



DATE January 2015 -- ISSUE No 388

From Club The History File

February 2003 Teddy Bears Picnic in the Domain.
This was the time we took the club Pool and put the Club Boats on for free, until the council changed the organiser and we would



have had to pay to be there. The end result was we there after attended the Panmure Basin Festival held each year on the Basin. This Year the festival date is the **8th of March**

PRESIDENT	DAVID BOWYER
Phone No 535 8692	
VICE PRESIDENT	BOB KEMPSTER
Phone No 834 6921	dbkem@xtra.co.nz
SECRETARY	IAN DONALD
Phone No 299 7418	threetenE@xtra.co.nz
TREASURER	Jerry Payne
Phone No 021 486 013	jerry@ihug.co.nz
LIBRARIAN	BRIAN KING
Phone No 838 7383	spike1@xtra.co.nz
EDITOR	IAN DONALD
Phone No 299 7418	threetenE@xtra.co.nz
<u>COMMITTEE</u>	
MONTY JONES	
Phone No 534 4494	montague.jones@gmail.com
NICK BASSON	
ALISTER LEASK	Phone No 268 2087
PETER CUSDIN	Phone No 522 1995
<u>SAILING COMMITTEE</u>	
MALCOLM THOMAS	
GRAHAM ANNABELL	
BRIAN KING	
ALISTER LEASK	

POOL ACTIVITIES IN January 2015

Sailday is on the 18th for those who have recovered from the hurley burley of X Mass. A couple of public Boat Days. A yacht comp and some free sailing. A good time to had by all.

*THIS YEARS VISIT TO HAMILTON HAS BEEN
SCHEDULED
FOR THE 8TH OF FEBRUARY AT TURTLE*

Boat Table For December.

Duty Committee Member on the night was Bob Kempster.



The model on the left (The white top one) is owned by Bob Kempster. It is a Stirling kitset of about 25 years old. The present motors are two hungry on batteries so Bob is changing to twin out runners. The original railings were too flimsy so brass ones were made to replace them.



These days Bob Kempster is building Yachts at speed. This is another example of his skill in this field. Scratch built and finished to a high standard. Where most of us just cut our sails flat, Bob is making his on a sail making jig which allows him to make sails with a proper curve in them.



Brian King explaining the details of his Fishing Boat Osprey. Another well finished model.

Bill Bolland is making a Tidler Tug from plans that he has had enlarged to make a model of 1 meter length. The hull is made from 2.7mm ply. Bill briefly toyed with the idea of putting steam in the model but quickly settled for electric instead.

Carley Floats

The **Carley float** (sometimes **Carley raft**) was a form of invertible liferaft designed by American inventor Horace Carley (1838-1918). Supplied mainly to warships., it saw widespread use in a number of navies during peacetime and both World Wars until superseded by more modern rigid or inflatable designs. Carley was awarded a patent in 1903 after establishing the Carley Life Float Company of Philadelphia.

Description

The Carley float was formed from a length of copper or steel tubing 12-20 inches (30. 50 cm) in diameter bent into an oval ring. The ring was surrounded by a buoyant mass of kapok or cork, and then covered with a layer of canvas rendered waterproof via painting or doping. The metal tube was divided into waterproof compartments with vertical baffles. The raft was thus rigid, and could remain buoyant, floating equally well with either side uppermost,



Nested Carley floats visible on HMS Rodney

even if the waterproof outer was punctured. The floor of the raft was made from a wood or webbing grating. Boxes containing paddles, water, rations and survival equipment were lashed to the floor grating. Men could either sit around the rim of the raft, or, if in the water, cling to rope loops strung around its edge.¹ The largest model could accommodate up to fifty men, half inside the raft, and the others in the water holding onto the ropes. Some variants included a calcium flare that would automatically ignite on immersion in water. The flare could however expose a raft to hostile fire, as then-Lt. Stuart-Bonham Carter found during the 1918 Zeebrugge Raid as he escaped the scuttled blockship HMS *Intrepid* . Only the smoke of the burning vessel behind him prevented him from being targeted.

