time. The 'M.A. James' was designed for coastal trading and fishing, but also able to make trans-Atlantic crossings. For the first 17 years she operated out of Borth-Y-Gest, Caernarvon, under the ownership of John Jones and associates. She visited Newfoundland several times on fishing expeditions, but also carried slate from north Wales to the River Elbe in Germany. In 1917, she was sold to owners in Cardiff, but within a year they sold her on to Plymouth Co-operative Society. At some point before 1924, she was converted from a 2-masted vessel to a 3-masted vessel.

In 1920, she fouled the steamer Teesburn whilst berthing in the Tamar canal. This was reported in the **Western Daily Press**, for Tuesday 5th October 1920:

Plymouth telegraphs: The schooner M. A. James was berthing in the Tamar Canal, Devonport, when she fouled the steamer Teesburn. The former's foreyard and the latter's foremast were carried away.

16 TONS PER HOUR.

PLYMOUTH SCHOONER
DISCHARGED IN RECORD TIME.

Twelve Plymouth dockers have established a record which they are proud of. The Plymouth schooner M. A. James, belonging to the Plymouth Co-operative Society, arrived yesterday in the Tamar Canal, with 193 tons of coal. She was taken in hand by a gang who without any mechanical aid, discharged her completely in 12 hours. This is an average of over 16 tons an hour, and we understand that it has never before been accomplished by 12 men.

It was done, we are told, by all working together, and by an earnest desire to get the job done, coupled with the wholesome stimulus of piece rates. An average calculation for such a load is three days, so that the record of a day and a half is more notable even than it appears.

A year later, the **Western Morning News**, for Thursday 1st Sept 1921 reported that she had set a record for discharging, *by hand*, a coal cargo of 193 tons in just 12 hours, while in Plymouth docks. Apparently it had never been done before by just 12 men.

"WRONG SIDE OF THE LIGHT" IN THE RIBBLE.

The three masted schooner, M. A. James of Plymouth, registered tonnage 124, which left Preston on the noon tide, to-day, and was being towed seawards, got on the wrong side of the light near the training wall opposite the Lytham boathouse this afternoon. She is not in any danger, and the tug is standing by.

She was again in the news in February 1924, when on the 8th, the **Lancashire Evening Post** recorded that she was under tow on the wrong side of the light in the River Ribble.

M. A. JAMES (Preston, Feb. 8).—The schooner M. A. James, of Plymouth, coal laden, in towing down the river to-day parted rope and drifted on retaining wall of Lytham harbour. Tug attempting to tow off to-night.

The Shields Daily News, Saturday 9th Feb 1924 gave a slightly different report, saying that the tow rope had parted and she had drifted onto the harbour wall at Lytham harbour. Tugs would attempt to refloat her that night.

She was in further trouble late in 1925, when she collided with the lightship 'Planet' which was reported in the Belfast News Letter Wednesday 7th October 1925.

A Liverpool telegram states that the schooner M. A. James, outwards, in tow, collided with the lightship Planet, on Formby station. The schooner returned to Liverpool.

She was engaged in coastal trade for a number of years under Captain W.Slade (her owner), but in 1930 was refitted, changing the sail plan and installing an engine. On 19th February 1936, she put to into Youghal harbour in Eire, as she was windbound with a big storm brewing. At the time she was sailing from Lydney to Courtmacsherry (see 'Youghal Harbour arrivals and sailings February 1936', by Niall C.E.J.O'Brien ((see: <https://niallbrn.wordpress.com/tag/nellie-fleming/>))



With the advent of war in 1939, the War Office requisitioned her for barrage balloon service in protecting Falmouth harbour, along with the vessels 'Earl Cairns', 'Margaret Hobley', 'Welcome', 'Donald' and 'Doris'. This work effectively wrecked the vessel and after the war she was considered a total constructive loss, and was sold to the Harris yard for just £750. Her last task was to lift a fallen crane out of the river. After that she was abandoned on the western side of the River Torridge, just south of Appledore. Some of her better timbers were saved and used in other vessels, but the rest was left to the river. She is now one of 5 hulks, all bar one of which (a fibreglass boat) were deposited in the same area at the same time. Her sad demise left the last Porthmadog-built ship as the 'Issalt', but she ran

hulks, all bar one of which (a fibreglass boat) were deposited in the same area at the same time. Her sad demise left the last Porthmadog-built ship as the 'Issalt', but she ran

aground in 1948 at Courtown, Co.Wexford. The hulk of the 'M.A.James' remains the best example of these vessels in existence.



