Club Magazine

SPRING EDITION 2021

Luton & District MBC

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

CONTENTS

EDITORIAL

We are now approaching the end of the first quarter of 2021 during which time we have kept in touch via Zoom meetings most Sunday afternoons including holding our AGM on Sunday 24th January (postponed from last September due to Covid Restrictions) there being no meeting hall available. Amazingly there were 21 attendees at the AGM this is probably more than we get attending the AGM when it is held at Bushmead Hall.

The article 'Rise of the Phoenix' by Terry and Tony Martin is a re-print from the summer 2011 edition of the Club Magazine. Phoenix at 6ft 8ins long is the largest of the Club Boats and was purchased in 2008 as a Club Restoration Project. I thought it would be of interest to some of our new club members as to how we came to purchase the vessel and what it took to restore it. ED (Tony Dalton)

SECRETARY'S REPORT

Below are a list of provisional dates for a return to sailing and some shows that are tentively booked into the Club's Diary.

Please note these dates are all subject to cancellation at short notice by the govt and councils!

8 March till 29 March. 1 plus 1 in parks, I will use this time to get some much needed maintenance done in the hut and compound, and if possible the lake.

I will be asking for volunteers to help with this, we will have 2 peeps clearing the compound, 2 in the hut and 2 doing simple branch pulling from the lake.

29 March till 12 April. Possible return to rule of 6 sailing.

This will be similar to how we operated last summer. You will need to book in advance to sail.

End of May until mid June. Model Boat Mayhem at Wickstead Park. 2 days of free sailing. No restrictions other than no IC's. **More info once I know more**

26-27 June. Wings and Wheels North Weald. If club members are interested, I can book us in, but I will need definite answers, no maybe.

25 July. Bournville RS&MBC Warship Day, Birmingham – Free Entry

7-8 August. Fenny Stratford Canal Festival. Come sit by the canal, eat cake, drink tea and sail a boat!

25-26 Sept St Albans Model Engineering Exhibition. We will be attending this show if it goes ahead

Club Sec.

YOUR CLUB NEEDS YOU!

It was announced at the recent AGM that Mike Skuce would be standing down as **Club Treasurer** in September of this year. Therefore the Club is now seeking a replacement to take effect when Mike retires. **Anyone interested please contact Pete Carmen - Club Secretary**

CLUB TREASURER

Job Description

Maintain an Excel spread sheet detailing all monies received and bills paid.

Receive membership yearly subscriptions.

Handling and holding cash.

Bank cheques and cash.

Liaise with Club Secretary regarding membership, bills and payments.

Maintaining a log of all members

Access to a laptop, Tablet or PC with internet access will be required

Knowledge and use of Excel spreadsheets and internet banking required

Training will be given to the right candidate

This position is available from September 2021, but training to commence ASAP for the right candidate.

TERRY'S CHRISTMAS SNACK

Our Honourable Chairman Mr Terry Martin is well known for his snacking habits particularly at some of the exhibitions we attend. Sadly we have not been able to go to any such exhibitions recently due to COVID restrictions which must mean that Terry is getting very hungry. To alleviate the situation his family has provided him with a 'Christmas Snack', pictured below.

BRITANNIC REFIT

My model of the Britannic (MBM article April 2018) was created by using a 1/350 scale Entex Titanic kit and modifying it by adding the extra life boats, gantries and cabins to its superstructure. Unfortunately this resulted in the vessel becoming unstable and requiring additional ballast to correct the problem. The end result was that with the additional ballast, the increased displacement resulted in the water rising up the sides of the hull above the water line to a point where it was overlapping the Red Crosses on the sides of the hull **Photo 1**.

Later on when building the Olympic model, again using a Titanic kit and modifying its superstructure to replicate the Olympic design, I modified the hull by increasing its depth by about 10mm, this was to offset the increased weight of the superstructure created by the addition of the extra life boats and davits. This cured the instability problem that I had experienced when building the Britannic model thus just before Christmas (2020) I

decided to tackle the Britannic buoyancy problem by modifying its hull in the same way in order to try and rectify the instability.

The first job was to remove the superstructure from the hull, including the rudder, propeller shafts and central motor; the removed parts are shown in **Photo 2.**

Photo 1

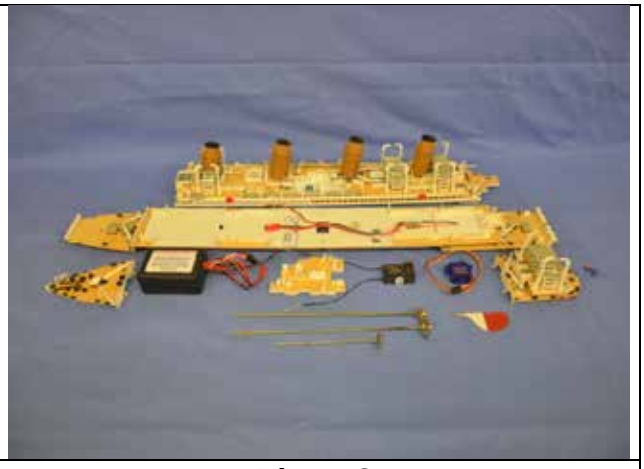


Photo 2

The hull was cut in half along its water line to allow 10mm wide strips of plasticard to be inserted between the two hull sections increasing the hulls depth. The advantage of modifying the model in this way is that the detail moulding characteristics of the hull below the water line (Propeller Shaft and Rudder outlets) are all retained. **Photo 3** shows the hull after being cut in half. 10mm wide plasticard spacer plates were cut and glued to the lower section of the hull at the Bow and Stern **Photo 4.** The upper section of the hull was then positioned on top of the spacer plates as shown in **Photo 5** and glued into position. When the glue was dry which secured the two hull sections together the remaining gaps between the two hull sections was filled by gluing in additional spacer plates. Any small gaps between the spacer plates were then filled and sanded down. The joined area between the two hull sections was then re-enforced on the inside by covering with fine glass fibre cloth and resin **Photo 6.**

