

Club Magazine

WINTER EDITION 2017



Luton & District MBC

.... a club NOT just for boats



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A VERY HAPPY CHRISTMAS TO ALL L&DMBC MAGAZINE READERS



THE LAST EDITORIAL OF 2017

This winter (Christmas) edition seems to have come around very quickly, with so many activities going on; time seems to have just flown by. I do trust that you all have found time to do your Christmas shopping.

Since the last publication we have had our 2017 AGM and all the usual willing volunteers were re-elected to their previous committee positions. One important change to note, it was agreed at the AGM that in future the Club Magazine will only be published on the Club Web-site; this issue therefore will be the last printed hard copy to be produced the number of copies will depend on the amount of ink left in the printer.

The November Club Meeting was very interesting. The Club Secretary set a challenge for the evening, for those who managed to attend. Build a bridge out of dried spaghetti and super glue. The completed articles were then tested? Read all about the event in this edition of the Club Magazine.

From time to time I often scan the TV channels via the internet, just to see if there are any interesting items to report. Recently I found two episodes relating to the design and build of a luxury cruise ship Seven Seas Voyager (Norwegian Cruise Line Holdings) whose accommodation was fully booked before it was finally launched. The best suite available was just £8000/night.

During an explanation about the ship and the importance of weight distribution when designing such a vessel, there were references made to two ship disasters namely SS PRINCIPESSA JOLANDA (Italy) and SS EASTLAND (USA) both falling foul of instability. I scanned the internet for further information regarding their problems and have included my findings as articles in this issue of the Club Magazine, do hope you enjoy.

St ALBANS MODEL ENGINEERING EXHIBITION 2017- Tony Dalton



The exhibition was held at Townsend C of E School St Albans on Saturday 23rd and Sunday 24th September with most clubs and exhibitors setting up on Friday 22nd late in the afternoon. This year we escaped being isolated up on the stage of the main hall and have now been re-located in a nice area of the gym including an additional area along one side for John Weedon (3 Counties RC Truckers) Photo's 1 to 5.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

Photo 6 shows Terry with a cream cake in his hand, without doubt he is being lead astray by his wife Jill, I don't think.

One advantage of being re-located space in the gym was that we now had neighbours that we could talk to about this and that, as you do.

We were surrounded on two sides by model railways always popular with the children especially when the trains are running Photos 7, 8, and 9.



Photo 7



Photo 8



Photo 9

Photo's 10 and 11 are of the Handley Page Association Stand relating the history of Handley Page and all the famous aircraft that it was involved in building.



Photo 10



Photo 11

There was a Scalextric set-up with four lanes and computer displaying laps completed. This was all free of charge for all who wish to show their skills at driving these very fast, small cars Photo 12 shows the stand in the process of being set-up.



Photo 12



Photo 13

In another corner the North London Society of Model Engineers (Photo 13) had their stand displaying a few boats and at the far end of the gym, Jack Snary was displaying all his card models. Having had a short discussion with Jack just prior to setting up the stands on Friday evening he corrected me by saying that the model's were not made of card (a popular misconception) but actually made of plastic Photo's 14 and 15.



Photo 14

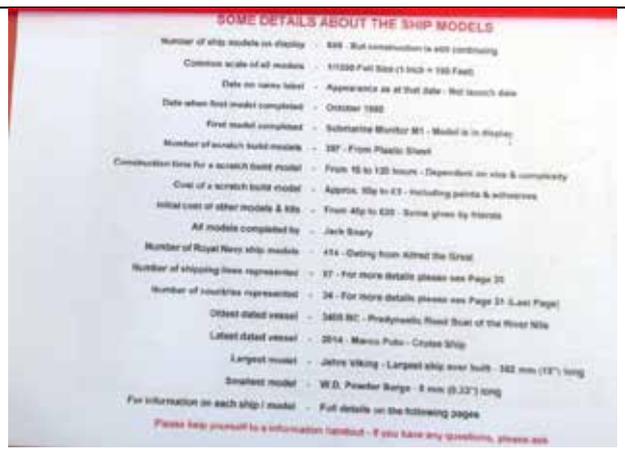


Photo 15

Moving on to other areas of the exhibition in one of the side rooms the St Albans MES had a display of models including Steam Trains, Static Engines, and Boats. There was also an old poster pinned to a notice board which informed the public of an exhibition of models to be held in the Public Hall Harpenden. The Club Secretary at that time was a Peter Lambert whose name is printed on the poster. I knew peter quite well, as he and I both worked at Marconi Instruments in St. Albans. Photo's 16, 17, 18, 19, 20 and 21



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21

There were also a couple of tables devoted to very old construction sets Photo's 22 and 23. Names that I extracted from the photographs are Triang Arkitek, Structator, Minibrix, Salmo, Matador, Manklin and Airfix Betta Builder Set No2. Does this bring back any memories?



Photo 22



Photo 23

In another side room was the Meccano Clubs display and certainly brings back many memories to me. I had hours of enjoyment building items of my own design. In Harpenden where I lived during my childhood (9 years plus) there was a paper shop named "Whitehouse's" they also sold toys and in the toy section they sold Meccano. They had a large wood chest where one could buy individual bits and pieces and this is where all my pocket money was spent. The paper shop is still there but they do not sell Meccano and it is now under a different name (Photo's 24, 25, 26, 27, 28 and 29)



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29

On the far side of the school in what is known as the New Canteen was the Tamiya Truckin' layout as shown in Photo's 30, 31 and 32. The photos were taken very early Saturday morning during the track's construction.



Photo 30



Photo 31



Photo 32

Moving into the main hall and up on the stage (our old stand area) was another truckin layout but there was no indication as to what club or who was running it Photo 33.



Photo 33

Looking around the hall tucked in one corner was a “FLEXWING” Flight Simulator in which all visitors were encouraged to try their hand at flying (Photo 34). Moving along there was Welwyn SME (Photo’s 35, 36 and 37),



Photo 34



Photo 35



Photo 36



Photo 37

At the far end there was “Midair Model Workshop” selling foam self assembly aeroplanes and plastic boats (Photos 38 and 39)



Photo 38



Photo 39

Next to them was Stevenage MBC with Chris Jackson in attendance (Photo 40) and a fearsome petrol driven speed boat for sale Photo 41.



