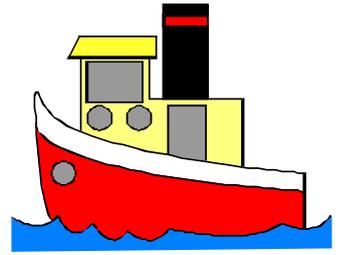


Wheels and Floats



Newsletter No. 348 Jan 2016

TAURANGA MODEL MARINE AND ENGINEERING CLUB

The Secretary
P.O. Box 15589,
Tauranga 3112
Palmerville Station Phone 07 578 7293

Rail Track Memorial Park
Open to Public weather permitting.
Sundays 10.00am to 4.00pm
Website: www.tmmecc.org.nz

NOTICE OF MEETING

The next general meeting will be on
Tuesday Feb 2nd at 7pm
At Palmerville Station

Patron: Noel Pope	
President:	Peter Jones (07) 543 2528
Vice President:	Bruce Harvey (07) 548 0804
Secretary:	Bruce Harvey (07) 548 0804
Co-Treasurers:	Clive Goodley (07) 572 2959 Owen Bennett (07) 544 9807
Editor:	Clive Goodley (07) 572 2959 goodley@clear.net.nz
Committee: Warren Belk, Shane Marshall, John Stent, Bruce McKerras Peter Lindsay, John Nicol, Mike Webber	
Boiler Committee: Peter Jones, Paul Newton, Bob Batchelor, Bruce McKerras John Heald	
Safety Committee: Warren Karlsson, Bruce Harvey J. Nicol, Malcolm George,	

Conveners:	
Workshop:	Malcolm George, John Nicol
Track:	Bruce Harvey, John Stent, Russell Prout
Marine:	Warren Belk
Librarian:	John Nicol
Rolling Stock:	Clive Goodley, Mike Webber
Website by:	Murray De Lues
Driver Training	Clive Goodley, Mike Webber
Club Captain	Bruce McKerras
Operators December	
06-12-15	B. Kincaid
13-12-15	P. Lindsay
20-12-15	B. McKerras
27-12-15	N. Bush
03-01-16	R. Salisbury
10-01-16	Convention
17-01-16	G. Barnes
24-01-16	B. Fitzpatrick
31-01-16	C. Goodley

Next Committee Meeting Jan 14th at 7pm.

Presidents Points

Greetings members.

With Christmas just a few days away, and a new year a few days away from that, and just after that the convention, it is a really busy time.

Well done to those that helped make our Santa Float a winner. It all happened in a short time and in the usual way everyone pitches in together, what a fitting finale to the year by winning first prize for the best non profit organisation Christmas Float. We gave away 200 Christmas tickets for a free ride, and could have trebled that, what a fantastic turn out of the public. Well done team.

It has been a very busy year leading up to the convention and still plenty to do. The steaming bays are finished, the raised track back in operation and the new marshalling area completed, and our station has had a lick of paint. The only hiccup was the postponing of our Christmas until the new year, due to an unpredictable Saturday weather pattern.

The registrations have been flowing in which is very satisfying, we are going to have a great convention.

To all our members families and friends, have a safe and happy Christmas and all the very best for 2016.

Happy modelling

Peter Jones.



Russell's way of beating sore knees and back proved effective and allowed for extended periods of welding the track without recourse to frequent rests. The end of the ridecars are easily removed and replaced.

The end of the current track building phase. There will be a running shed beyond this piece of track eventually. John Stent and Russell are pictured with the welding ridecar with end removed.



I am sure a feeling of relief and 'thank goodness that's finished' was the both of them.

However there was still steaming bay and associated work ahead of them. This is now just about complete.