Operation

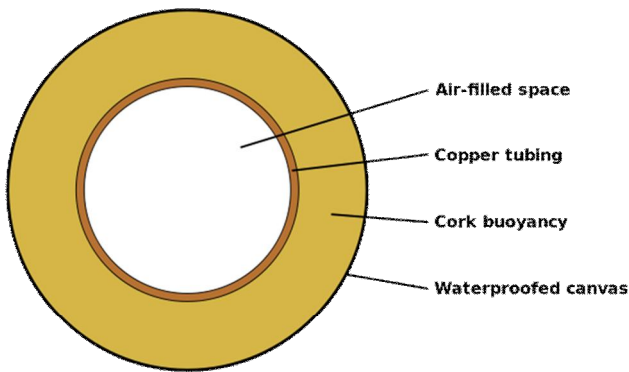
Simply by casting it over the side, the lightweight Carley float could be launched more rapidly than traditional rigid lifeboat designs, and without the need for specialised hoists.¹ It could be mounted on any convenient surface and survive the battering against the ship's sides during heavy seas. Unlike the rubber inflatable rafts of the period, it was relatively immune to compromise of its buoyant chambers. Seafarers in it were however completely exposed to the elements, and would suffer accordingly. An inquiry of 1946 reported that many sailors who had succeeded in getting to the safety of Carley floats had nevertheless succumbed to exposure before rescue could be made. The crew of the Canadian minesweeper HMCS *Esquimalt*, sunk offshore of Nova Scotia in April 1945, lost at least 16 to hypothermia during the six hours in which they awaited rescue. Few of the survivors could still walk. Despite these shortcomings many seamen did owe their lives to the Carley float. Chinese sailor Poon Lim survived for a record 133 days adrift in the South Atlantic aboard a Carley float after his freighter SS *Ben Lomond* was sunk on 23 November 1942. He fashioned fishing gear from components of the raft. He was close to death when discovered off the coast of Brazil on 5 April 1943, but was able to walk ashore unaided.

Carley float.....continued

Though its occupant did not survive, a shrapnel-ridden Carley float carried the body of the unknown man to land on Christmas Island in February 1942. The sun-bleached corpse had evidently spent a lengthy period at sea, though to this day it remains unknown from where the sailor had come. It has long been suspected that the body was that of a sailor from HMAS Sydney, which was lost with all hands under mysterious circumstances off the coast of Australia on 19 November 1941. A second Carley float, more confidently believed to be from Sydney, was recovered drifting 300 km off the Australian coast one week after the ship sank. It had been badly damaged by shellfire, but was empty. The float is now displayed at the HMAS Sydney exhibit of the Australian War Memorial, Canberra.

In fiction

The 1942 British war film **In Which We Serve** centres on a group of survivors clinging to a Carley float. As they suffer from the elements, the story of how they came to be there is told through a series of flashbacks.



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CLUB NIGHT

Wednesday the 10th of December 2014

Meeting chaired by President David Bowyer

APPOLIGIES. Dennis Lake. Monty Jones

VISITORS

There were no visitors this month.

NEW MEMBERS

No New Members

NOTICES and ANNOUNCEMENTS .

There were no notices or announcements

SAILING COMMITTEE

December Sailday is on the 21st weather permitting.

GENERAL BUSINESS

There was no General Business.

Boat Table on page Two

There being no further business the meeting closed at 8.20pm.

The Duty Committee Member for January is No one on Duty.

The Duty Committee Member for February is The Committee.

PANMURE BASIN FESTIVAL

SUNDAY THE 8TH OF MARCH 2015

10am TO 2pm

We are again going to need members models for a Display and to sail on the open portion of the pool.



THE COMMITTEE MEETING MINUTES OF SCALE MARINE MODELLERS INC,
HELD IN THE ASME CLUBROOMS, PANMURE, ON WEDNESDAY the 10th of December 2014

Meeting Chaired By, President David Bowyer

PRESENT; Dave Bowyer, Bob Kempster, Ian Donald, Alistir Leask, Jerry Payne,
Malcolm Thomas, Peter Cusdin, Nick Basson. Brian King.

APOLOGIES. Monty Jones

MINUTES OF THE LAST MEETING

The Minutes of the last meeting held on the 12th of November 2014 were circulated and taken as read.
Proposed by Bob Kempster Seconded by Alistir Leask

MATTERS ARISING;

There were no matters arising from the previous meetings minutes

NEW MEMBERS;

There were no new members

CORRESPONDENCE;

The Secretary presented the Correspondence for December
Proposed by Ian Donald and Seconded by Alistir Leask.

TREASURERS REPORT; 30/10/2014

The treasurer Presented the balance Sheet for November
Proposed by Jerry Payne and Seconded by Brian King .

SAILING COMMITTEE;

Weather permitting Sailday for December is the 21st. Tugs, Naval and Mercantile Steering .

OTHER BUSINESS;

Alistir Leask has spoken to Graham Macferson regarding the web site and Graham is ok with the site being moved to the club and run by Editor of the Mailship.

