

Club Magazine



AUTUMN EDITION 2020

Luton & District MBC

.... a club NOT just for boats

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EDITORIAL

Hello again model making enthusiasts and friends, trust you have all had a good summer despite being a little shut down.

At the time of writing this editorial I have not visited the lake in Wardown Park since early March and therefore cannot comment on the attendance of the restricted meetings that are taking place. No shows to report about and therefore all the contents have been provided by a few members digging through their archives. If you can think of anything to write about please forward it to me via the Club Secretary.

Please note that in Summer 2020 edition of the Club Magazine the article entitled '**To the Sky or the Lake**' was written by Graham Crow not by Pete Carmen, apologies to Graham for this error.

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HOW I STARTED MODELLING

Many moons ago, when I was 6, my older brother Richard, bought me an Airfix set of British infantry in 1/72 for my birthday; he also said I could go with him to our local newsagents and pick another model to go with them. My little Brother Mik, tagged along as well with my Dad. It was a typical newsagent of the early 70's, only selling sweets, tobacco and toys plus a few stationary items. But when you entered the shop, the first display was a 6ft tall by 8ft wide display of Airfix soldiers and model kits! To my young eyes, I had just gone to heaven! My Dad bought Mik a set of German Infantry, and I got the LCM III with Sherman tank. I had no chance of building it!!! So Older brother to the rescue! That day, my little brother and I set up the opposing infantry in the garden and threw small stones at each other's infantry. This went on all day and most days when the weather was not too bad, if it was bad, we set up in the bedroom, using books and Lego forts as cover! By the age of 9, we had a huge collection of soldiers, supplemented by tanks and aircraft, from the Airfix Poly range as well as plastic models. I had gone round all the local news agents, looking at the model displays, but the best one was in the old CO OP in town. I remember going up the wooden stairs, was there fish tanks on them? To the toy Dept and seeing Romans and Ancient Britons. I had to have them, as we had all the other sets but they all had guns!! As time went by, and the collection rose to include forts, coastal defences, jets, rockets and all sorts of paraphernalia, I became aware of free flight kits. Now this involved me walking to another bit of Luton! I had heard of a shop in Waldeck Road in Bury Park. So off I set with £15 birthday money and a street map of Luton. I found said shop, Luton timber and Model Supplies and after browsing and talking to the owner, settled on a Veron Coronette glider. This was now a different ball game. Once home, I found out I had to cut all the parts out! No way was I going to be allowed a Stanley knife, so Dad did it for me. Then I did not have the correct balsa cement, only plastic cement. Again, Dad to the rescue with PVA glue. Building this took nearly 3 weeks, mainly gluing bits then waiting for it to dry!!! Finally, I finished it and covered it. Dad had Dope in the shed for some reason, so we even got the covering tight! First flight was from the bedroom window down the garden. Dad was in the RAF so he gave it a once over, then we launched it.....down she flew, built up airspeed then rose

into the air, sailed over the garage at the bottom of the garden, over the houses at the back, never to be seen again, I was hooked! More kits were purchased, rubber band powered WWI fighters, SE5A, Tomtits, Hawks, Chuck gliders until the age of 16, when I started work, and my sister started seeing her future husband, who built RC aircraft! Starting RC was another steep curve, new glues, terminology, insurance etc etc. My first plane was a Precedent Hi Boy 4 channel, run on an Enya 29 ic motor with Futaba controls. All bought at the London Model Show, from Maple Models! All the way to London to buy from the local model shop!!! I was told to build light, as the motor was at the bottom end of the power for her. After finishing her, I joined LDMAS at Offley. No car so always had to rely on lifts from peeps, so not a lot of flying to start! As I built up friends, I got more lifts. My flying was not good, to say the least! I could fly once in the air, but had a habit of panicking! Landing was an absolute joke. I could land in any field, tree or bush but could never get it on the airfield! At the time, I was working in Islington in London, and my friend and I would go to 308 Model shop every week. We got friendly with Richard Nichols and ended up doing the transport with him to Sandown Model show for several years. I also changed modelling and went to flying helicopters, but built several model planes for people, including Galaxy Wizards, Precedent Gazelles, Flair black magics and all the Howard Metcalfe kits plus several gliders up to 3m. It was also at this time, that all the heli fliers at LDMAS were politely asked to leave the club in 1989. We flew up at Lothair Road, as it was Common Land for a few months then it gradually died off. I never flew again until 2019. I then dabbled in and out of plastic modelling until 2005, when my daughter was rushed into hospital with a mystery virus. She was wheelchair bound for several months and to get her out and about, we would go to Wardown Park where we saw the boats. I spoke to a few people and Mollie wanted to have a go. A couple of days later, I was up Luton tidy tip, when a gentleman was about to bin a big rc boat. I asked if I could have it for my daughter and so began my journey into RC boats! Some photos follow below.