Photo 40



Photo 41

In the centre of the hall was the National Life Boat stand together with the Moorhen MBC from Essex, Photos 42 and 43.



Photo 42



Photo 43

Moving outside to the flying field there were flying demonstrations going on most of the time ranging from conventional aircraft (petrol and electric) together with Quadcopter's. Photo's 44 and 45 shows such aircraft on the ground.



Photo 44



Photo 45

Moving back towards the School Buildings there was the artificial boating lake where our Club LDMBC were in process of boat sailing (it was our time slot) Photo's 46 and 47. Photo 46 has also captured Terry, his wife, Tony Martin and Bob all relaxed and enjoying the afternoon sunshine. Please note that Terry is not eating, perhaps Jill has put him on an afternoon diet?



There were also the live steam trains in attendance with one large locomotive giving train rides; sorry I did not think to get any photos – parents may not like a stranger photographing the children?

To conclude this article I should like to take the opportunity to thank the St Albans Model Engineering Society for putting on a splendid exhibition and inviting our Club along to participate. It is always an enjoyable show to attend. For those of you that were unable to drag yourselves along I hope my article will give you some insight as to what the show is all about.

St Albans Model Engineering Exhibition 2017 – Pete Carmen



Well that time of year and St Albans show is back on. I had expressed my wish to the club that we did not want to be on the stage this year as we had done our stint. This was taken on board and when we arrived I was told we could have as much of the main hall we needed, and was shown the layout of who else was in the hall.

We set out a large square with 2 entrances, risers down one side. This is where I discovered I had not brought enough table coverings! Doh. Easily remedied the next morning. We had a good set up Bob taking most of the riser area down one side, Tony Dalton taking a short side and corner, Tony Martin taking the short riser for his plastics. That left one sort and one long side for the rest of the club!!!!

Saturday and Sunday both started with breakfast at the Mulberry in the town centre. Bob was running late (he actually turned up on time; we were all early, both days). Even the owner started joking about Bob not being there! We had a good nosh up then went to

that hall. More club members had turned up so we sorted the display, putting the new coverings on and finally got it all tidy.

Tea was drunk as usual and we waited for the public. As usual they trickled in but soon the hall was buzzing, next to us we had have a go scalextric so the kids were queuing for that as well as adults. Also in the hall were several railway layouts which people could control as well as the Spithead Review. In other halls were meccano, steam engines, RC trucks, model aeroplanes and a flight simulator. Outside was the boating pond, ride on steam trains, RC aeroplanes and hot air balloon. Most of the weekend was whiled away talking to members of the public and wandering the halls looking at everything. Personally I think that this year was the best it has ever been, lots of things to see and more interactive stuff for the kids to be involved with. The figures for both days were roughly the same according to the committee, so they broke even, which is always good news. A few photos follow.



3 Counties RC Truckers Display



Tony Dalton Wins L&DMBC Best Model's



Scalextric Set-up



Scalextric Set-up

WARWICK MODEL BOAT SHOW

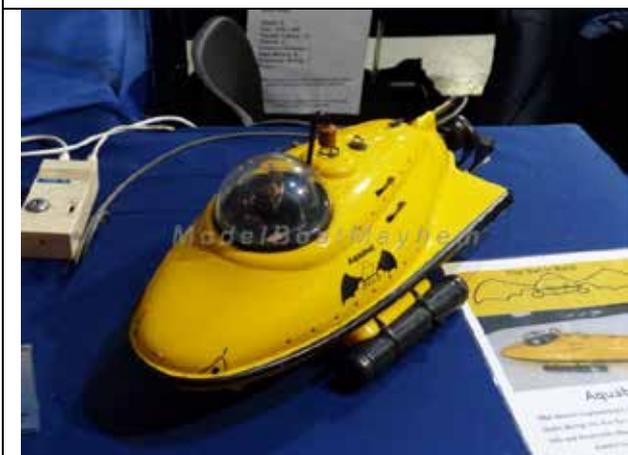


The last major show before Christmas and the one to go to, to stock up on all the items needed. This year it was announced that Tamiya RC trucks would be displaying. While I personally disagree with this (it's advertised as a model boat show) I do understand the

need to diversify. Traders and club exhibitions have been falling for several years as well as footfall. None of us are getting younger and getting a new generation interested is hard. So putting that aside, Bob V, Mike Skuse and Dave T, all jumped in Mike's car and scooted off to Warwick for the day. Once through the door we went for breakfast (this is a common occurrence at all shows if you had not noticed, along with tea drinking!) once that had been completed we split and started to wander the hall. A few new clubs this year, and a couple of new traders, as well as a few traders not present. But all in all you can still get everything as the main traders are all there, Deans, Mountfleet, Macs mouldings, Protean (propshop) Tony green model, Five star, Howes, Component shop etc. there are a lot of models that you will have seen before, but this years I saw quite a few new ones, a whole display of 50 years of James Bond, a section on UFO, Capt. Scarlet and Thunderbirds. Large warships from Colin Vass and Mick French, a submarine printed on a 3d printer, a new sub called BAT being released from R and R models. It was also nice to bump into Graham Crisp, John Trevor, Alex Little and Alan from our club, as I do not see them very often!

This year I'm not sure whether I liked or disliked the show, the format has to change or it will die a death, which I accept. For those that went, what's your opinion, was it me or did it seem to be lacking something? See photos below.





