

Club Magazine



AUTUMN EDITION 2023

Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

The autumn edition of the Club Magazine is late again for the second year in succession (becoming a habit). My excuse is that I had no articles to publish so as with last year I delayed publication until after the St. Albans Model Show had taken place.

The 2022-23 Club Year has come to an end and by the time you have perused this issue of the Club Magazine any changes that have taken place following the recent AGM will probably be known, however, the new committee for 2023/24 are as follows:-

Chairman	Tony Martin
Treasurer	Gareth Whale
Secretary	Pete Carmen
Committee member	Pete James
Committee member	Graham Rumble
Committee member	Carol Seath

Finally I must announce my resignation as Editor of the Club Magazine. It has been a privilege to be involved in producing this quarterly publication over a number of years but as I am not getting around to attending and reporting on many events the time has come for me to lay down my pen and hand over to another willing and aspiring scribe.

Included in this issue is a short report on the recent St. Albans MES show and an article on the rebuild of the Club's ORSV Forties Shore. I hope this will offer some insight as to the work entailed when undertaking such a project.

ST ALBANS MES SHOW 2023

The show is currently being held each year at the TOWNSEND SCHOOL, High Oaks, St Albans and provides an opportunity to see an excellent array of models of different types from various modelling clubs.

I am told that we requested eighteen tables but were allocated twelve but ended up with 14 after some re-organisation.

Friday set-up was set for 4.30pm and by the time I arrived at about 5pm, things were well under way, the tables were in position and their light blue covers were in place.

Club members that had brought models along placed them in position on the display tables under the direction of our Secretary and after moving some of the models here and there (as you do) the display was ready to be exhibited.

All those interested were informed that Saturday morning breakfast would take place at the Mulberry Cafe, London Road, St. Albans, if not, 9.30am at the School ready for the first visitors to arrive at 10am.

A big thank you to all those that exhibited models and attended the St. Albans show. Another brilliant L&DMBC range of exhibits, putting on an even bigger and better display than last year.

ROY DAVIS CUP

The results of our competition were not announced at the show but are as follows:-

<u>Position</u>	<u>Exhibitor</u>	<u>Model</u>
Highly commended	Lyn Martin	Foam Lifeboat
3 rd place	Dave Seath	Dry Dock Boat
2 nd place	Bob Vaughan	Royal Caroline
1 st place	Dave Seath	Landing Craft

Congratulations to all the above winners.

A number of photographs follow and they are grouped under the Hall number and the clubs exhibiting.

HALL 2



Luton & District Model Boat Club



Luton & District Model Boat Club



Luton & District Model Boat Club



Luton & District Model Boat Club



Stevenage Model Boat Club



Stevenage MBC



'N' Gauge Layout 'Wyndham Abby'



Two Railway Layouts



Gentleman from Stevenage MBC waiting for the Rocket to take off?



'ALBAN RAIL'
Big Trains for Home and Garden

HALL 3



Have-a-Go Tamiya Trucks



Tamiya Trucks



TAMIYATRUCKING.ORG.UK



TAMIYATRUCKING.ORG.UK

HALL 4



Spithead Review Through History – Miniature Card Models



Spithead Review



Model Boat Restoration


HALLS 5 and 6



CALCUTTA - 30ton: MERSEY Dock & Harbour Board - 30/100ton Floating Crane 1882 & 1887
CONSTRUCTED BY PETER GOODARD
 SUGGESTED BY GERRY DANOFF

Built by 'Sir W.G. Armstrong, Mitchell & Co. Ltd.' of Newcastle-upon-Tyne. The Calcutta version was mounted on a Catamaran, and only had a 30ton hoist, and a Fixed Jib. I have a Drawing for this Prototype. The Mersey version, has a 30ton & 100ton hoist, and the Jib is 'Luffable'. I have a very detailed 'Etching' of this, which does not indicate whether it is on a Catamaran or not, so my Hull is constructed from the Drawing, whilst the Crane will be the Mersey type!

The Meccano Model is built at a scale of 1/2" of an inch to 1 foot. The Prototype had a steam engine in the Crane Engine House for its operations, and a steam engine in the Hull, for the winches and the Propellers.