Aerial view of the hulks of *Bessy Clark*, *Emma Louise*, *Hobah* and *M.A.James* in the mud of the River Torridge, Devon
(For more information see: <https://research.bournemouth.ac.uk/2015/04/the-ma-james/>)



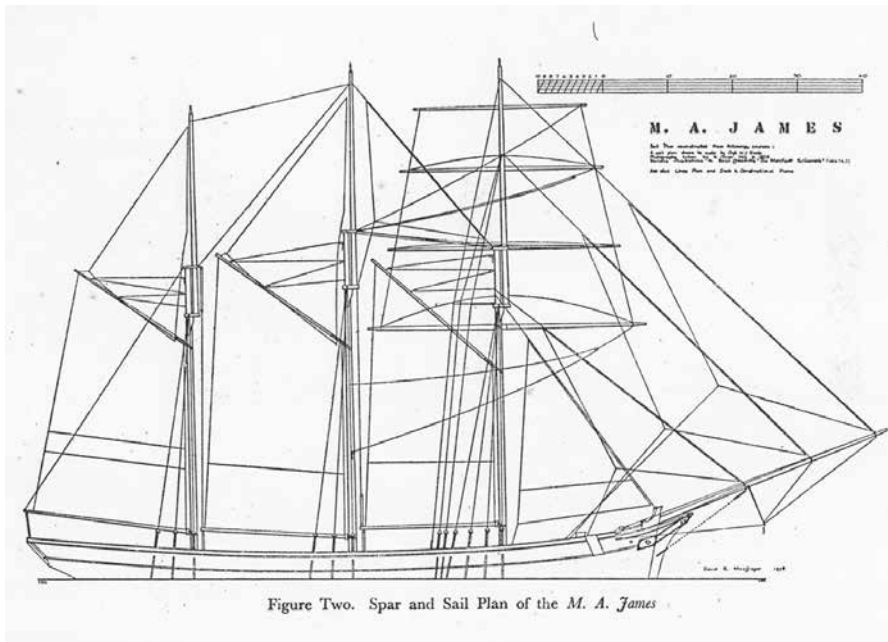
A large scale-model of her can be seen in the National Waterfront Museum, Wales
It is possible that the photographs with the model given to the LMBC were taken at the National waterfront Museum, Wales..

An Article in Model Shipwright (No.139, Sept 2007) by John Bowen has a few interesting images of the *M.A.James* (and other schooners of the period) including a sad one of her recently abandoned alongside the '*Margaret Hobley*'.

At the time of writing there is no evidence to link this model directly with the *M.A.James*, and it may be that it is of a sister ship, or just a generic schooner of the period.

Can you restore the model?....

If you fancy taking on the challenge of restoring and completing this model, there is an interesting Youtube video (updated on Feb 18, 2011) of a model of a schooner named '*Sophie Williams*', which is based on the *M.A.James*. The caption says" the hull is GRP but all other parts are scratch built by Gordon Crapper and his son Martin. This model first sailed in 1987, but has not been in the water since the early 1990s". Fully rigged and with full sail, it makes an impressive model !!



Finally, if you do take the challenge, you may be interested to know that she once had a figurehead. A short report in the **Western Daily News** in 1937 said:

"....Mr Grahame E. Farr Hon Sec. of the Bristol Shiplovers' Society writes: "You may be interested to know that a vessel with a figurehead came into Bristol Docks today – the first for many years. She is the little 3-masted schooner '*M.A.James*' of Bideford and has a typical little female half-length figurehead as sported by many of these schooners....."

At the time of going to PRESS a part built model of this ship is for sale in the Club Shop, if you fancy a go at completing it, see John Allen he would love to sell it to you, first come first served

Peter Tandy

AIRFIX 1/72 SCALE AIR SEA RESCUE LAUNCH

(PLASTIC MAGIC)

Last year (Sept 2016) very late on a Sunday afternoon I was rummaging around a tent looking at items for sale at the St. Albans Model Engineering Show when I was accosted by one of the stewards holding a box containing a plastic kit of a RAF Rescue Launch. This was thrust into my hands with the comment you can have this it's what your good at! However, I did end up buying a part assembled Submarine but that could be another story?

Before I describe all about building the model let me tell you something about the vessel type. During the Second World War, the Royal Air Force Air Sea Rescue Service, whose motto was 'The Sea Shall Not Have Them', played a vital role in saving thousands of highly trained aircrew from the waters around the British Isles and in overseas war zones. Co-operating closely with the Royal Navy, the ASR Service used both Aircraft and high-speed launches for its task. One of the most famous craft used was the British Power Boat Companies Type Two 63ft HSL. Known as the 'Whaleback' because its distinctive cambered deck, it was, without doubt, the 'Spitfire of the ASR units. Designed in 1937 by Hubert Scott-Paine, the far-sighted founder of the BPB Company at Hythe and formally of the Supermarine Aviation Company, the Type Two began joining RAF Marine Craft Units towards the middle of 1940. For sheer beauty of line, the 'Whaleback' had few equals. The low cabin containing the wheel-house, chart room and sickbay was surmounted by two Armstrong-Whitworth Aircraft-style turrets, each mounting a single .303in Vickers Machine Gun for defensive use. Following the disastrous Dieppe raid in August 1942 when a number of craft were badly shot up, additional armament was installed in the form of paired .303in machine guns on free mountings on either side of the wheel house and a single 20mm Oerlikon fitted on a strengthened rear deck. For further protection, anti-shrapnel padding was applied around the forward cabin area. Maximum speed of the 63ft Type Two was a respectable 36 knots on the power of three 500 hp. Napier Sea Lions. Developed from the famous Napier Sea Lion aero engine, the petrol driven Sea Lions consumed 60 gallons an hour at maximum speed; range at 25 knots was some 500 miles. The crew comprised nine personnel including the captain and a medical orderly. Initially, RAF rescue launches were based around the south-eastern coast of Britain, known as 'Hellfire Corner', where casualties were high as a result of frequent air battles over the English Channel and North Sea. Details of a ditched airman's position could come from a number of sources including his own radio before bailing out, from another aircraft or from the Navy. Flashed to one of the ASR units, the news scrambled an HSL to the pilots last known position. Initially the boats were painted in a striking scheme of yellow and black for greater visibility, the launches later adopted a more sombre grey/black scheme after attacks by German aircraft. By D-day in June 1944 the RAF had 300 launches in service as ASR units covering the whole of the United Kingdom and many areas abroad including the Mediterranean, and the Indian Ocean. Malta, under ceaseless air attack in 1941 organised an ASR service in the summer of that year and 125 valuable aircrew were saved by December 1942. Markings for three Launches are provided in the kit. HSL 156 (Call Sign Seagull) commanded by Flying Officer Geoffrey Lockwood D.S.C. operated out of 28 ASR unit, Newhaven in 1943-44. Notable among the rescues accomplished by 156 was the successful retrieval of two American Fortress crews totalling 19 men from the middle of a mine field in October of 1944. HSL 130 also operated in the English Channel in 1941-42 but had yellow/grey decks and upper-works. The third model option is HSL 127 commanded by Flt Lt D Jones, D.S.C. and based at 27 ASR Ramsgate. Unique in surviving until recently as a luxury motor launch, 127 was on station in the channel at the time of the Dieppe raid in August 1942 and during its

