

Club Magazine

AUTUMN EDITION 2017

Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

There has been a considerable amount of boating activity over the last three months, Wrest Park Fathers Day, Harpenden Armed Forces Day, The Clubs Open Day held in Wardown Park and the first meeting of the newly formed Hemel Hempstead MBC organised by our L&DMBC on their behalf. Articles on these events are all included in this edition of your Club Magazine.

Some sad news that many of you will have heard about is the demise of Traplet Publications who went into administration in July, hence the model boating magazine, Marine Modelling International, The results of this was that all the staff together with the Editor Barry Stevens were all made redundant. We lose all the model shops now we are losing the magazines!

The last major event for this year that we are always involved with is the St Albans Model Engineering Show held in Townsend C of E School St Albans. I am reliably informed that this year we will not be isolated up on the stage. Our new position is yet to be disclosed by our Secretary.

Took a short break during July of this year to celebrate my wife's birthday, going to Nerja (Costa del Sol). Walking along the costal path one morning we came across a small derelict building **La Torrecilla (The Little Tower)**. I was amazed to learn that the English had already been there during the Napoleonic Wars and yes you guessed it we were responsible for blowing it up. A photo and its history follow. Please note that the description in this article is taken from the red plaque which may be seen in the foreground of the picture.



It is quite probable that this location was first used in connection with the coastal watch line designed by the 'nazaries' (The Muslim dynasty that reigned in Granada from 1231 to 1492). However the ruins of this tower that still remain correspond to a later building constructed in the 17th century to front the raids of the berberiscus (Inhabitants of North Africa) pirates.

It was a small closed tower without foundations, made of stone masonry with semicircle bricks. It had a semicircle floor with a retreat set back into the facade and a cone shaped section. Its original height would have been 11 meters, with a maximum of 15 meters. We know that the condition of the tower in the early 19th century thanks to the drawings that have been conserved in the project to consolidate its base, signed by Mr. Nicolas

Garrido in 1807, the project proposed filling the open galleries to hold it up and the exterior would be enclosed by masonry to prevent its collapse. During the War of Interdependency it was blown up by the English, then allies to Spain, to stop it being used by the French Army.

IAN IZZARD IN MEMORIAM

I had the unfortunate news in late June that a former member, Ian Izzard died in hospital. He had had a brain operation 10 years ago where he had not been expected to live, but true to Ian style he pulled through, although he was disabled. His father George, another member who has since moved to Stoke, got Ian involved in sailing model boats, to help get him out of the house. I attended the funeral on behalf of the club.

Pete Carmen

WREST PARK-FATHERS DAY

We were asked about Christmas time if the Club would be interested in putting a display on at Wrest Country Park. This would be a 2 day affair sailing on the Long Lake over the Father's Day weekend. After a couple of meetings between the organisers and Mike Dowsett and myself, with a walk around the park to show us where we would set up and car parking etc. we decided it was a go.

We asked the membership who would be interested and several volunteered. Mike Dowsett also provided some static RC aircraft for display, and we also had the Have a Go boats out.

Unfortunately, the week before it had been quite warm and we were warned of moss in the lake. This being aside we carried on. We all met at Barton Cutting at 8-15 and convoyed up to the event, 15 minutes' drive away. When we got to the gate we found it locked.....and someone went off to find anyone who could open it! We eventually got let in, and were shown where we should set the gazebos up....not where we had provisionally been told, this was due to the fact they were supplying a generator for us to charge the batteries up. We duly set up 3 gazebos, several tables and an aircraft parking lot! At this stage I would like to say that Mike's car was like a TARDIS! Planes just kept coming out of it.

The cars were all removed to the car park and we went about the setting up. The have ago boats were all fired up and Jon Allen was put in charge of them, Mike Skuse set up the battery charging area and got the kettle on, Aggie moved boats around and Terry

sorted seating arrangement (while keeping an eye on the food!). The day started out warm and got very hot as the day went on. We learnt a lot about the have a go boats.....mainly the fact that people will not queue, kids will wander off with the transmitters and adults will not or cannot control their own kids, let alone encouraging them to smash the boats into each other. Jon did sterling work trying to control this but in the end there were about 5 people helping him! A lot of this was basic maintenance work due to the weed in the lake fouling the props. Batteries took a hammering due to the same problem as they were drawing more current to overcome it. At the end of Saturday, I think most of us had had enough and wanted to go home, it had been a long and hot tiring day. We also had taken Phoenix along to sail, but halfway through the afternoon she had to be rescued several times due to electrical failure, this plagued us all weekend. We had to pack up at the end of the day and seeing Mr Dowsett load his car was, to say the least educational. We know it all came out of the car, but would it go back in.....of course it did....eventually!