A man was dining alone in a fancy restaurant and there was a gorgeous redhead sitting at the next table. He had been checking her out since he sat down, but lacked the nerve to talk with her. Suddenly she sneezed, and her glass eye went flying out of its socket towards the man. He reflexively reached out, grabbed it out of the air, and handed it back. 'Oh my, I am so sorry,' the woman said, as she popped her eye back in place. 'Let me buy your dinner to make it up to you.'

They enjoyed a wonderful dinner together, and afterwards they went to the theatre followed by drinks. They talked, they laughed, she shared her deepest dreams and he shared his. She listened to him with interest. After paying for everything, she asked him if he would like to come to her place for a nightcap and stay for breakfast. They had a wonderful, wonderful time..

The next morning, she cooked a gourmet meal with all the trimmings. The guy was amazed. Everything had been so incredible!

'You know,' he said, 'you are the perfect woman.. Are you this nice to every guy you meet?'

'No,' she replies, and then said, 'You just happened to catch my eye.'



Why science teachers should not be given playground duty.





Preparing for the Santa Parade, the final dressing up could not be done the previous weekend, when a small working party set up the floats at Russell's place, for the fancy bits would have blown off on the way into town from Omokoroa. These photos were taken next to the club room except the last one..

WOULD YOU MARRY AGAIN?

A husband and wife are sitting quietly in bed reading when the Wife looks over at him and asks the question....WIFE: "What would you do if I died? Would you get married again?"

HUSBAND: "Definitely not!"

WIFE: "Why not? Don't you like being married?"

HUSBAND: "Of course I do.."

WIFE: "Then why wouldn't you remarry?"

HUSBAND: "Okay, okay, I'd get married again."

WIFE: "You would?" (with a hurt look)

HUSBAND: (makes audible groan)

WIFE: "Would you live in our house?"

HUSBAND: "Sure, it's a great house."

WIFE: "Would you sleep with her in our bed?"

HUSBAND: "Where else would we sleep?"

WIFE: "Would you let her drive my car?"

HUSBAND: "Probably, it is almost new."

WIFE: "Would you replace my pictures with hers?"

HUSBAND: "That would seem like the proper thing to do."

WIFE: "Would you give her my jewelry?"

HUSBAND: "No, I'm sure she'd want her own."

WIFE: "Would you take her golfing with you?"

HUSBAND: "Yes, those are always good times."

WIFE: "Would she use my clubs?"

HUSBAND: "No, she's left-handed."

WIFE: -- silence --

HUSBAND: "Damn."

I do not normally comment on things that are not club oriented, but I have to break my rules sometimes. I took a photo of the Korean Brass Band who were next to our float in the Christmas Parade. There were more than forty of them and they really were enjoying the experience, also in the parade was another group of Koreans, representing a Korean school in Tauranga, again I counted more than forty and they were certainly also very happy to be there. We are now being persuaded, or attempts to do so by certain people in positions of influence, that the season should be called the happy season or something equally ridiculous. I fail to see their point of view out in the street or in my mind. The Tauranga Christmas Parade certainly proves them wrong. Another point, Christian immigrant groups, who would outnumber the others will feel all the more welcome by a Christmas season being called just that.

I think there are not many citizens and residents of New Zealand who are not aware of the T-SS Earnslaw and its special place in NZ history. How it was built in Dunedin, broken down into transportable parts and carted overland to Lake Wakatipu. There are many other examples of parallel epic episodes around the world and the following story is one.

MV *Chauncy Maples* is a motor ship and former steamship that was launched in 1901 as **SS *Chauncy Maples***. She has spent her entire career on Lake Malawi (formerly and more widely known as Lake Nyasa) and is regarded as the oldest ship afloat in Africa. It was hoped that after more than one hundred years' service she will be restored for use as a floating medical clinic to support the several million lakeshore dwellers whose average life expectancy is 44 years. However that is not likely to happen now as funding falls far short of that needed to repair the ravages of time on the hull.