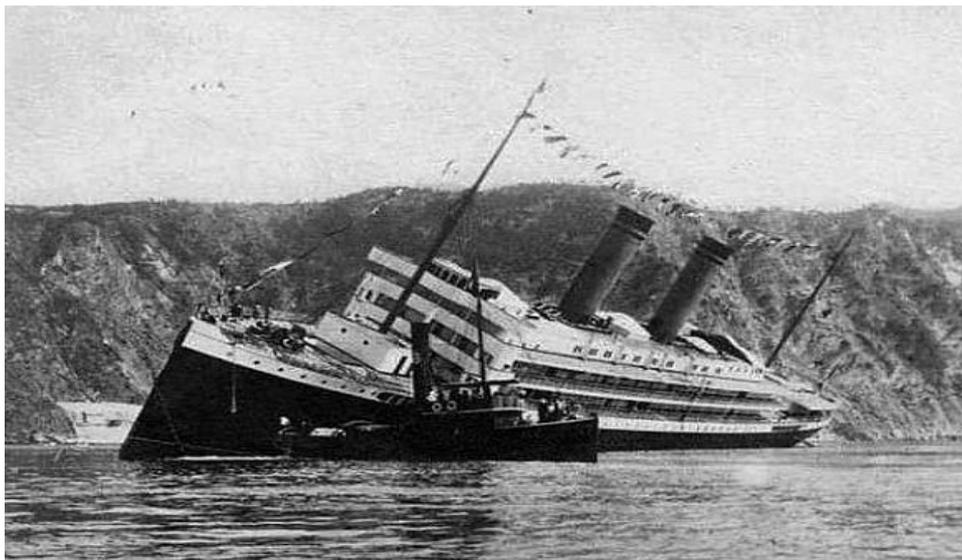
SS PRINCIPESSA JOLANDA



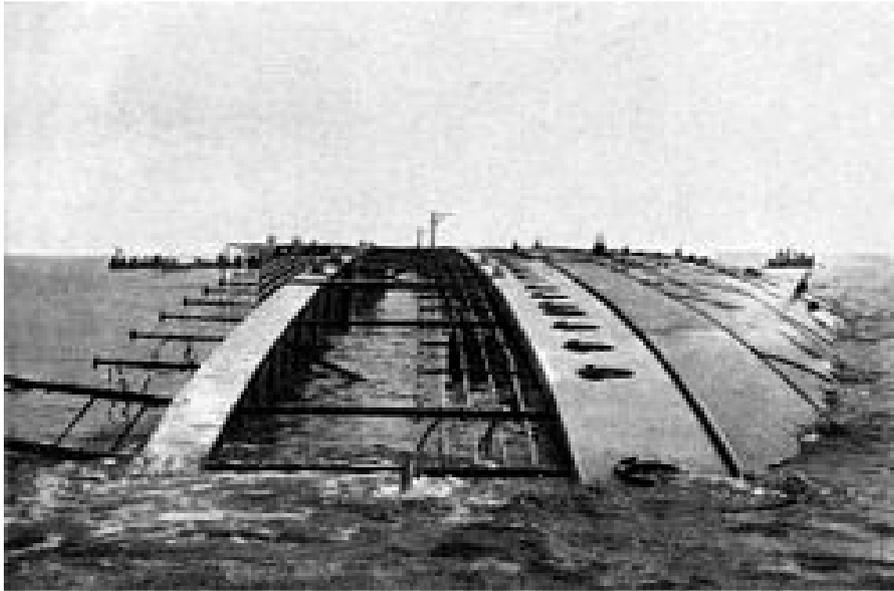
THE LAUNCH

The SS Principessa Jolanda was an Italian transatlantic ocean liner built by Cantiere Navale di Riva Trigoso for the Navigazione Generale Italiana (NGI) shipping company. Named after Princess Iolanda Margherita di Savoia, the eldest daughter of King Victor Emmanuel III, the ship was intended for the NGI's South American service. At 9,210 tons and 141 m (463 ft) in length, she was the largest passenger ship built in Italy up to that time. Constructed at a cost of 6 million lire to designs by Erasmo Piaggio, the Principessa Jolanda has also been called the first true Italian luxury liner. She was among the first transatlantic vessels fitted with Marconi Wireless telegraphy, electric lighting throughout and telephones in each cabin.

At 12:25pm on 22 September 1907 the nearly completed Principessa Jolanda was launched before a large audience of onlookers, government officials and foreign journalists. After travelling down the slipway, the ship immediately became unstable and heeled sharply to port. Efforts by tugboats and shipyard workers to rescue the situation, including lowering the anchors to starboard to counteract the movement, were unsuccessful.



After 20 minutes the vessel's list was such that it began taking on water through openings in the upper decks. She soon capsized with her funnels a few metres above and parallel to the water. Within an hour she finally slid lower until only a few inches of the side were visible. The captain, his guests and the workers onboard had just enough time to escape in the lifeboats. There were no casualties.



Although brand new, she was deemed unsalvageable and the wreck was broken up on site. The engines were salvaged and used in another vessel, now believed to be the SS Milazzo.

CAUSES OF THE SINKING

Shipyard technicians concluded that launching the Jolanda with all her fittings and furnishings already installed but without any coal or ballast resulted in the centre of gravity being too high. Once the ship began heeling, a large amount of movable material increased the list. Water entered through portholes and other openings in the superstructure as the ship heeled over. These and other errors, such as launching the ship too rapidly, caused the fatal instability that led to disaster.

It was further theorized that the abrupt change in transverse rotational axis during the ship's descent down the long launch ramp caused the bow to press against the chute itself as the stern hit the water. This may have caused a crack somewhere in the keel, contributing to admission of water to the hull. Regardless of the exact cause, it was eventually determined that full responsibility for the loss of the steamship was due to the shipyard's technical mistakes during launch and not in the design or construction of the vessel.

THE SISTER SHIP

At the time of SS Principessa Jolanda's launch, construction on her sister ship, SS Principessa Mafalda, was well advanced with most of the framework completed. The Mafalda was launched in 1908 with much of her superstructure uninstalled in order to prevent a similar disaster. The launch was successful and Mafalda was fully completed in March 1909. She became the flagship of the NGI and also served as an officers billet during World War I. In 1927 Mafalda sank in a separate disaster.