Sunday we did the same, meet at Barton Cutting, travel up but this time there were fewer of us. Mr Dowsett having to do other duties. We set up with 2 gazebos, organised everything else and started for another hot day. Jon took on the boats again, ably supported by Terry, Pete and Mike. And it was much the same again, except this time, the weed was worse. We even had to put a stop to sailing due to the amount of weed and the wind changing direction. Phoenix played up and was totally pulled off the lake. Mike Skuse's lifeboat became a rescue boat and Little Tom's Sovremmney Class boat even pushed a few Club 500's in!

Overall the weekend was a success, highlights included Terry telling Kids and Parents off for using the Club 500's to smash into each other, Pete getting stuck in the clay bottom in the waders and having to be pulled out by rope, Jon Allen working the hardest, trying to control kids with boats etc. eating cake and drinking tea!!!!!!

If we get invited next year, I will try to make it a 1 day affair, reorganise how to run the club 500's and get more peeps along, as it was a really good weekend, but very hard work.

Appendium

After this event I spent 10 days repairing the club 500's. This involved stripping them down to the basic components, reinforcing the sides with plastic card, greasing the prop shafts, repairing splits in the hulls and then putting high density foam round the outside, to counteract the knocks they receive. Lessons Learned!

Our thanks to Dave Thompson who took the following photographs at the event.





HARPENDEN ARMED FORCES DAY

Club Secretaries Report

I love this show, we did it 2 years ago and it was one of the best shows we have ever done. The sun shone and it was just a brilliant day. This show never happened in 2016 due to organisational difficulties in Harpenden, but this year it was back on. In the previous show we had been BUILT a pond to sail in.....this year it was bigger, not at our or the organisers request, but the set up crew! They even wanted to put a beach in so landing craft could unload, but we talked them out of that!

Set up was at 8am on Saturday morning; we stuck a couple of gazebos up, several tables and got to work. Even as we set up we had a bit of interest with people asking about the boats. This show is different in the fact that we only display military boats. We had a good representation here, and it surprised me how many military boats we actually have within the club. Aggie had his submarine and his landing craft along, I had a liberty ship and a 1953 HMS Daring, the Thompson brothers bought several ships and some static plastic aircraft models along, Mr Dalton bought his Britannic along (although it amuses me to hear everyone say look it's a Titanic!) among other ships. Dave Thompson bought several tugs along that were used during the war as salvage tugs.

Although the show was bigger than in previous years, there were not the military vehicles on show due to last minute drop outs, but still a really good relaxing show. I spent a lot of time talking to Combined Forces Group who do the setup. One of their members was trying to identify a boat that he dives on in Subic Bay in the Philippines. He thought it was a tug boat and had dated it to 1943 onwards. He could find no info on the sinking and thought it might be a WWII wreck. This I found very interesting. He showed me some bricks from the steam engine area which were dated to 1940, and a very murky picture of the boiler. He then produced a sketch of the shipwreck. They had thought this to be a tug, but the layout was totally wrong, the boiler and funnel being very close to the rear of the ship. I pointed out that on the boiler there should be a makers ID plate and via that they could identify the ships name etc. to date they have not found the plate.

Back to the show, this was being compared by a presenter from 3 counties radio, who wanted to do an interview with myself.....and in true honoured fashion when public speaking rears its head, I passed it over to Tony Dalton! It turned out they didn't have time in the end so he was reprieved! During the show they have many events going on, culminating this year in a re-enactment of the Bridge too Far, staged by the army cadets. This was a 20 minute show that involved parachuting Action Men into the bridge area then the cadets taking the bridge the retreating from the bride. Noisy and lots of bangs and loud music! For anyone who has not attended this show, I highly recommend it, even if you only come along to sunbath!