Photo 3

Photo 4

Photo 5

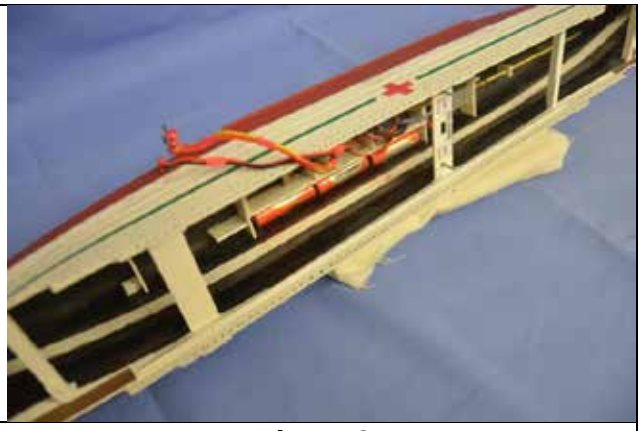


Photo 6

The outside plated line of the hull was also covered with a fine glass cloth and then given a number of coats of Eze-Kote finishing resin, rubbing down between each cote to produce a blemish free finish and then masked ready for painting **Photo 7**.

The modified hull area was sprayed with a coat of Halfords grey primer, any blemishes being rubbed down/filled with a fine surface filler to produce a clean finish. The masking was then removed from the hull **Photo 8.**

The upper hull section was then masked to cover the existing decals to allow the modified mid section hull to be painted white. When this was completed the masking was removed and the fresh paint allowed to thoroughly dry. Masking was then applied above the water line to allow a coat of Halfords red primer to be applied to the lower section of the hull. Finally all the masking was removed to reveal the finished painted hull **Photo 9**.

The central propeller shaft was fitted complete with its propeller and coupling. A new motor was to be installed in the vessel and thus a suitable new motor mounting needed to be designed. This was then made from 2mm thick plasticard and fitted to the new motor which was then offered up to the propeller shaft/coupling within the hull, the mounting bracket was trimmed to allow the motor to be aligned to the shaft before being glued into position.

Photo 7

Photo 8

Photo 9

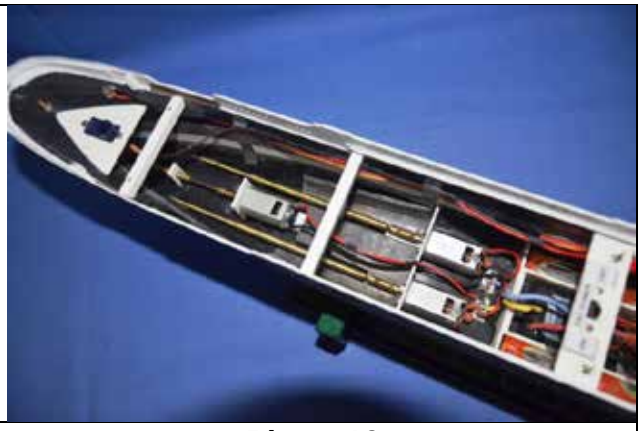


Photo 10

The outer propeller shafts were then installed and coupled to their respective motors which then allowed all three motors to be tested under radio controlled conditions following installation of the remaining electronic items. The completed installation may be seen in **Photo 10.**

Photo 11

Photo 12

The models original rudder had been discarded as it was too short for the new increased depth hull; however it was useful as guide for making the new rudder blade together with its down shaft. The new shaft together with its new blade were fitted together using a simple wood jig in order aid alignment by supporting the two items whilst being soldered together. The rudder assembly was cleaned and then painted before being fitted to the hull and bolted into position. The rudder servo was then fitted to its support bracket and coupled to the tiller arm of the rudder, shown in **Photo 11.**

The ballast was then added and modified to allow the lead sheeting to lay flat along the bottom edges of the hull, having sufficient weight to lower the hull to its new water line see **Photo 12**.

My attention was now drawn to the superstructure as some items appeared to be damaged. The funnel stays had become loose and needed to be tightened and one of the life boat gantries was broken. The funnel stays were pulled tight and glued back into

place on the funnel. The gantry was replaced with a new one from a set of spares, which had been previously purchased when the vessel was first constructed. A view of the repaired superstructure may be seen in **Photo 13**.

Next the vessel was placed into the test tank (a bath) to assess if the initial ballast added to the hull was sufficient. Inevitably it did require some adjustment in order to ensure the hull floated level in the water. This entailed removing the entire superstructure in order to gain access to the ballast located in the bottom of the hull. **Photo 14** shows the vessel with the correct amount of ballast added floating in the bath.

Photo 13

Photo 14

Photo 15

Finally the completed model on its display stand may be seen in **Photo 15**. It had taken me about six weeks working on and off to complete the refit. Was it worth it, the answer is yes; the vessel is now much more stable and floats about its nominal water line.

