

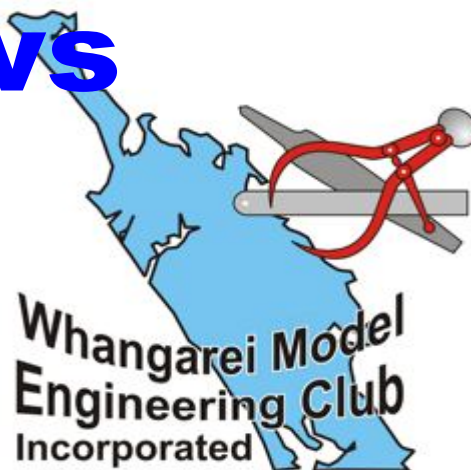
# Northern Views

**ISSUE No 240 ... July 2011**

Clubrooms and Running Track at Heritage Park,  
SH14, Maunu, Whangarei.

Phone (09) 438 9520 (Available Running Days Only)

WEBSITE: [wmec.org.nz](http://wmec.org.nz)



# SUBSCRIPTIONS

## ARE NOW DUE

Club Subscriptions for the forthcoming year  
have not changed and are:

Adult \$25, Country \$15, Family \$45; Junior \$15

Please pay at the next General Meeting or send to Treasurer  
C/o P.O. Box 1574, Whangarei 1040.

If you are into internet banking then to A/c No 38 9011 0220448 00

## CLUB HAPPENINGS

Next General Meeting: Thursday, July 14, 2011.

In the Clubrooms, Western Hills, 6 pm

(COFFEE AND/OR TEA AND YOUR OWN EATS, ETC, FROM 5.30)

3rd Sunday Running — July 17, 2011.

Mid-week Workdays: Mostly Every Wednesday.

(MIGHT PAY TO CHECK WITH COLIN OR LEX FIRST)

Extra Running Days This Month:

**NONE ADVISED**

(THESE WORK IN WITH THE MUSEUM "LIVE DAYS" AND OTHER EVENTS)

## QUIZ — What is it and where?

For the answer see page 4.



*Being happy doesn't mean everything is perfect.*

*It means you've decided to see beyond the imperfection.*

## June Running Day:

By the powers it was cold. The weatherman had said that there would be showers with fine periods . . . and he /she was right, a lot more showers than fine periods. Despite the temperature in Whangarei supposedly being 18 deg, it sure didn't seem like that up at Western Hills. The barbecue crew were laid low by the "dreaded lurgy" but to the rescue (as far as the members were concerned) came Ivy from way out west. She gave the clubroom's oven a work out and produced a couple of batches of lovely hot scones. The cold kept the riding public away, although there were short busy periods at



times. Santa Fe, Jayden and Rankin's steamer were in action and Asi gave Linus a workout later in the afternoon. I heard that a "Rug Sale" at Barge Park attracted some custom. They must have been selling flying carpets for people to fly anywhere but to Heritage Park!

Pictures show everybody rugged up against the cold. Colin and some rather cold-looking passengers at the station and Rankin just crossing the viaduct. Yours truly took over from Colin for a spell and also managed to get very wet.

JUST MY LUCK!!



## LIST OF CLUB OFFICERS

**President:** Colin Smith. Phone (09) 438 7861; e-mail; brencols@xtra.co.nz

**Secretary:** Dave Evans. Phone (09) 437 7250; Fax (09) 437 7192; e-mail: dave.whangarei@gmail.com

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**INTERNATIONAL  
CONVENTION 2012**

# Steam Up North International Convention 2012

## UPDATE JUNE 2011

WELCOME TO THIS UP DATE

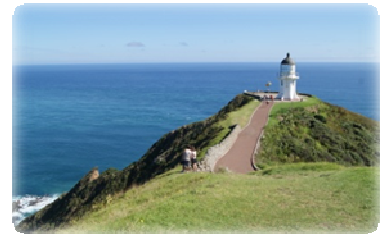
**REGISTRATIONS ARE NOW OPEN FOR ABOVE CONVENTION**

It is now less than 6 months until the convention. We can advise that the Registration Form is now live on our web site [www.wmec.org.nz](http://www.wmec.org.nz) check out the bottom right hand side of the main page this will lead you to the registration form. If you can, please pay by internet banking, as this will speed up the system.

Please indicate if you are interested in any of the alternative trips as this will help with transport arrangements (these will be paid for at the convention before each trip).



Work on preparing the track for the convention is progressing very well with good turnouts of our members to the working bees.