Editors Report

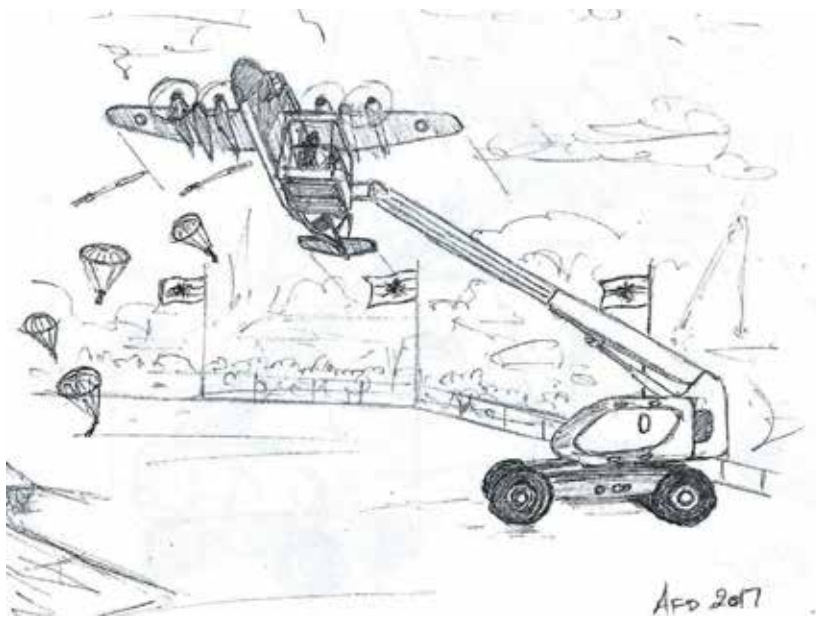
On Saturday 24th June I arrived at Harpenden Common at about am, the day of the event, chauffeured by my wife as according to the event paperwork the only parking available were public, this would have entailed a long walk after unloading and more expense for the day's parking fee. As it turned out an exhibitor's car park had been organised, thus I had dragged my wife out early in the morning for no reason.

Having arrived we were directed to an area on the common to find Pete Carmen, Aggie and Mike Skuse already unloading and preparing to erect the gazeboes. I quickly unloaded our car and sent my chauffeured Limousine on its way and set to helping to put up the gazeboes.

This year the man-made pond was much bigger than last year (so I am reliably informed) and clear of any debris (unlike our Wardown Park Lake) therefore it was a pleasure to sail in, without getting the propellers clogged up with pond weed. With everything set up including display tables we proceeded to un-pack and display the model – it was now definitely time for a tea break.

There was plenty of activity taking place during the day starting with a parade briefing at 11.15 in Rothamsted Park followed by the Parade gathering with the MOD band at 11.30 which then moved off to the War Memorial for a short service before returning to the main arena on the common, this was then followed by speeches by the Town Mayor and other dignitaries.

Pam Rhodes from the BBC finally introduced the show starting with a number of songs performed by 'The Rock Choir' led by Abigail Harris. Cadets from different sections of the armed forces and the police competed in a number of competitions including Tug-of-War, Drill/Turnout, etc which took place during the day including a war zone re-enactment of the storming of a river bridge which incorporated an aircraft mounted on a cherry picker with action men with parachutes being released from the aircraft (by a brave fellow tucked inside), see sketch below.



There was a considerable amount of interest shown in the models we had on display with all the usual questions being asked about them. To add to the visitor's interest there were at least a couple of boats being demonstrated on the man-made pond most of the time. The following photos attached to this article were taken by Dave Thompson to which we are indebted. I hope they will give readers some insight as to the scale of this event.



Aggie Working - the rest of us Talking



Club Stand Set Up



Arena Set Up Showing the Bridge



Racing Car Simulator



Our Play Area (The Pool)



Model Aircraft (for the Action Men)



Dave Thompson's Tug



Part Completed Britannic



Derek Thompsons Destroyer



Corvette



The Rock Choir



The Military Band



Veterans and Cadets on Parade



Patrol Boat P5703



Aggies Landing Craft



Air Sea Recue Launch



Club Boats on Display



Tug-of- War



Man Throwing Parachutes out of Aeroplane



Young Man Flying an Aircraft



The War Zone Re-enactment

THE CLUB OPEN DAY 2017

This year The Club open day was held on Sunday July 9th and despite loads of ominous clouds appearing every so often (as you will see from the photographs) it was rain free.