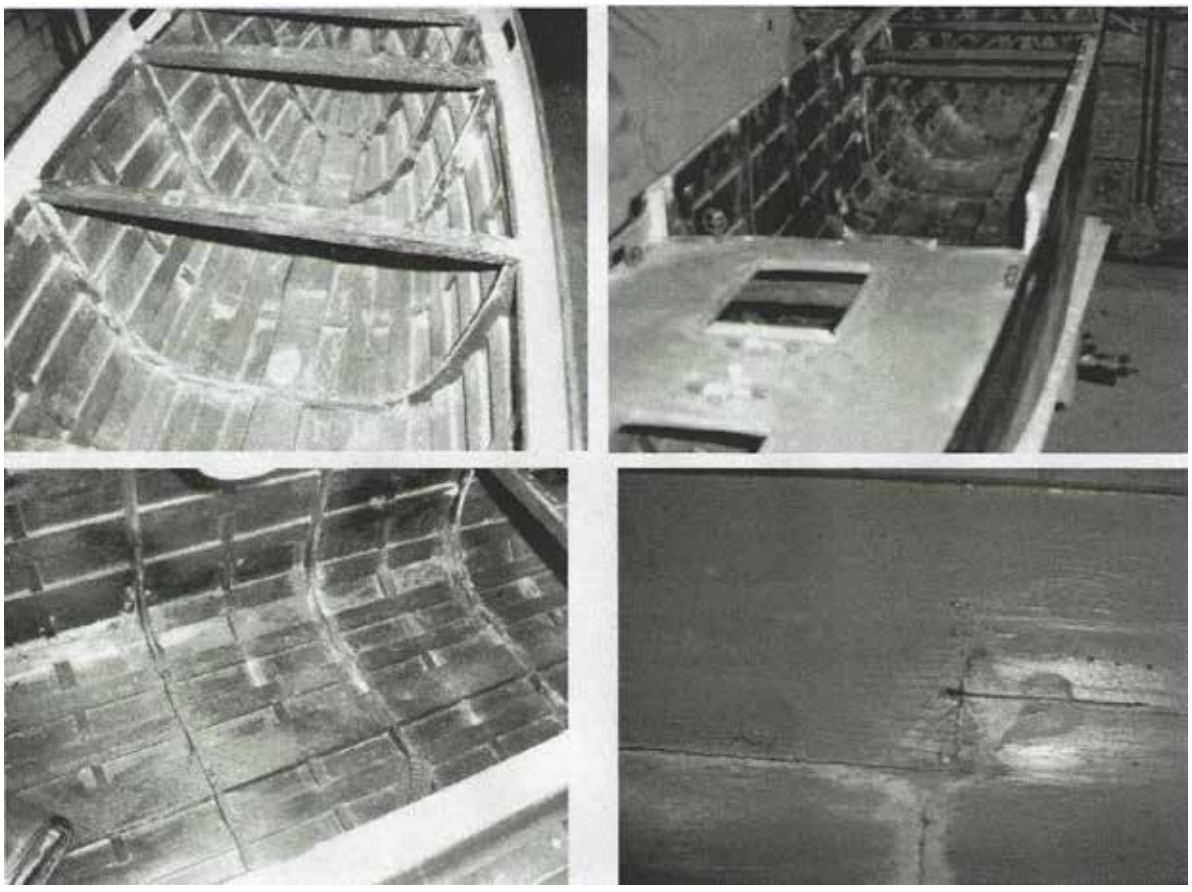
ED.

RISE OF THE PHOENIX

By Terry and Tony Martin

Our story ‘The Rise of Phoenix’ begins on a Saturday in October 2008. This was our penultimate Bring and Buy sale at the Sea Scouts hut in Bowling Green Lane, the largest vessel for sale by far at 6ft 8inch long being a Three Island Tramp Steamer which had the name ‘Jamells’. People showed interest in this model but no firm offers were made, as it did need a lot of work doing to it. After some discussion by members of the committee, Dave Abbott purchased the model for the princely sum of £50 as a club project.

With space limited in the storage hut, Terry Martin (my dad) offered to house the vessel in his garage, where restoration could take place. It soon became apparent that more work was needed than first thought after a thorough check on the hull. ‘Jamells’ was originally designed as a straight runner that was to be powered by a flat 4 cylinder steam engine. This had never been fitted and in fact had been sold separately.

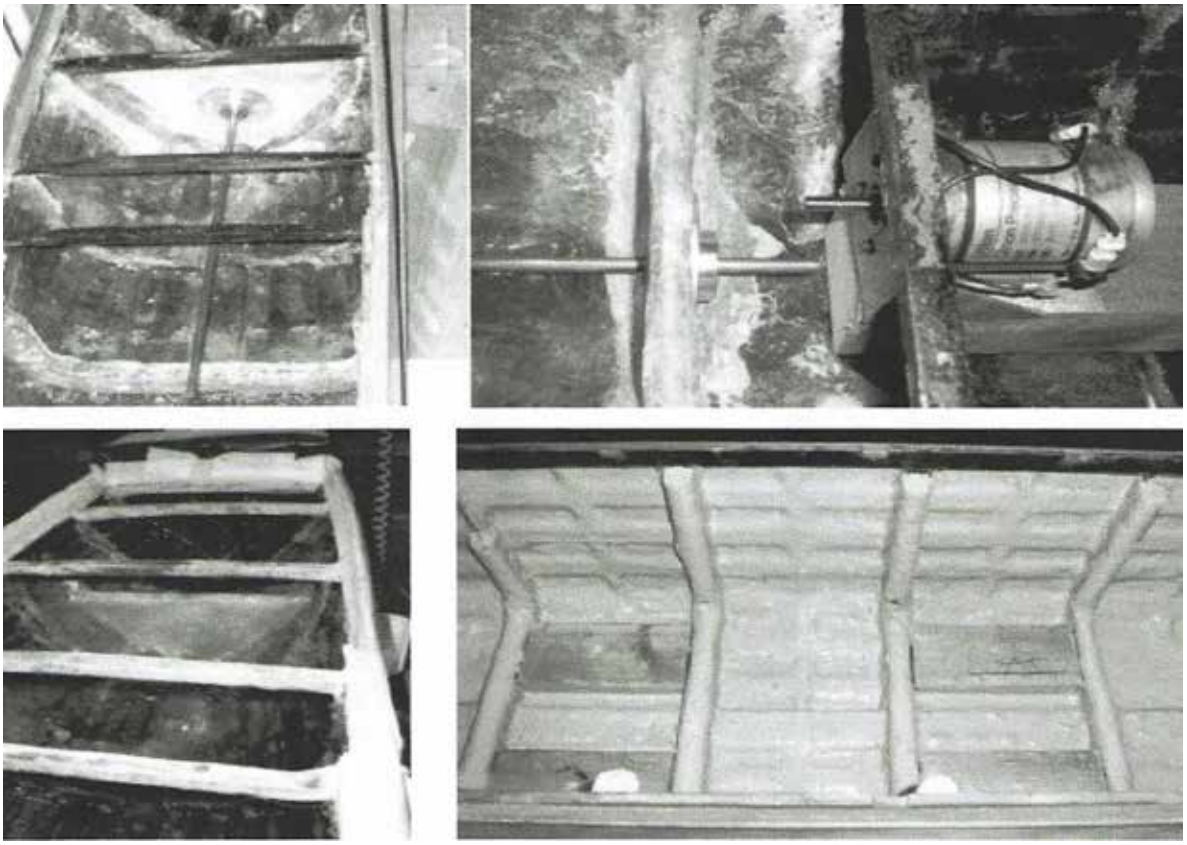


The decks on the fore and aft holds had to be removed and with this done the whole of the internal structure could now be seen. Things did not look good! The wood planked hull had shrunk and split in places and several of her hull frames in the front were disintegrating. If you shone a torch in to the hull with the main lights off, you could see

light spilling out in all directions looking like a Christmas tree! So tank testing was definitely out of the question.

