

Club Magazine



SPRING EDITION 2018

Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

Trust everybody enjoyed their Christmas and New Year's celebrations and did not get too inebriated. Spring is now with us and no doubt we are all looking forward to a fine summer of boating down at the lake in Wardown Park, but don't hold your breath regarding the weather. Had a meeting with the Editor of Model Boat Magazine Graham Ashby together with Pete Carmen at the lake-side. He required additional photographs of RMS Titanic and Britannic for the article I had written (to be published in April of this year). Talking of articles they are a bit lacking, the only contributions apart from me, is from our Secretary, Pete Carmen. So come on guys and girls put pen to paper and make a contribution, it does not matter how small it is or whether it is typed or hand written, **YOUR MAGAZINE NEEDS YOU!**

Tony Dalton.

SECRETARY'S REPORT

Welcome to the first online issue. Although all magazines have been published in full online for a number of years, we are now not publishing a hard copy due to expense. The cost of paper, binding material and acetate was covered by myself when working in the print industry, and Tony Dalton covered the cost of the printing toner for several years by writing articles for Model Boat magazines.

So going forward, all content will appear online. There are benefits though, if we write articles about online items, all the links will work, we can link to you-tube videos of interest and these will include how to videos. All pictures will be in colour. And technically, we can get more content!

So for starters, here are a few things that are going on:

I am in the last process of establishing the Hemel club. Hopefully a few more meetings and we can sign off on this.

Hitchin seems a no go this year, so I am proposing that once a month we go to Hemel on a Sunday.

We have been invited back to Wrest Park, if you went last year, you will remember how hot it was. I am not expecting people to volunteer to help for both days, but if you can turn up for one of the days that would really help.

The last weekend in May is Mayhem at Wicksteed Park, again please try to attend for a few hours. Themes this year are Glynn Guest and Vic Smeed designs, updates on pre dreadnought battleships, general sailing at whatever time you choose, and find out what the Secret 10 are doing! Needless to say I'm heavily involved on several projects here.

One of the things I am doing is a group build on a 1/144 Flower class corvette, I can put a future link on here so you can follow my progress.

I am also hoping that Bushmead Center will have an open day this year, if so, we should be invited!

Pete Carmen

CLEANING THE LAKE

I arrived one Sunday morning to find the CLUB boat (Puddle Duck) about to be launched into the water, asking whose boat was in difficulty I was informed that the reason for the launch was to remove a number of large tree branches that had broken off and landed in the lake and was causing a hazard to shipping. The two willing volunteers where Pete (Klunk) Carmen and Tony Martin (Both Stout Fellows). Some photos are shown below all taken by the Club resident photographer Dave Thompson with suitable comments added by your editor. They could not remove all the branches from the water, some story about the largest one was still attached to the tree, excuses, excuses, excuses.

Tony Dalton



The First Branch - Tried Towing It – No Chance, Bring in the Land Lubbers



Untangling the Tow Rope, We are now Pulling it in from the Bank



Hooray Success at Last Shore Based Crew Pull In The Branch or is it a Tree?



Second Branch on Tow - They Look a right couple of Muppets facing opposite directions, I know, I know, the Muppets are operating a push pull system.



Shore Crew Manhandling another Branch onto the Bank



Branch being dragged away and Tony's got out of the boat, fed up with Pete's Rowing or they have definitely had an argument, like a pair of old women

WORLD'S BIGGEST SHIPS – Part 2

3. Platform installation/decommissioning and pipelaying vessel Pieter Schelte

In June 2010 Allseas awarded the contract for building Pieter Schelte, its 382 metre long, 124 metre wide dynamically positioned (DP) platform installation / decommissioning and pipelay vessel, to the South Korean shipyard Daewoo. *(Be very observant if you are buying one of their cars, it may not fit on the drive way!)*

General Characteristics	
Length:	382 m (1,253 ft)
Beam:	124 m (407 ft)
Operating Draught:	10-25 m (32-82 ft)
Capacity:	564,763 DWT
Speed:	14 knots
Total installed power:	95,000 kW
Topsides lift capacity:	48,000 t (105,820 kips)

The Pieter Schelte left South Korea on 19th November 2014 and was scheduled to arrive at its home port for completion in December. The vessel is 124m (407ft) wide and 382m (1,253ft) long - as long as the Empire State Building is high.