DEANS MARINE OPEN DAY



Last year, Mike Skuse and I went to Ron Deans open day, which is really Friday to Sunday. So this year I decided to go all weekend. I initially phoned up and booked camping in his paddock, and was surprised to find it was free! So the Thursday I spent loading the car with camping equipment in the front seat and boats in the back, in the form of a Liberty Ship and a Boston Typhoon. I went up straight from work in the morning and arrived about 9am. After finding out where the paddock was I bumped into Ron. When he saw me he asked if I WAS the mad idiot who phoned up and asked to camp. No real answer to that! He then said if it got too cold or wet that I could use one of the caravans in the paddock, asked what I was doing for dinner that evening, and gave me directions to his wife in the kitchen to add another one for dinner that night! I went and put the boats in the display area and popped up to the paddock and stuck my tent up.....with the ducks and chickens! Now a little about my tent, its 35 years old, just reproofed and a small 1 man back packing tent. Now when I used it many years, I was slim, young and lithe. Now I'm old, fat and can touch my toes when I bend my knees! With this type of tent, it is 24" high at the door and 14" at the back. To get in you sit in the front area, take boots off, twist around and slid in feet first. When you're young...easy.....when you're old it's not!

Anyway I walked back down to Ron's workshop and was talking to various people who had turned up. It was busier this year on Friday than last year. I helped set up some tables and members of the Peterborough club turned up to display so helped them as well. Onsite there is a café run by Mary (related to Ron) so tea and bacon roll were ordered. The day was then passed by wondering around Ron Dean's emporium and yakking about boats and electronics. The pond was busy with boats and subs going on and off it all day. Friday evening came all too soon, and with it I retired to my tent for a cuppa and a nap before dinner with the Deans Clan.

Now, I had been forewarned about the Deans ~~witch's~~ women, if you are new and staying over, they tend to pick on you, draw on you and basically take the mickey. So how do you counter this.....let them do what they want and join in! I was covered in temporary tattoos, semi-permanent marker pen and had the Michael ripped out of me.....all to no avail. At the meal, I was joined by Carl and Flo from Linkspan models, both of whom I have met on several occasions. The food was great, spag bowl, beer good and good company. Ron held sway with tales of when he moved to his present location, stories of customers and why he actually started in model boats. Ron also has a passion for die cast cars and I was shown his collection, and he explained that some of his cars were never released to the general public as they were pre-production models. A thoroughly entertaining evening.

Saturday dawned cold, but bright and warmed up. Especially as it was 5am! I had slept well and was very warm in my little tent, it had rained Friday afternoon a couple of times but the tent was dry, but it poured for about an hour overnight, noisy but I was dry. Put a brew on and then got to the serious business of breakfast. Porridge to start with then fried spam rolls! Washed down with more tea. I had a strip wash in the tent (not easy!) more tea then went down to the Emporium as it was about 8am. I was first handed a mug of hot tea then a bacon roll! After throwing these down my throat I had to find a toilet quickly.....only so much tea stays in the body! There was a steady stream of people displaying and visiting and some fantastic boats on display, a few rain showers, with puddles forming and Ron putting 6" boats and floating them around! There was a Belgian group who turned up for the weekend who had some fantastic boats on display, and who

bought 3 ferries from Linkspan. My friend Nick and Steve from Wicksteed club turned up for the day and much merriment was had in the rain showers. During the afternoon, we were in the show room when we heard a deep thrumming sound, we all rushed outside to see the BBMF Lancaster approaching at about 200ft, this was its first flight after the BBMF was grounded after metal shards were found in the Spitfires engine. All were inspected and deemed safe to fly. It was an impressive sight, all the more so as about ½ a mile further on it did a steep bank while changing course. Goosebumps down the spine time.

Anyway, Saturday comes to a slow stop; there is a BBQ on the evening starting about 8. So an hour's kip, a tour round Ron's son's airsoft show room handling different guns and taking guns and the BBQ was going on. I did not know but it was themed as pirates! Not having any costume I retired to my tent, as I had brought my tuxedo onesie in case it got cold at night! So I turned up as the English gentleman who is always kidnapped! More food and beer drunk and much merriment was had, including the youngsters having a swimming competition in the pond (18" deep). Bed time was about 1.30 and boy did I need it!

Sunday was much of the same, tea, bacon rolls talking. Camp was packed up early on, so all I had to do was load the boats. It was again fairly busy, as a group of elderly gentleman use Ron's pond to sail on. So a new different batch of boats turned up to sail. I had had enough by 1pm so made my fair wells at the same time the Belgians did.

All in all a good weekend. Is it worth going??? For the majority of people 1 day will be enough, you can walk around the whole site in 15 mins. There were other traders there, Linkspan Models, Mobile Marine a craft stall and a lady selling plans and plastic kits from her late husband's estate. It is worth going if you have never seen Deans Marine show room its worth a visit, see photos below.







A CHALLENGE SET AND MET



At the November club meeting, your evil secretary set a challenge. Divide up into teams of 3 or 4 and build a bridge 18" long and 5" wide that Tony Daltons 1/48 scale tank could drive over. Easy enough you would think.....that is until the only supplies you got was a tube of superglue, kicker and a packet of dried spaghetti!

Some of the looks on the faces were pictures to say the least! But all teams rose to the challenge.

Team 1: Terry Martin, Tony Martin, Mike Dowsett and Dave Seath.

Team 2: Joe Wejman, Bob Vaughan, Ian Sinclair and John Allen.

Team 3: Tony Dalton, Jim Stenhouse and Michael Purser.

Well the test was set, so the bridges started to progress. 2 teams opted to build sides for their bridges, while team 3 went with a curved style bridge. Terry and Tony started to eat the raw pasta! Jim super glued his finger to the syringe for the kicker and all teams managed to stick everything to a table at some point. After 90 mins of build time I called for a halt, 2 bridges were conventional, one curved. The Tank, ably driven by Tony Dalton drove across team 1 and team 2's bridges easily, but his own teams bridge.... well shall we say the tank fell off the bridge, driver error I'm assured, they turned the bridge upside down and tried and the tank did drive across in the end. A fun filled evening, and going by the laughter everyone enjoyed it. I will do another team building night at some time in the future! See following pictures.





SS EASTLAND



The SS Eastland was a passenger ship based in Chicago and used for tours. On July 24, 1915, the ship rolled over onto its side while tied to a dock in the Chicago River. A total of 844 passengers and crew were killed in what was the largest loss of life from a single shipwreck on the Great Lakes.

After the disaster, the Eastland was salvaged and sold to the United States Navy. After restorations and modifications, the Eastland was designated as a gunboat and renamed USS Wilmette. It was used primarily as a training vessel on the Great Lakes, and was scrapped after World War II.

