

# Northern Views

ISSUE No 326 ..... JULY 2019

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

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

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## THIRD SUNDAY RUNNING

The June running day turned out to be an excellent day out for both members and the general public. Everyone was all dressed up against the cold but if you were in a sunny spot it was quite warm.

It was a bit slow to start, but by 10.45 am it was all go. We had a good turn-out of members and there was plenty of steam power available for the public to admire and ride behind. At one stage Rodney was manning the Signal Box.

We also had two of the club's petrol locomotives in action ... and ... after about five years of hiding away in the basement Asi Cohen's 0-4-0 battery loco "Linus" was seen in action. With a set of new batteries and a bit of spit and polish it looked quite the part.

In the end we ran out of sausages so the sausage-sellers could clean up and go home early.

A meeting was held after this run to try and get some order of semblance in future meetings.



We also gained a new member who is available for more than just driving and is willing to come in on a Workday Wednesday. And what's more, he is a toolmaker by trade.

**"The Smile Doctor".** Get a load of that Cheshire Cat grin — thinks he's the cat's pyjamas.

And in the background we have young Jayden also with a large grin upon his dial.

In the upper left in a haze of smoke is Brian astride Scotty.

## CLUB NOTICES

**3rd Sunday Running** — July 21, 2019, 10 am — 3 pm.

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

**Extra Running Days This Month:**

**NONE ADVISED**

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

## QUIZ — What is it?

See Page 4.



# President's Report

The membership has increased slightly over the past year. However, the club had a presence at two funerals. Long-time member, Bob Smith, who was heavily involved in the construction of the clubhouse as well as many other activities and young Jeffery Barnett. Our thoughts are with the families.

John Wright has had to move back south to Hastings to enable his wife to have an operation she urgently needs. John's full-size experience made him a very useful member of the Safety Committee.

A reduction in the number of school bookings has been covered by our Wednesday running during the school holidays, so the income has been stable.

With regard to the prime movers, Rankin's large Lima is now performing as expected and Tony's A3 should soon be on site. Chris Birkett's "Wren" is also doing good work. There will soon be a new 5" engine running if all goes well.

Some of the bogies on the older ride cars have reached the end of their useful life and the committee has been unsuccessful so far in the search for a remedy.

The defibrillator which we agreed to part sponsor last year has now been donated by St John as no other clubs on the site could help. The club has agreed that our donation will be used to pay for a first aid course for members of all the clubs on the site.

Design and planning of the proposed canopy is still on-going. There is also much discussion with regard to sun/rain protection at the steam-up bay.

The Christmas luncheon at the Flames Hotel, Onerahi, was well attended and enjoyed by almost all. One member was not impressed with ethnic menu offered by the hotel and would have preferred PPP.

As yet the club does not have any nominations for this year's donation. All ideas will be welcome. \$300 was donated to purchase equipment for repair work at the Mana Ariki Taumarunui track. Well done to all the workers.

There was criticism that last year's President's Report was a bit short — sorry, this one is even shorter.

Finally, a reminder that the force of gravity is strong and cannot be switched off. Take care when moving heavy objects.



*Rodney*

# ***NOTES FROM THIS YEAR'S A.G.M.***

## **BY THE EDITOR:-**

This year's AGM was held on June 6th at 6 p.m. and was sparsely attended with a total of about 10 attendees. The cold and changeable weather was no doubt a factor in the low numbers.

Election of officers: Most of the incumbent committee members were returned with one other vacancy to be filled ASAP. Secretary Brian did not stand this time and the position of Secretary has been amalgamated with that of Treasurer. This position is now held by Bruno Petersen.

The main item on the agenda (alteration of the club's rules) was held over until the next meeting because the wording of the amendment was not correct and left the club open to all sorts external influences. It would appear that the rule change would not pass muster under the regulations formulated in the Friendly Societies Act.

However, a change of General Meetings times was made and these meetings will now be held at 3 pm **AFTER** the monthly running day. Members with steamers in action on the day would come off at about 1.30 – 2 pm to give them time to put things away and clean up their locos.

Added to this and to start the ball rolling the June General Meeting was not an official meeting but one to sort things out and lay out a viable plan for the future.

The yearly subscriptions stay at **\$10.00** and can be paid either by cash, Eftpos or cheque at the clubrooms. We have an Eftpos machine in the ticket office, but this machine is not geared for Credit or Cash Out transactions. If you wish, then you can also mail your sub to Whangarei Model Engineering Club at P.O. Box 10233, Te Mai, Whangarei 0143.

If you spend too much time deciding when to start, it will be too late to act.

If something has to be done, the best time is between yesterday and tomorrow.