In partnership with the Port of Rotterdam, the ship will be taken to Maasvlakte 2, an extension of the port, where a special pit has been drained to house the vessel. After its completion, it will sail to the South Stream project in the Black Sea to lay pipelines there.

The ship will be used to install and remove offshore oil and gas rigs as well as to lay pipes.



Allseas says the Pieter Schelte, which was built by Daewoo Heavy Industries in South Korea, will be able to lift loads of 48,000 tonnes.

4. Bulk Carrier - MS Vale Brasil

MS Vale Brasil is the largest bulk carrier ever built and among the longest ships currently in service. She is a "member" of Valemax fleet chartered by the Brazilian ore giant Companhia Vale do Rio Doce (VALE) to carry iron ore from Brazil to European and Asian ports.

General Characteristics	
Tonnage:	198,980 GT (67,993 NT)
Length:	362 m (1,188 ft)
Beam:	65 m (213 ft)
Draught:	23 m (75 ft)
Capacity:	402,347 DWT
Speed:	15.4 knots (28.5 km/h; 17.7 mph)

MS Vale Brasil is the first of seven 400,000-ton very large ore carriers (VLOC) ordered by Vale and she was launched in December 2010.



MS Vale Brasil

In 2008 Vale placed orders for twelve 400,000-ton Valemax ships to be constructed by Jiangsu Rongsheng Heavy Industries (RSHI) in China and ordered seven more ships from South Korean Daewoo Shipbuilding & Marine Engineering (DSME) in 2009. Additionally sixteen more ships of similar size will be built in China and South Korea for other shipping companies, and chartered to Vale under long-term contracts.



Berge Stahl

MS Vale Brasil is significantly larger than the previous world's largest bulk carrier **Berge Stahl** in every aspect. Both her gross tonnage and deadweight tonnage are larger than those of the Norwegian ship, 175,720 and 364,767 tons, respectively. While the draught

of both ships is the same, Vale Brasil is also 20 metres (65.6 ft) longer and 1.5 metres (4.9 ft) wider than **Berge Stahl**. Additionally **Vale Brasil** is larger and slightly longer than the four new 388,000-ton, 361-metre (1,184 ft) Chinamax bulk carriers Berge Bulk has ordered from China Shipbuilding Industry Corporation.



MS Vale Brasil

MS Vale Brasil is also the second largest ship currently in service by deadweight tonnage, second only to the TI class supertankers that have a deadweight tonnage of over 440,000 tons.

5. Cruiser - Oasis Class Cruise Ships

The world's largest cruise ships (and passenger ships in general) are **Oasis of the Seas** and **Allure of the Seas**. These ships belong to Royal Caribbean's Oasis class formerly known as Project Genesis.

General Characteristics	
Tonnage:	225,282 GT
Length:	360 m (1,181 ft)
Beam:	47 m (154 ft) waterline; 60.5 m (198 ft) extreme
Draught:	9.3 m (31 ft)
Capacity:	5,400 passengers at double occupancy; 6,296 maximum (+ 2,394 crew members)
Speed:	22.6 knots (41.9 km/h; 26.0 mph)

Both ships were ordered in February 2006 at STX Europe shipyard in Turku, Finland.



Oasis and Allure of the Sea

First in a series, **Oasis of the Seas**, was completed and turned over to Royal Caribbean on 28 October 2009. Her sistership, **Allure of the Seas**, left the Turku shipyard on 29 October 2010.



Oasis of the Seas

Although those two ships have identical superstructures, the **Allure** is 50 millimetres (2.0 in) longer than the **Oasis**, which is making her technically the largest cruise ship in the world.



Allure of the Seas

Allegedly, with the building costs of € 900 million (US\$1.24 billion), the **Oasis of the Seas** is the most expensive commercial ship ever built.