period in service rescued no less than 98 men including 20 from a ditched glider off the coast of Dover in September 1944; Some 69 'Whale-Backs' were built for the RAF between 1940 and 1942 and they remained in service throughout the war.

As mentioned previously there is a choice of model types that can be built. I chose to build pennant number 156, don't ask me why it just seemed like a good idea at the time. The kit had been started; the Hull and part of the superstructure had been glued together. The kit in its received state is shown in **(Photo 1)**.



Photo 01



Photo 02

On inspecting the assembled parts it was noted that there was a split in the seam jointing the two halves of the hull. This was quickly remedied by running a liberal amount of glue along the joint on the inside of the hull. For information the glue I generally use is Revel Contacta Professional, this comes in a handy dispenser with a long stainless steel tube **(Photo 2)**. As far as a method of propulsion was concerned, I had decided to have a go at installing three small motors accompanied with three rudders. Searching through my store of small motors I found some suitable items and proceeded to design the interior layout of the control system. Having designed the layout I ordered the necessary brass tubing and bar for the Running tubes, Propeller Shafts, Couplings, Rudders and Tillers, as for the propellers I decided to use the existing plastic propellers as supplied with the kit. All parts were manufactured by cutting the tube and bar to their required lengths and threading the end of the propeller shafts. The rudder blades were made from plasticard and drilled to take their shafts, all the completed items may be seen in **(Photo 3)**.



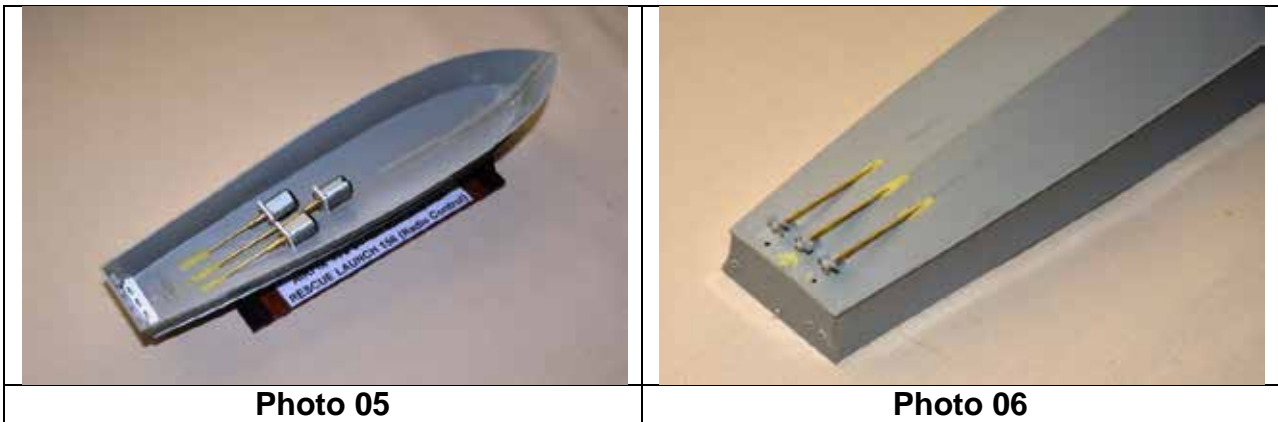
Photo 03



Photo 04

Before attempting to assemble the propeller shafts and rudders I decided to build a small stand. By using the fore and aft supports supplied with the kit and fitting them onto a small sheet of plywood, including adding a name plate the job was completed **(Photo 4)**. To assemble the drive system, firstly the three propellers were screwed onto the threaded propeller shafts, making certain that all three were concentric on their

respective shafts. The holes for the rudder down tubes and shaft running tubes were drilled in the hull and three motor brackets made from 2mm thick plasticard which then allowed these items to be trial fitted into the hull. After some minor adjustments all the items were bonded into position within the hull (**Photos 5 and 6**).



