

**We're back!**



But in this issue, we have,  
Rally reports,  
Polly Young Engineers applications,  
Something for the Marine world,  
The Polly Engineering Open day 16 October, a Saturday  
And a few odd bits and pieces!

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[www.fmes.org.uk](http://www.fmes.org.uk)

Volume 11 Issue 3 September 2021 —Page 1

## EDITORIAL

Are we emerging? Yes we think we might be.

Rallies have happened, societies are getting active again. There is less fear of the dreaded Covid but on the other hand many societies are still cautious and careful. At an event a few days ago we are still swabbing down the seats, not that this is where the gems emanate but it does make a lot of people feel good if you swab down the riding trolleys, so well done to careful societies.

As we emerge there is lots to think about. Boiler inspectors seminars have to catch up after all we are a self regulating activity and heaven forbid if this were to change. So support for this activity is important and we join with NAME to ensure a coordinated effort to keep these going. You will see that a programme is in place, all we need is a South West society to host one next March 2022.

Please take a look at the Polly Young Engineer award pages, this is to help the younger people along and there are many. We have included all the paper work to get your stars into the limelight, the pages are at the end, just send them in. Let's see what the younger set are doing. All of us started as novices, many at 50 or so let's support the younger set.

And while we have Polly in focus, they are inviting us to their 'Open Day' Saturday 16th October 10 to 4. They announce the launch of a new loco, discounts on purchases made on the day, workshop tours and a demonstration track. They offer this as an alternative to the cancelled exhibitions due to Covid, good for them, let's support Polly. More details on their website

Since we have the podium, could we draw your attention to the need for someone (an Examiner) to check over the Federations books (accounts) to make sure the Treasurer has counted it all correctly.

The Marine section of our hobby seems to be the 'silent service'. We have implored and pleaded but they stay silent. Please do let us know what you are doing!

On reflection of the short summer to have three traction engines or road vehicles at the Federation Rally at Reading was a welcome addition and the 'Hit and Miss' engine was an eye opener. They must have used to use these things!

*David Goyder, Newsletter Editor*

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## CHAIRMAN'S CHAT

Model engineering is seen by some people as a very solitary hobby with participants beavering away in their workshops in sheds down the garden, in the one time garage or even the spare bedroom. But attend a club meeting, a club event, an exhibition (sadly due to covid very few and far between recently) or as I did the FED's rally, this year held at Reading's extensive club site, and one will get a very different picture.

The social side of the hobby to me is just as important as the construction of models, certainly at the Fed rally

many old friendships were renewed, new ones made, ideas exchanged, problems explored and possibly solved, and even a little bit of "mickey taking" causing outbursts of laughter and merriment. So, I think what I am trying to say is while we have to take matters such as health and safety, etc. seriously we need to remember that model engineering is a hobby to be enjoyed not only in the construction of models but also in the comradeship and friendships of our fellow hobbyists.

Bob Polley, Chairman

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## Logo



If we were a business in normal times about to make a re-presentation of our image backed by a reviewed strategy, we would tell everyone with an eye catching public event of some sort. Unfortunately, we are not such an animal, and these are not normal times, so we have to be creative! Whilst you will hopefully see us present a higher profile as time goes on, especially at events and exhibitions, here is our new logo!

## Reading Society of Model Engineers hosts Federation Rally

September 18th was the chosen date and Reading opened their facilities for the 2021 Annual Federation rally, and having missed the 2020 one this was surely a sign that our lives may be getting back to a sort of normal.

Reading had prepared a splendid show and the hobby was well represented with 19 steam locos, three traction engines, 5 diesel outline, 2 petrol hydraulic and one splendid if not rather eccentric 'hit and miss' contraption!

Comfortable areas to sit and watch, delicious catering and lots to see made for a very happy day. Those who attended were given a souvenir cup and a prize was awarded for the longest travelling attendee and of course the Australia Trophy was presented to the 'best' loco attending. Credit for the hard work in preparing for the rally must go to Peter Harrison who had sleepless nights worrying if any locos would show up or what to do if too many arrive. It turned out he got it about right. But far better to see the rally through pictures with less chatter!