Oasis of the Seas

The **Oasis class** have surpassed the earlier **Freedom class** as the world's largest passenger ships. At 360 m (1,181 feet) in length **Oasis** is 21 metres (69 ft) longer than the prior largest passenger ship, the **Independence of the Seas** and classmates. **Oasis** also is 8.5 metres (28 ft) wider, and with a gross tonnage of 225,282, is almost 45% larger.



Freedom of the Seas and Oasis of the Seas

6. LNG Carrier - Q-Max Ships

Q-Max ships are the world's largest membrane type liquefied natural gas carriers.

General Characteristics	
Tonnage:	162,400 GT
Length:	345 m (1,132 ft)
Beam:	53.80 m (177 ft)
Draught:	12 m (39 ft)
Capacity:	266,000 m ³ (9,393,701 ft ³)
Speed:	19.5 knots

Fourteen Q-Max ships have been built: **Mozah, Al Mayeda, Mekaines, Al Mafyar, Umm Slal, Bu Samra, Al-Ghuwairiya, Lijmiliya, Al Samriya, Al Dafna, Shagra, Zarga, Aamira** and **Rasheeda**. They are all operated by Nakilat (Qatar Gas Transport Company) and they were built by three different builders: Samsung Heavy Industries, Hyundai Heavy Industries and Daewoo Shipbuilding & Marine Engineering.



Q-Max Ships

In their name **Q-Max**, "Q" stands for Qatar and "Max" for the maximum size of ship able to dock at the LNG terminals in Qatar.



Mozah

The first **Q-Max** LNG carrier, **Mozah**, was built in November 2007. The naming ceremony was held on 11 July 2008 at Samsung Heavy Industries' shipyard in South Korea.



Bu Samra

The first trip by a **Q-Max** tanker was completed by Mozah itself on 11 January 2009, when the tanker delivered 266,000 cubic metres of LNG to the Port of Bilbao BBG Terminal. Days before, the vessel had transited the Suez Canal for the first time.



Mekaines

7. Ocean Liner - RMS Queen Mary 2

RMS Queen Mary 2 is a largest transatlantic ocean liner in the world. She is a successor of Cunard Line's **Queen Elizabeth 2** and she is the first major ocean liner built since **Queen Elizabeth 2** in 1969.

General Characteristics	
Tonnage:	148,528 GT
Length:	345 m (1,132 ft)
Beam:	41 m (135 ft)
Draught:	10.10 m (33 ft)
Capacity:	2,620 passengers (+ 1,253 crew members)
Speed:	30 knots (56 km/h; 35 mph)

The ship was named the **Queen Mary 2** by **Queen Elizabeth II** in 2004 after the first **RMS Queen Mary**, completed in 1936. The **Queen Mary** was in turn named after Mary of Teck, consort of King George V. With the retirement of **Queen Elizabeth 2** from active duty in 2008, the **Queen Mary 2** is currently the only transatlantic ocean liner in service running between Southampton and New York, although the ship is often used for cruising, including an annual world cruise.



Queen Mary 2

The **Queen Mary 2** was intended primarily to cross the Atlantic Ocean, and was therefore designed differently from many other passenger ships.



Queen Mary 2

In 2003, at the time of her construction, the **Queen Mary 2** was the longest, widest, and tallest passenger ship ever built, and with her gross tonnage of 148,528 also the largest. She no longer holds this distinction after the construction of Royal Caribbean International's 225,282 GT **MS Oasis of the Seas** in October 2009.



Queen Mary 2

Although newer cruise ships are larger, the **Queen Mary 2** remains the largest ocean liner (as opposed to cruise ship) ever built.

8. Warship - USS Enterprise (CVN-65)

World's largest warship is nuclear-powered aircraft carrier **USS Enterprise (CVN-65)** (formerly CVA(N)-65), she is also world's first nuclear-powered aircraft carrier and the eighth United States naval vessel to bear the name.