Pete Carmen





Coronette Glider



Topaz Glider



Selection of Kits

TRENT CLASS LIFEBOAT

Following the build of the Russian Battleship Tsesarevich (article in Summer Edition of Magazine) I received a commission to build an Airfix 1/72 Scale Severn Class Lifeboat via Tony Martin. I thought a small article on the vessels history and design may be of interest and would also help to swell the pages of the Magazine. The completed model is shown in **Photo 01**.



The Severn's History

In the 1980s the RNLI's fast Arun and Waveney all-weather lifeboats provided coverage 30 miles (48 km) out to sea, operating at up to 18 knots (33 km/h; 21 mph) to cover the distance in two hours in good weather. However, the RNLI felt that they needed the capability to extend their coverage to 50 miles (80 km) radius, which would require lifeboats with a top speed of 25 knots (46 km/h; 29 mph). This resulted in the 17-metre (56 ft) Severn and 14-metre (46 ft) Trent lifeboats.

The prototype Severn was launched in 1991 (ON1179) and was named Maurice and Joyce Hardy. Trials started the following year and lasted until 1998. In 1995, the boat was de-named. Problems were encountered during the trials with the "skegs" that protected the propellers, but were designed to protect the hull by breaking off if the boat hit rocks, as the first ones were too easily broken. Crashing through heavy seas at full speed caused damage to the hull, too. It was transferred to training work when it carried operational number TL-02 and was named Peter and Marion Fulton, but was withdrawn in 2004. It was sold in 2005; in 2008 it was in use as a dive boat at Buckie, carrying the name Gemini Storm. Sold to Montrose Marine Services Ltd in 2011 and renamed Eileen May. Sold 2019 into private ownership, based North Wales coast. The first production Severn was The Will. It had been built in 1995 by Berthon Boat Co (Builders of 21 of the 46 Severn-class lifeboats) for Stornoway but had to undergo several modifications before it was fit for service. It was eventually placed in the relief fleet in 1996 and shown to many lifeboat stations where the class was expected to be deployed. It so impressed the crew at Falmouth that they pressed the RNLI to station it there until their own boat was built, and so it was stationed there from January 1997 until December 2001 when it was replaced by Richard Scott Cox. In the meantime, Tom Sanderson had been deployed at Stornoway in 1999. The Will returned to the relief fleet after its time at Falmouth and has continued in that role since. Construction of its sister boats continued until 2005. The Severn Class Lifeboat Bon Accord 17-24 based in Aberdeen can be seen in **Photo 02** below.



In 2015, the Canadian Coast Guard commissioned a version of the Severn class modified for extreme conditions found off the coast of Newfoundland and Nova Scotia.

Description

Severn's are constructed of fibre reinforced composite material, and their hard chine semi-displacement hull is built so that it will stay afloat with two of its five compartments flooded. For added manoeuvrability, in addition to twin engines, the Severn also has a bow thruster fitted. The propellers are enclosed so that the Severn can take ground without damaging them. A Y-class inflatable boat can be deployed by an on-board crane for use in shallow water or confined spaces.

Severn's have comprehensive electronic systems that include full MF and VHF DSC radio equipment, differential GPS navigator, an electronic chart system, VHF radio direction finder, radar and weather sensors. Provision for survivors includes comprehensive first aid equipment including stretchers, oxygen and Entonox. They carry a portable salvage pump in a water-tight container, and can also carry out pumping and fire-fighting tasks using the engine-driven general service pump.

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