CONSTRUCTION

The ship was commissioned during 1902 by the Michigan Steamship Company and built by the Jenks Ship Building Company of Port Huron, Michigan. The ship was named during May 1903, immediately before its inaugural voyage.

EARLY PROBLEMS

After its construction, the Eastland was discovered to have design flaws, making it susceptible to listing. The ship was top-heavy, which became evident when passengers congregated en masse on the upper decks. During July 1903, a case of overcrowding caused the Eastland to list with water flowing up one of the ship's gangplanks. The situation was quickly rectified, but this was the first of several incidents. Later in the same month, the stern of the ship was damaged when it was backed into the tugboat George W. Gardner. During August 1906, another incident of listing occurred which resulted in the filing of complaints against the Chicago-South Haven Line which had purchased the ship earlier that year.



MUTINY ON THE EASTLAND

On August 14, 1903, while on a cruise from Chicago to South Haven, Michigan, six of the ship's firemen refused to stoke the fire for the ship's boiler. They claimed that they had not received their potatoes for a meal. When they refused to return to the fire hole, Captain John Pereue ordered the six men arrested at gun point. Firemen George Lippen and Benjamin Myers, who were not a part of the group of six, stoked the fires until the ship reached harbour. Upon the ship's arrival in South Haven, the six men – Glenn Watson, Mike Davern, Frank La Plarte, Edward Fleming, Mike Smith, and William Madden – were taken to the town jail and charged with mutiny. Shortly thereafter, Captain Pereue was replaced.

THE EASTLAND DISASTER

On July 24, 1915, Eastland and four other Great Lakes passenger steamers, Theodore Roosevelt, Petoskey, Racine, and Rochester, were chartered to take employees from Western Electric Company's Hawthorne Works in Cicero, Illinois, to a picnic in Michigan City, Indiana. This was a major event in the lives of the workers, many of whom could not take holidays. Many of the passengers on the Eastland were Czech immigrants from Cicero; 220 of them perished.

During 1915, the new federal Seamen's Act had been passed because of the RMS Titanic disaster three years earlier. The law required retrofitting of a complete set of lifeboats on the Eastland, as on many other passenger vessels. This additional weight may have made the Eastland more dangerous as it potentially worsened the already severe problem of being top-heavy. Some argued that other Great Lakes ships would suffer from the same problem. Nonetheless, it was signed into law by President Woodrow Wilson. The Eastland was already so top-heavy that it had special restrictions concerning the number of passengers that could be carried. Prior to that, during June 1914, the Eastland had again changed ownership, this time bought by the St. Joseph and Chicago Steamship Company, with Captain Harry Pedersen appointed the ship's master.

On the fateful morning, passengers began boarding the Eastland on the south bank of the Chicago River between Clark and LaSalle Streets about 6:30 am, and by 7:10 am, the ship had reached its capacity of 2,572 passengers. The ship was packed, with many passengers standing on the open upper decks, and began to list slightly to the port side

(away from the wharf). The crew attempted to stabilize the ship by admitting water to its ballast tanks, but to little avail. Sometime during the next 15 minutes, a number of passengers rushed to the port side, and at 7:28 am, Eastland lurched sharply to port, and then rolled completely onto its port side, coming to rest on the river bottom, which was only 20 feet (6.1 m) below the surface. Many other passengers had already moved below decks on this relatively cool and damp morning to warm before the departure. Consequently, hundreds of people were trapped inside by the water and the sudden rollover; some were crushed by heavy furniture, including pianos, bookcases, and tables. Although the ship was only 20 feet (6.1 meters) from the wharf, and in spite of the quick response by the crew of a nearby vessel, the Kenosha, which came alongside the hull to allow those stranded on the capsized vessel to leap to safety, a total of 844 passengers and four crew members died in the disaster. In the aftermath, the Western Electric Company provided \$100,000 to relief and recovery efforts of family members of the victims of the disaster.



The bodies of the victims were taken to various temporary morgues established in the area for identification; by afternoon, the remaining unidentified bodies were consolidated in the Armoury of the 2nd Regiment, on the site which was later transformed into Harpo Studios, but has since been demolished to make room for a new McDonald's corporation headquarters. One of the people who were scheduled to be on Eastland was 20-year-old George Halas, an American football player, who was delayed leaving for the dock, and arrived after the ship had capsized. Despite stories to the contrary, no reliable evidence indicates Jack Benny was aboard the Eastland or scheduled to be on the excursion; possibly the basis for this report was that the Eastland was a training vessel during World War I and Jack Benny received his training in the Great Lakes naval base, where the Eastland was stationed.

RIVERSIDE



We were asked to do a display for the riverside trust in October this year, being as we had not been invited before we had no idea what to expect! So I got down there early and had a walk around. The display area was behind the café that ruled out us sailing, climbing over the fence would be dangerous! So we decided to put the tables out and sit in the sun as it was nice and warm. Other displays were there, notably the water company, a display of water conservation and some other bits. Bob V soon found out they were giving freebies away and set about collecting them all closely followed by Terry then everyone else, especially after we found a taped measure in one of the bags!!! Sink plugs, showers heads, tape measure, pens, note pads and calico bags were all had! I swear if they had food out that would have been picked clean as well! As the afternoon went on Terry got Chips, then promptly waved them under my nose on the pretence of offering me a chip! So I had to get some chips! And a cup of tea, as everyone else was getting some. (Terry had forgone the tea makings as he bought Jill along, enough said!) About 3-30 the wind got up and it was getting a bit cold so a slow exodus was assumed by members, by 4-30 everyone else was feeling the cold so all the stalls packed up and went home. A pleasant afternoon spent eating chips and drinking tea again! Most members went home with a bag or two of goodies as well. See the following photos.







Terry's very hungry - eating the phone?

Pete's Tidy Workshop?

NOTES FROM JOHN WEEDON



WHY ARE SHIPS REFERRED TO AS 'SHE'

A ship is called a she because there is always a great deal of bustle about her, and always a gang of men around her, she has a waist and stays; it takes a lot of paint to keep her good looking and it is not the initial expense that breaks you, it is the upkeep to keep her all decked out; it takes an experienced man to handle her correctly; and without a man at the helm she is absolutely uncontrollable. She shows her topsides, hides her bottom and when coming into port always heads for the buoys.