General Characteristics	
Displacement:	93,284 long tons (94,781 t) Full Load
Length:	342 m (1,122 ft)
Beam:	40.5 m (133 ft) (waterline); 78.4 m (257 ft) (extreme)
Draught:	12 m (39 ft)
Speed:	33.6 kn (38.7 mph; 62.2 km/h)

USS Enterprise has been built by Newport News Shipbuilding and Drydock Company and she is in commission since 25 November 1961. Like her predecessor of World War II fame, she is nicknamed the "Big E". At 342 m (1,123 ft), she is the longest naval vessel in the world. Her 93,284 long tons (94,781 t) displacement ranks her as the 11th-heaviest supercarrier, after the 10 carriers of the Nimitz class. **Enterprise** has a crew of some 4,600 people.

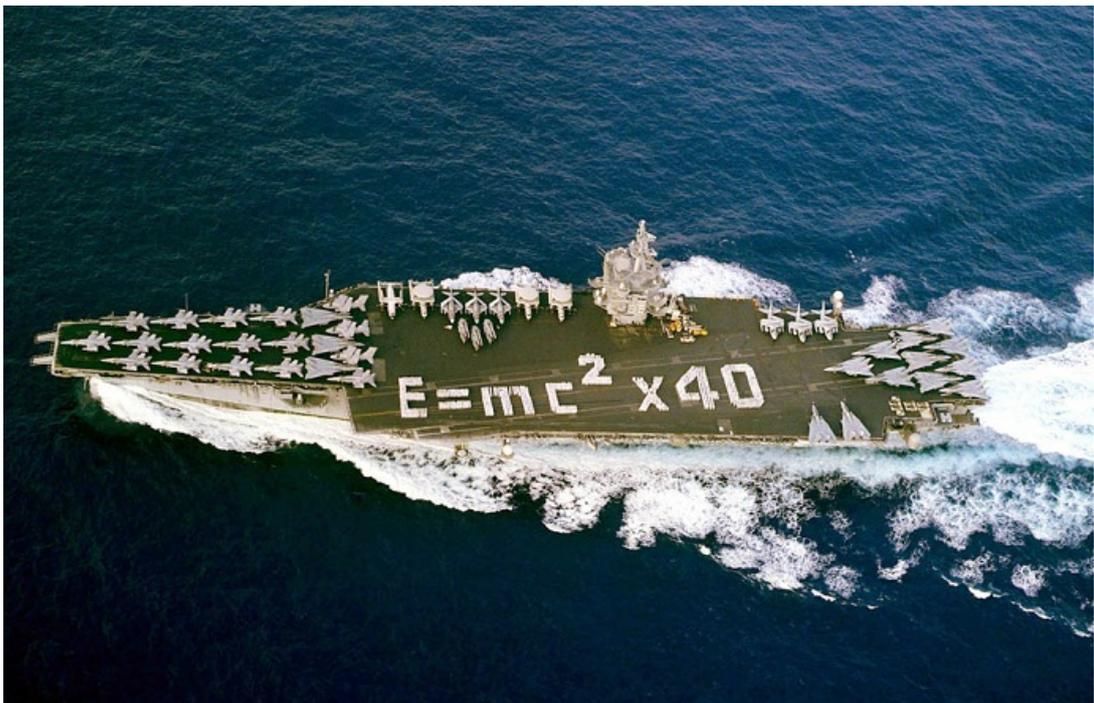


USS Enterprise (CVN-65)



USS Enterprise (CVN-65)

The only ship of her class, **Enterprise** is the second-oldest vessel in commission in the United States Navy, after the wooden-hulled, three-masted frigate USS Constitution. **Enterprise** is also the only aircraft carrier to house more than two nuclear reactors. This was due to the ready availability of a field-proven production design developed for nuclear submarines. She is the only carrier with four rudders, two more than other classes, and features a more cruiser-like hull. **Enterprise** was meant to be the first of a class of six, but construction costs ballooned and the remaining vessels were never laid down.