*Alan Thatcher's Hit 'N' Miss engine. For those of us not familiar, let us quote from Wikipedia, A **Hit 'N' Miss** is a type of [internal combustion engine](#) that is controlled by a [governor](#) to only fire at a set speed. They are usually 4-stroke but 2-stroke versions were made. It was conceived in the late 19th century and produced by various companies from the 1890s through approximately the 1940s. The name comes from the speed control on these engines: they fire ("hit") only when operating at or below a set speed, and cycle without firing ("miss") when they exceed their set speed. This is as compared to the "[throttle governed](#)" method of speed control. The sound made when the engine is running without a load is a distinctive "Snort POP whoosh whoosh whoosh snort POP" as the engine fires and then coasts until the speed decreases and it fires again to maintain its average speed. The snorting is caused by the atmospheric intake [valve](#) used on many of these engines.*



*Above is 'Firefly' a 6" Savage. There are none of these existing or preserved. Interesting name plate tells us, Savage Brothers Limited, Manufacturers of Steam Lorries and Tractors and Steam Sanitary wagons. Kings Lynn ENGLAND! Not sure we need to discuss what the last mentioned vehicle did.*



*Ray Line's Royal Scot from High Wycombe*

*Left A fine collection of railway lamps by Reading's Karl Tressler*

## Federation Rally 2021 at Reading



*"IVY" a 4" Burrell single crank compound road loco owned by Michael Allwood.*



*This magnificent Duchess was brought by Geoff Elliot from North West Leicester and driven as well by his son Nick Elliot*



*Could not resist borrowing this shot of No 6238 at the COSME Dreaming Spires Rally a weeks earlier passing your editor's Spinner. As Joy Brown wrote "main line magic".  
Photo Joy Brown*



*A pair of petrol hydraulic locos running in tandem, the creation of Aubyn Mee, Rugby's Chairman. The power is Honda industrial engines adapted for this interesting role. Photo John Billard*



*1370, a Kingscale pannier driven by owner Alan Redgrave from Oswestry and North Shropshire pulling a small train of good wagons.*



*Right  
A happy Frances Mayall with her husband David's GWR 15XX Speedy. David placed second at the 2021 IMLEC held at Maidstone. Frances and David are members at Bracknell*

## Federation Rally 2021 at Reading

A 'rare treat' is awarded the Australia Trophy. The proper name is 'Australian Association of Live Steamers Trophy'. Commemorating their affiliation, the Australian Association of Live Steamers and the Federation of Model Engineering Societies promote mutually supportive annual competitions.

Trophies are awarded to miniature working steam locomotives judged to be the best examples of Commonwealth prototypes in any gauge between and including 2½ and 7¼ inches. Open to all members of affiliated Clubs and Societies, competitions are held in Australia at the Association's Easter Convention and in the UK at the Federation's Autumn Rally, the first of which was contested in 1988. Only the owner, who is preferably also the builder of the locomotive, is eligible to compete.

This year's winner is Martin Parham from Maidstone with his GWR 2-8-0 No. 2889. The significance of the running number is that Martin started construction in 1984 when this loco was first described in the Model Engineer and he finished it in 1989. There were no commercially available castings so he found suitable ones from other locos, as he commented typical GW practice! Congratulations to Martin



*Martin received his trophy from Fed'n Secretary Peter Squire*



*Martin Parham's winning GWR 2-8-0 2889*



*... And with a rake of twenty coal wagons.*



*Above: The wagons were courtesy of Bill Hall from Sutton Coldfield with Police diesel 37999. Making the wagons was his physio therapy after an accident to his arm.*

*Right Martin and Sue Parham, ladies first!*



## Federation Rally 2021 at Reading



*A long time member of SMEE, Peter Wardropper joined when he was 16 years old and today brought us his 3 1/2" County of Dorset.*



*John Denton loves diesels and owns a few. Today he was driving a Class 52 Western in a golden ochre livery.*



*We suspect this may be another John Denton diesel driven by Dave Giddings. Today Dave was driving a Class 40 that was built between 1958 and 1962, and this particular one was involved in the Great Train Robbery.. On withdrawal it was cut up at Doncaster with indecent haste (as they say) to avoid souvenir hunters.*



Left;

This is "Spitfire".

Owner Andy Nash tell us, "she was built (with 2 cylinders) in 1934 by G W Smith, I know no more about him. It was a Flying Scotsman , so it should really be referred to as an A1 I guess. Her last owner, Stewart Christensen (also a Romney Marsh model engineering society member) rebuilt it with a new boiler in 2013. He has made her resemble the RH&DR locos Typhoon and Hurricane. She is painted in BR experimental express loco blue, with black and white lining. Stewart's wife's grandad was a Spitfire pilot in the war, so the fighter plane name follows on, although of course the locos names are inspired by the wind names.

For more on the Spitfire and Sir Nigel Gresley, turn to page 10.

