

SUBSCRIPTIONS

**FOR THIS YEAR ARE
NOW DUE**

**THEY ARE NOW ONLY
(LAST YEAR (\$15))**



***If you are in the clubrooms
they can be paid by cash or Eftpos.***

***Otherwise mail to The Treasurer,
P.O. Box 10233, Te Mai,
Whangarei, 0143.***

CLUB NOTICES

3rd Sunday Running — July 15th, 10 am till 3 pm.

Mid-week Workdays — Mostly Every Wednesday, 10 am 3 pm.

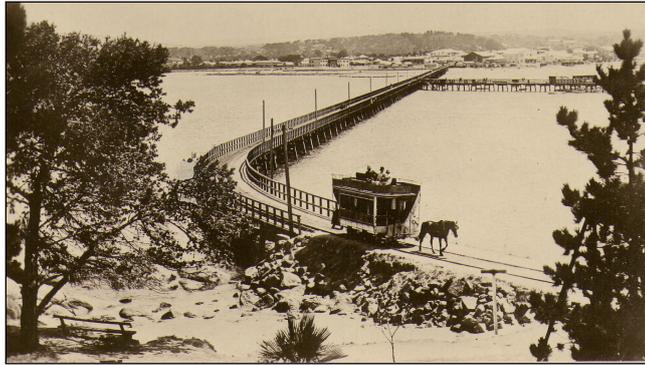
Extra Running Days This Month:

SEE PAGE 2

THESE WORK IN WITH
MUSEUM "LIVE" DAYS AND OTHER
EVENTS WHEN HELD

QUIZ — Where is it?

See Page 6.



Wednesday Workdays

By The Editor

All the concrete work for the new station shelter has been completed and now awaits the supports for canopy along the platform.

Originally it was proposed that the concrete paving would only go about half way along the platform but at the last minute it was decided to take it to its present length. All the spoil from the excavation for the concrete pad in front of the snag dispensary was tipped over the fence above the No 2 steam-up bay and formed into a ramp of sorts down to the basement area. This has made the area quite soft and prone to getting rather boggy. There is a possibility that this ramp will have to be concreted in the not too distant future thus making it a lot safer to use. Tamping all this fill is a must and it is planned to hire a plate tamper to simplify the operation.

C444 is not feeling very well at the moment, running heavily and will not idle properly. Inspection has revealed that there is something amiss with the carburettor. The whole loco is to be taken downtown to a specialist that deals with B&S engines so they can have a good look at it and hopefully come up with a cure for the problem.

Strangely enough the owner of the repair shop had heard the engine running on a previous family visit to our site and thought things were not quite right.



THE SCHOOL HOLIDAYS ARE HERE!!

THAT BEING THE CASE WE WILL BE RUNNING FOR THE PUBLIC
ON THE WEDNESDAY OF EACH WEEK OF THE HOLIDAYS.

WEDNESDAY 11th AND WEDNESDAY 18th JULY ... 10 am — 2 pm.

Views expressed in this newsletter are not necessarily the views of the editor or of the Whangarei Model Engineering Club

LIST OF MAIN CLUB OFFICERS

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Secretary: Brian Mould. Telephone (09) 434 6188. E-mail; thewrinkles7749@gmail.com

Treasurer: Bruno Petersen. Telephone (09) 438 7600. E-mail; brunopetersen@xtra.co.nz

Committee Members — Colin Smith, Ian Mison, Lloyd Cross, John Wright.

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Charters and Bookings — Rodney White. Telephone (09) 436 1185.

Postal Address: Whangarei Model Engineering Club (Inc), P.O. Box 10233, Te Mai, Whangarei 0143.

Club Telephone: (09) 438 9520 (Available Work and Running Days Only).

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Third Sunday Running

ESPITE the unpredictable weather of late, the June Third Sunday running day turned out quite OK.

Passenger loadings in the morning were quite good, but from about one pm on they seemed to fall flat.

We had one steamer (Lloyd) and the club's Hymec and Santa Fe in action. Both ran smoothly and didn't give any trouble. 444 is due to go into

hospital next Wednesday (20th) and all going well should be back in action for the following month.