USS Enterprise (CVN-65)



USS Enterprise (CVN-65)

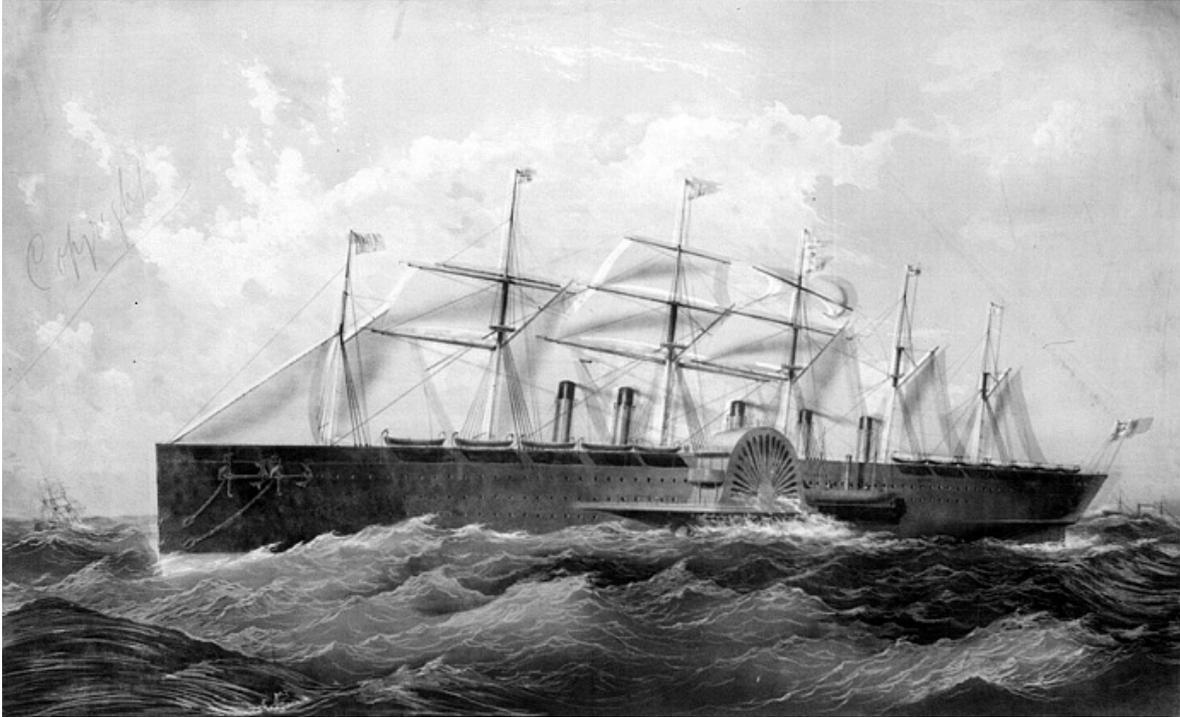
She was originally scheduled for decommissioning in 2014 or 2015, depending on the life of her reactors and completion of her replacement, USS Gerald R. Ford. But the National Defence Authorisation Act for Fiscal Year 2010 slated the ship's retirement for 2013, when she will have served for 51 consecutive years longer than any other U.S. aircraft carrier.

9. Sailing Vessel - SS Great Eastern

The world's largest sailing vessel was SS Great Eastern designed by Isambard Kingdom Brunel and built in 1858 on the Thames River, England. Iron sailing steam ship was intended for the passenger and cargo trade between England and Ceylon.

General Characteristics	
Tonnage:	18,915 GT
Length:	211 m (692 ft)
Beam:	25 m (82 ft)
Capacity:	4,000 passengers
Speed:	14 knots (26 km/h)

SS Great Eastern was by far the largest ship ever built at the time of her 1858 launch, and had the capacity to carry 4,000 passengers around the world without refuelling. She was so far ahead of contemporary commercial requirements, and industrial capabilities, that her length (nearly 700 feet) and tonnage would remain unmatched for four more decades.



SS Great Eastern

She was christened Leviathan during a initial launching attempt in early November 1857, she was thereafter always known as Great Eastern. Nearly three months costly struggle to get her afloat, and more problems while she was completing, left her original company bankrupt. New owners decided to employ her on the route between Britain and North America. The ship financial difficulties continued, compounded by a series of accidents.