West London Meccano Society



1907 RR Silver Ghost - West London Meccano Society - Military Vehicle



West London Meccano Society

HALL 7



The model demonstrates the techniques used to construct the bridge by including one of the 'creeper cranes' used to build the bridge from each side of the harbour at the same time. The 1650 feet (500m) long bridge is constructed using 28 triangulated N-shaped panels.

On completion of each panel, the crane would 'creep' forward to begin construction on the next, until finally the two halves of bridge met in the middle.

The model is built to 1:120 scale and has four geared motors that move the hook and jib, move the crane along the bridge, and allow it to move from side-to-side.

Sydney Harbour Bridge

MAIN HALL



Welwyn Garden City Society of Model Engineers



North London Society of Model Engineers



St. Albans & District Model Engineering Society



St. Albans & District Model Engineering Society



Large Scale Model of a Jet Propelled De Havilland Sea Vixen

OUTSIDE AREA



Steam Locomotive



Getting Up Steam



Static Steam Plant



Miniature Steam Roller & Traction Engines

RESTORATION OF FORTIES SHORE

The 'Forties Shore' Oil Rig Supply Vessel was built for Taysford Offshore Marine Ltd. London in 1975, by Richards (Shipbuilders) Ltd. of Great Yarmouth and Lowestoft. She was 60 metres long with a beam of 13 metres and weighed 971 gross tonnes **Photo 01**.



Photo 01: Forties Shore

For propulsion two 16 cylinder diesel engines were used manufactured by W. H. Allen & Sons driving twin propellers.

The Vessels name was changed a number of times as did the owners, details of which are listed in the table below.

VESSELS NAME		OWNERS
1975 – 1980	Forties Shore	1975-1990 Offshore Marine Ltd.,
1980 – 1997	Forties Service	1990-1995 Port Villa Vanuatu
1997 – 2004	Sea Panther	1995-1997 TT Boat Corporation Vila
2004 – 2008	IOS Panther	1997-2004 Global Offshore Panama
2008 – 2017	Amarco Leo	2004-2008 Intra Oil Service Malaysia
		2008- 2009 AOY Snd Bhd Panama
		2009 -2017AJY Snd Bhd Panama
Broken up for scrap on 14 April 2017		

The Forties Shore model kit was manufactured by PBM during the 1980s. Their premises being located in Lattimore Road, St. Albans. The materials supplied in the kit were mainly Balsa Wood with plywood sheet, die cast fittings, water slide transfers, vacuum formed mouldings and some plans the likes of which I have never personally seen.

My first encounter with this type of model was a ready built model of Cromarty Shore which was purchased from Maple Models (Located near the Luton Town Football Ground) by my wife as a Christmas present way back in the 80s. This ready built model required some TLC as it was in a sorry state of repair of which I did not get around to any significant rebuilding work until I retired some years later. A picture of the vessel prior to any work being carried out is shown in **Photo 02**.



Photo 02: Cromarty Shore prior to any restoration

More recently I was looking for a new project so I approached our Club Secretary regarding any models that he had acquired that needed some restoration. Among the offerings there was a PBM model of Forties Shore in need of some TLC, which I readily agreed to take on. **Photo 03** shows the hull with some paint removed, awaiting further renovation.



Photo 03:The Hull prior to removing all the old paint

Photo 4 shows the superstructure, aft deck and some loose fittings awaiting paint removal and repair prior to being given a fresh coat of paint and re-assembly.



Photo 04: Aft Deck, Superstructure and loose fittings prior to refurbishment



Photo 05: Hull stripped ready for painting

Most of the hull and Deck paint was removed and any blemishes filled and sanded level as shown in **Photo 5**. Please note that the model was not supplied with a Propeller shaft or Rudder Assembly. These I had to make and are shown in **Photo 6**.

