

MAIDSTONE MODEL ENGINEERING SOCIETY

Winter 2023

www.maidstonemes.co.uk

President - Martin Parham

Maidstone Model Engineering Society

Winter 2023 Newsletter

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Your Committee

The committee exists to serve the club, to look out for the clubs interests and to make decisions on behalf of the club and its members.

Each committee member has volunteered and been elected by the membership at the AGM.

We are your committee, if you would like a point raised, either write/email to Tom, or talk to one of us and we can raise an issue on your behalf.

Chairman - Chris Hawkins
Vice Chairman - Sue Parham
Secretary - Tom Parham
Treasurer - Edgar Playfoot
Press Officer - Luke Bridges
Pat Riddles
John Hawkins
Andrew Hulse
Chris Williams
Jack Ruler
Amy Bridges

Cover photo: Nigel playing with Tom's Enterprise, many members have learn on Tom's loco. Myself, brother and Dad included.

Luke's Spot

It's almost that time of year! My favourite time of year! XMAS!

But first, a massive thank you after having no articles to print last issue, to having plenty for this issue and a couple in hand for the next!

This newsletter is only what you make it by sending bits in. Please do keep sending them to me in any means you can, hand written notes on paper, email, WhatsApp, however you like really!

Since the last issue, I've been rebushing and remaking motion pins for Bantam Cock where after 30 years of wear, they were showing their age. On removal a couple show signs of rotating in the rods. The deciding factor to do it was that the rear axle, with all rods in place, could rotate 15 degrees without any other wheel or axle moving, the front not as bad as their isn't a gradient pin that end of the rods. But after a thorough re-bush and pin, she should be very much ready to play - providing I can sort the injectors working range out (currently 25-40psi only)

So what's next, well for the club, it's business almost as usual for Wednesday's and still plenty to be done on a Sunday, with playing, testing, meetings still ongoing. Then the Boxing Day run, which for the first time in a long time I will be missing - although if someone wants to ping me some pics for the next issue and a short summary blurb, that would be fantastic!

For me, after Bantam is done, I'll have a quick look over Trojan - just to see if I can get away with just new die blocks again - then it'll be Amy and her Tich and our Polly 6. I do keep working on Northumbrian as the mood and materials take me, but I'm no rush for that, it's a learning project after all.

I hope to see you all in the new year, and what you've been working on over the winter.



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And like our public page at facebook.com/maidstonemes

At the park

General Works - Jack Ruler & Chris Williams

A new hose has been installed, weeding and grass cutting is ongoing.

Compressor has been repaired, ticket office fascia replaced, and a catch added to steaming bay gates.

The council have also relayed the road along to the club.

Household and Catering - Sue Parham & Pat Riddles

Club lunch will be at the Romney restaurant again.

Public Running - Sue Parham & Chris Williams

Next running day is Boxing Day.

Safety - John Hawkins

First aid kits monitored, and a burns kit checked

Permanent Way - Chris Williams

Over the winter we will be resetting the joints and replacing badly dipped sections of rail

Fuel & Club Locos - Chris Hawkins

Frenchie - Work ongoing and progressing well

Gertie - Running, but gearbox is still a problem

Enterprise - Failed a steam test, boiler repairs being undertaken as per photos. The opportunity has also been taken to overhaul the chassis, with members taking bits away to clean, refurb, rebush and rebuild.

Doris - Awaiting a boiler test in feb

Rolling Stock - Amy & Luke Bridges

A trial of recovering one of the trolley seats will take place, if successful, more can be done in time.



The club Enterprise on Andy's bench before going to Tom M for repairs, and the boiler being sorted by the Secretary at the park.



Paul Clark

4th October 1963 to 3rd March 2023

By his brother Ian Clark

(with editing for this newsletter by Sue Parham, and pictures)



Sue says: Many of you who knew Paul no doubt shared the disbelief and sadness at his death only 14 months after his father Norman Clark died. The tribute Ian has written to his brother is as good as the one that Paul wrote for his father which was in the Club Newsletter last year. Ian has kindly provided his tribute to me so that I can use parts of it for M.M.E.S. But it's best if I just provide Ian's words as he has written it so well, although I have chopped parts as it would be wrong to write much more than can be provided for other deceased members.

Ian says: Our mum Iris became seriously ill with pregnancy Toxaemia and was hospitalised for 6 weeks immediately before Paul's birth. Paul was born on the 4th October 1963 in the East End Maternity Hospital, Stepney Green, London within the sound of Bow Bells. Our dad Norman said that although he may not have sounded like one, Paul was a proper Cockney. Dad wanted to call his first-born son Ian. Mum wanted to call him Paul.....Mum won. I feel sure that Mum would agree that this 6 weeks of ill health was the only time that Paul ever caused her (or Dad) any trouble at all, and not many parents can say that about their children.