## Young Engineers

In parallel with the website of course we have been developing other aspects of the strategy we launched a year ago. The name and logo change was part of this, the website is another. If you refer to the strategy, you will note other aspects of this that we would like to pursue....if only we had the volunteer effort and enthusiasm to make a difference to our wonderful hobby.

We are very pleased that we have now got a volunteer team to get to grips with and enhance our 'Young Engineer' involvement. We are delighted to welcome Peter Kenington who will lead this team, with Mike Crisp, to maintain our present activities, and also develop new ideas for the future. Mike and Peter are



currently thinking about the possibilities to discuss with the team and we look forward to their proposals for the future. Supporting young engineers is a great way to 'put something back' (remember how you learned?) as well as support our country by encouraging more engineers!

We are also pleased to draw your attention to the Polly Awards for 2022 as described elsewhere in this newsletter. These will be judged

and awarded at the AGM in 2022 and the nomination forms are available on the website. If you have difficulty getting these, please contact us. The closing date for nominations is 31<sup>st</sup> January 2022.

If you have any enquires about Young Engineers, or want to assist in this endeavour, please let us know.

## Getting a new website right! From Paul Naylor

Our stated policy of 'late but right' not 'early but wrong' is being well tested with this development! Here we are in September and.....still no new website available to you. Actually, what this development process has told us is that the visible bits are but one level of what we need and the devil is always in the detail. It is the detail that is holding us up, but the time that we are spending on this detail will pay dividends in the future. We want the website to be more than a 'simple' access point to a database: we want it to be a place where people can find out about Model Engineering, understand about the hobby and then seek out their local clubs to find out more. We also want it to be able to be developed in different directions to offer more to our member clubs.

So much for the excuses. We are close to launching the website: this should be well before the next Newsletter and hopefully the intent is to invite clubs with email round robins to see and use the site in the next month or so.

The development has caused us to reflect on some aspects of how we do things, and as a result we are changing some of the processes that we adopt, especially in the area of data management. The aim is to make data maintenance easier for everyone, although clearly there will always be a need for those whose data it is to keep it up to date.

We hope that making the website easier to use will encourage more people to use the facility. Just like nearly all things now, the use of the internet, email and other communication methods is 'de rigueur' if you want to access the best deals, or the quickest service. Our bit is to provide a system that can deliver this! Like all modern systems, it is necessary to keep up to date with the essential computer facilities at home. Having a reasonable capacity computer (speed, memory etc.) running up to date software (such as operating system, browser and anti-virus system) will give good performance with fewer limitations or problems.

As you will see, we are providing a framework where we can provide members with increasing support on a number of topics. These topics are very definitely those that you will all recognise from our current support as well as the potential for new ones. Some of these have been proposed by you as a result of our requests for feedback. I do have to continue to bang the drum though and ask you all to consider whether you, or a club colleague that you can recommend, can support us in some way by helping us develop these services. We will be identifying where we need more help in due course, but please keep us in mind.

## A little more on the little Traction Engine

In the last issue we showed you the little traction engine on the right. The fascinating part of the story was just how it came to be as in the 1970s and before Michael Holden seemed to have a thriving business and produced many road locos and traction engines. There is indeed a busy Facebook page where devotees exchange knowledge and views and appear to buy and sell from each other.

This is the Michael Holden Steam Engine Owners Club and is worth a look at even if you are not a died in the wool road loco person. There is a clue to what 'happened then' through an entry by a Mrs Davidson, Michael Holden's daughter. She agreed to have a chat by phone.

As we had supposed Michael Holden sold the business to Taylor Hemmens at the end of 1978 and according to his daughter, bought a pub. Michael was a very keen snooker player so this became his chosen direction never to enter the model engineering world again as far as we can find out.

One can but surmise what might have happened is he had not sold the business but that is about as far as we

can go with the story.

We can add however that if anyone would like to own a fascinating piece of history this little Allchin could be made available to a potential purchaser. Just let us know if you would like an introduction!



## Your Treasurer needs an Examiner or two.

The period 2020/2021 has been a busy period in the counting house, Treasury Department, as we have seen some considerable change. Our previous treasurer, Martin Baker, resigned due to ill health and your current Treasurer assumed the role in 2020.

We decided to move the accounts to a commercial package, Sage, for several reasons amongst which were security for the future, transparency and the wish to keep it simple after all, it is mainly book keeping. In this process we had to recreate the accounts for the years 2018, 2019 and 2020. This was done quite quickly and we moved our year end to December 31<sup>st</sup>. We had an issue with corporation tax and decisions regarding exemptions over the past five years or so. We took advice and found taking this exemption was unsafe. This led to a voluntary disclosure with HMRC and they are surprisingly supportive and cooperative if you are straightforward and honest. All is now settled. So, the reader can see that much has been done to bring the accounts to a quiet and easy level.