Due to prior commitments I did not arrive until about 1pm so most of the photographs included in this article were taken by Dave Thomson (he does a splendid job), however once I had arrived I asked around in order to find out what had been going on?

Firstly the Chairman's Challenge. Build a boat of paper, construction was entirely up to the individual but the material had to be paper based. From the following photos you will

see there was a Patrol/Police Boat complete with helicopter Skippered by Dave Thompson, MTB/Gun Boat Skippered by Jim Stenhouse and finally a Loch Ness Monster Skippered by John Allen.

Each boat was required to complete a circuit of the lake, as dictated by the Chairman. I will not go into the trials and tribulations of each of the boats performance (as all of it is hearsay) even though it may be true. But there was definitely a problem with Nessie and the Patrol Boat; however, a great deal of fun was had by all, the eventual winner being Dave Thompson

There were two competitor pairs for the Blind Steering Competition, these being Mary and Jim competing against Kay and John. Each pair was required to steer a vessel around a pre determined course. In this particular competition the lady was facing the lake and acting as the Captain and the Male was acting as the Helmsman. With this in mind the lady was required to issue instructions to the man, as to what speed and direction to steer the vessel in order to sail around the pre-determined course. You think it is easy? Come along and have a go yourself next year and find out.

The eventual winners of the competition were Mary and Jim Stenhouse and from the big grin on our Chairman's face as seen in the following pictures a great deal of fun was had by all.

Graham Rumble turned up with his Tug Boat Amanda and yes he sailed it all around the lake and we have pictures to prove it. I also dusted the cob-webs of HMS Daring and re-introduced her to the water.

Tony Dalton



All Set Up and Ready to Go



John and Terry in Discussion



Mike Dowsett and Graham in discussion



Weather looking threatening

Mike Sorting out the Life Boat



Service/Repair Bench - must be Pete's



Life Boat



Dave Thompson - Police/Patrol Paper Boat



Jim Stenhouse - MTB Paper Boat



John Allen - Nessie Paper Boat



Graham Playing with his Boat



Grahams Boat Amanda



Mary and Jim Blind Steering



Kay and John Blind Steering



Green Club 500 in the Harbour



Aggies Motor Cruiser



HMS Daring



Joes Guided Missile Cruiser



John Morgan's Steam Powered Tug



Somebody's Yellow Motor Boat?

BLACK PARK

What Happened?

If all our members that normally go to this had gone, then we would have been the biggest club there! As it was, 3 members turned up, and we still had a good time! First of all I would like to thank John and Mike for turning up and especially Mike for lugging everything down with me! The day started on Saturday at 6pm with Mike texting me to ask what time he needed to be at my house in the morning.....in true Secretary style, I had not even realized it was Saturday so had no tables. This prompted a trip to the hut then remembering the fair was in the park. Yes it was busy, but I got the tables out, went home packed the car and phoned Mike to ask if he had room in his car for a boat. Sunday at 7am he turned up unloaded his car and repacked it with one of my boats. A quiet trip to the Black park lake with a stop off at the local shops for breakfast. Then onto the park where we unloaded. Parking had gone up this year...more on that later. Gazebo up and tables out with boats on them we then retired to the café for breakfast. When we returned, John and his wife and 2 friends had tuned up. John had a new DX6 transmitter which he was flummoxed on, but we changed out his old radio and put new in and all was sorted. I put the director Class tug on the water; handed the transmitter to someone I had never met before and did not see the boat till 3pm. A gentleman turned up with a Robbe Atlantis, so I helped him set her up, and then cadged a quick sail on her. I must admit the weather was great sailing weather! Again this year the show was very small, less than 60 people. About lunchtime a drizzle set in and by 1pm a lot of people had left. I was told quietly I had to stay for a bit. I spoke to Bob K who is the chairman at the club and asked him if they were going to pack it in early, he said not at the moment. We carried on with a bit of sailing, but it was getting cold and the drizzle was persistent, about 2-30 Bob came along with the club treasurer and very quietly presented me with the best boat in show.....no fan fair as at this point there was less than 20 peeps lakeside! Some pictures below for you to view.

Pete Carmen



A NEW EVENT!!!

We have been asked to put on a display in Wardown Park this October. Details are sketchy at present but here is what I know. The date is Friday 6 October from 2pm until 6pm. The event is being run by The Luton Lea Catchment Partnership.