Our parents took him home to the Isle of Dogs where they were living at the time. I remember Mum saying that Paul used to play with a neighbour's little boy. The boy's mother was very nice, but she thought the husband was a bit dodgy and even a gangster! One day, in 1966 or thereabouts, Paul was playing outside with this little boy. Soon afterwards Paul was found sitting at the top of the stairs swearing his head off like a trooper obviously, with no idea what he was saying. Some of you may remember Paul describing how our Dad decided to move from London to Kent in order to give his family the chance of a better life and education. Well, perhaps this was one of the final straws that prompted our parents to move with Paul (and a very young me) from London to Snodland in 1967. Paul showed an early

interest in making things using Lego and Meccano that were an indication of where his interests would lay in later life. I have as many childhood memories as anyone else has of their siblings and would like to share some of mine.

On one occasion, Paul crashed his bike on some waste ground and went straight over the handlebars breaking both his arms at once. As it happened, a man in a panel van (the sort with only one little window in the back door) stopped to help. Contrary to every Public Information film we had ever seen we helped Paul get into the back of this complete stranger's van and watched as it drove off with Paul peering at us through the little rear window. Luckily, the man drove him straight to hospital, so it all ended well.

Not content with breaking his own arms Paul attached a two wheeled shopping trolley to the back of his chopper bicycle and used to enjoy flinging me around the street corners far too fast. I felt sure he was trying to throw me out of it!

Sliding off the arms of the sofa in a very particular way was another way we found to try and break something. If we did it just right, we found we could dislocate our knees. It hurt, but the fun was in the loud "crack" as they snapped back into place.

One day we were playing conkers in the garden. We agreed to bet 20p on the outcome - at least the price of a series 1 Airfix kit. I lost....and so began a heated argument that was only settled (to my advantage) by the intervention of our dad who wanted to know what all the noise was about. Anyway, lesson learned - don't gamble and I never have. So, thank you Paul for teaching me that lesson.

Paul was a great black and white film fan and we always watched Laurel & Hardy shorts and anything with Alastair Sim in it. Will Hay was another favourite, especially "Oh Mr. Porter" for obvious reasons. But it was the Ealing Comedies that Paul really enjoyed watching and they always seemed to have trains in them somewhere along the line. I especially remember us both laughing like drains the first time we heard the laboratory sound effects in "The Man in The White Suit".

I also remember Dad taking Paul to see Gillingham F.C. play at the Priestfield Stadium too. Unfortunately, Dad said Paul spent more time watching the trains that he could occasionally see passing between the gaps in the stands rather than watching the football....and so began Paul's lifelong dis-

interest in sport of any kind.

Family holidays followed a similar pattern and Paul always enjoyed reading the road atlas from the back seat of the car and giving Dad directions. In 1976 we went to North Wales and went up Snowdon and on the Ffestiniog Railway, perhaps an interest had been kindled? In 1980 and 81 we went on two consecutive canal boat holidays on the Llangollen and Shropshire Union canals. On both occasions Paul took the rudder for almost the entire time for which Dad was duly grateful.

Paul's schooling started at St. Katherine's Primary School in Snodland. In 1975 Paul went to Holmesdale Comprehensive School. He was very pleased to win an inter school "art" prize at Holmesdale. The brief was to produce an artwork based on "shadows" and Paul drew the shadow of a bicycle against a wall...no bicycle, just the shadow. He did very well at Holmesdale and earned himself a place at Maidstone Grammar School in 1977. Despite his art prize Paul obviously leaned towards the sciences rather than the arts and did well at Maths, Physics and Geography. Paul wanted to work for the Ordnance Survey and went to Swansea University in 1982 to study Topographic Science, graduating in 1985 with a good degree. After university, Paul went to France, Italy, Austria and Switzerland with his friends in 1985 and most of his postcards unsurprisingly detail the steam trains he travelled on. He also went to Norway in 1990.

It did not take long for someone of Paul's talents to find employment after leaving University and his career in traffic management began on the 18th November 1985 when he started work with Kent County Council as a Temporary Assistant Engineer. They must have realised how lucky they were to have Paul because he stayed doing the same job under one guise or another for over 25 years. Even redundancy could not stop Paul's career in traffic management and he soon got another job with Transport for London between 2012 and 2015 and AMEY from 2015 to 2018. Paul's final traffic management job was with Medway Council. Many of Paul's work colleagues have said how good he was at his job and how highly thought of he was. If Paul thought he was being taken advantage of he would have no hesitation in putting his point across. He did have long running tussles with Tonbridge and Malling Council over planning applications.

