

MAIL



SHIP

DATE July 2014 -- ISSUE No 382

NEWSLETTER

www.marinemodellers.org.nz

COMMITTEE OFFICERS CONTACT DETAILS

ONCE AGAIN OUR ANNUAL SUBS ARE DUE.

Full Membership is \$40.00

Associate Membership is \$20.00

Junior Membership is \$20.00

Subs can be paid by post to the Secretary at the clubs address,

During club night meetings to the Treasurer ,

Or contact the Secretary for the club banking details for internet banking.

The cut off date for Members to pay their subs is the August club Night.

PLEASE NOTE

After this meeting the Secretary will update the membership and Mailship lists to include only financial members.

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|--|--|
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| ALISTIR LEASK | |

POOL ACTIVITIES IN July 2014

Sailday is on the 20th will be Mercantile Steering, Tug Towing and possibly Naval Steering
Or a combination of any of the three.

New Public Boats Transmitters and Battery Chargers.



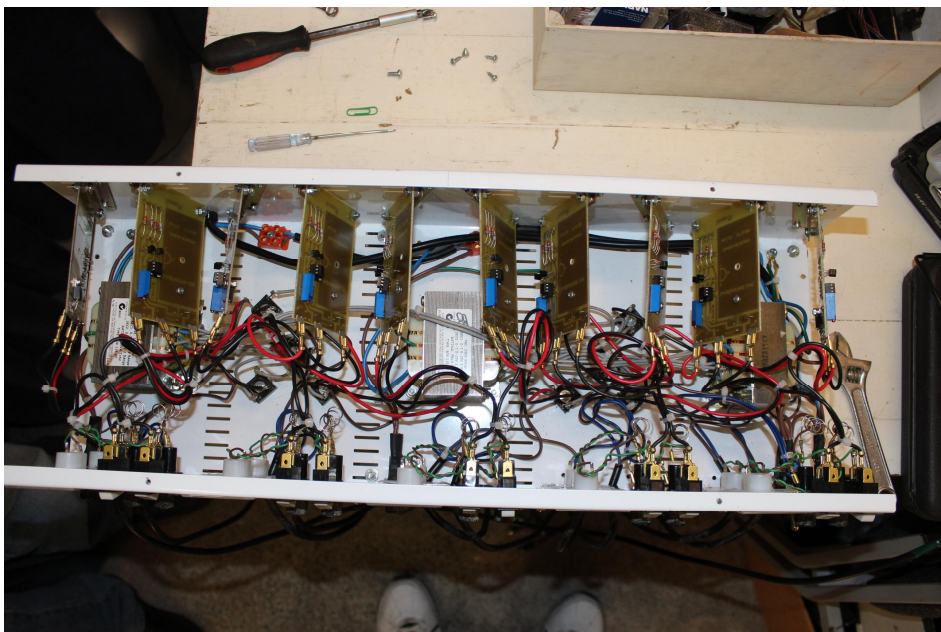
Above photo shows the two chargers in the Boat Cupboard with the two new battery boxes that hold ten batteries each. Much easier to carry than the previous single box of 18 batteries

Down below the two frames that each hold 3 boats.

The two spares sit on the shelf outside the cupboard



Right is the Transmitter Box with the six 2.4g Transmitters. The mess is the electrical cable to connect the two transmitter tables and the twelve volt battery.



Left is the inner workings of the chargers. Much altered from the old original which is going to be kept on standby for big shows.

Otto Ernst Lindemann

Otto Ernst Lindemann (28 March 1894 – 27 May 1941) was a German Naval Captain. He was the only commander of the Battleship *Bismarck* during its eight months of service in World War II.

Lindemann joined the German Imperial Navy (German: Kaiserliche Marine) in 1913, and after his basic military training, served on a number of warships during World War I as a Wireless telegraphy officer. On board SMS Bayern, he participated in **Operation Albion** in 1917. After World War I, he served in various staff and naval gunnery training positions. One year after the outbreak of World War II, he was appointed commander of the battleship *Bismarck*, at the time the largest warship in commission anywhere in the world and the pride of the *Kriegsmarine*. In May 1941, Lindemann commanded *Bismarck* during *Operation Rheinübung*. *Bismarck* and the heavy cruiser Prinz Eugen formed a task force under the command of Admiral Günter Lütjens on board *Bismarck*. Orders were to break out of their base in German occupied Poland and attack British merchant shipping lanes in the Atlantic Ocean. The task force's first major engagement was the Battle of the Denmark Strait which resulted in the sinking of HMS Hood. Less than a week later, on 27 May, Lindemann and most of his crew lost their lives during *Bismarck's* last battle.