There were a goodly number of club members in attendance so nobody really got overworked. Also there were also some complimentary comments on the new concrete platform extension and when told of the proposal to put a canopy over the top to keep it cool in summer there were even better comments.



TOP LEFT: President Rodney with a full load of happy customers.

TOP RIGHT: A view of the long queue of patrons. The length of the queue took a while to shrink.

MIDDLE LEFT: A.J. busy serving customers from the Snak Shak.

MIDDLE RIGHT: Peter H on the Hymec about to depart. I think he must have been welded to that machine because he was still there at noon.

BOTTOM LEFT: Another view of the busy departure area.

PRESIDENT'S REPORT

2018



The club has had another successful year with well-attended Third Sunday runs and bookings mean that the finances are good.

We passed our MEANZ audit during the Anniversary Weekend event, my thanks to all the team who worked hard to ensure this.

The club has been given two major gifts during the year. The first, a well equipped Myford ML7 lathe has been installed in the basement, allowing on-site repairs and modifications to be done.

The second is John Wright's large petrol/hydraulic model of a BR Hymec. As gifted, this loco was not suitable for general club use, being challenging to drive. Modifications under the guidance of Brent Cross of *McRaes Global* means that the club now has three powerful prime movers. Our thanks to John for this stunning model.

As always, attracting new members is a problem. The club has supplied leaflets to the town I-Sites which must go somewhere due to repeat orders.

We also held a well advertised "Drive a Loco" weekend. The Saturday was good, several interested locals turned up and we gained a useful new member. The Sunday degenerated into dozens of visitors demanding rides. We gave up and opened the ticket office, at least that paid for the advertising.

After a false start we had a well-attended Christmas lunch at "The Deck" in McLeod Bay. It would be good if the committee had some feedback from members during the planning of such events.

As agreed at the last AGM, the profits from the Anniversary Weekend were to go to local charities, only one member responded so the committee have promised \$1000 to Kiwi North to enable a defibrillator to be located at the museum. This will be available to everyone on the park. The Kiwi North management are fundraising from other clubs and societies on the park and once this is complete we will make payment. The club gifted the remainder to the Bay of Island Vintage Railway.

After an initial running and modification programme the Brian designed driving car/ride cars are performing well. Thanks Brian, they help our creaky joints.

We have had no injuries or notable occurrences during the past year. Diligence by all members should ensure this trend continues.

The current project to install a canopy over the station approach will enable us to remove the seating from the platform and eliminate crowding at very busy times.

Finally, my thanks to all our members who turn up to lay/repair track, fix all our breakages, failures, weed spray, plant/prune, paint and load/unload the riders.

Rodney

The structure of the club has not changed this year. All (with one exception) incumbent officers have been returned to office.

Tony Tanner has stood down because of health issues and John Wright has taken his place.

The Annual Subscription has changed and now stands at **\$10 per annum**. This is payable by Eftpos or cash next time you are on site. It can also be paid by cheque payable to the Treasurer, **Whangarei Model Engineering Club, P.O. Box 10233, Te Mai, Whangarei, 0143**.

What if the Bismarck had been captured by the British?

If she'd been captured in port without having been sabotaged or scuttled, then there probably wasn't much more of a war left to fight in Europe, and she would have been impounded and then probably disposed of in the years following the war.

Had she been captured in battle, her condition would have been shocking. A prize crew might have gone aboard while she was taken under tow, but whether she would have made port is a separate issue. She may still have foundered.

Had she safely made harbour under tow, she would have been laid up. She would not have been repaired. The expense and time could not be justified when the war effort (and particularly the Navy in this case) required every resource be piled into domestically produced weapons which were compatible with the existing establishments. An enemy battleship would not fit this bill, thus could never justify repairs.

Now, had she been in a foreign port which inexplicably fell to the British or her allies? That's the most interesting scenario. Let's say things worked out differently with France and the Vichy government allowing the Kriegsmarine to use

Martinique as a base. This would have been intolerable to Britain and so the Royal Navy would launch a daring attack along with the FNFL, capturing the port along with a handy, intact, German battleship. In 1941.