## **Other Club's Events:**

**Tauranga Model Engineers:** 40th Anniversary. 5th-7th July

**Whakatane:** Mid-winter Open Weekend, 13th-14th July

**Havelock Nth Live Steamers:** Labour W/end. 24th-28th October

**Nelson Society of Modellers:** Annual Open Weekend. 26th-28th October

**Hamilton Model Engineers:** Steam & Steel Convention. 9th-13th January 2020

## **LIST OF MAIN CLUB OFFICERS**

**President:** Rodney White. Telephone (09) 436 1185. E-mail; [rtw@slingshot.co.nz](mailto:rtw@slingshot.co.nz)

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**Committee Members** — Colin Smith, Ian Mison, Lloyd Cross.

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



# Staten Island boat graveyard

The Staten Island boat graveyard is a marine scrapyards located in the Arthur Kill in Rossville, near the Fresh Kills Landfill on the northern shore of Staten Island, New York. The place has been recognized as an official dumping ground for old wrecked tugboats, barges and decommissioned ferries. It is known by many other names including the Witte Marine Scrap Yard, the Arthur Kill Boat Yard, and the "Tugboat Graveyard." Its official name as of 2014 is the Donjon Iron and Metal Scrap Processing Facility.

The scrapyards was founded in the 1930s by John J. Witte and managed by him until his death in 1980. It was then taken over by his son-in-law, Joe Coyne, who described it as similar to an automobile salvage yard, with the boats serving as a source of parts to sell. It is now managed by John Witte's son Arnold. It contains about 100 boats and ships, down from an earlier high of 400.



The abandoned and decomposing vessels, mostly cargo ships and tugboats, come from "all decades of the 20th century". They sit in the mud and shallow water until they are dismantled or salvaged. Some of them are historic, so that the place has been called an "accidental marine museum". Vessels of historic interest include the submarine chaser USS PC-1264, the first World War II US Navy ship to have a predominantly African-American crew; and the New York City Fire Department fireboat Abram S.

Hewitt, which served as the floating command post at the 1904 sinking of the passenger ferry PS General Slocum, a disaster that killed more than a thousand people.

The site is hard to reach and posted with "No trespassing" signs. Nevertheless, visitors do come. Marine historians explore the area via boats or kayaks. The decaying ships are a popular subject for photographers and artists. The place, because of its eerie environment, has become a tourist attraction, despite its remote location and difficult accessibility via "a makeshift path of street signs and wood planks into muddy marshland and to the edge of the water where the boats are visible."

This not the only "graveyard" that exists in New York Harbour. I am lead to believe that there are at least four others. It seems that American businesses when they go belly up just walk away and leave the mess for the locals to clean up after them ... just take a look at the mess that has been Baltimore, Detroit, Chicago, Philadelphia and most other heavily industrialised towns/ cities in the United States.

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Rankin has removed from the site one of the old bogies that was hibernating in the basement. The idea being that if refurbishing was successful the other one could receive the same treatment.

He has done quite a lot of work on it and it now requires a road test to see if the refurbishment has been successful or not. At least two more ride cars are required to keep up with demand.

**Apparently there's a third option between burial and cremation.**







## FURTHER CAPTIONS, Etc:

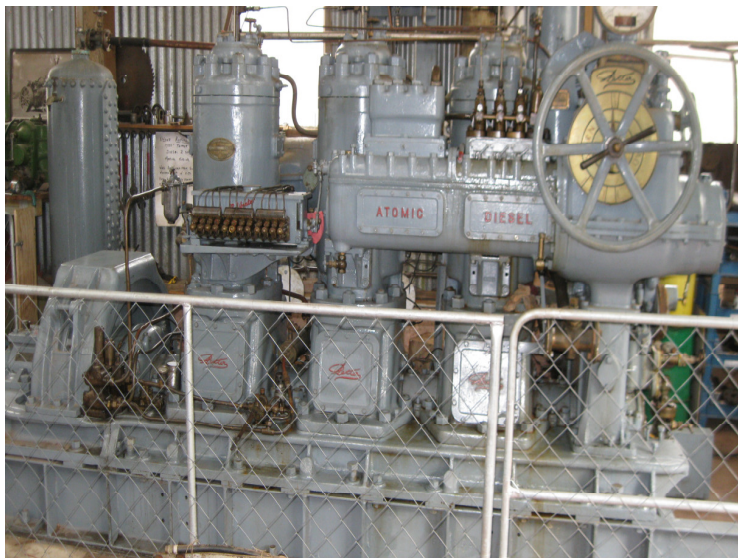
**Top Left:** Chris having a breather during a busy period.

**Top Right:** One of the new “You Are Here” Boards installed in the Museum Grounds.

**Right:** A side view of the Petters 3-cylinder diesel engine just recently restored.

**Bottom Left:** Layover point gives members time to chat and get smoked out. Rankin’s loco is at head of the queue.

**Bottom Right:** Re-roofing and repair of the small hexagonal church near the Clarke homestead is well under way. Genuine kauri shingles were used. Some of the weather-boards will also have to be replaced. Completion date is for later in the year.



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Whangarei Model Engineering Club, Inc,  
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