In 1996 Paul decided to buy his bungalow in East Malling. There was a lot of work to be carried out before he could move in - garden to be cleared, new patio to be laid, drains to be dug and a new kitchen to be fitted. This was no problem for Paul because he was very practical and had a lot of experience of fitting kitchens and plumbing because he had already helped

Dad fit his new kitchen in Snodland. But I think it was Paul's workshop of which he was most proud. He said the building inspector was very impressed and surprised to see the quality of Paul's brick laying and said that it was as good as any professional.

Paul was also always on hand to provide help for me too in my house. A long time ago (2004) Paul helped me construct my garden fence using concrete pillars. A pillar standing upright at 89 or 91 degrees wasn't good enough, it had to be 90 degrees! More recently, before he became ill, Paul helped me to install yet another new kitchen as well as doing other general odd jobs, such as damp proofing a wall, and fixing guttering.

Paul maintained good friendships with many University friends and ex work colleagues as well as his current ones also. He communicated with them all on a regular basis, even though some of them had moved to different countries around the world. Many of them attended his funeral. Once again, this shows how highly regarded he was by these friends.



No description of Paul's life would be complete without mention of his interest in trains and railways. Dad started to make things in 1975, e.g. wooden yachts, gliders and a small boat that ran on methylated spirits. Paul was always interested in these things.



Paul with the Nigel Gresley

He was a lifelong steam enthusiast, interested in all aspects of railways and railway history. On one occasion, Paul spotted a yellow distance signal that had been thrown into the lakes near Snodland. Paul being Paul, he went in and retrieved it. When he was at Swansea University he volunteered on the Gwili Heritage railway in Carmarthen helping in heavy work laying track and sleepers. Paul also enjoyed many steam excursions and going to steam rallies and when Dad

started to make his first engine "Butch" in 1978 and joined MMES Paul started to take a real interest in learning metalwork and engineering. Eventually he started making his own trains. The love he had for the Hornby train set in the loft fell by the wayside when he started proper engineering.

He was a very skilled engineer and metalworker (skills he learned from Dad) and he enjoyed making model steam locomotives. He made a 5" gauge tank engine, a much larger 5" gauge Stanier 8F and of course his 4 ½" inch



"Advance" roller with Paul and Norman

scale "Advance" steam roller. One day in 2020 Paul wandered into WH Smith to find a picture of his roller on the cover of Model Engineer magazine - a very pleasant and satisfying surprise for him. He also designed a full size steam car, which he helped our father to make. A constant theme throughout my brother's life was his membership of Maidstone Model Engineering Society. As a member of MMES he gave train rides to families and children every summer Sunday at the club for over 40 years. He was also deeply involved in the construction of the club's 5" gauge loco Enterprise in 1999/2000. Many other club members contributed to this loco, but Paul gave up two nights every week over at least 18 months to see the project through to a successful conclusion. This was typical of my brother - if a job was worth doing then it was worth doing well. He was a popular member of the club and was renowned for his general knowledge - everyone wanted Paul on their Quiz Team! The only things to be found in Paul's house were railway memorabilia, railway books, railway magazines, steam train paintings and technical drawings of a multitude of different types of steam engine. My brother had very little interest in music, but he did have a large collection of old steam train effect LPs.

Towards the end of our Dad's life, Paul demonstrated himself to be a good, caring and dutiful son. He provided a great deal of help and support for Dad visiting him often to administer medication or take him shopping. Paul also attended doctors' appointments and hospital visits with our Dad too.

My brother was always employed, did not smoke, drink, take drugs, get in trouble with the police or cause any trouble to anyone at all. He was looking forward to his retirement. He had just finished re-organising his workshop and was looking forward to having more time to devote to his engineering. Unfortunately, this was not to be. Paul collapsed and was admitted to Medway Maritime Hospital on the 19th January 2023. Eventually he was diagnosed with advanced cancer. I visited him in hospital constantly during this distressing time. On the 15th February, he was moved to the intensive care unit and put on a ventilator until he died on the 3rd March.

Paul can be best summed up in some of the words of his University friend with whom he kept in touch, despite the friend living in the USA. "Paul could be occasionally dogmatic and inflexible, but his sense of humour would sometimes rise up. He will be remembered for what he was - dependable, honourable, loyal, smart, and funny. He was a true friend, a man of hidden depths, and a talented engineer. I will never forget his wit, steadfastness, and kindness. It's true to say you don't truly miss someone until they're gone". And Paul will be much missed.