To start with, a layer of resin was painted onto the inside of the hull to help support the damaged parts, next the exterior was stripped using nitro mores. Ply supports were then fitted either side of the old frames and bonded in with fibre glass and matting. Thankfully at this point Dave (Aggie) and Rob Seath offered their help. Rob is in the body repair business so was able to get the large amount of fibre glass and matting we needed at a reasonable price.

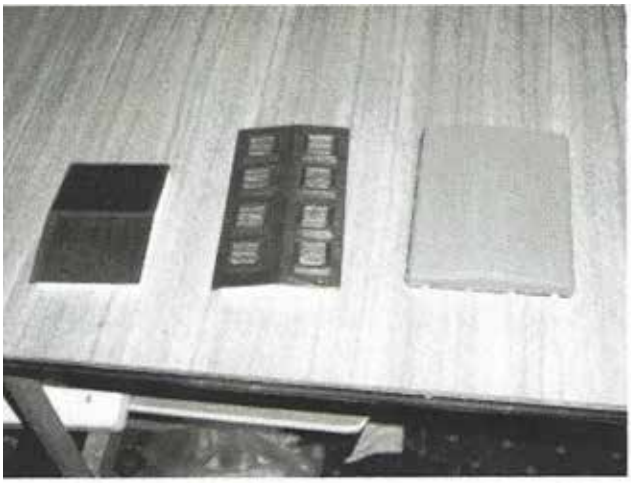
Between the four of us, the hull was lined with matting with special attention being given to the new strengthening supports, which were back filled with resin to form a more solid structure and another layer of fibre glass was applied. Aggie and I then fitted a bulkhead in the stern of the boat. Terry fitted a motor mount block and a battery tray support. These items were then all fibre glassed in place. The new support frames were then capped off with P38 filler. The whole of the interior of the hull was then given a coat of grey gloss paint.

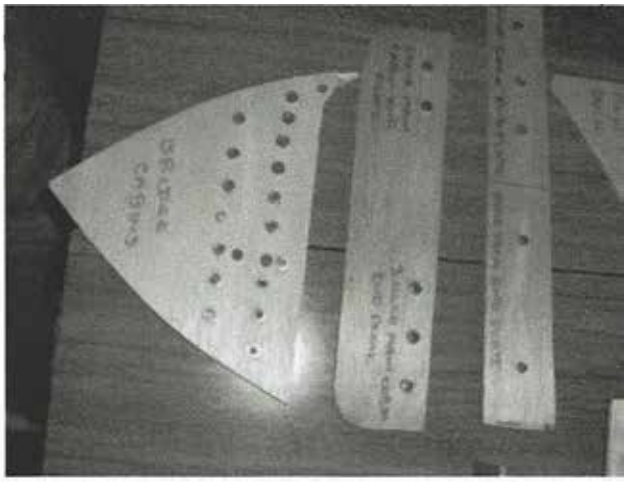


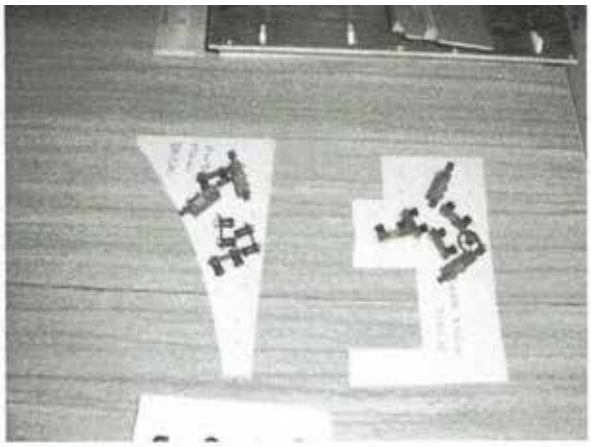
The work then began on the exterior of the hull, after some filling work was complete and the exterior sanded well and 3 coats of red oxide were applied.

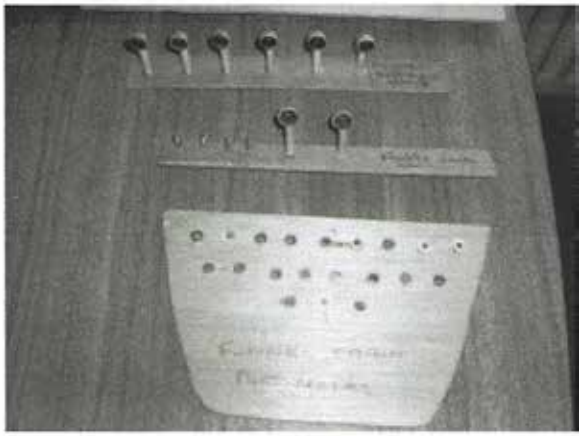
While the hull was undergoing rework, all the ship's fittings were stripped off and catalogued to remember where they were originally fitted. A number of members volunteered to help with the restoration.

Chris Jackson: - Hatch covers
Dave Shazarni: - Vents
Pete Carman: - Lifeboats
Dave Abbott: - The Bridge Section.









As the boat was originally designed to be a straight runner we had to find somewhere to mount a servo to operate the rudder. It was decided to mount the servo in the rear deck as it was too cramped for it to fit in below and removing the deck from the stern would cause even more work.