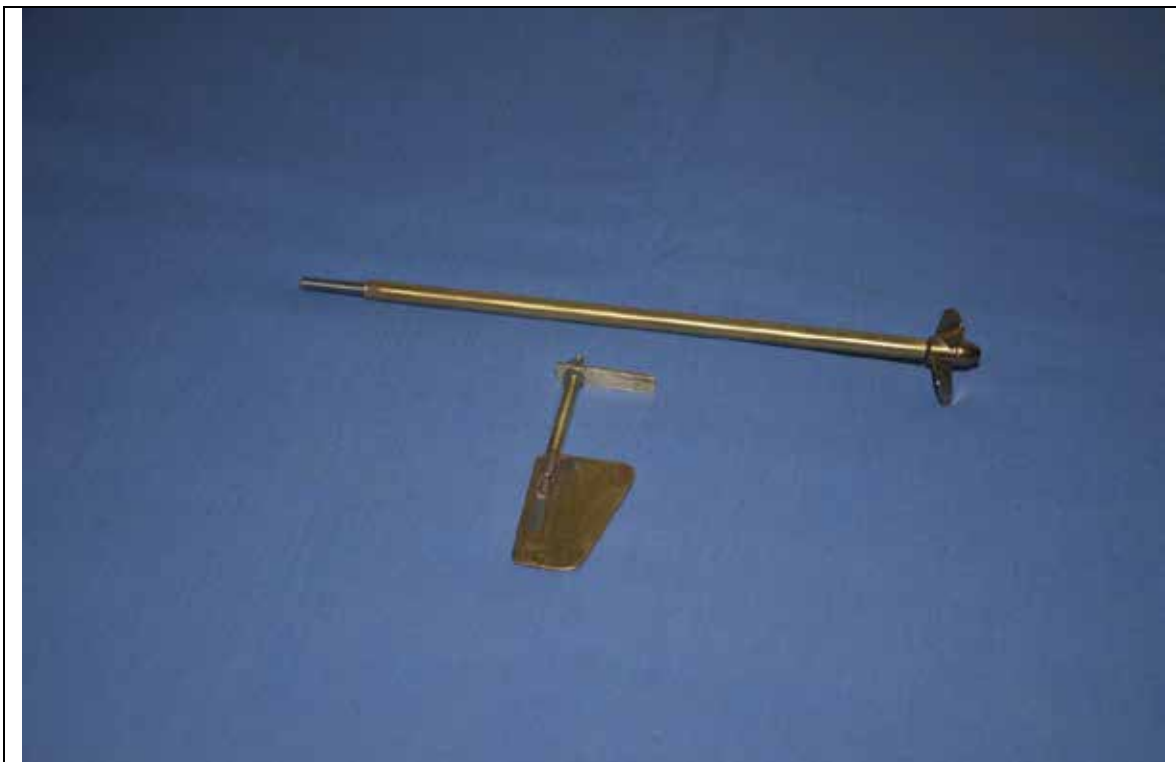


Photo 06: Replacement Propeller/Shaft and Rudder Assembly

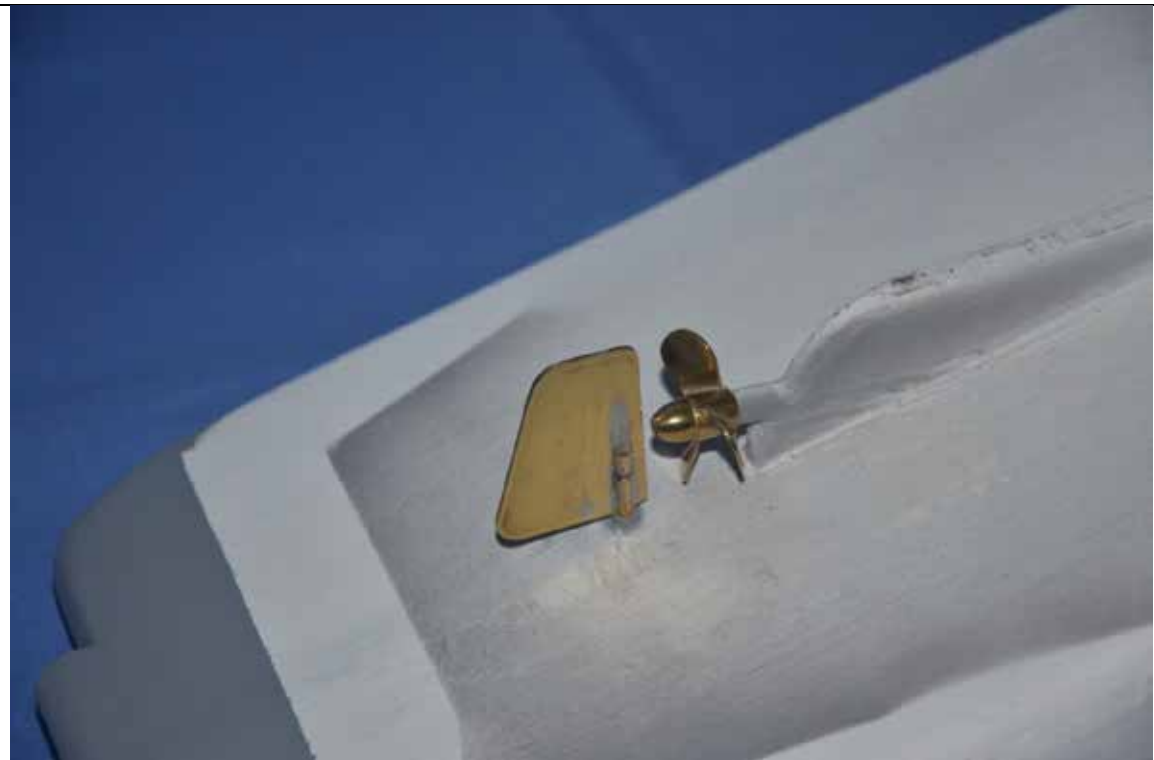


Photo 07: Rudder and Propeller Shaft Fitted

The replacement Propeller shaft and Rudder assemblies were fitted into the holes provided within the hull and then bonded into position as shown in **Photo 7**.



Photo 8: Motor and Rudder Servo installed

I made a base, mounting bracket and shaft coupling for the motor. These were then all assembled together and secured into position within the hull after aligning the motor.

A mounting block, servo bracket and coupling rod were made for the rudder servo, allowing it to be mounted onto the central aft bulkhead and connected to the rudder as shown in **Photo 8**.



Photo 09: Hull stripped and primed

The hull was then completely stripped of its old paint and holes drilled in the forward upper hull for some additional portholes. The hull was then given a few coats of white primer being lightly sanded down between each coat. The complete primed hull may be seen in **Photo 9**.

The primed hull was then painted with grey undercoat all over (top and bottom) any blemishes being lightly sanded down and re-painted. The upper half of the hull was then masked to allow the lower section to be painted with Red Oxide. The complete hull was then sprayed with Humbrol clear satin varnish **Photo 10**.

With the lower hull painting completed, I turned my attention to the hull decking. After sanding down and filling any voids, they were painted with grey primer followed by a coat of dark green deck paint.



Photo 10:Painted Hull