If you have time before or after the convention, don't forget there are plenty of very good beaches in Northland. The Kauri forest is well worth a visit.

The Bay of Islands is a picturesque place to visit. Cape Reinga is the northern most place in New Zealand and on a good day, with the tide right, well worth the effort to visit.



Kiwi North and the Museum are on the site, we will be holding our static display in the museum building. If you are intending to bring any static models for display please advise when you register.

The club has its normal running days on the 3<sup>rd</sup> Sunday of each month where we usually have around 600 riders.

We operate a signalling system that helps to dispatch the trains. The running track length is approx 900m with a 25m tunnel and a 23m viaduct.



Web Site [www.wmec.org.nz](http://www.wmec.org.nz)  
Convenor's Mob Phone 027 4857 495  
Convenor's email [rlr@xtra.co.nz](mailto:rlr@xtra.co.nz)





# Wednesday Workdays

**1/6/11:** Good attendance but could do with more considering the 2012 Convention is only about 6 months away. Groundwork approach to the turntable was commenced and the re-configuration of the outer track around the mountain where it comes off the inner track. This work will lessen the risk of two trains becoming too close at that point. This has involved shifting one set of points about 12m to the west and the fabrication of a left-hand set of points to be installed further back. Two other points in the vicinity will be removed altogether and leave the main line almost point-free for quite a considerable distance. There was quite a large charter group between 10 and noon and this took two of the group out of the mix to operate two trains. Two new ash carts have been constructed to serve the new expanded loco servicing area.



**8/6/11:** Groundwork of the approach line to the turntable was worked on with the placement of some fill and behind a small wall from the blocks left over from the turntable base. Re alignment of the No 1 exit road from the traverser was undertaken and the removal of a set of points from the old steam-up bay in road for use elsewhere was also done.

**15/6/11:** A good muster and the cutting wheel was wielded with much gusto. A set of points already on site was placed and welded on the line to the turntable. These points will allow for a line to skirt the turntable and on to the points already placed in the main line near the diamond crossover. Meanwhile a newly constructed left-hand point was placed in the system and the line reconnected to give a nice curve. A big truck load of shingle for the ballasting of the track arrived and was stockpiled in the middle of the triangle flat area between the lines running to and from around the "mountain". Much care was undertaken to get the heavy truck across the track without damaging it.

**22/6/11:** Quite cool but fine and a very good muster of 11 bods. Work was started on the line around the turntable. Three lots four x six metre lengths of steel for rails were welded together and moved into place to form a very nice smooth curve and welding of the steel sleepers is under way and should be finished next week. We thought we might be running short of wooden sleepers so two members were dispatched to purchase and cut to length a whole heap of H3 wooden battens. These new sleepers were then stacked at the rear of the carriage shed to dry out a little. Work also was undertaken on the approach road to the turntable and is all but connected up. Because of the height difference between road one from the traverser and the new turntable approach road one had to be lifted up and re-ballasted. The final plastering of the centre of the turntable pit around the centre pivot was also completed. And a team was also busy in the basement cutting up steel for sleepers and drilling the fastening holes. (many hands make light work). After an extended lunch a couple of the crew got into dismantling some more of the old track pieces that have graced the side of the carriage shed for a few years. These were then sent to the basement for further treatment as above.

**29/6/11:** It's cold up on the "mountain", but half a dozen souls braved the biting wind and cold (sounds like it's the Antarctic doesn't it). The extra line that skirts the turntable has been finished up to the final ballasting stage and the next stage is to connect up the turntable to the network. The removal of two sets of points is next on the list and the relaying of the main line with a heavier rail. ■

FROM YOUR FRIEND...



THE SAME ONE!

**ANSWER TO QUIZ ON PAGE 2:** It's the wreck of the SS America Star on Fuerteventura Island in the Canary Group in 1994.

The vessel was originally built in 1940 as SS America, and for her day, one of the most luxurious. After WW2 she, along with her sister ship SS United States, maintained a regular passenger service across the Atlantic until Mr Boeing's 707 came along. She then had a fairly chequered life, one of them being the Chanderis Line's SS Australis. It was under this name she was frequently seen in New Zealand waters.

Before being wrecked she had various other names and toward the end of her life ended up with only one funnel. The vessel was being towed to India by a Ukrainian tug to be converted into a five-star floating hotel for Phuket, Thailand, when the towline broke and she stranded and broke her back.

Picture (1) shows her not long after the stranding. Picture (2) a while later she broke in half just aft of the second funnel. This piece completely broke away and sank.