The Rudders were trial fitted and at this point I decided that they were too thick and clumsy and looked out of place. I therefore decided to make the blades out of brass sheet, have made the new blades and soldered them onto the down shafts they were then assembled into the vessel. A plasticard mounting platform was made in order to mount the linear servo (for operating the rudder) and all this together with the three tillers assembled into the aft section of the hull (**Photos 7 and 8**).



Next I decided to fit the deck. This would need to be removable thus some small 12BA screws were the order of the day. I added some small plasticard blocks, one at the Bow, two amidships and two in the stern (both the pairs port and starboard). The deck was positioned on the hull and drilled 12BA clear into the blocks below. The deck was then removed and the holes in the blocks opened out to 2mm diameter. Brass inserts were then made and bonded into the holes. With this completed the deck was fitted and screwed down into position (**Photo 9**).

A Radio receiver, Speed Controller and small Lipo battery was fitted and connected in order to test the function of the hull, the result.....**ABSOLUTE RUBBISH**. Bet you did not expect me to admit that. The main problem was that there was not enough thrust given by the three small propellers, hence the vessel only moved very slowly, which also meant that the rudder steering was almost non-existent. It was back to the drawing board.



Photo 09



Photo 10

First job was to strip out all the previously assembled parts and clean up the hull (**Photo 10**). The two outer rudder down tubes were also removed and all the previous holes filled and cleaned. I found a small brass propeller that I judged suitable and proceeded to assemble the MK2 drive system with a new single motor and rudder (**Photo 11 and 12**). I then proceeded to layout the new small Lipo battery that I had purchased, Mtronics 10amp ESC and a 2.4GHz radio receiver within the hull.



Photo 11



Photo 12

When I was satisfied that the hull buoyancy was satisfactory I measured up the layout and then proceeded to construct a module to keep these items in position within the hull. (**Photo 13**) shows the manufactured module fitted into the hull and (**Photo 14**) shows the control items fitted into their respective cells.



Photo 13

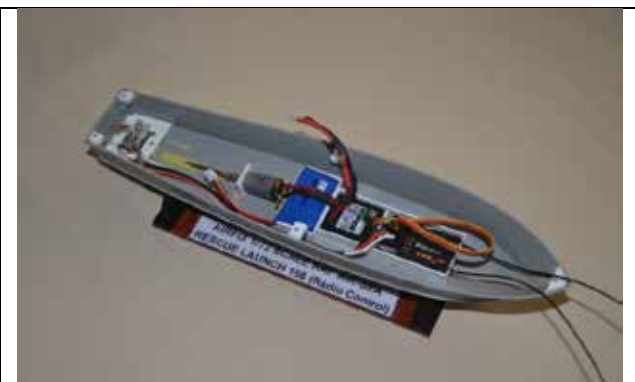


Photo 14

The servo was repositioned closer to the rudders to achieve greater angle of swing of the tiller. I then proceeded to carry out a bath test. This proved to be satisfactory the vessel

moving at a reasonable speed and steerage being achieved within the confines of the bath tub.

Having now created a working hull I decided it was time to do some painting. I removed propeller/shaft and rudder, masked the top half of the hull and sprayed the bottom with Halfords Red Primer. When the Red Primer was dry reversed the masking and painted to top half of the hull satin black also using a Halfords 'rattle can' to do the work. Then removed all the masking and added the required transfers as supplied with the kit, which is where the second problem arose in that one of the large '156' numbers decided to be a major problem and ended up being destroyed luckily the first one had not be fitted very long and I was able to remove it without damaging the hull paint work. Now for plan 'B' use pennant number 127, this also entailed changing the number on the display stand **(Photo 15)**.



Photo 15



Photo 16

Having now completed the hull construction my attention was directed towards the superstructure with lots of very small parts to contend with. First the Bridge Cabin sides, front and roof were assembled and glued together, placing it on a level surface and ensuring that the structure was correctly aligned, the Roof Hatch and Search Light were then added together with the two hand rails. The structure was now ready for painting and two light coats of Halfords grey undercoat followed by a coat of Humbrol satin varnish completed the task. With the painting of the assembly completed, three windows a Roof Hatch Screen and Search Light Lens were fitted and glued into position and finally the two tiny navigation lights at the side of the cabin had their lenses painted Red and Green which completed the Bridge House construction **(Photo 16)**. The rule in the photo gives some idea as to the size of the object.

Next was the Deck assembly, all the following small individual parts were glued to the deck, six deck cleats, one Winch, four Ammunition box's, one assembled Wheel House base (having had its base cut down to clear the battery that had been installed in the hull), four Air Vents having had their respective halves glued together, four corner rails, two on the aft deck and two on the fore deck, one gun protection rail for the 20mm Oerlikon which was made from tin-copper wire and soldered together (the original parts were found broken in the box). 20mm Oerlikon gun base was assembled and then glued to the deck, two fore gun mountings glued into position on the fore deck and finally a plasticard block was bonded below the Aft Cabin roof before being drilled and fitted with a 12BA brass insert, this was to enable the aft cabin to be removed.

With all the necessary parts glued to the deck the entire assembly was sprayed with Halfords grey primer. The amour padding alongside the aft edges of the deck on both the Port and Starboard sides was suitably masked to allow them to be painted dark cream. The complete assembly was then given a coat of Humbrol satin varnish. The transfers were then added being very careful not to damage them, the ships wheel was hand

painted black before being glued into position onto the instrument panel in the Wheel House base. The complete assembly was then given another coat of Humbrol clear satin varnish to seal the transfers (**Photo 17**). The Wheel House rear window was then assembled to the deck complete with the Wheel House and glued into position.