BIG YELLOW MOTOR BOAT

Re ... Big yellow motor boat on page 15 of last LMBC Club magazine is my MFA Tracker... purchased at the last LMBC Auction (can't remember the date). Since then it was briefly used on Chesham Lake when Greg and I were Chesham model boat club members, until one Sunday when the deck came off as we lifted it out of the water... the deck was duly refitted and fibre glassed on and it then stood around untouched until I painted it yellow and even since then it laid around in my garage until recently when I decided to put some radio gear in it. It is powered by 2 MFA850 motors driving 50X props thro water cooled 30 amp speed controller which is powered by a 12v 7amp battery, afraid to say to get a good sail out of it you need at least 3 or 4 batteries.

John Weedon

WORLD'S BIGGEST SHIPS - PART 1



1. Oil Tanker – Mont.

Mont, previously known as **Knock Nevis**, **Jahre Viking**, **Happy Giant** and **Seawise Giant**, was a ULCC (Ultra Large Crude Carrier) super tanker. Before it was decommissioned, it was the longest ship ever built. After its final journey in 2009, it was intentionally beached in India for demolition.

General Characteristics	
Tonnage:	260,941 GT (214,793 NT)
Length:	458.45 m (1,504 ft)
Beam:	68.8 m (226 ft)
Draught:	24.611 m (81 ft)
Capacity:	564,763 DWT
Speed:	16 knots (30 km/h; 18 mph)

Built in 1979 by **Sumitomo Heavy Industries, Ltd.** at their shipyard in Japan. During the Iran-Iraq War it was damaged by an air force attack in the Strait of Hormuz on 14 May 1988. She was sunk and was considered completely lost. However the wreckage was salvaged and repaired. After the repairs she was back in service as **Happy Giant**. In 1991 she was bought by the Norwegian Jorgen Jahre and renamed into **Jahre Viking**.



"Seawise Giant" on fire after being bombed by Iraq at Hormuz 14 May 1988

It sailed under the Norwegian flag from 1991 to 2004 when she was purchased by First Olsen Tankers Pte. Ltd. and renamed **Knock Nevis**.

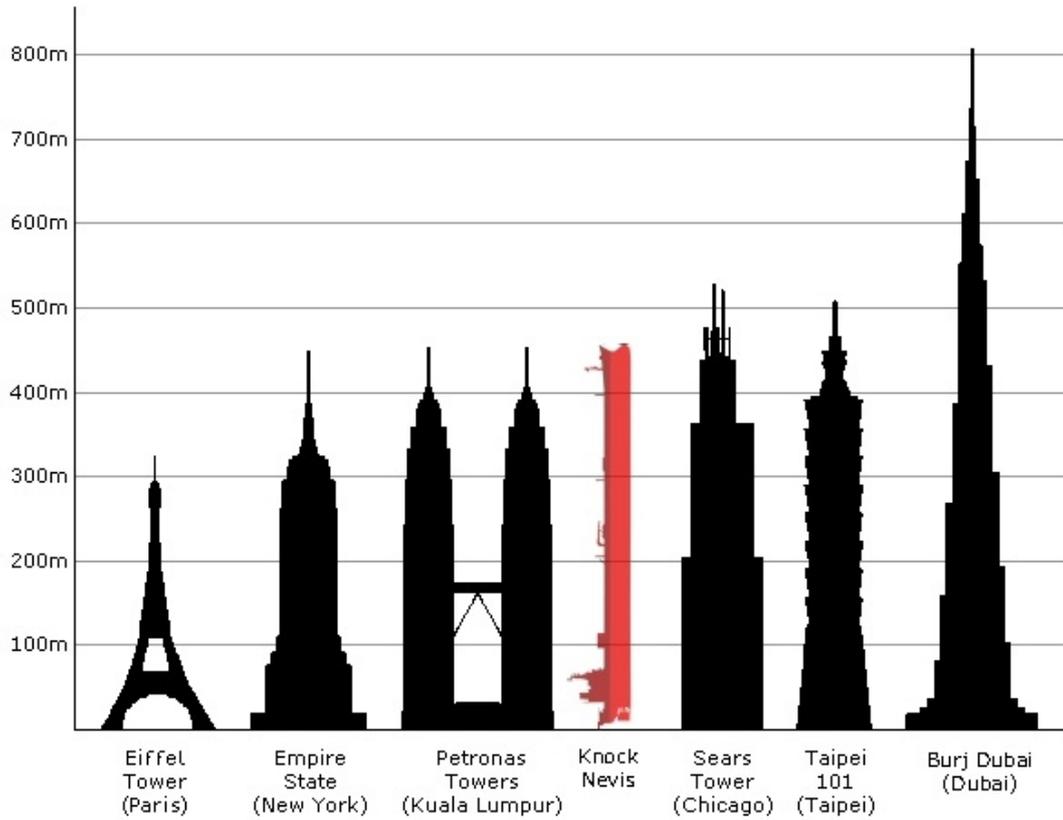
She was once again renamed into **Mont** for its final voyage to India for decommission.