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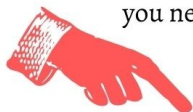
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Getting On Track - Nigel Dodd

Building a 5inch Springbok for more years then I would admit to without being embarrassed, I started to think is this engine ever going to see the track at the club anytime soon.

Early summer of 2021 while assembling the valve gear, having to remake parts from earlier errors during machining, thoughts turned to maybe there was another way of getting a locomotive onto the track.

A second hand steam loco being an option but this could also bring its own set of problems plus all the boiler testing procedures associated with steam. All of this would be time consuming, what was required a simpler idea, what about a battery loco, easy to maintain and less hassle. Running the idea past my wife met with full approval (most important) next question what so purchase. Having seen the class 31s and 40s take over from steam on the Eastern Region in the late 1950s seemed an appropriate choice, but then was ruled out as the 5 inch versions would not fit into the car. Whatever chosen would have to be early BR. Thoughts turned to the class 20s but they are very popular with quite a few around. Then I came across an example of a class 25 with a highly detailed body, more importantly it would fit in the car.

With decision made an order was placed with a local supplier, during the visit seeing a body just out of the mould I made the decision to purchase the chassis kit but have the body prepared and painted professionally. With so much work involved I would have gained nothing time wise.

The chassis kit was ready to collect in October and a start made with assembly in November. This work was quite straight forward with time spent getting the motor gearwheels to mesh well. Some extra brackets and fixings were made to my own design, more for peace of mind and reliability. By the end of December the chassis was completed and ready for test bed running, in the meantime the batteries were purchased going for higher amperage then recommended to give more durability.

Then came the crunch moment, to see if everything would work. The batteries in place all connections made the controller was plugged in and the lever tentatively pressed. Relief, the wheels started turning and all in the

right direction. Now I had to wait for the body to be completed.

In January I was able to collect the body, the paintwork was superb, well worth the wait. Next job to make and fit the windows. A task I found fiddly and didn't enjoy. Once completed all that remained was to fit the rest of the body fittings which I made myself and fit the body mouldings to the chassis. With the body finally in place time to stand back and admire. The loco did look good.

A storage/transport box had been completed designed to fit in the car and ease of unloading the loco at the club, it would be a shame to damage that paintwork now.

By now its March and time for the first run. Fellow member and close friend Roger wanted to witness the occasion. Something I think he came to regret. On a dry but cold Sunday morning we arrived at the club. Chris and Jack were on hand to brief me on the operation of the traverser and access to the trolleys etc. Final checks and we were ready. Roger and myself climbing aboard pressing the lever slowly we set off, a eureka moment from a box of components a few months ago until now, very rewarding. We covered about six circuits as it became too cold for comfort.

Retiring to the club house for some hot refreshment I thought over the experience whilst running without fault I noticed there was a lack of speed. This would have to be looked into.

Back home a thorough check of the wiring finally found I had connected two wires the wrong way round on the control unit, although running in the right direction the loco was actually running in reverse mode which is slower for safety reasons. Errors corrected the next track visit was in warmer weather when the loco ran better than expectations.

Wednesday track days were spent getting the feel of driving and learning the club procedures. Later in the season talking to another member sadly no longer with us, I mentioned the idea of passenger running on Sundays, but was hesitant the loco wouldn't be accepted in the same way as the steam locos. His response was "variety would be good and to put my name forward" which was duly accepted ready for the new season.

During last winter I felt the body lacked that final touch, so finding some

photos of cab interiors set about making some from scrap materials laying around the workshop. This turned out to be a good move. Running on Sunday afternoons the loco was fully accepted by the public and children in particular with many requests to take photos especially of the cab interiors.

I did have doubts about the number of passengers the loco would pull, there was no need for concern as it handled some fairly heavy loads without fuss.

I never realised the satisfaction from the public interaction and Sunday running that could be achieved. This has made the whole project so worthwhile. The only regret is that I didn't do this sooner. Any member thinking of having a go, do so, you will not be disappointed.

In the meantime now having experienced driving and Sunday running I have no excuses for not getting the Springbok completed. The boiler is the next main challenge, knowing help and advice will be at hand will make it quite an adventure. I just have to keep the cost of the silver solder away from my wife or she will insist the class 25 will have to be sold to pay the bill.

Enough rambling I must crack on.