Photo 17



Photo 18

The three sections of the aft cabin were glued together, and the all the attendant small parts added, two Gun Turret Bases, Two Hatch Covers, two small roof vents and their bases, a short cabin mast and a Hand Rail. With these all glued into position the entire cabin was spray painted with Halfords grey primer. The short cabin mast was painted black and the mast-light painted white, both by hand. Then the complete assembly was sprayed with Humbrol clear satin varnish. Sixteen windows were then carefully glued into position along the inside edges of the cabin to complete the basic assembly (**Photo 18**).

The Life Raft was assembled and glued together positioned in place along the side of the cabin and two 12BA clear holes were then drilled though its base and into the cabin walls to allow the item to be bolted into position. The Life Raft was then given a coat of Halfords grey primer followed by a final coat of camouflage cream. The two oars were painted grey all over and then glued into place in the bottom of the Dingy (**Photo 19**). The Life Raft was then bolted into place on the side of the Aft Cabin.



Photo 19



Photo 20

The two Gun Turret bases were masked at the bottom of the bases and then painted using a Halfords grey primer followed by a coat of Halfords black satin. The two guns were painted Gun Metal, the clear plastic canopies were removed from their spru's and cleaned up, then each gun was inserted into its respective Dome and the two halves of the Domes glued together. When the glue was dry each completed dome was placed on its base and glued into position. The completed Gun Turret assemblies were then inserted into the holes provided in the Aft Cabin roof and annular rings provided glued to

the bases of the Turrets on the inside to retain the Gun Turrets in position but allowing them to rotate.

Two Life Belts were removed from the Spru's and a pair of 0.5mm diameter holes drilled either side of the belts into which two 0.5mm dia wire pins were glued. The Life Belts were painted and the necessary transfers attached (**Photo 20**). Two holes that corresponded to the position of the pins in the Life Belts were drilled into the side of the aft cabin. The pins of the Life Belts were then inserted into the holes and glued into place.

The Main Mast and associated parts were removed from the Spru glued together and painted all over with Halfords Grey Primer before being finished with the Humbrol clear satin varnish. It was not intended to glue the mast into position on the Vessel as it would be definitely prone to getting broken it will just be a plug-in fit to the aft cabin roof and therefore at this stage of construction it was put in a safe place for use later on.

The Oerlikon Gun Shield was assembled from three parts and glued together then sprayed all over using Halfords grey primer, followed by a coat of Humbrol clear satin varnish. The Gun Barrel assembly comprising of four parts was fitted and glued together and brush painted 'Gun Metal'. The complete gun assembly was then clipped into the Gun Shield to complete the build of the Oerlikon Gun (**Photo 21**). The assembly was then bonded into position on the top of its mounting pedestal.

The twin 303 machine guns were removed from the Spru and painted gunmetal all over. When dry they were bonded into position on the mounting pedestals already mounted on the Fore Deck.



Photo 21



Photo 22

The two parts of the anchor were assembled and glued together then painted black all over before being glued to the Fore Deck. All the remaining armour cladding was removed from the spru's cleaned up and painted dark cream all over and then glued into the required positions on the vessel.



Photo 23



Photo 24

Photo 22 shows the completed vessel on its stand and **Photo 23** the vessel floating in the large test tank (The Bath).

As the completed model may be considered rather delicate I found a suitable size shoe box which I lined with foam in order to store the model and give it some protection (**Photo 24**).

Finally the moment of truth a test in open water down on Wardown Lake. No problem with its performance as far as speed was concerned, in fact it was probably capable of going too fast, but steerage was a problem and therefore it was back to the drawing board.

Moving the linear servo closer to the tiller had not improved the rudder movement enough to obtain the desired amount of steerage. I therefore decided to make a smaller tiller arm and reposition the servo, both items being coupled together using a short wire link. The new layout may be seen in **Photo 25**. This arrangement gave a lot more movement of the rudder.

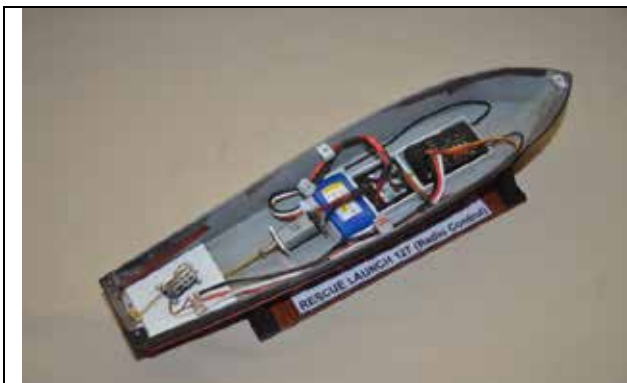


Photo 25



Photo 26

Returning to the lake and performing additional sea trials, this time I considered the performance to be very satisfactory. **Photo 26** shows the vessel at rest and **Photo 27** during a high speed run.



Photo 27

Conclusion, a very nice little model that looks good static or on the water, however my 1/350 scale Battleships are a lot easier to build.