When the green deck paint was thoroughly dry the hull sides and deck below the bulwarks were masked to allow them to be painted white all over. The die cast bollards were cleaned and painted black as was the forward winch assembly but in this case painted silver which then allowed all the items to be glued into position on the deck



Photo 11:Decks & Bulwarks painted with the fittings added

Finally I produced a stand for the model in order to help protect it from getting damaged when being handled and transported **Photo 11**. It was based on the design I had built for Cromarty Shore.



Photo 12:Aft Lower Deck cleaned and painted

The aft lower deck insert was sanded down and the central section masked to allow the Hand Rails and unmasked deck areas to be painted grey. When the paint was dry the masking was removed from the deck allowing it to be given a coat of clear varnish **Photo 12**.

Finally new guard rails were made using brass stanchions and 1mm diameter hard brass wire all soldered together after mounting them on wood templates. With the guard Rails in position on the template they were spray painted white all over before being fitted and glued into pre-drilled holes in the deck.

Finally new water slide name plate decals were made and fitted to the outer Bulwarks. **Photo 13** shows the completed Hull.



Photo 13:Hull re-build completed with new Guard Rails and Decals applied

Next task was to repair/rebuild the superstructure which required the creation of two new mast assemblies. The masts were made from 10mm square hardwood strips cut to the required length.

The Foremast required to be tapered on all sides from 10mm at the base reducing down to 5mm at the top.

Small 1mm thick platforms were made to support the navigation lights for both masts including small triangular gussets to support each platform.