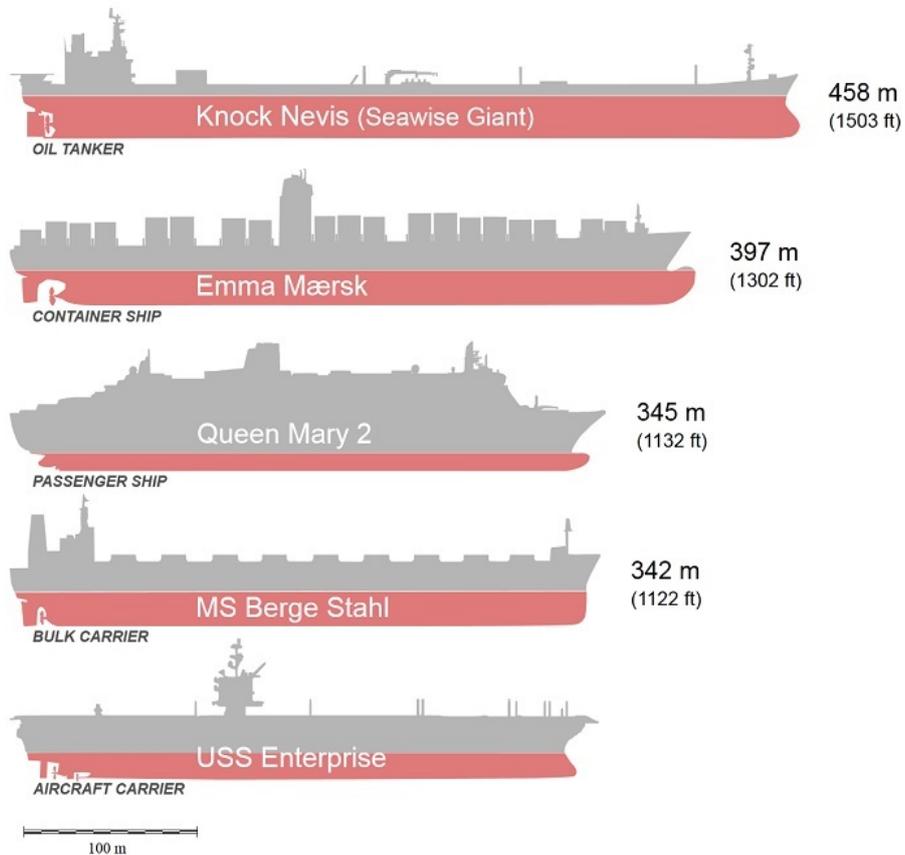
Jahre Viking



Knock Nevis



Comparison of the Knock Nevis and the world's tallest buildings



Comparison of the Knock Nevis and the world's longest ships



Knock Nevis

Largest oil tankers still operating - TI class supertanker

The largest oil tankers currently operating are the TI Class super tankers built in 2002/3.

General Characteristics	
Tonnage:	234,006 GT (162,477 NT)
Length:	380 m (1,247 ft)
Beam:	68 m (223 ft)
Draught:	24.52 m (80.46 ft)
Capacity:	441,585 DWT, 3,166,353 barrels (503,409,900 l)
Speed:	16.5 knots laden, 17.5 knots in ballast

The class comprises from the following ships: TI Africa, TI Asia, TI Europe and TI Oceania, where the "TI" refers to the VLCC Tanker Pool operator Tankers International L.L.C.



TI Africa

All four oil tankers were constructed by Daewoo Shipbuilding & Marine Engineering in Okpo, South Korea in 2002/3 for shipping company Hellenespon. The ships were originally named the Hellenespon Alhambra, Hellenespon Fairfax, Hellenespon Metropolis and Hellenespon Tara.



TI Asia

In 2004 Overseas Ship holding Group (OSG) bought Hellenespon Fairfax and Hellenespon Tara, renaming them TI Oceania and TI Africa respectively flagged for the Marshall Islands.



TI Europe

Euronav NV, a Belgian ship owner, purchased Hellespont Alhambra and Hellespont Metropolis and renamed them TI Asia and TI Europe respectively flagged Belgium.



TI Oceania

In 2010, TI Asia and TI Africa met the same destiny as the former Knock Nevis and were converted into FSO (Floating Storage & Offloading) oil storage vessels. TI Europe and TI Oceania are still operating as ULCC's.

2. Container Ship - CSCL Globe

In May 2013 China Shipping Container Lines (CSCL) ordered the first of five 19,000 TEU* containerships from Hyundai Heavy Industries Co., Ltd. (HHI). The naming ceremony for the CSCL Globe was held in November 2014.

*TEU (Twenty Foot Equivalent Unit) is the unit of the capacity of a container ship, a container terminal and the statistics of the container transit in a port.

The world's largest containership, measuring 400.0 m in length, 58.6 m in width and 30.5 m in depth, is as large as four soccer fields, and will be deployed on the Asia-Europe trade loop

General Characteristics	
Tonnage:	186,000 GT
Length:	400 m (1,312 ft)
Beam:	58.6 m (192 ft)
Draught:	15.5 m (51 ft)
Capacity:	19,000 TEU



The CSCL (China Shipping Container Lines) Globe will feature a 77,200 bhp electronically controlled main engine to enhance fuel efficiency by automatically controlling fuel consumption according to the ship's speed and sea conditions. With the installation of the high efficiency engine, the containership will burn 20 percent less fuel per TEU in comparison with the 10,000 TEU containerships.

OTHER LARGE CONTAINER SHIPS:

Maersk Triple E Class

In February and June 2011, Maersk awarded Daewoo Shipbuilding two US\$1.9 billion contracts (\$3.8bn total) to build twenty of the ships.

General Characteristics	
Tonnage:	165,000 metric tons deadweight (DWT)
Length:	400 m (1,312 ft)
Beam:	59 m (194 ft)
Draught:	14.5 m (48 ft)
Capacity:	18,000 TEU
Speed:	23 knots