In September 1859 Great Eastern's first voyage was cut short by a boiler explosion. Her second company collapsed under the expense of repairs and a new firm took her on. Finally reaching New York in June 1860, for the next two months she was exhibited to the public and made voyages along the U.S. coast. Nearly a year passed before Great Eastern's next westbound trip in May 1861, by which time the American Civil War had begun. During June and July she transported troops to Quebec to reinforce Canada's defences. In September Great Eastern began another trip to New York, but was disabled by a severe storm. In mid-1862 she made three voyages, but improving commercial prospects abruptly ceased when she struck an uncharted rock entering New York harbour, necessitating more expensive repairs. She did not resume service until mid-1863, making two more trips and bankrupting yet another company.

Sold at auction, Great Eastern was chartered for laying a trans-Atlantic telegraph cable. The ship finally found her niche. In 1866 Great Eastern brought a cable to North America, establishing nearly instantaneous communication between the Old World and the New that has remained unbroken ever since. Following a unfruitful effort by French interests to put her back into passenger service in 1867, Great Eastern returned to cable work. Between 1869 and 1874 she strung six more cables from Europe to America, repaired two earlier ones, and laid another across the Indian Ocean.



SS Great Eastern

Great Eastern was laid up at Milford Haven, Wales in 1874. In 1886 she steamed to Liverpool to become an exhibition ship. This prosaic, but profitable employment continued during visits to London and Scotland later in the year. Sold late in 1887, Great Eastern went back to Liverpool, where she was stripped and slowly broken up during 1888 and 1889.



SS Great Eastern beached for breaking up

10: largest sailing vessel still operating

Club Med 2

The Club Med 2 is a five-masted computer-controlled sailing ship owned and operated by Club Med and operated as a cruise ship.

General Characteristics	
Tonnage:	14,983 Tons
Length:	194 m (636 ft)
Beam:	20 m (66 ft)
Draught:	5.09 m (17 ft)
Capacity:	386 passengers (+ 214 crew members)
Speed:	10–15 knots (19–28 km/h)

She combines the power of seven computer-operated sails with more traditional diesel-electric power, having four diesel generators that power two electric motors.



Club Med 2

The Club Med 2 was launched in 1992 in Le Havre, France. Its sister ship the Club Med 1 was sold to Windstar Cruises and renamed msy Wind Surf in 1998. The ship, one of the largest sailing cruise ships in the world, carrying up to 386 passengers with a crew of 214, sails the waters of the Mediterranean and Adriatic Sea in the summertime, and the Caribbean in the winter, finding its way into anchorages larger cruise ships cannot reach.



Club Med 2



Club Med 2

The ship provides ballroom dancing, bridge and music, and sails at night making a stop each morning. A water sports deck can be deployed from the stern. The Club Med 2's European destinations include ports in the Mediterranean, Adriatic, and Aegean Sea. Transatlantic voyages are offered in the spring (eastbound) and fall (westbound).

FOXDELL SCHOOL

In October 2017, Mr Vaughan passed on an email request from the school. Could we put on a display for a group of children in early 2018, as they were studying about boats. He passed this onto me. I contacted the school, and went up to see them to find out exactly what they were after. Instead of being for 20 – 25 children as originally discussed, it was going to be for a whole year group of 70 children, gulp! A date was set, and I spent November and December coercing people into putting on a display. My happy band consisted of Dave Thompson, Aggie, Mike Dowsett, John Allen and myself, with added boats from Tony Dalton and Mike Skuce.



Above was the main display. All our adults were behind the boats so they did not get contaminated by the children! At the end of the table we put John Allen and his yachts, see picture below. We put on a varied display here as usual, from sailing boats through to warships with lifeboats and submarines.



Mr Dowsett bought along a couple of submarines to display, which surprisingly was a big hit with the children.



The main part of the morning was going to be taken up with a talk by myself about the history of ships and boats, then the children walking around talking and drawing the boats, I had some photos that I was going to cycle on my laptop after the talk. When we arrived we were offered the use of a projector. The projector was not originally part of the talk, I had the pictures on my laptop in order to run as a standalone with the children coming up in groups. More about this later.



