

# The Generator

Issue 477  
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**Palmerston Model Engineering Club**  
[www.pnmec.org.nz](http://www.pnmec.org.nz) - [pnmec@trains.net.nz](mailto:pnmec@trains.net.nz)

Managers of the Marriner Reserve Railway - Marriner Street - Palmerston North  
PO Box 4132 - Manawatu Mail Centre - Palmerston North 4442

## **The Palmerston North Model Engineering Club** **Upcoming Club Events**

Club Nights held at the Hearing Association Hall 435 Church Street,  
Palmerston North 7.30 pm

### **22 April**

AGM

The Annual General Meeting of the Palmerston North Model engineering  
Club Inc. 7,30 PM 435 Church Street. P North.

**Plus Mystery Object Discussion**

### **27 May**

Tour Aotearoa South Island

Richard Lockett will give a presentation of places visited of interest  
while travelling the length of the South Island on his bike.

Gold mining and abandoned railway lines.

## **Marriner Reserve Railway**

### **2 May & 16 May**

Railway operations at the Mariner Reserve

Trains in operation from 1pm to 3pm

Weather permitting (Kerry Puklowski 06 353 6189)

### **Thursdays**

Railway operations for club members

Subject to ongoing track maintenance and weather

Contact track manager (Richard Lockett 06 323 0948)

## PRESIDENTS REPORT

Model Boat Night was a success, and I would like to thank all those that made it happen. I am always nervous when organising open meetings as you have no control over who or how many will come through the door. In this case we had a good turnout from the model engineers and one member each from the PN Aeroneers and the Model Boat Group. Although the turn out from our guests was lower than expected the main players were in the room and this facilitated the conversations on the side that are so important.

It is unlikely that our club will benefit from an influx of model boat enthusiasts, that was always a long shot, but if you don't try you will never know. However, once you start talking to other groups other things of mutual benefit will always bubble to the surface. Because we took the time to invite the PN Aeroneers to one of our meetings they have stated that they will invite us all to one of theirs. Furthermore the committee is currently investigating the possibility of a field visit that would be of interest to both clubs where we could invite the Aeroneers to attend. These may seem insignificant steps, but inter club visits can make regular meetings a lot more diverse and enjoyable.

We as a club have run Model Mee for many years on our own, but as numbers are declining we would now be struggling to stage an event that would interest the public. Other clubs are in the same situation, but collectively we could mount an event that would draw in the public. We have access to the Meccano Club, the Model Truck Group, The Miniatures Club (precision dolls houses), Precision Models Group (plastic models), the various model boat groups, the various model aircraft clubs, the model railway clubs, etc and this list is growing. The concept of working collectively and putting on a worthy show for the public was the main thing to come out of our joint meeting and discussions along these lines are continuing.

I would like to thank Richard Lockett and Graeme Hall for bringing along examples of what Model Engineering is all about. Graeme Hall brought along a good selection of small aircraft engines and the quality of his work was noted. The comment was passed on to me by one of our visitors at the closure of the meeting "The Aeroneers need to see this". Richard Lockett brought along a broad selection of model engineering work including previous workings that have been entered into the Les Moore Challenge. I would also like to thank Bruce Geange and others who brought along models to show on the night.

A thank you also goes to Robert Edwards for bringing along the digital projector. Just in case the meeting fell flat on its face. I brought along a collection of over 60 marine related photographs in case they were required.

Lastly a sad note. Maurice Jobs from the PN Aeroneers brought along his eight foot long battle ship to show on the night, but during the journey to our meeting it broke loose from its mounts inside his enclosed trailer and the superstructure destroyed itself. Unfortunately this damage is terminal. This is not the way we wanted the night to end.

Keep Healthy and Keep Building  
David Bell

## AGM

Members are invited to bring along a mystery object to show and discuss after the formal AGM proceedings, with maybe a prize for the person who is able to identify the most mystery objects!

## Report on the March Club Night

As outlined in David's President's report we had a couple of visitors to our club night. Maurice Job from the Palmerston North Aeronauts and Mike Ellis from the Model Boat Group who along with Richard Lockett ( PNMEC) gave a brief talk on their respective clubs activities at the present time. This with a view to perhaps working together in future with respect to the holding of modelling exhibitions etc. A good assortment of boats were assembled along with some of Graeme Hall's aero engines.



Some of the PNMEC's Les Moore Challenge entries from various M E conventions on display with the two nautical themed challenges, The Nelson Putt Putt boats and the Canterbury Amphibious craft being a feature of Richards talk.