THE NEXT DUTY COMMITTEE MEMBER;

No Duty Member for January
The Duty Member for February is The Committee

There being no further business the meeting closed at 9.05pm

*THIS YEARS VISIT TO HAMILTON HAS
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FOR THE 8TH OF FEBRUARY AT
TURTLE LAKE*

John Fisher, 1st Baron Fisher

From Wikipedia, the free encyclopaedia

Admiral of The Fleet **John Arbuthnot "Jacky" Fisher, 1st Baron Fisher**, GCB, OM, GCVO, (25 January 1841. 10 July 1920) was a British Admiral known for his efforts at naval reform. He had a huge influence on the Royal Navy in a career spanning more than 60 years, starting in a navy of wooden sailing ships armed with muzzle loading cannon and ending in one of steel-hulled battlecruisers, submarines, and the first aircraft carriers. The argumentative, energetic, reform-minded Fisher is often considered the second most important figure in British Naval History, after Lord Nelson.

Fisher is primarily celebrated as an innovator, strategist and developer of the navy rather than a seagoing admiral involved in major battles, although in his career he experienced all these things. When appointed First Sea Lord in 1904 he removed 150 ships then on active service which were no longer useful and set about constructing modern replacements, creating a modern fleet prepared to meet Germany during World War 1.



Fisher saw the need to improve the range, accuracy and firing rate of naval gunnery, and was an early proponent of the use of the torpedo, which he believed would supersede big guns for use against ships. As Controller, he introduced torpedo boat destroyers as a class of ship intended for defense against attack from torpedo boats or submarines. As First Sea Lord, he was responsible for the construction of HMS Dreadnaught, the first all-big gun battleship, but he also believed that submarines would become increasingly important and urged their development. He was involved with the introduction of turbine engines to replace reciprocating engines, and the introduction of oil fuelling to replace coal. He introduced daily baked bread on board ships, whereas when he entered the service it was customary to eat hard biscuits, frequently infested by biscuit weevils.

He first officially retired from the Admiralty in 1911 on his 70th birthday, but became First Sea Lord again in November 1914. He resigned seven months later in frustration over Churchill's Gallipoli campaign, and then served as chairman of the Government's Board of Invention and Research until the end of the war.

Character and appearance

Fisher was five feet seven inches tall and stocky with a round face. In later years, some insinuated that Fisher, born in Ceylon of British parents, had Asian ancestry due to his features and the yellow cast of his skin. His colour resulted from dysentery and malaria in middle life, which nearly caused his death. He had a fixed and compelling gaze when addressing someone, which gave little clue to his feelings. Fisher was energetic, ambitious, enthusiastic and clever. A shipmate described him as "easily the most interesting midshipman I ever met". When addressing someone he could become carried away with the point he was seeking to make, and on one occasion, the King asked him to stop shaking his fist in his face.

Throughout his life he was a religious man and attended church regularly when ashore. He had a passion for sermons and might attend two or three services in a day to hear them, which he would 'discuss afterwards with great animation' However, he was discreet in expressing his religious views because he feared public attention might hinder his professional career.

He was not keen on sport, but he was a highly proficient dancer. Fisher employed his dancing skill later in life to charm a number of important ladies. He became interested in dancing in 1877 and insisted that the officers of his ship learn to dance. Fisher cancelled the leave of midshipmen who would not take part. He introduced the practice of junior officers dancing on deck when the band was playing for senior officers' wardroom dinners. This practice spread through the fleet. He broke with the then ball tradition of dancing with a different partner for each dance, instead adopting the scandalous habit of choosing one good dancer as his partner for the evening. His ability to charm all comers of all social classes made up for his sometimes blunt or tactless comments. He suffered from seasickness throughout his life.

CLUB EVENTS CALENDAR

January	Wednesday 14th	Club Night and Committee Meeting
	Sunday 18th	Sailday
February	Sunday 8th	<u>Hamilton Visit - Turtle Lake</u>
	Wednesday 11th	Club Night and Committee Meeting
	Sunday 15th	Sailday
March	Sunday 1st	Yachting
	Wednesday 11th	Club Night and Committee Meeting
	Sunday 15th	Sailday
	Saturday 21st	Newton School Gala 10am—2pm

MAILSHIP



Newsletter of Scale Marine Modellers Inc

Return Address:- 34 Waterview Road East, Papakura, Auckland 2112 New Zealand

Boat Roster

When you are Rostered on for Public Boat duty, it is your responsibility to organize a replacement or swap if you can not do your roistered duty and to contact the Duty Committee Member to inform him if you are unable to do the duty and with whom you have swapped duty.

January 2015	11th	Brian King	Ian Donald
	25th	Ian Donald	Colin Newth
February	1st	Jerry Payne	Dennis Christopher
	22nd	Alistir Leask	Dan Shortland
March	1st	Peter Cusdin	Brad Mullins
	8th	Malcolm Thomas	Nick Basson
	22nd	Bob Kempster	Robert Palmer