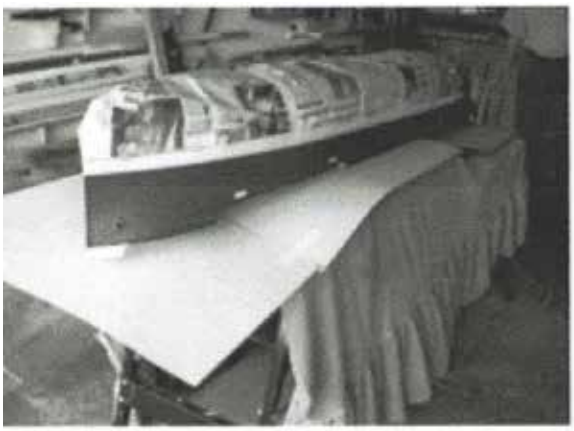
Tom Chapman donated a high torque servo and Pete Carman gave us a 40 Meg system and speed controller. Dave Hitchcock also built us a new structure to fit over the rudder linkage and servo.

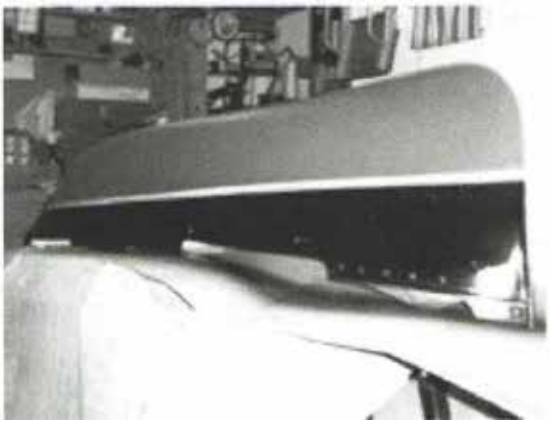
Back below the waterline things were still moving on with Aggie donating a large motor and Brian Thompson and Graham Crisp giving us some batteries. When the prop and shaft were stripped out the shaft was far too long.

This was cut down but was found to be made of very soft metal. We had decided on a pulley drive like Somersby, so Aggie made us up, two pulley belts and a bearing support that was secured through the new bulkhead. Dad put together a motor mount out of brass, with this assembled a battery box was built to take the two batteries. Two straps were also fixed to the supports to help with ease of lifting it in and out of the water.

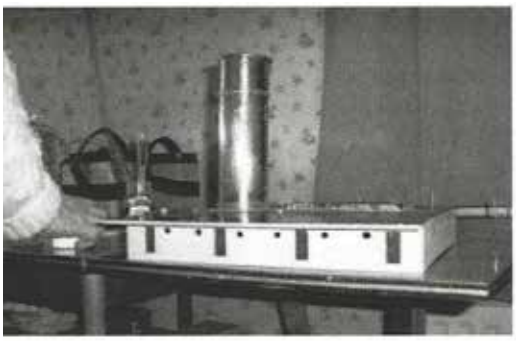
Back on the outside the fore and aft decks were relined and varnished.

The painting of the outer hull was now started. A masked line was taped in place to where we thought the waterline was and the rest of the hull covered, to prevent overspray. This was then sprayed white and once dry the hull was re-masked by moving the protective coverings up and the upper part sprayed black. When uncovered, it left a white waterline mark. This was all done by using one of the club compressors. During the final coat of black, the garage seemed to be getting very dark and on opening the garage door we could see why! Clouds of black spray were billowing everywhere!!

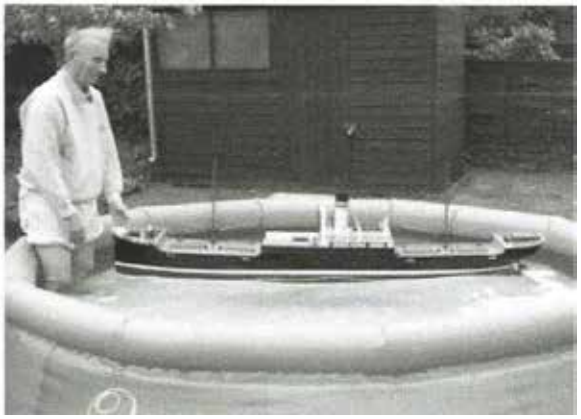




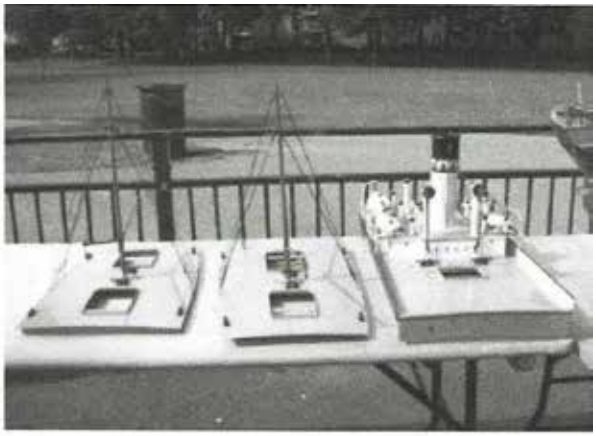
The superstructure restoration was also coming together with the centre section and funnel stripped and repainted. We could not find any history of ‘Jamells’, but we were able to find some details on the Norse line, that ran from the port of London to India using Tramp Steamers, so her funnel was painted in those colours. More work was done on the cargo deck booms and rigging and reassembly started. The radio gear was installed along with the speed controller.



It was now time to tank test her and to work out how much ballast she would need. As you can guess, we couldn't use our usual tank test due to her size, so on one sunny Saturday, using our new test tank (a ten foot pool donated by my brother) we set to work. Using lots of big rocks and lumps of concrete placed carefully in the hull, we got the level right. Tests were carried out, on thrust and rudder throw, these went well. We found a limit had to be made on top speed, to stop the belts being thrown but other than that, all was well. We then set about with the very hands on work, of carefully unloading the rocks from each section and weighing it, so this could be converted to lead weights totalling 32 lb.



Her first test run was then made at Wardown Lake shortly afterwards, which went very well. There were still a few bits left to do to get her right.



A smoke generator would give Phoenix a more realistic look so Dad set about building one. After reading an article on the Web, he found out that certain water vaporisers that run on 24v AC would also run on a 24v DC. So one was purchased and fitted into a plastic container, which would hold the water and a fan added to the lid along with a chimney, made from plastic pipe mounted directly above. An R/C switching circuit was built by Tony Dalton, so that the smoker could be turned on and off using the handset. With this and the new bridge section now complete, some re-ballasting had to be done. On testing at the Stevenage Open day, it was discovered that there was a problem with the 40 Meg system, so the committee decided to invest in a new 2.4 GHz unit.