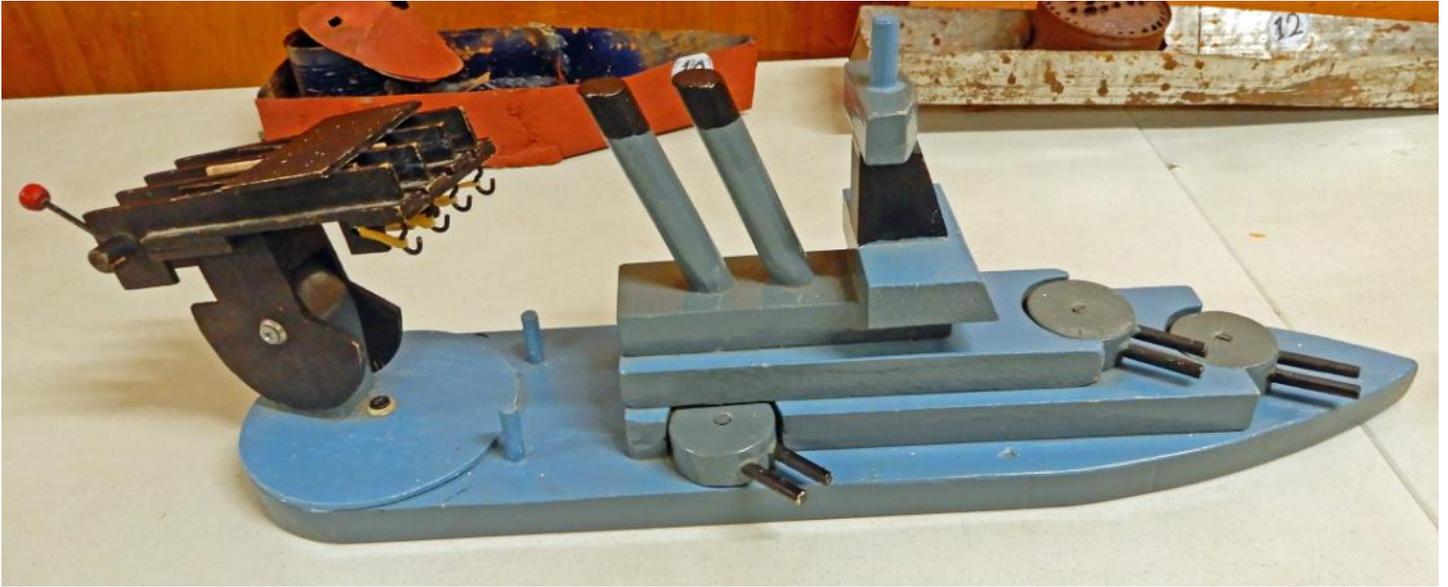


A model of a Dutch tug boat converted by the German Navy in WW2 from steam to diesel propulsion but with little success.

A WW2 era Naval Minesweeper



**The Generator**



Merv George displayed a wooden guided missile launcher made when his children were young from a Readers Digest article.



David Bell gave an interesting talk on the development of the Swedish Navy's Visby class submarine hunter built in the early 2000's

Graeme Hall's line up of Aero engines and his Stirling Engine powered Helicopter.



## STEAMSHIP SS DELPHINE

I was in Monaco in July 2005 during “Super Yacht Week”, a time when the worlds rich and famous put their super yachts on show to display their wealth and impress friends and onlookers. The ship I was working on was berthed at a temporary mooring prior to moving to its allocated berth at the show when the SS Delphine tied up beside us.



The Delphine was built in 1921 as a pleasure cruiser for the Dodge Family (of auto maker fame) spending most of its previous life sailing on the tranquil waters of the great lakes in the USA. At some stage it fell into disrepair and was lifted from the water and left on the shore to rust and rot. It was purchased in the late 1980's by its current owner a Portuguese Pharmaceutical Baroness who claimed to have spent in the vicinity of 25 to 30 million (US dollars) transforming it from a dilapidated wreck to a reincarnation of its former self.

The ship is powered by two triple expansion steam engines (and a small diesel generator). It takes five engineers to manage the operation of the engine room when sailing, comprising: two motor men controlling the engines, two boiler men supervising the three oil fired boilers, and one supervisory engineer. Now this is where it gets complicated. Regulations limit the number of crew berths on board and with no opportunity to permanently accommodate a second shift of engineers the ship can only sail for 8½ hours at a time and then it must stop when the engineers go off duty. Therefore, a sailing day consists of: 2 hours raising steam and preparation, 8½ hours sailing under steam, then 1½ hours powering down and making secure. This arrangement would be fine for a day outing for the Dodge Family but it is somewhat impractical for a voyage of any length. The obvious solution would be to bring a temporary engineering crew along for the voyage so the engine room could be continuously manned (using the guest cabins for temporary accommodation). However, madam has issued instructions stating that that was never to happen (no grubby little engineers in her guest cabins).



Another point of note is the position of the helmsman. The Captain resides on the bridge (the wooden structure in front of the funnel) but if you look at the stern photograph you can see the tip of the wooden ships wheel controlling the rudder (just in front of the dude wearing the red shirt). The helmsman stands on an open deck at the back of the ship (in all weathers) holding the ships wheel and taking commands from the bridge by telephone.

This is the best ship restoration project I have seen. However as a working vessel it is totally impractical and it is a day tripper at best. But I guess if you have that kind of money to spare, and you want to have the only steam powered ship in Monaco during Super Yacht Week, who cares.

On a lighter note:

About a month later we were back in Monaco and were berthed close to an Eastern European owned super yacht (all ships moored side by side). Judging by the number of empty bottles they were dumping each morning they were obviously very heavy drinkers. On the morning in question a body guard went to the galley to cook himself breakfast. By all accounts he put his breakfast in the microwave, pressed start, but the microwave just beeped at him. So he did what any professional Eastern European body guard would do; He pulled out his revolver and shot the thing. Totally demolished the microwave, put a hole in the galley wall and a dent in the ship moored next to them. The police soon arrived in force. They had a discussion and some money obviously changed hands. They all agreed that it was not such a bad incident, no one was hurt, it was the microwave's fault, and as they were leaving port that day mum was the word. Just another day in Toy Town.

Report and photographs: David Bell

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