As we had set up at 8am to avoid the school rush, we were ushered into the staff room and made tea. As we sat there in the corner, a few teachers said hello, one female teacher walked in and said in a loud voice “Men!” to which we laughed as she went bright red. 2 other came to the notice board where we were sitting in all our club clothing, looked at the day notices and said “who are Luton Model Boat Club?” we stayed there till 08:50, when we were escorted to the hall for the talk. The year group were split into 2 smaller groups, so we would be doing 2 small assemblies. The first group sat down on the floor and the fun began. As originally said I was going to do the talk no projector. As that had changed I had the talk on my phone and now operating the projector. At some point my pictures that were in order were now not.....and it was too late to sort it out, so ahead I pressed, finding the relevant pictures to go with the talk. Now if anyone had been near me, they would have been gassed! I was that nervous.

After 15 minutes the talk was over and the kiddies started their drawings and asking questions. This section was to do the materials used in real boats, and I must admit some of the questions being asked were quite good. The pictures were very good, a particular picture of John's yacht caught my eye. Mike was busy talking about submarines to a throng of children, and Aggie was busy near his Sea Queen. Dave's 3 large tugs and his airboat were a hit as well.



The second assembly went better, as I sorted the pictures out in the lull into the correct order. Again all members were busy answering questions. More pictures were drawn, and one teacher was fascinated by the fact that we had diving submarines.

All over a good day was had. Takedown was completed in 20 minutes. I would like to thank all those that attended or who donated boats to show. And next time someone else can stand up and do the talk!!!

Pete Carmen

ALEXANDRA PALACE MODEL ENGINEERING EXHIBITION

As I have already mentioned in my editorial no one appears to have attended the London Model Engineering Exhibition and therefore no articles have been forthcoming, however just to remind our long standing members and enlighten the new I thought a few words with accompanying photos regarding our attendance in past years was the order of the day.



PHOTOS 1 – 4 L&DMBC EXHIBITION STAND ALEXANDRA PALACE 2006

My first recollection of the exhibition was in 2006 the stand consisted of a quantity of tables covered in blue cloth (supplied by the exhibition) and large notice board, supplied by the Club erected at one end to which a number of photographs of members models were attached (**Photos 1 - 4**)

In 2007 and 2008 the stand construction was very much the same, less the notice board as shown in (**Photos 5 - 8**). However in 2009 after a major construction project was undertaken by a previous member of our club, Ken Gould. This resulted in a complete transformation in the stand design (**Photos 9 - 14**). It was made to look like a boat and its construction was such that it could be configured in a number of ways. At the front there was a short curved Bow section



PHOTOS 5 – 8 L&DMBC EXHIBITION STAND ALEXANDRA PALACE 2007/8

followed by a Cabin section complete with funnel in which we could also store our tools, lunch and have a rest (the cabin assembly could be positioned anywhere along the hull) and finally, the aft section which completed the stand construction. The only disadvantage of this type of stand is the time it took to put it up, despite all the build items being numbered, this was particularly true the first time we attempted to build it.





PHOTOS 9 - 14 - L&DMBC EXHIBITION STAND ALEXANDRA PALACE 2009





PHOTOS 15 - 20 - L&DMBC EXHIBITION STAND ALEXANDRA PALACE 2010/11

We continued to use the stand in 2010 and 2011 as Photos 15 – 20 show with the cabin section in a different place.





PHOTOS 21 - 26 - L&DMBC EXHIBITION STAND ALEXANDRA PALACE 2012/13

In 2012 and 2013 we reverted back to using tables only but set into two blocks with a gap in between to allow for a seating arrangement for the tired stand attendants (**Photos 21 – 26**). The last picture is Bob exhibiting his cup of coffee and a banana; it did not win any prizes. I hope you have found this short article interesting regarding the history of the club exhibiting at Alexandra Palace.

Tony Dalton

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 18 th March	Bacon Roll Sunday
Monday 9 th April	Club Night
Sunday 15 th April	Bacon Roll Sunday
Sunday 22 nd April	IPMS Milton Keynes – Tony Martin for details
Sat/Sun 29/30 April	Beale Park
Monday 13 th May	Bacon Roll Sunday
Monday 14 th May	Club Night
Sat/Sun 26/27 May	Wicksteed Park (Mayhem Weekend)
Monday 11 th June	Club Night