Events taking place will be River monitoring, Junior water wardens, Water purification and making a river collage!

The event will be held by the Boating Hut at the other end of the lake, car parking to be sorted!

I have provisionally said yes to this event, so if you can attend please inform me **Pete Carman**.

HEMEL HEMPSTEAD GARDEN PARTY

The Jellicoe Water Gardens in Hemel Hempstead were due to open this year (Saturday 22nd July), and there had been talk of a new club starting up. I approached the Council to see if we could get an invite to the opening. After a few emails I went for a meeting and was asked if we could actually help set the club up. I said yes, and dragged Graham Rumble into this affair!

We had a couple of meetings which were productive and got the invite. I will not go into the setting up of a new club as that is still ongoing. The main idea was for us to put on a display of boats on the newly refurbished Water Gardens. We arrived at 8 am Saturday morning on a day that promised sun, wind and rain. We had bought a gazebo and only 4 tables due to limited space on what was basically a pathway. We had a basic setup with the club 500's out for the kids and 4 tables for all the boats, what I was not expecting was several members who wish to be in the new Hemel club turning up with boats!!! One bloke had 5 boats with him. Pasting tables were arranged and some went on bins or boxes!

A very good show. Plenty of sailing and the sun shone! No tea at this one due to the proximity of the public etc. As far as I am aware there are no pictures of this!!! A complete oversight. I met up with the new members who gave me contact details for themselves, looks like a small nucleus starting here! All was well until..... (Wish we could have some ominous music here).....there was a small rain shower then a squall came in about 2pm. There were about 25 people under 3m x 3m gazebo. It lasted about 10 minutes. At the end of 10 minutes it cleared and we checked the boats on the table. Let's just say, if they were on the water most of them would have sunk! There was so much water in some of them it was silly! At this point several (all) members started to pack the boats away. 1 transmitter was not working due to water ingress; several boats had water in them and Bob's steam Launch had to have the complete steam unit removed to dry it out! A good day out and I will organise it over again on a Saturday or a Sunday for another sail.

Pete Carmen.

HITCHIN MARKET REVIEW

A strange year this year. We started out really well, although damp. We had one day where we had no visitors at all due to overcast and damp weather, we missed a day (the Gala day) due to a mix up of dates on my part, and 1 day where Hitchin cancelled it the week before! So out of 4 dates we only did 2! To top that off, I have a feeling that this will be the last year that Hitchin Market will be there! It has been speculated for the last few years that the market will be demolished and flats put up on the site, and when we were told that one of the days was cancelled, we were also told that there had been a change in management, and that Charlotte and Annette who ran the Market had both resigned and that a new gentleman was temporarily running it. So not a lot on this front, although it was place to have a sail, while having free tea and bacon rolls. Will see what's going on in January with this event!

Pete Carmen.

UK RC TRUCKERS NATIONAL GATHERING

The first National Gathering for 1/14th scale Radio Control trucks took place on 17th & 18th June in the large conference room at the Wood Green animal center. My first impression was Wow; it is far bigger than any other roadway I have seen with buildings, loading docks, quarries for the diggers and a fair ground. There was plenty of space, a variety of traders & a very good cafe serving meals next door.

Plans are underway for next year. Details will be posted on the face book page of UK RC truckers National Gathering. Below are a couple of photos that I took to give you some idea of the size of the event

Colin Saville



RMS TITANIC

THE SHIP THAT NEVER SANK?

The loss of the Titanic in 1912, with about 1500 lives, attracted so much controversy that several alternative theories about its sinking have gained support.

One version suggests that the sunken ship was actually the Olympic, near-identical sister-ship of the Titanic, which was the subject of a large insurance claim, and that the two vessels were secretly switched before the voyage. Another was that the Titanic's owner, J.P. Morgan, wanted to eliminate several prominent bankers who were opposing his plan for the creation of a U.S. central bank.

The Accepted Version

During her maiden voyage, the famous ocean liner struck an iceberg at 11:40 pm on 14 April 1912, buckling the hull plates allowing water to enter the ship's first five watertight compartments (one more than the Titanic was designed to survive), which resulted in her sinking early the next morning.