He was posthumously awarded the Knights Cross of the Iron Cross (*Ritterkreuz des Eisernen Kreuzes*), an honour that recognised extreme bravery on the battlefield or outstanding military leadership. The medal was presented to his widow, Hildegard, on 6 January 1942.

Otto Ernst Lindemann was born on 28 March 1894 in Altenkirchen in the Westwewald, Rine Province. He was the first of three children of Dr. jur. Georg Heinrich Ernst Lindemann and Maria Lindemann, née Lieber. Known as Ernst, Georg Lindemann was a probationary judge (Gerichtsassessor) and later president of the Prussian Central Land Credit Company, a Prussian credit bank. Otto Ernst Lindemann was baptised into the Evangelical Church on 26 April 1894. The family moved to the Charlottenburg quarter of Berlin, where they lived at 6 Carmer Street, in 1895. His younger brother Kurt was born in 1896, followed by a second brother, Hans-Wolfgang, in 1900. The family relocated again in 1903, this time to their own house in the Dahlem quarter of Berlin, near the Grunewald forest.

In 1910, when Lindemann was 16, his uncle *Kapitän zur See* (Captain) Friedrich Tiesmeyer was in command of the light cruiser SMS Mainz (October 1909 – January 1910) of the Imperial Navy, at that time holding the rank of Fregattenkapitan (commander). At a family reunion in Hamelin, Lindemann talked with his uncle and heard of his seafaring adventures in the Far East. These conversations gave Lindemann the idea of a naval career.

Lindemann graduated from the Bismarck-Gymnasium (secondary school) in Berlin-Wilmersdorf with his Abitur (diploma) late in 1912 with an average-to-good overall rating. For the next six months, he attended the Royal Polytechnic Institution in Richmond, London.



Death of Otto Lindemann

Burkard von Müllenheim-Rechberg saw Lindemann for the last time at around 08:00 on the command bridge just prior to the final battle. Von Müllenheim-Rechberg described the normally intelligent, humorous and optimistic Lindemann now as pessimistic and withdrawn. Von Müllenheim-Rechberg tried to talk to him and was ignored, and later wondered whether this was due to combat fatigue or whether the disagreements with Lütjens had worn him down.

Lindemann's body was never recovered, and it is thought that he, Lütjens and other officers probably died when shells from the British warships hit *Bismarck's* bridge at 09:02. When Robert Ballard, the oceanographer responsible for finding RMS Titanic discovered the wreck of the *Bismarck* in 1989, he found that most of the forward Superstructure had been blasted away by shellfire and there were more than 50 shell holes around the area of the conning tower. This may support the theory.

Alternatively, Lindemann may have left his combat position when the ship's controls were rendered inoperable, and prior to the lethal hit on the command position, in order to give the command to abandon the ship. The surviving *Matrose* Paul Hillen who had managed to escape to the upper deck in the final phase of the battle, stated that he had seen a group of 20630 people standing at the bow, among them a man with a white peaked cap. Normally on a German naval vessel at sea, a white cap is worn only by the commanding officer. In addition, the surviving *Maschinengefreiter* Rudolf Römer, who at the time was already in the water claimed that he had seen Lindemann standing on the bow, near *Bismarck's* forward 38 cm turret, *Anton*. He was said to be with his combat messenger, a leading seaman, and apparently trying to persuade his messenger to save himself. In this account, his messenger took Lindemann's hand and the two walked to the forward flagmast. As the ship turned over, the two stood briefly to attention, then Lindemann and his messenger saluted. As the ship rolled to port, the messenger dropped into the water and disappeared from view. Lindemann continuing his salute while clinging to the flagmast went down with the ship. He never came to the surface.

On Wednesday, 28 May 1941 Ernst Lindemann was posthumously mentioned in the daily Wehrmachtsbericht, an information bulletin issued by the headquarters of the Wehrmacht (the unified armed forces of Germany). To be singled out individually in the *Wehrmachtsbericht* was an honour and was entered in the Orders and Decorations' section of one's Service Record Book.