Happy Modelling – Tony Dalton

TYPE 26 GLOBAL COMBAT SHIPS

The first steel is to be cut on the Royal Navy's Type 26 Global Combat Ships in the summer of 2017, subject to final contract negotiations with the UK Ministry of Defence.

The Type 26 will be a world-class anti-submarine warfare ship and will replace the Type 23 frigates. Globally deployable, it will be capable of undertaking a wide range of roles from high intensity warfare to humanitarian assistance, either operating independently or as part of a task group.



CHAIRMAN'S CHALLENGE

This year the 'Chairman's Challenge' is entitled **PAPER**. Yes you have read it correctly; make a vessel of paper, what sort of paper I hear you say and the answer is, use your imagination.

Good luck with your endeavours should you decide to accept the challenge

MODELKRAFT MILTON KEYNES

The Sunday of the modelkraft show started quite early as parking is a bit of a problem due to the popularity of the show. So I hit the road at 7.45 am fully loaded with both the LDMBC (Luton –District Model Boat Club) and the CSMC (Chiltern Scale Model Club) with whatever models I could fit into the remaining space. It took me all of 35 minutes to get to Stantonbury Campus but was totally amazed to see Pete, Dave S (Aggy), Mike Scuse Tony D, John Allen and Dad (Terry) had got there before me !

The only major problem was that the leisure centre was all locked up so my idea of getting doth stands set up quickly was not on. Also taking into consideration that the two pitches for the stands were at opposite ends of the centre, the model boats on the second floor near the (closed) canteen (expensive burger vans outside) and the scale club in the separate sports hall round the back. This is where the Luton Club excels. Not only did the lads help me transport the Chiltern stand to the back of the venue, when it opened, help set it up but also got the boat club stand unloaded from the car and set up and populate it with models!! Many thanks to the guys as I was thinking I would be having a major headache trying to be in two places at once.

With the set up done it was time for a quick scoot round. Only this never works out as I always bump into old friends and have a good natter. At this point I was accosted by a member of the show committee and had to agree to be a judge in their usual competition. The classes I chose were the junior ones, so I thought it would be not to difficult, but more of that later!

On one of my flying visits to the boat club stand I was pleased to note that Tony Dalton was drawing a crowd round his plastic magic specials like the QM2 and the working turrets on - . In fact all the lads were engaged talking to the public and fellow modellers though out the day. This was assisted by cups of tea and coffee (plus food)supplied by dad. As you can see from the photos the standard of model making was up to its usual high quality. One model that did catch my eye was a 5ft long ship model of a gas tanker . It looked that good that I thought it was a radio controlled, only to be told it was in fact a very expensive card model!

After a quick bite to eat (sandwich) it was time to face the dreaded judging . But not to worry it would not take too long. How wrong could I be! At least 12 entries in each class. All having to go through a scoring system that works from 0 to20 points for assembly, painting. presentation and finally realism. Just as the other judge and myself thought we had the second classes winner, a father and son arrived with two excellent dioramas. With the scores added up ,1st ,2nd ,3rd and highly commended to the models with the highest points scored. The whole process took an hour and a half to complete so I needed a cup of tea and a bit of fresh air to clear my head!

On the way out I spotted Darth Vader and some storm troopers of the 501st legion collecting for the local hospice charity .

All to soon it was time to pack up all the stuff back into the car ,so thanks yet again to the lads for all the help they gave . If you have never been to a static model show then I would strongly recommend the Modelkraft show as it rates as one of the best club show in the country , with groups from all across the land turning up to display their models. Well that's all for now. I hope to see you at the show next year. A number of Photos are attached to this article to give you an indication of the quality of the exhibition

Tony Martin





STOCKWOOD PARK STEAM FAIR

This year as with the two previous years the Sunday event (21st May) enjoyed a very nice sunny day, in contrast to the Clubs visit to Hitchin Market on the Saturday. This I am reliably informed, turned out to be a very wet event.

I turned up on Sunday afternoon to find a fair number of people milling around, this was amazing considering the event was not advertised. Looking at the 'lutonculture' website it only stated that the event was open from 10am until 4pm with free entry.

The website also informs us that there are 'Working Wednesdays' that give a chance for visitors to see 'stationary engines in their full working glory'. As Luton Discovery Centre only have one working engine, I wonder where all the others are coming from? The dates for these Wednesday events are as follows:

31st May 2017, 2nd August 2017, 9th August 2017, 16th August 2017, 23rd August 2017, 30th August 2017 (All Wednesdays)

I made an effort and took a few pictures which are captioned to give readers an idea what it was all about. Pity there was only three stalls, St Albans Model Engineering Society, L&DMBC and one other obscure stall? Needs to be better advertised and a selection of other activities/Clubs invited along to make this day a more attractive to potential visitors.



Bob Vaughan and John Morgan getting all steamed up



General View of Club Stand



St Albans MES Stand



Nice Traction Engine on show



Small Lorry steaming around



St Albans MES giving train rides



Small Traction Engine with trailer



Peter Tandy (in overalls) with the Heritage Sites 10 Ton baby



Two big toys located outside the Discovery Centre – too heavy for the damp grass?