Today all that remains is a small piece of the bow section that is visible at low tide.





# ***SOME CRANE EH!!*** *EVEN THE LETTERING ON THE BEAM IS 18FT HIGH*



Northrop Grumman Newport News (NGNN), formerly called Newport News Shipbuilding and Dry Dock Company (NNS&DD or simply NNS), is the largest privately owned shipyard in the United States and is one of only two shipyards in the U.S. that produce and service all types of nuclear powered submarines and at present is the only shipyard that can build Nimitz-class super-carriers. NGNN is also home to the largest crane in the western hemisphere and is located in Newport News, Virginia.

## **HISTORY:**

Industrialist Collis P. Huntington (1821-1900) led the efforts to complete the Chesapeake and Ohio Railroad (C&O) from Richmond, Virginia to the Ohio River in the early 1870s. Although originally built for general commerce, the C&O soon was also used to transport bituminous coal from the previously isolated coalfields adjacent to the New River and the Kanawha River in West Virginia. In the 1880s, an extension of the C&O was built from Richmond down the Virginia Peninsula to a new coal pier on Hampton Roads in Warwick County near the small unincorporated community of Newport News. However, building the railroad and coal pier was only the first part of Huntington's dreams for Newport News.

In 1886, he built a shipyard to repair ships servicing this transportation hub. In 1891, Newport News Shipbuilding and Dry Dock Company delivered its first ship, a tugboat named Dorothy and by 1897 NNS had built three warships for the U.S. Navy: the Nashville, Wilmington, and Helena.

In 1906, the revolutionary HMS Dreadnought launched a great naval race worldwide. Between 1907 and 1923, Newport News built six of the U.S. Navy's total of 22 dreadnoughts -- Delaware, Texas, Pennsylvania, Mississippi, Maryland, and West Virginia -- and all but the first would still be in active service in World War II.

In 1907, President Theodore Roosevelt sent the Great White Fleet on its round-the-world voyage. Seven of its 16 battleships were built by NNS. **In 1914, NNS built the SS Medina for the Mallory Steamship Company and now, as the MV Doulos, is the world's oldest active ocean-faring passenger ship.**

Between 1918 and 1920, NNS delivered 25 destroyers, and after World War I, NNS began building aircraft carriers. Ranger was delivered in 1934, and NNS went on to build the Yorktown and Enterprise.

NEXT PAGE ➔





By 1940, the Navy had ordered seven more aircraft carriers and four cruisers. Still, the company swiftly filled requests for "Liberty ships" that were needed during the war. It founded North Carolina Shipbuilding Company, an emergency yard on the banks of the Cape Fear River and launched its first Liberty ship before the end of 1941, building 243 ships in all, including 186 Liberties. For its contributions during the war, the Navy awarded the company its "E" pennant for excellence in ship construction.

In the post-war years, NNS built the famous passenger liner SS United States, which set a transatlantic speed record that still stands today. In 1954, NNS, together with Westinghouse and the Navy, developed and built a prototype nuclear reactor for a carrier propulsion system. NNS designed the Enterprise in 1960. In 1959 NNS launched its first nuclear-powered submarine, Shark as well as the ballistic missile submarine Robert E. Lee.

In the 1970s, NNS launched two of the largest tankers ever built in the western hemisphere and also constructed three liquefied natural gas carriers -- at over 390,000 deadweight tons, the largest ever built in the United States. In the 1980s, NNS produced a variety of Navy products, including Nimitz-class nuclear aircraft carriers and Los Angeles-class nuclear attack submarines. The original ship in its class, the USS Nimitz was already well under construction by the early '70's, being built in a dry dock at 42nd Street in Downtown Newport News, in full view of most of the downtown area.

Ships built at the Newport News yard include:

Tugboat Dorothy, the shipyard's first vessel delivered, in 1891; SS Georgia, a crude oil tanker built in 1908; USS Virginia, lead battleship of its class, launched in 1904; Ocean liner SS Medina for the Mallory Steamship Company in 1914, currently the oldest serving passenger ship in the world; Wickes class destroyers Lambertson, Radford, Montgomery, Breese, Gamble and Ramsay, for the Navy in 1918; USS Ranger, the first purpose-built aircraft carrier of the United States Navy, launched in 1933; Yorktown class aircraft carriers USS Yorktown and USS Enterprise, both launched in 1936, USS Hornet, launched in 1940; Essex class aircraft carriers USS Essex, launched in 1942, USS Yorktown, USS Intrepid, USS Hornet, USS Franklin, all launched in 1943, USS Ticonderoga, USS Randolph, USS Bennington, USS Boxer, all launched in 1944, USS Leyte, launched in 1945; Liberty ship transports for the Allies during World War II; Midway class aircraft carriers USS Midway, launched in 1945, USS Coral Sea, launched in 1946; Ocean liner SS United States, holder of a transatlantic speed record; Forrestal class aircraft carriers USS Forrestal, launched in 1954, USS Ranger, launched in 1956; submarine USS Shark in 1959, the yard's first nuclear-powered submarine; Ballistic missile submarine Robert E. Lee, launched in 1959; USS Enterprise, launched in 1960, the first nuclear-powered aircraft carrier, USS America, launched in 1964, USS John F. Kennedy, launched in 1967; All ten Nimitz class nuclear-powered aircraft carriers: USS Nimitz, launched in 1972, USS Dwight D. Eisenhower, launched in 1975, USS Carl Vinson, launched in 1980, USS Theodore Roosevelt, launched in 1984, USS Abraham Lincoln, launched in 1988, USS George Washington, launched in 1990, USS John C. Stennis, launched in 1993, USS Harry S. Truman, launched in 1996, USS Ronald Reagan, launched in 2001, USS George H. W. Bush, launched in 2006; Los Angeles class nuclear-powered submarines; Virginia class nuclear-powered submarines.

## CREED

"We shall build good ships here. At a profit — if we can. At a loss — if we must. But always good ships". Collis Potter Huntington

## A FEW SPECIFICATIONS OF THE USS GEORGE H. W. BUSH (LAST OF THE SUPER CARRIERS)

2 nuclear reactors; 4 bronze propellers; 4 high-speed 4,000-sq-ft aircraft elevators; 4.5 acres of flight deck; 20 stories tall above the waterline; 20 years of life expectancy before the reactors need refuelling; 21 ft diameter of each propeller; 30 knots top speed; 30 tons, weight of each propeller; 80 combat aircraft capacity; 90 days of food and supplies to last at sea; 246 miles of pipe; 325 ft, the distance in which two 3-in. wide arresting wires can stop an aircraft flying at 155 mph; 360lbs, weight of each link of anchor chain; 500 tons of aluminium; 1,092 ft in length, nearly as long as the Empire State Building is high; 1,400 telephones; 1,600 miles of cable and wiring; 25,000 steel plates, each 30 x 10 ft; 14,000 pillowcases; 28,000 sheets; 30,000 light fixtures; 47,000 tons of structural steel; 97,000 tons of displacement, when loaded; 400,000 gallons of sea water converted to fresh water daily (enough for 2000 homes); 700,000 metal pieces form its base.

### FIRST DEPLOYMENT 11/5/11



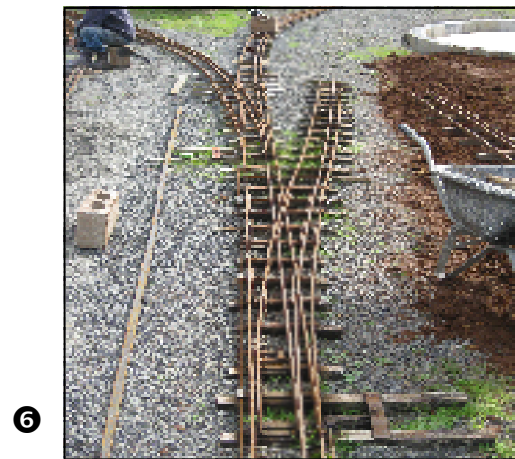
## Other Club's Events:

**Eastern Bay of Plenty Engineering Society: Open Weekend: 23-24 July 2011**

**Havelock North Live Steamers: Open Weekend (Labour Day Weekend), 23-25 October 2011**



# A FEW GENERAL PICS OF THE SITE



## PHOTOS ABOVE:

- 1 Road numbers are now attached to building.
- 2 A pair of new ash carts from 12-gallon drums.
- 3 The new track layout approaching the turntable. Set of points on the main line beyond the dump car will be removed.
- 4 They must be admiring their handiwork.
- 5 All but connected. Just some packing to do.
- 6 This set of points will also be removed.
- 7 A nice tidy tunnel exit after a midweek clean-up by Lloyd and Api Cross.

IF UNDELIVERED PLEASE RETURN TO:—

Whangarei Model Engineering Club Inc,  
P.O. Box 1574, WHANGAREI.