Ship Building In Whangarei, New Zealand

New Zealand's extensive coastline and dense forests proved a lucky combination for enterprising colonists. They set up shipyards around the country, turning out the handy wooden cutters, schooners and scows that served a busy coastal trade for decades. Ships and boats are still built locally, and Kiwi designers have produced a revolutionary jet boat and world-beating fibreglass yachts.

Wooden ships

In 1795 some sailors were marooned at Dusky Sound in Fiordland. Luckily they found a half-built sailing boat, left by some sealers. They finished it, and sailed to Norfolk Island. Called the *Providence*, it was the first ship built in New Zealand by Europeans.

From about 1820, settlers built ships to carry goods and people up and down the coast. Shipbuilders (also known as shipwrights) used

timber from the forests, especially around Auckland and Northland. Through the 19th century they built sailing vessels such as ketches and schooners, and small steamers. A popular cargo vessel was the scow – a wide, flat-bottomed boat that could carry heavy loads in shallow water.



Iron and steel

In the 1870s coal-powered steam ships replaced sailing ships, but shipbuilding did not become a major industry in New Zealand. The big ocean-going ships were built in England and Scotland. Shipwrights found work repairing them at ports around the country. A few shipbuilders made iron and steel steam ships on Otago Harbour. Today, tourists cruise across Queenstown's Lake Wakatipu in a famous old steamer, the *Earnslaw*, built in Dunedin.

As early as the 1890s, yachting in Auckland's Hauraki Gulf was popular. Two shipbuilding families, the Baileys and the Logans, made big, elegant keelers from kauri wood.

During the Second World War, warships were built at Port Chalmers for the New Zealand navy. But since the 1960s the busiest shipyard has been at Whāngārei.

Yachts and jet boats

Kiwi-designed fibreglass yachts are fast and stylish. These 'plastic fantasies' have twice won the America's Cup race for New Zealand. Designers in Auckland, Whāngārei and other centres also create 'superyachts' for wealthy clients around the world. The *Tiara*, built in Auckland, has a helicopter landing pad on deck.

New Zealanders love to whizz about on the sea, or lakes and rivers, in speed boats. In the 1950s Bill Hamilton, from Canterbury, invented a jet boat that could go up shallow rivers. His boats were soon sold around the world.

**THE BOAT TABLE. JUNE CLUB NIGHT
2014**

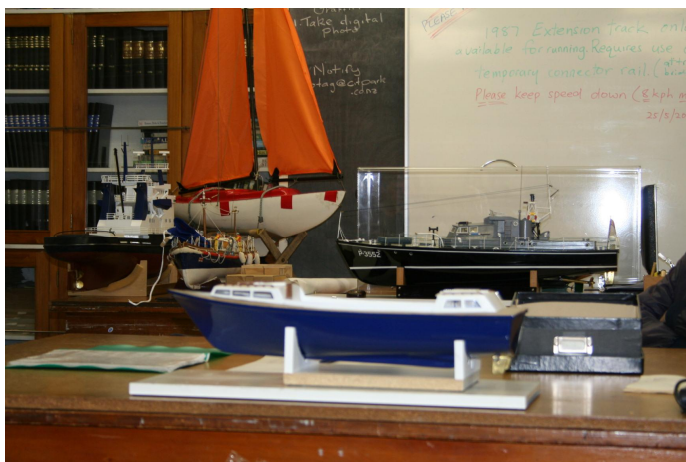
David Bowyer brought in his Amsterdam build. Water testing has been carried out and the superstructure is 90% complete. The Decaperm is a bit noisy at speed so will get a look see. The fire monitors are still to be installed.



Ian Donald has Nobby's Life Boat. The boat need Dockyard repair due to its age (we think about 15 years). To complement the model Ian purchased the RNLI flag. Repairs will be done as time and conscience dictate. The boat is in working order.



Monty Jones brought in Norm Wiltons Steam Launch. Another model in need of lots of TLC. The Motor and Boiler have been overhauled and the hull is not to bad. Monty has steamed the boat which runs for about 20 minutes on a fill of meths. Monty also had a plan of the DIDO free to a good home.



Jerry Payne had two models on the table tonight. HMNZML PAEA and the Commodores Barge both RNZN vessels. Jerry talked about his reserve service in the MLø and in the naval Boat Yard. The blue boat is the Barge and the black boat is the PAEA.

Malcolm Thomas is reducing the size of his fleet. In the above picture you can see in the back ground a Yacht he is giving away, you can contact Malcolm if you are interested

CLUB NIGHT

Wednesday the 11th of June 2014

Meeting chaired by President David Bowyer

APPOLIGIES. Dennis Lake, Rex Maddock, Nick Basson, Garry Hamlin.