WICKSTEED PARK 2017(MAYHEM)

Well the Friday was setup day. The day dawned bright and clear and the forecast was very good.....for once. Dave, Rob, Mike and myself, with all cars full, met as usual at the Barton Cutting. A quick chat and we were off. Rob led in his American truck, closely followed by all of us. This was because a couple of years ago we followed Dave....and in Bedford we got separated at some traffic lights and ended up following the wrong Astra! One small mishap did happen though. Someone in Northampton had altered the roundabouts and what was a mini round about was now all gone and a complete new road layout, which threw all of us.

We arrived about 10-45am, got our passes, and went to the campsite....being first there we got a good spot! After pitching the tents, sorting cars out and getting gear into the tents, we went to the pub for lunch. Upon arriving back at the campsite we found the Scottish Contingent had arrived as well as Steamboat Phil and his Apprentice. As the afternoon wore on a few more members turned up and set up camp, we also found the we had interlopers in our fenced off campsite.....none of us could be bothered to go talk to them so we left them alone. We went to the lake to check what was going on but it was empty. Meanwhile back at the campsite the interlopers were breeding! There were now 3 other campers in our site. We still couldn't be bothered though.

The evening started to draw in and we were just sat around relaxing, drinking tea etc. (yes tea). About 7.30pm it was decided that supper should be got. This took the form of fish and chips, or for the brave few, battered deep fried haggis and chips. We then had a few drinky poohs; this took the form of Pastiche and Calvados. Several people were not impressed with either of them! It started to turn cold.....in the end we went to bed about 11pm.....unheard of at Mayhem

Saturday 6am.....check weather. Showers about midday, that's ok....we can handle that. Breakfast on the stove, bacon sausage and scrambled egg. We even cooked for another member of Mayhem, Bobk. Breakfast finished about 8am, after washing up etc. (thanks Dave). All ablutions done. Rob and I went to the shops for Sunday's breakfast and Saturdays BBQ stuff. Repack cars to go to the lake. Once lakeside we got the gazebos open that we had put up Friday, set the tables up and stuck the boats on them. The morning sailing was excellent. I had a Liberty ship out, Mike a lifeboat and Rob had his Tender out. Dave took his Landing craft and Skipjack Submarine. As the morning went on, it became apparent that the forecast was wrong, the wind was getting very strong. We persevered till 2pm, when both our Fibre glass gazebos were literally being flattened. They spent more time on the floor than upright. We had already seen Ron Deans (Deans Marine) gazebo, take a beating, he took the fabric off but left the frame up. He ended up having 4 display models ending up in kit form again! At this point I was told that one of our tents at the campsite was flattened in the wind. Rob and I went to investigate and found the gazebo from the Scottish Contingent was absolutely destroyed. We carefully removed the debris and put it aside.

We ended back at the campsite, had a cuppa and sat around chatting. We put the BBQ on (charcoal powered) prepped the 2 whole chickens we were going to cook on it and waited for the others to turn up. They did about 6pm. More chatting and tea. Nick (organiser) turned up to camp, he put his tent up, but the previous night another Mayhem member JayDee had parked his car there.....so we had a situation where an 82 year old told a 30 year old to move his tent or get it run over!.....amazingly Nick moved the tent with some help, the JayDee told him he was only joking! We again ended up sitting around drinking beer, chatting and cooking sausages, beef burgers, kebabs etc. on the BBQ. The wind had dropped to a manageable level. The temperature was dropping as

well and then the serious hooch came out. Parsnip wine, Mike was not impressed, sloe gin tasted like liquorish Ribena, dark rum etc. again the forecast was wrong. The temp dropped from 16 degrees down to 5 degrees. Enough was enough, especially when you see someone wrap themselves up in the destroyed gazebos fabric. By 10.40 we were all in bed! We all expected a very cold night, but as we all had decent sleeping bags we all slept soundly and warm!

Sunday 6am.....dewy and warm, even at that time. Forecast was for showers about 11am with 3mph wind. Breakfast was put on, sausages bacon and eggs again in plenty. All finished by 8.30, and as the sun had been up for 2 hrs most of the tents were dry, so we decamped, packed the cars to go home, then set off to the lakeside. We had lowered the 2 gazebos the day before. Rob had packed his one away as a pole had shattered. We put the one remaining gazebo up and stuck the tables out with the boats on. Terry and Jill turned up early and set up in the gazebo. They were followed by Lynn and Tony. I was told that Tony fell asleep but I never saw it. I saw Terry fall asleep, but he redeemed himself when Jill bought me and Ice cream! Thanks!!! The weather was superb....no showers no wind. In fact mike never surfaced from his chair in the gazebo. He stayed out of the sun....heep um paleface! Rob and I just got burnt!! The sailing was really great. In the morning was a flotilla of 1/96 WWI and WWII warships. The array of boats over the whole weekend ranged from an 8" yacht up to and 8ft HMS Vanguard. Overall a great weekend very warm. It was Also Mikes first time at Wicksteed and he has not camped since the aged of 11. He really enjoyed the whole weekend! For us old timers Rob, Dave and myself it was a time to catch up with old friends and enjoy a weekend away camping.

Pete Carmen



HMS Suffolk & Vanguard



Pete's Liberty Ship Robert E Perry



Fisherman



Flower Class Corvette



Aggie Relaxing



Pete – Sporting his new Model Shirt



U-Boat



Scale!



Pete and Mike – Sober!