5mm wide brass access ladders were purchased and safety loops formed from 1mm brass wire, these were soldered to the ladders. The masts were drilled to accept the safety loop mountings, allowing the ladders to be assembled and glued to the masts.

At this stage of construction both masts were painted with primer and then painted with a grey top coat for the Foremast and black for the Aft Mast.

The old die cast fittings for the masts were cleaned and re-painted (I was one navigation light short - this was cast in resin using an existing metal casting to produce a female mould).

The completed masts, awaiting fitting to the superstructure, may be seen in **Photo 14**.

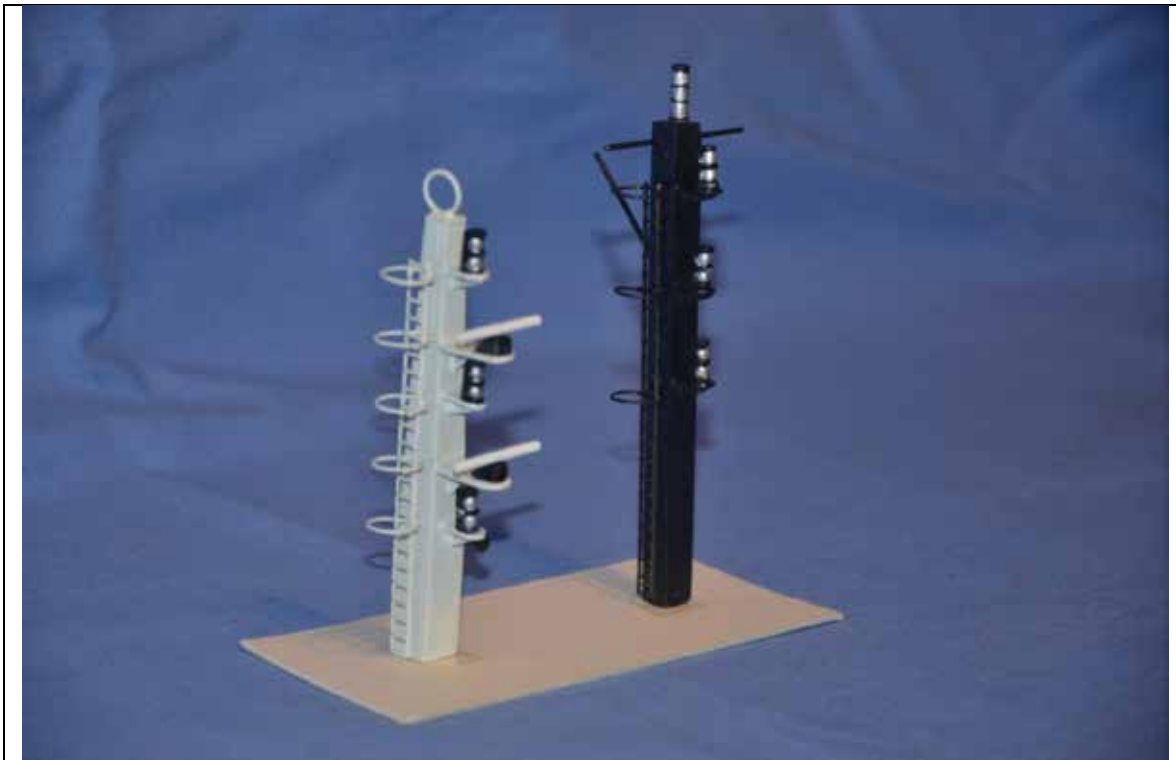


Photo 14 New Fore and Aft Masts Built ready for Fitting



Photo 15 Front Section of Superstructure stripped and primed

The front section of the superstructure was stripped of all decals and surplus paint. All dinks/blemishes were then filled prior to receiving a number of coats of white primer paint which were lightly sanded down between coats to produce a clean finish as shown in **Photo 15**.