Gardiner's Ship That Never Sank

One of the most controversial and complex theories were put forward by Robin Gardiner in his book, *Titanic: The Ship That Never Sank?* In it, Gardiner draws on several events and coincidences that occurred in the months, days, and hours leading up to the sinking of the Titanic, and concludes that the ship that sank was in fact Titanic's sister ship Olympic, disguised as Titanic, as an insurance scam by her owners, the International Mercantile Marine Group, controlled by American financier J.P. Morgan that had acquired the White Star Line in 1902.

Olympic was the slightly older sister of Titanic, built alongside the more famous vessel but launched in October 1910. Her exterior profile was nearly identical to Titanic, save for minor details such as the number of portholes on the forward C decks of the ships, the spacing of the windows on the B decks, and the forward section of the A deck promenade on Titanic that had been enclosed only a few weeks before she set sail on her ill-fated maiden voyage. Both ships were built with linoleum floors, but shortly before she was due to set sail J. Bruce Ismay, managing director of the White Star Line, inexplicably ordered the floors aboard Titanic carpeted over.

On 20 September 1911, the Olympic was involved in a collision with the Royal Navy Warship HMS Hawke in the Brambles Channel in Southampton Water while under the command of a harbour pilot. The two ships were close enough to each other that Olympic's motion drew the Hawke into her aft starboard side, causing extensive damage to the liner – both above and below its waterline (HMS Hawke was fitted with a re-enforced 'ram' below the waterline, purposely designed to cause maximum damage to enemy ships). An Admiralty inquiry assigned blame to the Olympic, despite numerous eyewitness accounts to the contrary.

Gardiner's theory plays out in this historical context. Olympic was found to be at blame in the collision (which, according to Gardiner, had damaged the central turbine's mountings and bent the keel, giving the ship a slight permanent list to port). Because of this finding, White Star's insurers Lloyd's of London allegedly refused to pay out on the claim. White Star's flagship would also be out of action during the extensive repairs, and the Titanic's completion date, which was already behind schedule due to Olympic's return to the yard after her loss of a propeller blade, would have to be delayed. All this would amount to a serious financial loss for the company. Gardiner proposes that, to make sure at least one vessel would be earning money, the badly damaged Olympic was patched up and then converted to become the Titanic. The real Titanic when complete would then quietly enter service as the Olympic.

The Titanic indeed had a list to port leaving Southampton. Inadequate trimming of cargo and bunkers would likely result in such and the crew seems to have demonstrated a lack of proficiency on several occasions. A list to port was noted by several Titanic survivors including Lawrence Beesley who wrote in his book about the sinking: "I then called the attention of our table to the way the Titanic listed to port (I had noticed this before), and we watched the skyline through the portholes as we sat at the purser's table in the saloon." (The dining saloon windows were double rows of portholes covered on the inside with screens of leaded decorative glass with no clear view of the outdoors.) This was echoed by survivor Norman Chambers, who testified that after the collision: "However, there was then a slight list to starboard, with probably a few degrees in pitch; and as the ship had a list to port nearly all afternoon, I decided to remain up."

Gardiner states that few parts of either ship bore the name, other than the easily removed lifeboats, bell, compass binnacle, and name plates. Everything else was standard White Star issue and was interchangeable between the two ships, and other vessels in the White Star fleet. While all other White Star Line Ships had their name engraved into the hull, the Titanic alone had its name riveted over top. In recent pictures of the wreck depicting a spot where two riveted plates that had spelled Titanic fell off, the letters MP appear to be stamped into the hull. The plan, Gardiner suggests, was to dispose of the Olympic, which had allegedly been damaged beyond economic repair in a way that would allow White Star to collect the full insured value of a brand new ship. He supposes that the seacocks were to be opened at sea to slowly flood the ship. If numerous ships were stationed nearby to take off the passengers, the shortage of lifeboats would not matter as the ship would sink slowly and the boats could make several trips to the rescuers.

Gardiner uses as evidence the length of Titanic's sea trials. Olympic's trials in 1910 took two days, including several high speed runs, but Titanic's trials reportedly only lasted for one day, with (Gardiner alleges) no working over half-speed. Gardiner says this was because the patched-up hull could not take any long periods of high speed. Perhaps this was due to the fact that Titanic as a nearly identical twin sister of the Olympic was expected to handle exactly the same, or perhaps the Board of Trade inspectors were in on the scheme.