The class 25 on track





Club Jobs List - 2023/2024

1. “Mote Park” station sign
2. Lubricate clubhouse shutters
3. Re-do beam condition survey
4. Repair ceiling in toilet lobby / “old trolley store”
5. Assess ground for building storage shed

Any queries about the jobs listed above, please speak to a committee member, who will point you in the right direction.

Assembling Platework - Roger Vane

I've started to make and assemble the platework on my Adams T6 locomotive – a process which is going to require a degree of assembly and then disassembly as I make parts to fit.

The platework will be finally assembled using 1/16" brass rivets and soft solder for the joints. Some initial trial assembly was done using 10BA screws and nuts – not an easy task for large hands with small screws. It also meant that I had to drill the holes at 1.8mm to provide a clearance hole for the 10BA thread – not ideal.

It was also proving to be a costly exercise by using 10BA, particularly when they so are easily lost. Time for a rethink. The answer was to go metric, and use M1.6 x 8mm capscrews and nuts which are readily available on eBay for much lower prices than 10BA, (although prices do vary considerably). Also, I could drill the platework using a 1/16" diameter drill and both screws and rivets would be a snug fit in the hole.

I still had the problem of holding them, but at least a hexagon socket was a far more positive location than the screwdriver slot on the 10BA screws. This was made easier by holding a short length of 1.5mm AF Allen key in a pin vice, or a special-purpose key.

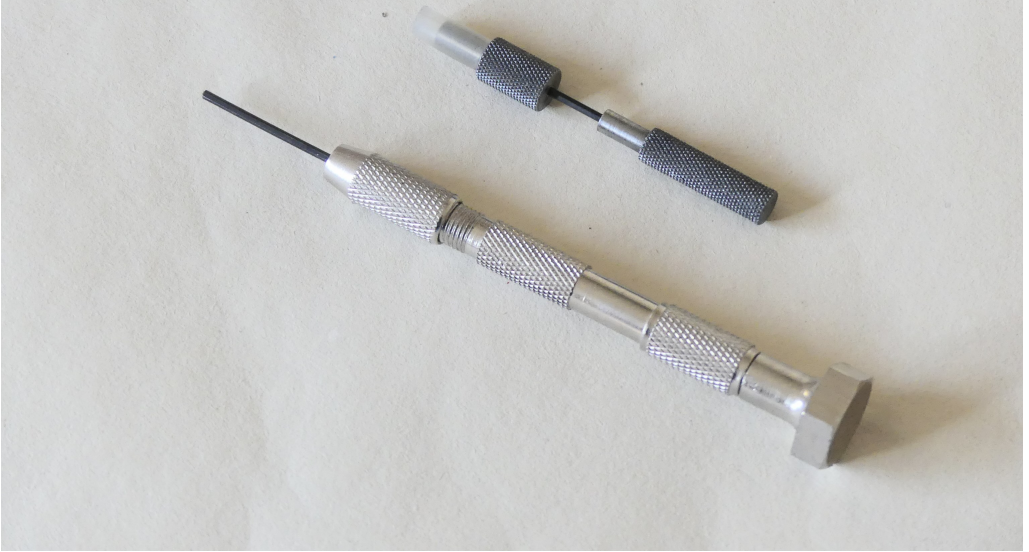
Note

Although this article refers specifically to the use of M1.6 capscrews and nuts, the principles can be applied to any size and style of screw that you desire.

Holding and driving the capscrew

The first problem was how to hold the capscrew to allow placement in the 1/16" drilled hole on the workpiece – here I used a length of 3mm bore silicone hose, which was stretchy enough to fit and hold the screw head securely. The second problem was how to align an Allen key with the socket. Here I designed a simple guide for the 1.5mm Allen key and which

Assembly tools - capscrews



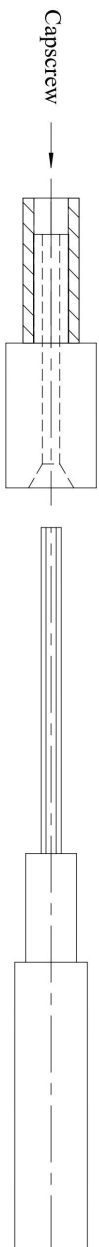
also held the capscrew. **Drawing I** shows the general idea, while **Picture I** also shows a length of Allen key held in a pin vice. The guide is a simple turning job, and can be made from whatever material you have to hand.

The silicone pipe that I used was sold as fuel hose for model aircraft engines, although it is readily available in a range of bore sizes and wall thicknesses from eBay sellers.