L.E.D lights were also incorporated. The mast lights were particularly special as they use modified TV Ariel plugs so they could be removed easily for transporting. By this time, some eighteen months had gone by but as you can see the project was well worth the time. It also turns a lot of heads at every show that she has been exhibited at. Terry as project manager would like to thank all of you who helped and hope you all enjoy sailing her!

MY NEXT PROJECT

In the time running up to Christmas (2020) I kept myself busy doing maintenance jobs on my existing models. Having completed most of those jobs, my mind turned to thinking about what my next project would be? I had no specific ideas in mind and just began by scanning the internet's many Web-Sites looking at all the different types of model kits that were available. I was amazed to find that a considerable number of the model boat kits, that I may have considered, were out of stock thus my choice was somewhat limited. I finally decided to 'have a go' at building a submarine, always fancied building one so now was the time. After some research and deliberation the kit I selected was the KRICK WWII submarine Type VIIb. I purchased the kit from Cornwall Model Boats complete with the 'Dive and Drive' supplementary kit to allow for full radio control of the finished vessel.

To date I have inspected both kits and checked that all the parts appear to be in their boxes. I have built the two deck guns as they are small and can be build indoors without make any mess, however I have not yet painted them. I have also purchased a Haynes Book all about the U-Boat VII which contains a considerable amount of general information. I have also scanned the internet to gain as much knowledge as possible from other modellers that have built this model and to seek advice regarding any potential problems when building such the submarine.

The two pictures below show the two kits ready for me to commence building which will not happen until the weather improves and temperatures reach double figures, its cold out in the workshop.

Main Kit Box

Dive and Drive Kit Box

Finally some history all about the VII series U-Boats all gleaned from the internet and listed below are some additional Web-Sites. These I found listed in the Haynes Book but did not manifest themselves when I did my original general internet search.

www.uboat.net

www.uboataces.com

www.uboatarchive.net

www.uboat-bases.com

www.subart.net

www.submarine-history.com

U-Boat VII Conception and Production

The Type VII was based on earlier German submarine designs going back to World War I, Type UB III and especially the cancelled Type UG. The type UG was designed through the Dutch dummy company *NV Ingenieurskantoor voor Scheepsbouw Den Haag* (I.v.S) to circumvent the limitations of the Treaty of Versailles, and was built by foreign shipyards. The Finnish *Vetehinen* class and Spanish Type E-1 also provided some of the basis for the Type VII design. These designs led to the Type VII along with Type I, the latter being built in AG Weser shipyard in Bremen, Germany. The production of Type I was stopped after only two boats; the reasons for this are not clear. The design of the Type I was further used in the development of the Type VII and Type IX.

Type VII submarines were the most widely used U-boats of the war and were the most produced submarine class in history, with 703 built. The type had several modifications. The Type VII was the most numerous U-boat types to be involved in the Battle of the Atlantic.

Type VIIa

Type VIIA U-boats were designed in 1933–34 as the first series of a new generation of attack U-boats. Most Type VIIA U-boats were constructed at Deschimag AG Weser in Bremen with the exception of *U-33* through *U-36*, which were built at Friedrich Krupp Germaniawerft, Kiel. Despite the highly cramped living quarters, type VIIA U-boats were generally popular with their crews because of their fast crash dive speed, which was thought to give them more protection from enemy attacks than bigger, more sluggish types. Also, the smaller boat's lower endurance meant patrols were shorter. They were much more powerful than the smaller Type II U-boats they replaced, with four bow and one external stern torpedo tubes. Usually carrying 11 torpedoes on board, they were very agile on the surface and mounted the 8.8 centimetres (3.5 in) quick-firing deck gun with about 220 rounds.

Ten Type VIIA boats were built between 1935 and 1937. All but two Type VIIA U-boats were sunk during World War II (famous Otto Schuhart *U-29* and *U-30*, which was the first submarine to sink a ship in World War II, both scuttled in Kupfermühlen Bay on 4 May 1945).

The boat was powered on the surface by two MAN AG, 6-cylinder, 4-stroke M6V 40/46 diesel engines, giving a total of 2,100 to 2,310 brake horsepower (1,570 to 1,720 kW) at 470 to 485 rpm. When submerged it was propelled by two Brown, Boveri & Cie (BBC) GG UB 720/8 double-acting electric motors, giving a total of 750 horsepower (560 kW) at 322 rpm.

Type VIIb

The VIIA had limited fuel capacity, so 24 Type VIIB boats were built between 1936 and 1940 with an additional 33 tonnes of fuel in external saddle tanks, which added another 2,500 nautical miles (4,600 km; 2,900 mi) of range at 10 knots (19 km/h; 12 mph) surfaced. More powerful engines made them slightly faster than the VIIA. They had two rudders for greater agility. The torpedo armament was improved by moving the aft tube to the inside of the boat. Now an additional aft torpedo could be carried below the deck plating of the aft torpedo room (which also served as the electric motor room) and two watertight compartments under the upper deck could hold two additional torpedoes,

giving it a total of 14 torpedoes. The only exception was *U-83*, which lacked a stern tube and carried only 12 torpedoes.

Type VIIBs included many of the most famous U-boats of World War II, including *U-48* (the most successful), Prien's *U-47*, Kretschmer's *U-99*, and Schepke's *U-100*.

On the surface the boat was powered by two supercharged MAN, 6 cylinder 4-stroke M6V 40/46 diesels giving a total of 2,800–3,200 metric horsepower (2,100–2,400 kW) at 470 to 490 rpm. When submerged, the boat was powered by two AEG GU 460/8-276 electric motors, giving a total of 750 metric horsepower (550 kW) at 295 rpm.