Gardiner maintains that on 14 April, First Officer Murdoch (who was not officially on duty yet) was on the bridge because he was one of the few high-ranking officers other than Captain Smith who knew of the plan and was keeping a watch out for the rescue ships. One of Gardiner's most controversial statements is that the Titanic did not strike an iceberg, but an IMM rescue ship that was drifting on station with its lights out. Gardiner

based this hypothesis on the idea that the supposed iceberg was seen at such a short distance by the lookouts on the Titanic because it was actually a darkened ship, and he also does not believe an iceberg could inflict such sustained and serious damage to a steel double-hulled vessel such as the Titanic.

Gardiner further hypothesises that the ship that was hit by the Titanic was the one seen by the Californian firing distress rockets, and that this explains the perceived inaction of the Californian (which traditionally is seen as failing to come to the rescue of the Titanic after sighting its distress rockets). Gardiner's hypothesis is that the Californian, another IMM ship, was not expecting rockets but a rendezvous. The ice on the deck of the Titanic is explained by Gardiner as ice from the rigging of both the Titanic and the mystery ship she hit. As for the true Titanic, Gardiner alleges that she spent 25 years in service as the Olympic and was scrapped in 1935.

Researchers Bruce Beveridge and Steve Hall took issue with many of Gardiner's claims in their book, *Olympic and Titanic: The Truth Behind the Conspiracy*. Author Mark Chirnside has also raised serious questions about the switch theory.

Purposely Sunk

Some conspiracy theorists believe that the Titanic was sunk on purpose to eliminate opposition to the creation of the Federal Reserve Bank. Some of the wealthiest men in the world were aboard the Titanic for its maiden voyage. Several of whom including John Jacob Astor IV, Benjamin Guggenheim, and Isidor Straus were allegedly opposed to the creation of a U.S. central bank. All three men died during the sinking. Conspiracy theorists suggest that J.P. Morgan, the legendary 74-year-old financier who set up the investment banking firm that still bears his name, arranged to have the men board the ship and then sink it to eliminate them. Morgan, nicknamed the "Napoleon of Wall Street," had helped create General Electric, U.S. Steel and International Harvester, and was credited with almost single-handedly saving the U.S. banking system during the Panic of 1907. Morgan did have a hand in the creation of the Federal Reserve, and owned the International Mercantile Marine, which owned the White Star Line, and thus the Titanic, but that is about where the evidence for the conspiracy theory ends.

Morgan, who had attended the Titanic's launching in 1911, had a personal suite aboard the ship with his own private promenade deck and a bath equipped with specially designed cigar holders. He was reportedly booked on the ship's maiden voyage but instead cancelled the trip and remained at the French resort of Aix-les-Bains to enjoy his morning massages and sulphur baths. His last-minute cancellation has fuelled speculation among conspiracy theorists that he knew her fate. Extracted from the internet (Wikipedia)

THE CLUB SHOP

The CLUB SHOP run by **John Allen** has 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.

ITEMS FOR SALE

The following Graupner Yacht is offered for sale at £100 ONO. It has been completely rigged and comes complete with steering/sail servo's and a Model Stand, there is no receiver or transmitter provided, see pictures below, interested contact the Editor - Tony Dalton

Length OA: 39.5" (1000mm) **Beam:** 9" (230mm) **Total Height:** 68.5" (1740mm)



Any members wishing to advertise a model or model related items for sale in the Club Magazine and gain access to a world-wide market please contact the editor.

CLUB ACTIVITY DATES & SHOW INFORMATION

Sunday 17 th September	Bacon Roll Sunday
Friday 22 nd September	St Albans Model Engineering Show. (Townsend C of E School, St. Albans) Club Stand set-up will start at 5pm.
Sat/Sun 23/24 th Sept	St Albans Model Engineering Show
Friday 6 th October	River Show 2pm until 6pm - Details to follow
Monday 9 th October	Club Night – Bushmead Hall
Sunday 15 th October	Bacon Roll Sunday
10 th , 11 th & 12 th November	International Model Boat Show (Warwick Exhibition Centre)
Monday 13 th November	Club Night – Bushmead Hall
Sunday 19 th November	Bacon Roll Sunday
Monday 11 th December	Club Night - Fish & Chip Supper at Bushmead Hall – To be confirmed, details to follow.
Sunday 17 th December	Bacon Roll Sunday