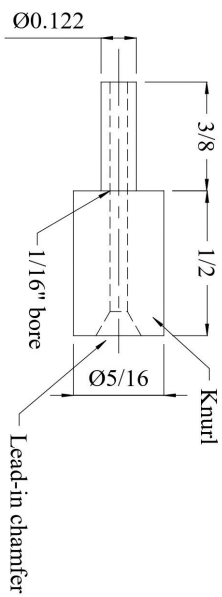
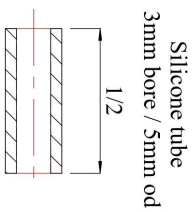
As for the Allen key on the knurled handle, simply machine the handle reduced diameter and knurl, and drill the end to accept the length of hexagon (Allen key). The hexagon can be fitted with Loctite, and once cured, the knurled handle can be parted off from the parent stock and cleaned up.

Incidentally, I've found that the best way of modifying an Allen key is to use a small reinforced cutting disc with the Dremel, but don't forget the safety glasses.

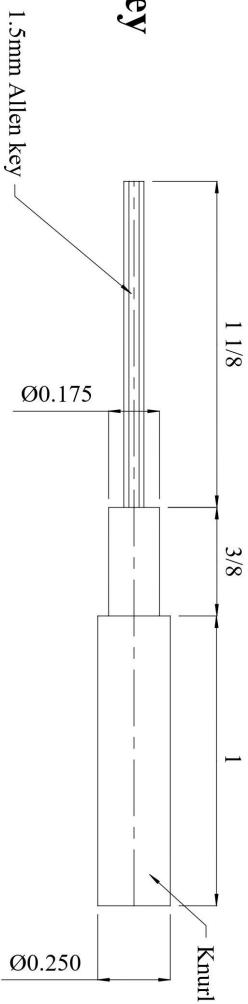
Screw holder assembly



Screw holder detail



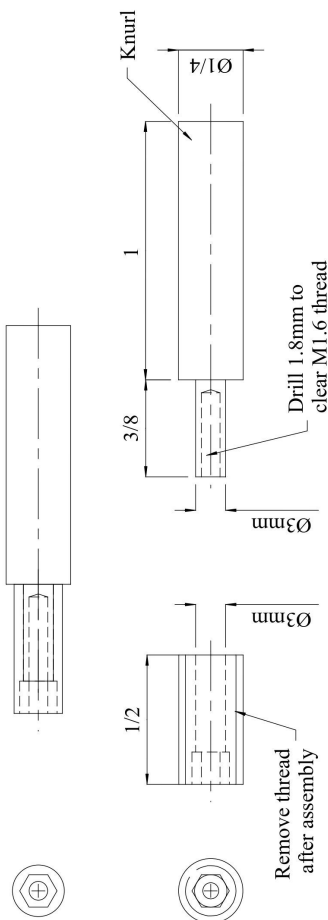
Drive key



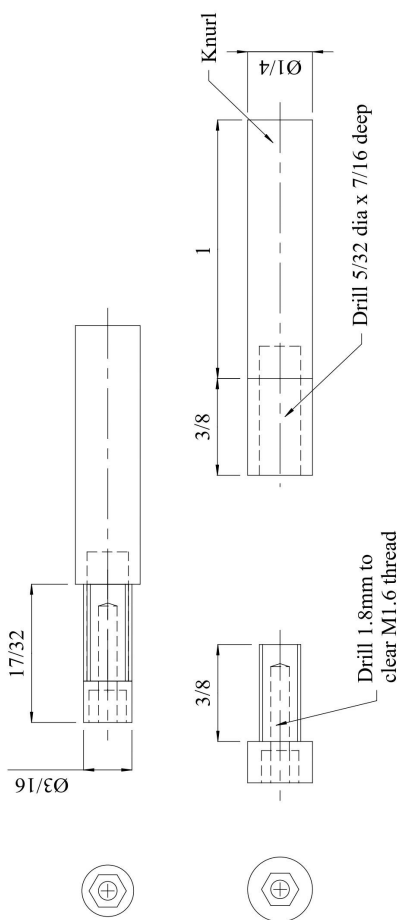
Nut runner assembly

Left - Holder / driver for capscrew

Below - Sockets made from 0BA socket grubscrew / 3BA capscrew



Using 0BA socket grubscrew



Using 3BA socket capscrew

Making a nut runner / socket

As we require a 1/8" AF socket or spanner for tightening the M1.6 nut, you will find the choice is almost non-existent. I did find one 1/4" square drive socket, but it would be too large for the type of work that I was planning to undertake. The alternative would be to use a spanner, although that would be very awkward to use, assuming you could make or buy one.