Alley and McLellan's shipyard in Polmadie, Lanarkshire, Scotland, specialised in supporting the far reaches of the British Empire by building boats and ships that were dismantled into kit form once they had been completed. The resulting set of parts was frequently enormous and a daunting logistical task to transport. Re-assembly also depended heavily upon the availability of skilled labour at the customer's premises. However, as in the case of the *Chauncy Maples*, this was frequently the only viable option when the ultimate destination was very far inland, away from any semblance of modern communications.

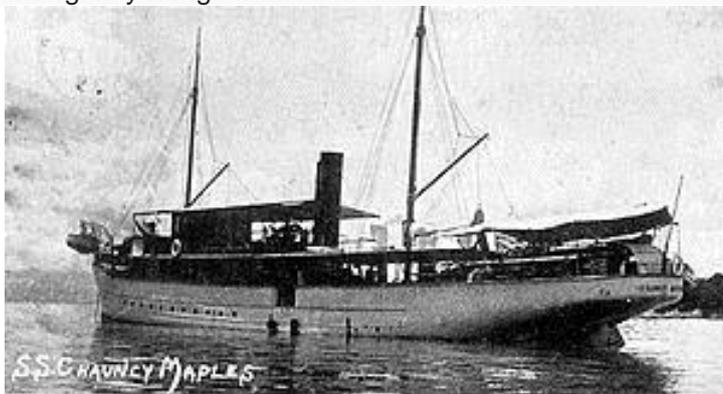
The SS *Chauncy Maples* was destined to steam the extensive waters of Lake Nyasa, the most southerly lake in East Africa. At 350 miles (560 km) long and 50 miles (80 km) wide it is the eighth largest inland water in the World. It is also the second deepest lake in Africa and home to more fish species than any other lake on Earth, giving an easy source of food for those who live around its shores. Lake Wakatipu is 80km (50miles) long

Conceived and commissioned by the **Universities Mission to Central Africa (UMCA)**, the 150 ton ship was one of the last designs produced Henry Marc Brunel. Once dismantled, the complex kit of almost 3,481 parts was transported by cargo ship to Portuguese East Africa, then towed by barge up the dangerous waters of the Zambezi.

The boiler was built by Abbott of Newark. It weighed 11 tons and was transported in one piece on a special wagon fitted with Sentinel wheels, to be hauled overland by 450 local tribesmen for 350 miles (560 km) through uncharted malarial land to the African Rift Valley. The other parts of the ship were man-handled or carried on the heads of men and women over difficult terrain and across river beds: they averaged only 3 miles (5 km) a day. Note the marking of parts for ease of assembling, pity it was obliterated by galvanising. It was pre-assembled by bolting every third rivet hole Re-assembly of the *Chauncy Maples* proved to be even more arduous than the journey, the part numbers had been stamped on each section prior to galvanising, making the task for the African engineers even more complex. It took two years to re-assemble the 3481 parts. The vessel was finally launched on 6 June 1901 and named after Bishop Chauncy Maples an Anglican missionary, later Bishop of Nyasaland.



Missionaries brought to Africa far more than religion and the UMCA had a very clear vision for their £9,000 investment. The ship had three overt tasks – to give the lake a hospital ship, a missionary school and an emergency refuge from Arab slave traders



SS *Chauncy Maples* at anchor on Lake Nyasa four years after her launch and at right MV *Chauncy Maples* awaiting restoration in 2008. The current bridge is not as built originally and will be removed to improve her stability and to return her to her original configuration

For a poorly-resourced mission, the cost of maintaining the steamer required a strong focus on local provisioning. With a draught permitting access to all areas of the lake, the ship itself was largely self-sustaining, her steam engine powered by wood scavenged from the shore areas. But the matter of slave raiding was more problematic, requiring not only manpower for site security, but also an appreciation of the uneasy boundaries that lay between the worlds of evangelism, medicine and trade. Finding appropriately qualified crew prepared to accept low pay and the tribulations of life on the lake was one thing; the Mission's unyielding insistence on celibacy among its European staff was an even greater recruitment challenge. Behind all this lay the tensions arising from the Mission's intentional policy of overextension of its mission surrounding Lake Nyasa.