Big Man with Very Small Yacht



Tide on Trailer



Train Ferry

3 COUNTIES RC TRUCKERS



Well not a lot to report as all much the same, at our March meet we did have some new faces and trucks but it's funny that our numbers still seem to remain at around the 26 mark.

We had to cancel our April meet due to a couple of shows in the month.

On the 1st of April we took a small layout to Roydon village hall for Moorhens and Essex truck clubs annual charity model show , it was a nice little show and was sponsored by Lantern recovery who placed a massive recovery truck outside the hall , plenty of model boats on show along with aeroplanes, there was also an interesting Lego layout with a couple of trains running round it , another display was of two amazing Dolls houses , also an N gauge rail layout and a display of Marquetry pictures. (For photos look on facebook under Alan Storrer).

Spalding show hasn't happened yet so will report on it in the next Club magazine.

Santa pod Truck show is coming up as well with a large Marquee so for this we are going to need more roadway panels to extend our layout, this entails a few MDF sheets cut up into 6ft and 4ft x 2ft panels, luckily B & Q in Milton Keynes still offer a cutting service, only straight panels are needed to stretch the layout a bit both ways.

The new trailer is coming on with Greg doing all the welding & grinding, the frame is just about done ready to be sent off for galvanising, the side panels will be 2mm plastic stuck to 6mm plywood and bonded in. Just hope it tows ok when finished.

On the 8th of April we paid a visit to Andy Kelly at his Bournemouth truck meet his layout is similar to ours as he matched it so that we could do a large layout if needed.

We are not sure if Silverstone trux factor is going ahead yet as the organiser is having problems with Silverstone due to the racing trucks ruining the racing surface at the last meeting.

Well thats it from me - John Weedon (3 counties rc truckers)

THE MODEL BOX

The MODEL BOX run by Steve, has now re-located to The Olde Water Mill Shopping Village, Barton Le Clay, (was in Hitchin Market). No parking charges at the mill and lots of other things to look at including vintage models etc. If you are into plastic modelling it's the place to go.

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TYPOGLYCEMIA

I've always been fascinated by this:

I cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg
The phaonmneal pweor of the hmuan mnid Aoccdrnig to rscheearch taem at
Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a
wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be
in the rghit pclae. The rset can be a taotl mses and you can sitll raed
it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey
lteter by istlef, but the wrod as a wlohe. Such a cdonition is
arppoiately cllaed Typoglycemia.

Amzanig huh? Yaeh and yuo awlyas thought spleling was ipmorantt.

I happen to think that spelling *is* very important, but this sure beats all.

I HALVE A SPELLING CHEQUER

<p>Eye halve a spelling chequer, It came with my Pea Sea. It plane lee marques four my revue Miss steaks aye kin knot sea.</p> <p>Eye strike a quay and type a word, And weight four it two say Weather eye am wrong oar write It shows me strait a weigh.</p> <p>As soon as a mist ache is maid It nose bee fore two long And eye can put the error rite Its rare lee ever wrong.</p> <p>Eye ran this poem threw it, Your shore reel glad two no. Its vary polished in it's weigh. My chequer tolled me sew.</p> <p>A chequer is a bless sing, It freeze yew lodes of thyme. It helps me right awl stiles two reed, And aides me when eye rime.</p> <p>Each frays come posed up on my screen Eye trussed too bee a joule. The chequer pours o'er every word To cheque sum spelling rule.</p>	<p>Bee fore a veiling chequer's Hour spelling mite decline, And if we're lacks oar have a laps, We wood bee maid too wine.</p> <p>Butt now bee cause my spelling Is chequed with such grate flare, Their are know fault's with in my cite, Of nun eye am a wear.</p> <p>Now spelling does knot phase me, It does knot bring a tier. My pay purrs awl due glad den With wrapped word's fare as hear.</p> <p>To rite with care is quite a feet Of witch won should bee proud, And wee mused dew the best wee can, Sew flaw's are knot aloud.</p> <p>Sow ewe can sea why aye dew prays Such soft wear four pea seas, And why eye brake in two averse Buy righting want too pleas.</p>
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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 for a look at the Club Shop STOCK LIST which is always being added to. There are also a number of ready built models for sale. Pete Carman also has a number of vessels for sale, talk to him if you are interested.

CLUB ACTIVITY DATES & SHOW INFORMATION

June 17/18 th Sat/Sunday	Wrest Park – Fathers Day Event
June 17 th Saturday	We have been asked if we can do a display at Hitchin but we are committed to doing Wrest Park. Can anyone volunteer to do the Hitchin one day event?
Saturday June 24 th	Harpenden Armed Forces Day (Harpenden Common)
Sunday 9 th July	Club Open Day – Wardown Park
Monday 10 th July	Night Sail
Saturday 15 th July	Hitchin Market
Sunday 16 th July	Bacon Roll Sunday
Monday 14 th August	Night Sail
Saturday 19 th August	Hitchin Market
Sunday 20 th August	Bacon Roll Sunday
Monday 11 th September	Club AGM and election of committee (Bushmead Hall)
Sunday 17 th September	Bacon Roll Sunday
Sat/Sun 23/24 th Sept	St Albans Model Engineering Show (Townsend C of E School, St. Albans)
Monday 9 th October	Club Night – Bushmead Hall