NOTICES and ANNOUNCEMENTS .

Members were reminded of the Taupo expo in July.

The Secretary has sorted the now surplus to requirements MHz receivers, all in the 29 range. These are for sale at \$5 each. There are also two sets of 29 crystals and 27 crystals also \$5 a set.

The chair reported on the Boat Show. Members who helped this year raised \$1488 for the club.

The chair also thanked those members who helped at Model X

We have a school Gala on the 27th of September at Ararimu School.

THE COMMITTEE MEETING MINUTES OF SCALE MARINE MODELLERS INC,
HELD IN THE ASME CLUBROOMS, PANMURE, ON WEDENSDAY the 11th of June 2014

Meeting Chaired By, President David Bowyer

APOLOGIES. Brian King.

The Treasurer and Secretary presented their monthly reports.

SAILING COMMITTEE;

Weather Permitting this months sailday will be Mercantile Steering, Naval Steering and Tug Towing on June 15th. We need to purchase a 12 volt battery as one of the two we use for public boats has given up the ghost and is over charging.

OTHER BUSINESS;

Bob Kempster reported the progress on the new battery chargers. Both New Charger are now in operation in the cupboard. No alterations to the cupboard are required as both fit in ok. We need to install a fan in the cupboard to assist with the cooling of the units.

The old charger has been sent to Wanganui to be over hauled and when returned will be kept for a backup unit.

Sailday Competition Results *15th June 2014*

| Mercantile Steering | | Naval Steering | | Tug Towing | |
|---------------------|-----|-----------------|-----|-----------------|-----|
| Alistir Leask | 162 | Alistir Leask | 149 | Bob Kempster | 139 |
| Bob Kempster | 164 | Bob Kempster | 148 | Graham Annabell | 138 |
| Ian Donald | 187 | Graham Annabell | 149 | Ian Donald | 139 |
| Karl Nicol | 154 | Ian Donald | 149 | Malcolm Thomas | 139 |
| Malcolm Thomas | 179 | | | | |
| Nick Basson | 198 | | | | |
| Brian Senn | 155 | | | | |

Club Sailday June 15th

A cracker of a winters Sunday morning, no wind, no cloud, just a bit chilly. Eight members turned out for a good days competition sailing. Things got under way about 10.30 and were all run by 1pm. A large group of scouts stopped by to watch for a while, then wandered off again.



Graham and Nick watch while Alistir does and Brian tries to remember how (he's next!) Bob offers the odd bit of advice here and there!

Malcolm drove his Green Shrek around the course. He had to didn't he, He laid out the buoys.



Nick Basson drove his Aziz round the course. A good run with a big boat for his first try.



Graham Annabell retrieves his tug Alfred after the steering went awol during his mercantile Steering course..

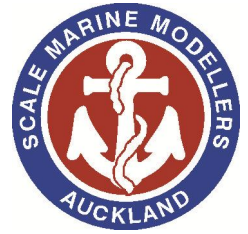
Graham had better luck in the Tug Towing where he used his Pusher



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Issue 382



Newsletter of Scale Marine Modellers Inc

| | | |
|------------------|---------------------------|----------------------------------|
| July | Wednesday 9th | Club Night and Committee Meeting |
| | Saturday/Sunday 12th.13th | Taupo Model Railway X |
| | Sunday 20th | July Sailday |
| August | Sunday 3rd | Yachts |
| | Wednesday 13th | Club Night and Committee Meeting |
| | Sunday 17th | August Sailday |
| September | Sunday 7th | Yachts |

Return Address:- 34 Waterview Road East, Papakura, Auckland 2112 New Zealand

Boat Roster

When you are Rostered on for Public Boat duty, it is your responsibility to organize a replacement or swap if you can not do your roistered duty and to contact the Duty Committee Member to inform him if you are unable to do the duty and with whom you have swapped duty.

| | | | |
|---------------|------|--|----------------|
| July | 13 | Public Boats will be in Taupo this weekend | |
| | 27th | Bob Kempster | Andrew Barnes |
| August | 3rd | Monty Jones | Gary Armstrong |
| | 10th | Malcolm Thomas | Alan Parsons |
| | 24th | Brian King? | Ray Williams |
| | 31st | Ian Donald | David Meehan |