The aft section of the superstructure was also stripped of all decals and surplus paint any dinks and blemishes being filled prior to receiving a number of coats of white primer paint, shown in **Photo 16**

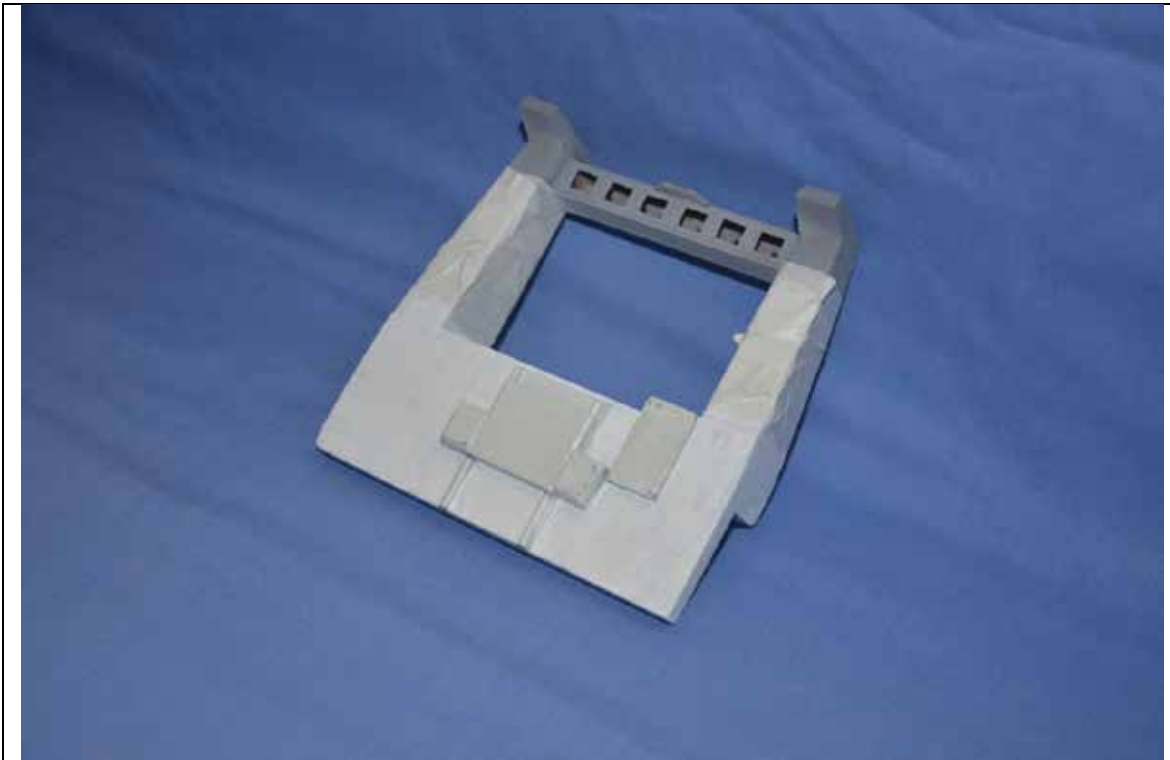


Photo 16 Aft Section of Superstructure stripped and primed



Photo 17 The painted Decks and Funnels of the Fore and Aft Superstructures

The deck areas of the two superstructure sections were painted dark green (free-hand), but the aft section required masking to allow the top gantry to be painted black and the funnels to be painted dark yellow as shown in **Photo 17**.



Photo 18 Decals all in place on Superstructure ready for final assembly

Some new decals required to be created as the originals had been removed in the process of cleaning and painting the old superstructures. Using a computer I created a layout for the cabin windows. Copied and resized a picture of a Shell Logo that I found on the internet. I also created a few other decal layouts, finally printing them onto a sheet of clear water slide decal paper suitable for use with an ink-jet printer. After the required decals had been printed onto a sheet of this special paper it was allowed to thoroughly dry (over night!) before being given three light coats of clear acrylic varnish, leaving at least 30mins between each coat. When all the decals had dried on the printed paper they were cut out and trimmed to the required size, then soaked in water before being transferred to the cabins as shown in **Photo 18**.

Next my attention was drawn towards the detail parts that required paint removal, some repair and painting. All these parts can be seen in **Photo 19** prior to being fitted to the superstructure.

Photo 20 shows the two cabin sections after the Deck winch, Brass Port Holes, Two Search Lights, Spare Anchor, Deck Lights and Ships Wheel had been fitted into their respective positions on the two cabin sections.