So, the British might actually try to put her into service, but probably only as a stopgap until maintenance becomes too difficult (as it eventually must, requiring reverse engineering to produce replacement parts). But, for a while, the Royal Navy just MIGHT have been willing and able to operate a prize battleship.

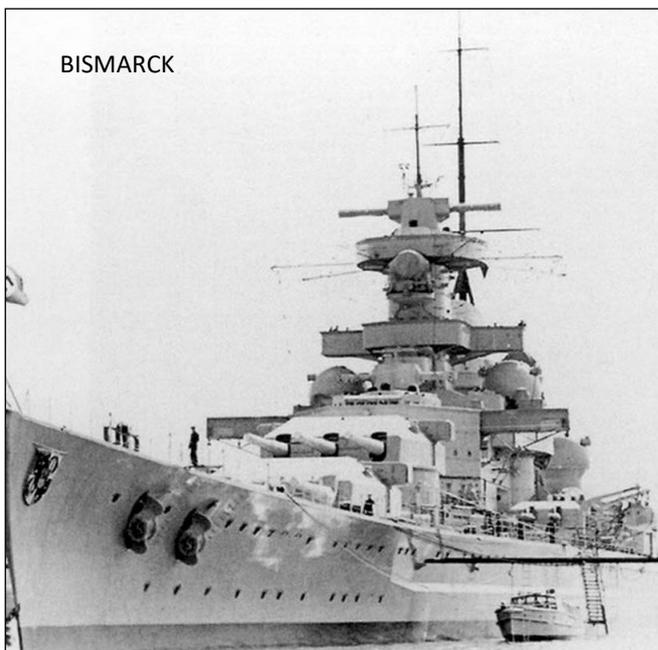
How very excellent for propaganda would that have been?

And how much would the Germans have wanted to sink her? You could almost use her as U-boat bait. Just let them come to you and then pound them all day with depth charges.

The truth is it's very hard to say exactly which way

the British would have leaned with an intact, operational German battleship. Navies did use captured battleships after all. But would the British have used her for a short propaganda tour and then put her into port for the duration?

Who knows?



Paddy, the electrician, got sacked from the U.S. Prison service for not servicing the electric chair.

He said in his professional opinion it was a death trap!

Other Club's Events:

Rail X Model Train Show: Palmerston North, July 7th — 8th, 2018.

Havelock North Live Steamers: (Keirunga Park) Open Weekend. Labour Day Weekend, October 19th — 22nd.

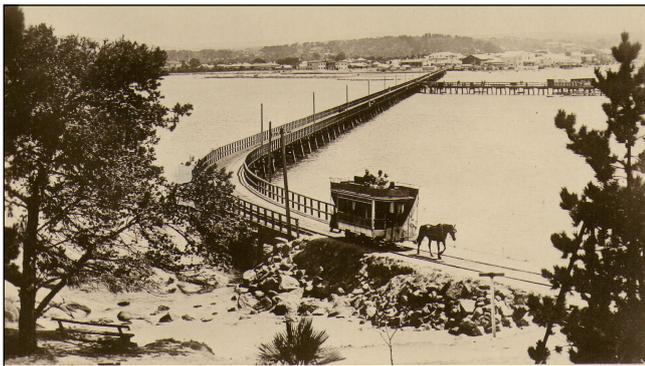
Nelson: Open Weekend & 60th Anniversary. Labour Weekend, October 20th — 22nd.

New Plymouth: Open Weekend. Labour Weekend, October 20th — 22nd.

Christchurch: Open Weekend. November 16 — 18th.

ANSWER TO QUIZ ON PAGE 2

Victor Harbor, South Australia, showing horse tram



The original Victor Harbor Tramway



Present day Victor Harbor Tramway

VICTOR HARBOR is a town located within the City of Victor Harbor on the south coast of the Fleurieu Peninsula, about 80 kilometres (50 miles) south of Adelaide, the capital of South Australia. The town is the largest population centre on the peninsula, with an economy based upon agriculture, fisheries and various industries. It is also a highly popular tourist destination, with the area's population greatly expanded during the summer holidays, usually by Adelaide locals looking to escape the summer heat.