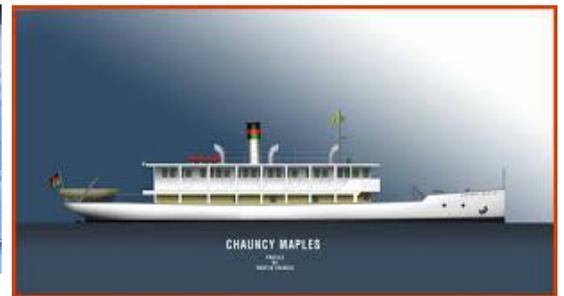
The *Chauncy Maples* operated in the contradictory world of an evangelical mission which offered desperately needed medical support to the poor in an environment of political instability and unfettered imperial capitalism. The ship has had a long and important life serving the areas surrounding the lake. Apart from a period of service during the WW1 as a troop carrier and gunboat, she served the inhabitants of Nyasaland for half a century until 1953, when she was sold and converted into a trawler. In 1967 the Malawian government bought her, refitted her as a passenger and cargo ship and replaced her steam engine with a Crossley in-line diesel engine. Her steam engine is preserved in the Lake Malawi Museum at Mangochi. The ship is currently laid up

at Monkey Bay.

The last formal inspection in 1992 revealed little damage to the riveted steel hull; although a single skin hull no longer complies with current regulations, she has been granted an exemption on the grounds of historical importance. The higher quality of steel produced in 1899 no doubt also played a part - after placing the vessel in a dry dock at Monkey Bay looked in worse condition after only twenty years at sea. In January 2012, she was brought ashore for the continuing restoration work

The restoration is led by the Government of Malawi and supported by the Chauncy Maples Malawi Trust in Britain. It is hoped that the vessel will return to the task for which she was conceived. Once the Chauncy Maples has been restored to a floating clinic a medical team will provide support and treatment to people living around the shores of Lake Malawi. The country's lake dwellers currently have no access to health care services and face high rates of malaria, HIV-AIDS and tuberculosis.

Earnslaw at left, 51m long, draught 2.1m Right, Chauncy Maples 38m long and draught is 1.98m



The reference to WW1 is actually more exiting than a passing note. I sometimes wonder if the epic film, the African Queen was inspired by the shenanigans on Lake Nyasa.

On the 14th August 1914 Britain had its first naval victory of WW1, when on Lake Nyasa Britain's gunboat HMS Guendolen, their only one on the lake attacked and disabled the German gunboat Hermann Von Wissmann in Sphinxhaven. The element of surprise was on the Guendolen's side as the Captain and Engineer, who had both been captured, had no idea Germany was at war. By 1915 the Chauncy Maples had been drafted into the British naval force on the lake.

The Hermann Von Wissman had meanwhile been repaired and the British naval fleet was ordered to destroy or capture it. At the second battle of Sphinxhaven, Chauncey Maples, now armed with two four pounder guns, taken from the Hermann Von Wissmann after the first battle, joined the Guendolen. At first light the two ships steamed into the bay and Askari troops landed and charged the German trenches. Two Maxim guns and troops opened fire from the deck of Chauncy Maples.

At the third battle of Sphinxhaven in 1916 The British naval fleet of two captured the Hermann Von Wissmann and Chauncy Maples took it in tow and as a member of the Royal Navy was renamed HMS King George.

One interesting little detail, the boiler was well overdue for an inspection, but the only qualified engineer in the area was too fat to get into the boiler. At the end of the war Chauncy Maples was handed back to the UMCA as a mission steamer.