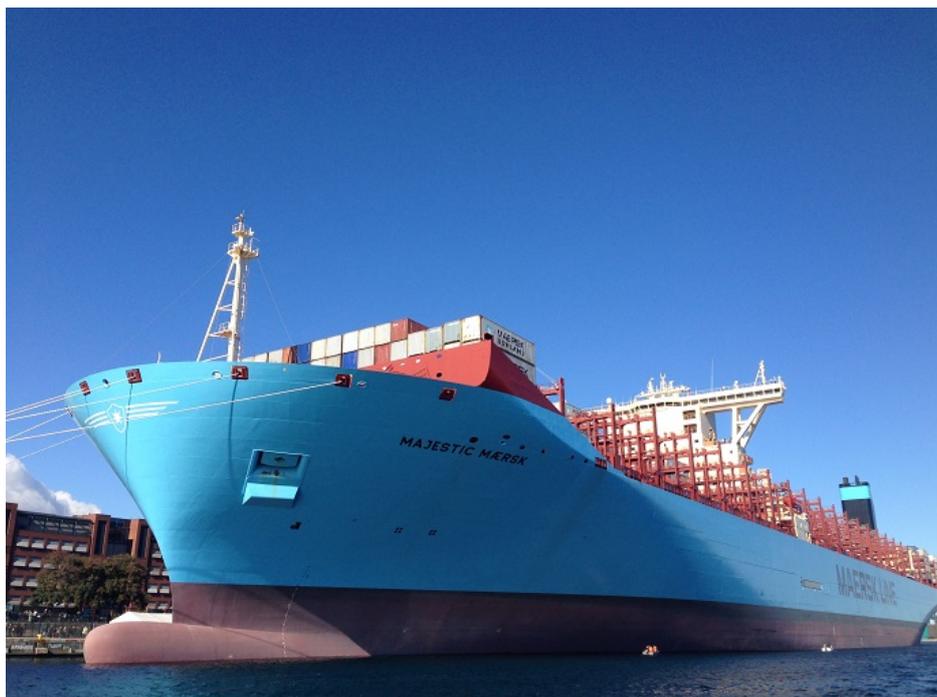
The name "**Triple E**" is derived from the class's three design principles: "Economy of scale, Energy efficient and Environmentally improved". These ships are expected to be not only the world's largest ships in service, but also the most efficient containerships per twenty-foot equivalent unit (TEU) of cargo.



Mærsk Mc-Kinney Møller

The ships are 400 metres (1,312 ft) long and 59 metres (194 ft) wide. While only 3 metres (9.8 ft) longer and 4 metres (13 ft) wider than E-class ships, the **Triple E** ships are able to carry 2,500 more containers. With a draft of 14.5 metres (48 ft), they are too deep to cross the Panama Canal, but can transit the Suez Canal when sailing between Europe and Asia.

One of the class's main design features is its dual 32-megawatt (43,000 hp) ultra-long stroke two-stroke diesel engines, driving two propellers at a design speed of 19 knots (35 km/h; 22 mph). Slower than its predecessors, this class uses a strategy known as slow steaming, which is expected to lower fuel consumption by 37% and carbon dioxide emissions per container by 50%. The Triple E design helped Maersk win a "**Sustainable Ship Operator of the Year**" award in July 2011.



Majestic Mærsk

Maersk plans to use the ships to service routes between Europe and Asia, projecting that Chinese exports will continue to grow. The Europe-Asia trade represents the company's largest market; it already has 100 ships serving this route. Maersk hopes to consolidate its share of the Europe-Asia trade with the addition of the Triple-E class ships.

CMA CGM Explorer Class

The Explorer class is a series of large containerships built for CMA CGM. They are named after explorers. The first five ships are 365 m long with a nominal capacity of 13,300 TEU; the last three are larger, at 396 m and 16,020 TEU, making them the world's largest containerships until the delivery of the CSCL Globe in November 2014.

Advanced simulators were built, to help crews learn how to handle the new ships.

General Characteristics	
Tonnage:	175,343 GT (85,361 NT)
Length:	396 m (1,299 ft)
Beam:	53.6 m (176 ft)
Draught:	16 m (52 ft)
Capacity:	16,020 TEU
Speed:	25,1 knots (46.5 km/h; 28.9 mph)



CMA CGM Marco Polo was built by **Daewoo Shipbuilding and Marine Engineering** in South Korea and it is the first in the series of three vessels. Her maiden voyage started on November 7th 2012 in Ningbo, China.

Maersk E Class

The Maersk E Series comprises eight 14,770 twenty-foot equivalent unit (TEU) container ships. Each sister ship bear names beginning with the letter "E". Until 2012, they were the largest container ship ever constructed, and are among the longest ships currently in

use at 397 metres (1,302 ft) long and 56 metres (184 ft) wide. They are owned by the Danish A. P. Moller-Maersk Group. The first in the class built was Emma Maersk by Odense Steel Shipyard Ltd., Denmark. The E-class was followed by the Triple-E class, which is even larger and more fuel-efficient.

General Characteristics	
Tonnage:	170,974 GT (55,396 NT)
Length:	397 m (1,303 ft)
Beam:	56 m (184 ft)
Draught:	15.5 m (51 ft)
Capacity:	156,907 DWT, 11,000TEU
Speed:	25.5 knots (47.2 km/h; 29.3 mph)

Emma Maersk was built in 2006 at the Odense Steel Shipyard in Denmark. During its construction, a fire broke out within the superstructure which caused the delay of six weeks in the completion of the ship.

The ship was named on 12 August 2006 after Emma Maersk, **Maersk Mc-Kinney Moller's** late wife.



Emma Maersk

The original maximum capacity reported by **Maersk** was 11,000 TEU. However, by normal calculations, the maximum capacity is much greater - somewhere between 13,500 and 15,200 TEU. The difference between reported and estimated numbers is because of the difference in calculations between **Maersk** and other companies. **Maersk** calculates the capacity by the weight that can be carried on a vessel. Other companies calculate the capacity by the maximum number of containers the ship can take regardless of the actual weight of the containers. This way the estimated capacity is greater than the number reported by **Maersk**.



Estelle Maersk



Eleonora Maersk



Evelyn Maersk



Ebba Maersk



Eugen Maersk

TO BE CONTINUED IN THE SPRING 2018 EDITION

THE CLUB SHOP



The CLUB SHOP run by **John Allen** it 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. There is also a range of Battery Chargers for sale and the part completed 3-masted schooner M.A.JAMES as advertised in the Summer edition of the Club Magazine is still available for sale.

ITEMS WANTED OR FOR SALE



This Section of the Club Magazine has been reserved for Members wishing to advertise items for sale or items they are looking for and wish to purchase. Contact the Editor about advertising in this magazine.

CLUB ACTIVITY DATES and SHOW INFORMATION



Sunday 17th December

Bacon Roll Sunday

Monday 8th January

Club Night

Sunday 14th January

Bacon Roll Sunday

Friday 19/20/21 January

Alexandra Palace Model Engineering
Exhibition

Monday 12th February

Club Night

Sunday 18th February

Bacon Roll Sunday

Monday 12th March

Club Night

Sunday 18th March

Bacon Roll Sunday