Type VIIc

The Type VIIC was the workhorse of the German U-boat force, with 568 commissioned from 1940 to 1945. The first VIIC boat commissioned was the *U-69* in 1940. The Type VIIC was an effective fighting machine and was seen almost everywhere U-boats operated, although its range of only 8,500 nautical miles was not as great as that of the larger Type IX (11,000 nautical miles), severely limiting the time it could spend in the far reaches of the western and southern Atlantic without refuelling from a tender or U-boat tanker. The VIIC came into service toward the end of the "First Happy Time" near the beginning of the war and was still the most numerous type in service when Allied anti-submarine efforts finally defeated the U-boat campaign in late 1943 and 1944.

Type VIIC differed from the VIIB only in the addition of an active sonar and a few minor mechanical improvements, making it 2 feet longer and 8 tons heavier. Speed and range were essentially the same. Many of these boats were fitted with snorkels in 1944 and 1945. Perhaps the most famous VIIC boat was *U-96*, featured in the movie *Das Boot.*

Type VIIc/41

Type VIIC/41 was a slightly modified version of the VIIC and had the same armament and engines. The difference was a stronger pressure hull giving them a deeper crush depth and lighter machinery to compensate for the added steel in the hull, making them slightly lighter than the VIIC. A total of 91 were built. All of them from *U-1271* onwards lacked the fittings to handle mines.

Today one Type VIIC/41 still exists: *U-995* and is on display at Laboe (north of Kiel), the only surviving Type VII in the world.

Type VIIc/42

The Type VIIC/42 was designed in 1942 and 1943 to replace the aging Type VIIC. It would have had a much stronger pressure hull, with skin thickness up to 28 mm, and would have dived twice as deep as the previous VIICs. These boats would have been very similar in external appearance to the VIIC/41 but with two periscopes in the tower and would have carried two more torpedoes.

Contracts were signed for 164 boats and a few boats were laid down, but all were cancelled on 30 September 1943 in favour of the new Type XXI, and none was advanced enough in construction to be launched. It was powered by the same engines as the VIIC.

Type VIId

The type VIID boats, designed in 1939 and 1940, were a lengthened – by 10 m (32 ft 10 in) – version of the VIIC for use as a minelayer. The mines were carried in, and released from, three banks of five vertical tubes just aft of the conning tower. The extended hull also improved fuel and food storage.

Only one (*U-218*) managed to survive the war; the other five were sunk, killing all crew members.

Type VIIf

The Type VIIF boats were designed in 1941 as supply boats to rearm U-boats at sea once they had used up their torpedoes. This required a lengthened hull and they were the largest and heaviest type VII boats built. They were armed identically with the other Type VIIs except that they could have up to 39 torpedoes onboard and had no deck guns. Only four Type VIIFs were built.

Trust you have found the above article of interest

Happy Modelling

ED.

A BLAST FROM THE PAST II

Following on from the Christmas edition of our Club Magazine, here is another article on an event that we have attended in the past; hopefully it will bring back some pleasant memories to those that attended and be informative to new members of what we have done when not in the throes of a COVID lock-down.

MODEL ENGINEERING EXHIBITION ASCOT 2008

By Ken Gould

You will remember the event was normally held over the Christmas holiday at Sandown Park racecourse. When that venue was withdrawn the event organizers suggested Olympia, the trade said no for many valid reasons; not least among them cost, so the 2006 event was cancelled. The revised, three day 2007 Model Engineer Exhibition had found a new venue at Ascot Racecourse and a changed time of September. Two days were allowed for setting up then Friday, Saturday and Sunday for the exhibition proper.

Some months ago, our club was invited to attend. The members having decided to take stand space, committee plans were put in place to assemble a list of models and arrange transportation, so far so good. On the Thursday Graham Rumble took a good number of our boats down to Ascot where he was to meet other members who were to help build our stand. On arriving, we were all directed to the car park / holding area.

Security then informed us that packets of five vehicles would be let in to unload models, leaving then in a holding area (outside the main door) and then we were to remove our vehicles back to the car park, the problem with that was not all our members were in one packet. This farce took over an hour and a half before the first model was inside the hall.

While this was going on Graham was inside looking for our stand. Having looked and looked again, his conclusion was; there was no stand. On finding the elusive organizers; he was shown the area reserved for us. It had been taken by a railway club the day before, and they were not going to be asked to move. We were then shown a strip of landing to set up on, this we declined, as was a cross connecting walkway. The next

position on offer was around a building support pillar, with time marching on; we decided to make the best of it and started bring our models up to level 4.

The next problem was tables or the lack of them. At the fourth time of asking they promised some, that took another hour and a half before Tony Martin and I saw a trolley full at the other end of the hall and declared them ours. We were at last able to build our stand.

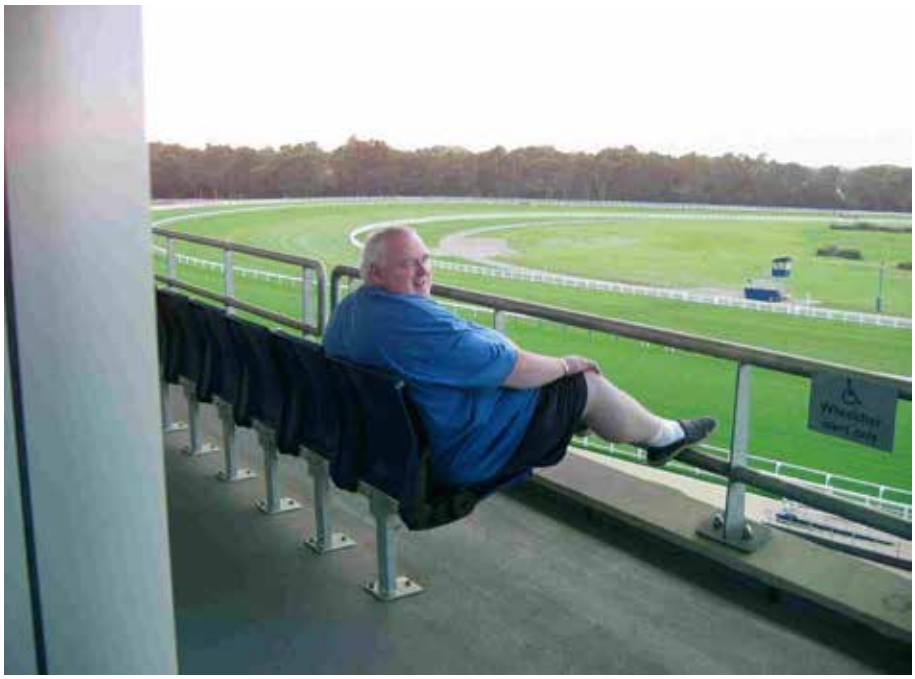
At one end we incorporated the MPBA stand.