After careful alignment the two cabin sections were trial fitted together and then glued into position **Photo 21**.

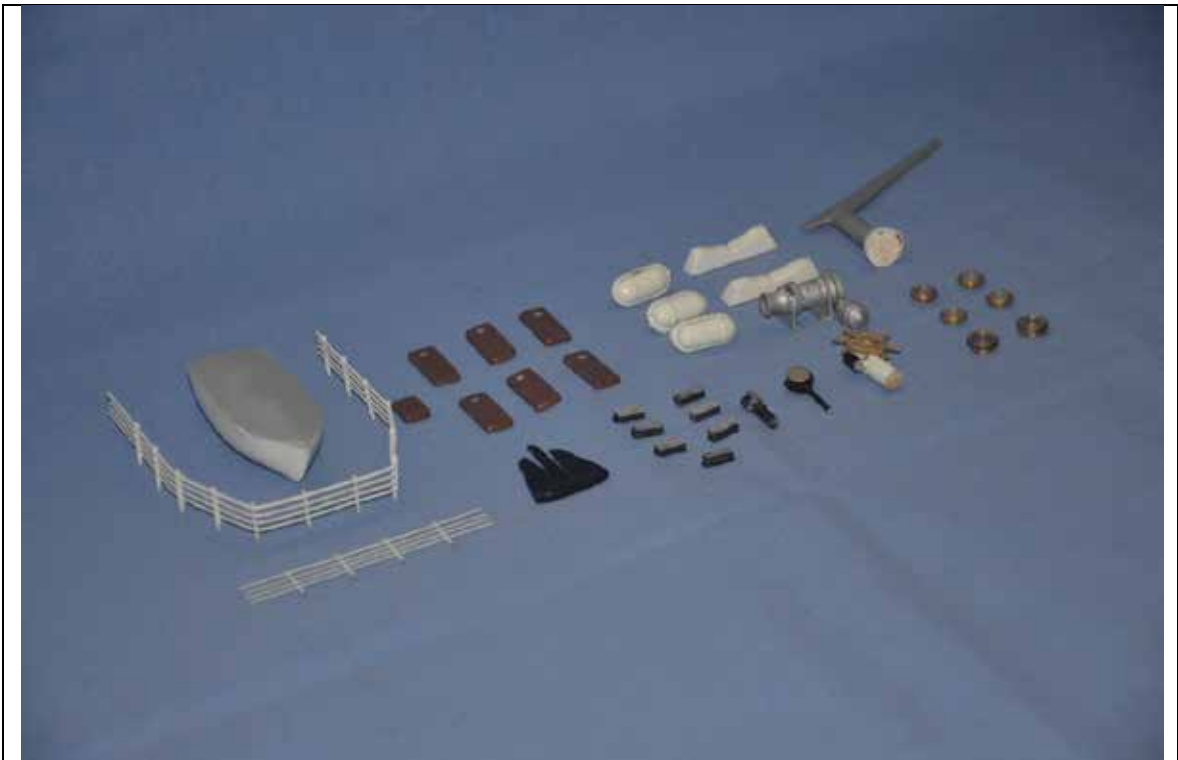


Photo 19 Guard Rails and Fittings Cleaned/Painted ready for fitting



Photo 20 All small parts fitted into position on both Superstructure sections



Photo 21 Superstructures Assembled Together and Guard Rails in Place

Finally the two Masts, Guard Rails, Life Boat and Cradles including the Deck Crane were fitted to the superstructure and the necessary rigging added allowing the structure to be placed into position on the Hull **Photo 22.**



Photo 22 Masts and Life Boat Fitted



Photo 23 Buoyancy Testing in the Bath

Photo 23 shows the vessel undergoing buoyancy testing in the test tank (family bath). Only required a small amount the ballast on the aft port side. **Photo 24** shows the completed vessel on its stand.



Photo 24 Completed Model



Photo 25 Model Fitted into Cardboard Storage Box

Finally Photo 25 is the completed model in its transportation box made from corrugated cardboard. This helps protect it during transportation and keeps away all unwanted dust.

Hope this short article has been informative and inspires members to attempt to breathe life to some old models in need of TLC.

Tony Dalton.

THE END