The best choice is a small socket made from a socket screw – a fairly well-known trick for holding and driving small nuts. The size range for the hexagon on an M1.6 nut is around 1/8", and although the socket on an M4 capscrew (with its M3 socket) is a close size, unfortunately it's just too small by a 'gnat's whatsit' – so much for metric standardisation. But, 3BA capscrews and 0BA grubscrews do have an 1/8" AF socket. I certainly didn't have any stock of either, since they are 'non-preferred sizes' for model engineers and not available through the trade. So, it was back to eBay, where I was lucky enough to find both 3BA capscrews and 0BA grubscrews – ideal!



I decided to make a nut runner using a grubscrew fitted to a small knurled handle (see **Drawing 2** and **Picture 2**). I faced the 'pointed' end so that it butted up against the handle, but did not face the socket end so that the slight chamfered lead-in to the socket was retained. The grub screw was drilled 3mm dia and then 'Loctited' onto the handle. A version with a plain 3mm dia stem was also made for use in a pin vice. Materials can be whatever you have to hand. This stem was made shorter than the grub-screw to allow the nut to sit comfortably in the socket while using the benefit of the slight lead-in chamfer to help locate the nut.

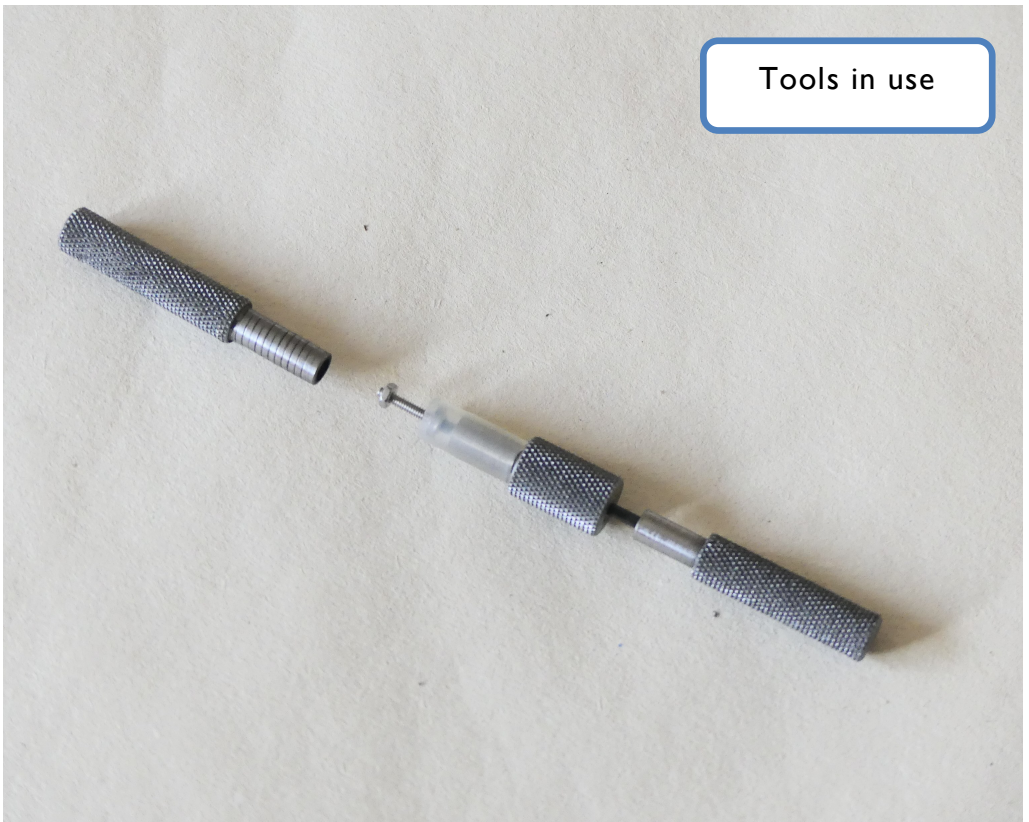
Just to test the feasibility. I also made a socket from a 3BA capscrew which fitted into a handle made to suit particular requirements in terms of length and diameter – knurled for grip.

This version was much easier to make, as all I did was to cut the capscrew thread to length (about 3/8") and slightly chamfer the end. Then a hole was drilled in the handle material to accept a push fit for the screw of a couple of thou less than thread diameter – I used a 5/32" drill which allowed for a light press fit. Before fitting I degreased the thread and applied high-strength Loctite to the threaded section. Shape and knurl handle – part-off and job done.