It was 7.00pm by the time we had finished displaying the boats on the tables, time to head for home.

From this, you could conclude the exhibition was a complete shambles. Not so, true we had our difficulties; but Graham put his finger on it, when he said we should have arrived on the Thursday to claim our pitch. We have learned an important lesson, get in there first and set up the tables and use all our allotted space. The models can arrive the next day. Although it seems unlikely at the moment, but should we do this one again? I am sure the resources could be made available to make the operation less painful.

Come 10.00am Friday, the exhibition doors were opened to the paying public. We had a stand worthy of our members skills ready for them. I was not on stand duty Friday, but the stand was ably staffed by Graham Rumble, Tony Dalton, Tom Chapman, Alex Little and Peter and Molly Carman.

Fine tuning of the stand was carried out and looked the better for it. At one point there was a problem which only Graham could sort out, but he was nowhere to be found.



On Saturday I cadged a lift off of Dave Abbott and we duly arrived and were parked all by 9.15am. Walking past the queuing public, we showed our passes and headed for the quite stunning new stand, built in the style of an atrium. Proceeded up to level 4

and dump the bags, meeting Graham and Georgia Rumble together with Paul Birtles, hope he has taken a good number of photos.

With a cup of coffee in hand, we were ready for the fray.

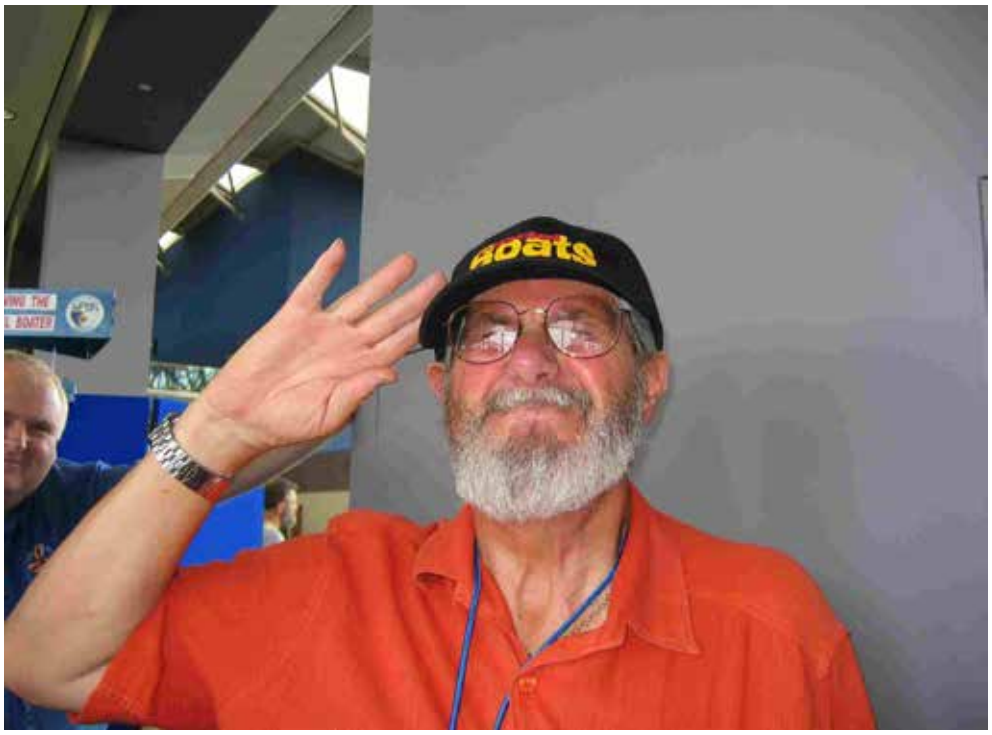
Paul recalls some visitors were treated to an impromptu aria played by myself on a home made wind instrument as a special treat. This attraction dispersed many of the people surrounding our stand as they hadn't realised this solo was entirely for my own benefit. After much head scratching, I still don't know what Paul alludes too. Leaving the stand and looking around, we were hemmed in by railway stands but not too far away were two other boat stands, Phoenix Marine and Victoria Model Steam Club. On the other side of the walkway were the tables holding the boats awaiting judgement by eminent judges. Milling around this area were some of the very best known names in model boating, including our very own Dave Abbott. There was general agreement as to the quality of exhibits; some even saying it was the best for ten years. This was borne out by the many gold and silver medals awarded. I should say, medals are awarded according to skill

level not on a 1st, 2nd, 3rd basis. Leaving the tofts to it, I went down a level and walked through the small engineering exhibits, these included combustion engines of all types. On reaching the ground floor, the mass of engineering traders confirmed the real purpose of the exhibition.

The M.E. had reasserted itself back into an engineering show. Boats and planes were very short on the ground, and the traders who support these two disciplines were nonexistent.

10.00am Sunday started much as Saturday, only this time; there were more club members to man the stand.

During the day we were honoured by a visit from Buster Merriweather, granddad from ‘Only Fools and Horses’.



Our main worry was the breaking down of the stand and its return to Graham’s taxi. These worries emanated from the Friday debacle. It was obvious to us, the organizers were equally worried because they had acted and finally got it together. Passes were sorted out, lists of models were correct. Come 4.00pm the show closed to the public, we had to wait half an hour before we could remove any equipment from the building. This gave us time to get quite a lot of kit down to the ground floor, Graham had a pass to get his taxi in and loading was completed quite quickly. Many members carried their models out under their arms so to speak.

It had been a long show, and on balance, I think our resources could be better deployed at a predominately marine modelling exhibition.

End of Magazine