It is a popular destination with South Australian high school graduates for their end of year celebrations, known colloquially as schoolies.

Traditionally home of the Ramindjeri clan of the Ngarrindjeri people, the bay on which Victor Harbor sits was discovered by Matthew Flinders in *HMS Investigator* in April 1802. As part of the first circumnavigation of the continent, Flinders was surveying the then unknown southern Australian coast from the west. He encountered Nicolas Baudin in *Le Geographe* near the Murray Mouth several kilometres to the east of the present day location of Victor Harbor. Baudin was surveying the coast from the east for Napoleonic France. Although their countries were at war, each captain was given documents by the other nation's government, stating that the ships were on scientific missions, and were therefore not to be regarded as ships of war. Together, the ships returned to the bay and sheltered, while the captains compared notes. Flinders named the bay Encounter Bay after the meeting.

In 1837 Captain Richard Crozier who was en-route from Sydney to the Swan River Colony in command of the Cruiser-class HMS Victor, anchored just off Granite Island and named the sheltered waters in the lee of the island Victor Harbor after his ship. About the same time two whaling stations were established, one at Rosetta Head (popularly known as "the Bluff") and the other near the point opposite Granite Island. Whale oil became South Australia's first export. From 1839 the whaling station was managed for a time by Captain John Hart, a later Premier of South Australia. The town of Port Victor was laid out on the shores of Victor Harbor in 1863 when the horse-drawn tramway from Goolwa was extended to the harbour. The last whale was caught off Port Victor in 1872.

The town's name was changed to Victor Harbor in 1921, as a result, it is said, of a near shipwreck blamed on confusion with Port Victoria on the Yorke Peninsula. Despite the fact harbour is normally spelt with a "u" in modern Australian English, the name of the city is spelt Victor Harbor. This spelling, found in several geographical names in South Australia, including Outer Harbor, is due to the fact that in early Australian English, American spellings were standard, for reasons that remain unclear. Victor Harbour railway station is spelt with the u.

At the start of the 20th century, an attempt was made to make Port Victor, as it was then called, a main stop of mail-steamers.

On 26 December 1936, a one-off motor race meeting was held to the east of the town to commemorate the centenary of South Australia - the "South Australian Centenary Grand Prix". The circuit was made of public roads, measured 12.6 kilometres in length and featured two long straights, two short straights, and several corners, including the banked Nangawooka Hairpin. Winner of the 240 mile Grand Prix, which was held as a handicap, was Les Murphy in an MG P-type, from Tim Joshua in another P-type and Bob Lea-Wright in a Terraplane Special.

Further Pics of Platform Extension



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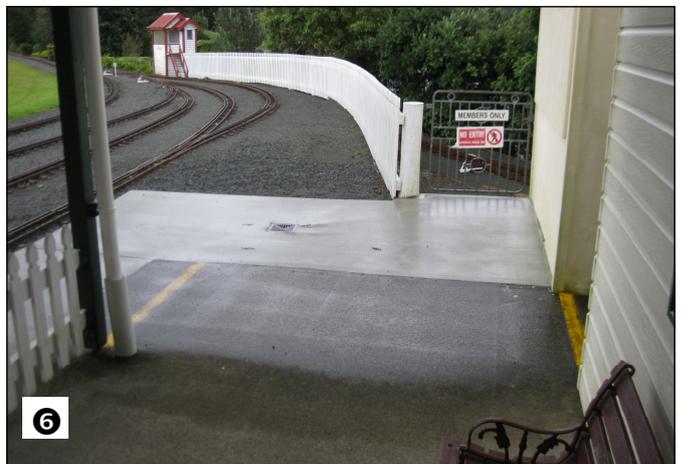
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PHOTOS ABOVE:

- 1 Colin getting into the fray. Dismantling fence to allow the digger to work.
- 2 Contractor's machinery waiting to go. They could not start until after 11 am because of a charter we had.
- 3 Into it!! The concrete crew have really made a dent in the proceedings. The small excavator sure made things easy.
- 4 & 5 The finished job. Really looks smart.
- 6 & 7 The area in front of the Snak Shak. Hopefully the next area will be behind the gate and down the hill to the steam-up bay and basement.