In both cases I drilled a 1.8mm hole into the hexagon end of the holder to clear the protruding thread of the M1.6 capscrew. These screws can be tough, but careful use of a cobalt drill should do the job.

A word of warning – I assumed that pin vices came with a range of collets to cover drill sizes up to 1/8" diameter – they don't (please don't ask). If you intend to use this method then measure the stated range of the collets that come with the chuck.

Both nut runners are shown on the accompanying drawing and pictures, with **Picture 3** showing the items as they would be used. These are just examples, and others can be designed to suit individual methods of working and materials available.



Back to the model – plans for platework final assembly

Once I'm happy and ready to make the assembly permanent, I will dismantle it, clean all components and then rivet them together.

When it comes to soldering the brass assembly, care will be needed to avoid distortion due to local heat concentration. Here I'm planning to gently heat the whole assembly before applying heat locally to melt the solder into the job. I've read some advice which advises placing the job on a steel plate, and then heating that plate by means of a gas ring while going off for a cup of tea. To that end, I've bought a two-burner camping hob, so we'll see if that works ok.

S.S. Richard Montgomery - Lewis Gravenell

The story of the S.S. Richard Montgomery starts with a need for low-cost freighters in the Second World War, over 2000 Liberty ships were built to several variations including some built for the transport of fuel rather than dry cargo. The basic outline was developed from commercial tramp steamers of the time with many also equipped with armaments as required in a wartime setting.



S.S. Richard Montgomery was completed in 1943 by the St. Johns Shipbuilding Company of Jacksonville, Florida and named after an Irish officer in the Revolutionary War. Alas she would only see service for a little over a year as in August 1944 she transported munitions all the way from Delaware to Southend. It would be the Harbourmaster who would be the ship's undoing as he ordered for her to be moored off outside Sheerness docks and on her way there she ran aground on the sandbanks. Subse-



Masts visible above the estuary



quent salvage operations only worsened her condition as she broke in half late that September.

Following the war, the US Navy were left with over 2000 ships that had survived the war and little idea what to do with them. Around 800 of these were bought by various commercial companies, mostly in Europe to work as conventional tramp steamers. Some kept their original names while others went through several identity changes. The Liberties work as trampers continued until the 1970s when diesel powered ships started arriving on the scene. 4 ships have since been preserved, 2 of which are museum ships, all in the country of their birth, the USA.

Meanwhile S.S. Richard Montgomery still sits on the floor of the Thames Estuary, having been a thorn in the side of coastal authorities ever since her demise, the reason being she still has some of her cargo of munitions onboard. Opinions seem to differ on whether they could still detonate but as with the thought experiment Schrodinger's Cat, it would only be by doing something about the wreck that we shall find out if the munitions are still dangerous. At the time of writing her masts still protrude out of the water with their positioning showing she faces eastward with the bow pointing towards Europe. A contract has been out since 2021 to remove the masts to prevent them potentially collapsing and setting off her dangerous cargo. What would become of the masts if they were to be removed is anyone's guess, perhaps they will be saved as a museum piece, a stark reminder that the effects of the World Wars can still cause problems long after it has ended.

She is not always lonely in her underwater grave, ferry tour companies such as Jetstream and the PS Waverley often visit the site for passengers to get a glimpse of the protruding masts before they are claimed by either the sea or a salvage firm. She is not even the only wreck in the area, as around the bend at Thamesport lays the ocean liner turned minesweeper Princess Irene which went down when an untrained crew member triggered the onboard mine cache. Thus concludes the short lived story of S.S. Montgomery and the legacy of danger she leaves behind.

MMES DIARY DATES 2023/2024

Boxing Day run	26th Dec
Clubnight - playtime from lunchtime onwards	5th April
Members Wednesday playtime	17th April
AGM	10th May
Members Wednesday playtime	15th May
Clubnight - bits and pieces and food TBC	7th June
Peter Roots Family and Friends Day	15h June
Members Wednesday playtime	19th June
Clubnight - reverse run, from lunchtime onward, food TBC	5th July
Members Wednesday playtime	17th July
IMLEC - Southport	19th - 22nd July
Clubnight - evening run, food TBC	2nd Aug
Members Wednesday playtime	21st Aug
Clubnight - guest speaker	6th Sep
Members Wednesday playtime	18th Sep
Clubnight - bits and pieces and food TBC	4th Oct

Don't forget there is almost always someone at the club on Wednesday's and Sunday's even out of the running season, testing, having a play or doing maintenance work around the track and club site - or even just there for a cup of tea and a chat!