By 1956 UMCA had run out of money and C.M was sold to Neilson Ltd and became a fishing boat, next Nyasa Railways bought it to connect the north and south parts of the lake. A Crossley diesel engine was installed as part of a renovation. The ship was relaunched in 1967 by the first President of the new country Hastings Kamuzu Banda.

Who was Chauncy Maples? The Rev. Chauncy Maples studied law at Oxford University but was inspired by David Livingstone's exploits to give up a life in law and join the Universities Mission to Central Africa. He sailed for East Africa still aged only twenty one in 1876. He set up clinics for and schools for escaped slaves and founded an Anglican Mission in Nyasaland, now Malawi.

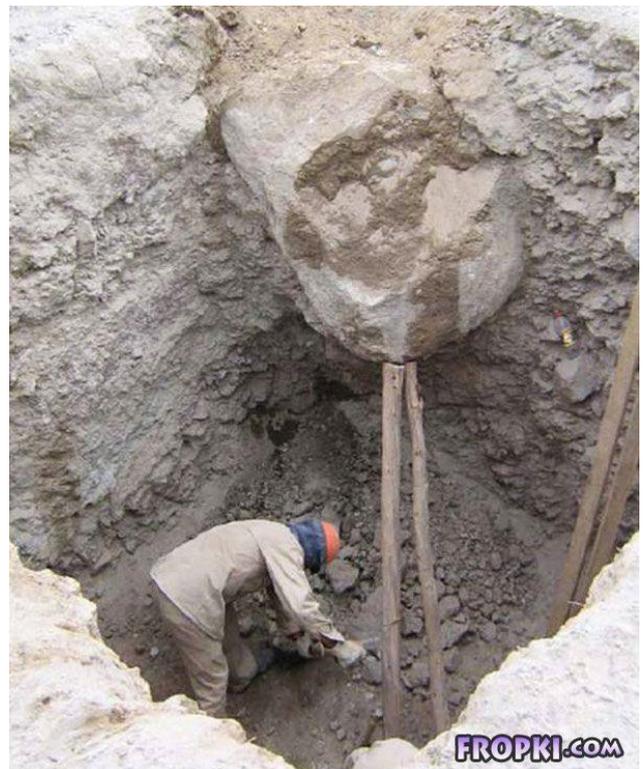
Twenty years after promoting Christianity and doing good works he was consecrated Bishop of Nyasaland. Unfortunately he never survived to carry on his good work, as he drowned when returning across Lake Malawi.

A group of guys, all age 40, discussed where they should meet for lunch.
Finally it was agreed that they would meet at the Ocean View Restaurant because the waitresses there were gorgeous with tight skirts, perky breasts and nice rears.
Ten years later, at age 50, the friends once again discussed where they should meet for lunch.
Finally it was agreed that they would meet at the Ocean View restaurant because the food and service was good and the wine selection was excellent.
Ten years later, at age 60, the friends again discussed where they should meet for lunch.
Finally it was agreed that they would meet at the Ocean View Restaurant because they could dine in peace and quiet and the restaurant had a beautiful view of the ocean.
Ten years later, at age 70, the friends discussed where they should meet for lunch.
Finally it was agreed that they would meet at the Ocean View Restaurant because the restaurant was wheelchair accessible and had an elevator.

Ten years later, at age 80, the friends discussed where they should meet for lunch.
Finally it was agreed that they would meet at the Ocean View Restaurant, because they had never been there before and heard it was quite good.

I have a habit of forgetting the captions for the photos. Last month I did it again; the one on the left is last month's again and a new one on the right.

Why women live longer than men. Now you know, and if you see a picture of men doing something stupid and dangerous, you know what the caption is. .



In order to bring about further integration with the single European currency, the Euro, Citizens of the United Kingdom of Great Britain and Northern Ireland must be made aware that the phrase "Spending a Penny" will not to be used after 30 June2014. From this date onwards, the correct term will be "Euronating". It is hoped that this will be a great relief to everyone!

A Merry Christmas to all you readers, and a Happy New Year.