For the 2020 'examination' we were extremely fortunate to enjoy the services of David Price from the Oxford Society and although he had recently retired as that club's Secretary, he agreed to do a one off for the Federation. He did both an 'examination' and a systems audit making several relevant recommendations that are now implemented. This year he is firmly retired! But he has volunteered to guide or assist our next

examiner(s) into the process. He will not do the job again but will mentor the next generation.

We are therefore recruiting the 2021 examiner or examiners.

Let's review what skills they should need or not need. No need to add numbers, done by the computer; no knowledge of credits and debits (whatever they are). In fact, the best examiners know nothing about accounts!

Those of you who remember "All the President's Men" will recall the expression used by Deepthroat 'follow the money'. Examining is much the same. If a deposit book shows money in, follow it to the bank statement and into the account. If a payment for expenses is made find out how it is recorded and approved. There must be a bit of paper for that. If the payment was for mileage to the Reading Rally and approved by an officer, fine; if it is for a new chimney for a loco, exception! It is really that simple.

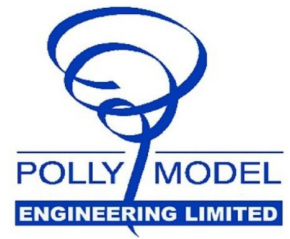
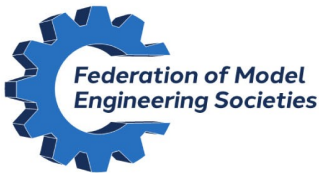
An examiner(s) will be given special access to the accounting system, a sort of read only access so that gentle perusal can be done at your own desk.

So, the recruiting offices are open, please could at least one (hopefully two) people take on the role. Not difficult, only a few hours work and you will know that you have contributed to the Federation and done your duty! BTW no pay either!!

Thanks, David Goyder

Hon Treasurer

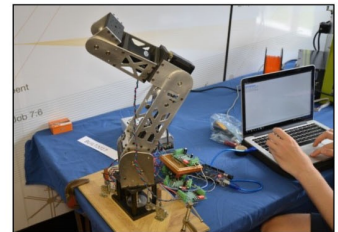




**FEDERATION  
TROPHY AND  
POLLY MODEL  
ENGINEERING LTD.  
PRIZE**

Any active young member of any club or society affiliated to the Federation of Model Engineering Societies is eligible provided he or she is no more than 24 years of age at nomination, is an active member of his or her club or society and has demonstrated skills in the use of equipment typically associated with the hobby of model engineering.

Please visit  
**[www.sfm.es.co.uk](http://www.sfm.es.co.uk)**  
for details and a nomination form.



## Boiler Inspectors Seminars

The Joint Federation of Model Engineering Societies and Northern Association Boiler Inspectors Seminars are back in business.

Our Secretary, Peter Squire, a leader in the seminars tells us that the next seminar will be in Nottingham on 30th October barely a month away Contact Peter on peter@the-squires.co.uk or phone 01327-342167 to ensure you are booked on.

The next one is trying to be arranged in November, venue to be confirmed. Then it is hoped to schedule another one in March 2022 in the South West. This

means we would love to hear from a South West society who would be willing to host this one in March.

All that is needed is a space that could accommodate 40-ish people and some space to do a hydraulic test and steam test on a loco or boiler provided by the society. National organizations (Fed MES and NAME) pay for buffet lunch and drinks so there is no cost to the host club.

Peter Squire

peter@the-squires.co.uk or phone 01327-342167

## More on the blue pacific, was it an A1 or A3?

Andy Nash's 'blue pacific' seems to have a rich history. How many 5" locos can claim to have been driven by the designer, the CME in fact. And can you imagine the excitement of those boys sitting behind the famous man himself.



Here 'Spitfire' is with an original Gresley tender in the Romney Hythe and Dymchurch Railway markings.



*Sir Nigel Gresley driving on the S.M. & E.E. track at the 1937 M.E. Exhibition. Percival Marshall watches on the left and Jack Somers peeps over the locomotive's boiler.*

## An Odd Bit

Why it's called Lake Superior.

Lake Superior contains ten percent of all the fresh water on the planet Earth.

It covers 82,000 square kilometers or 31,700 square miles.

The average depth is 147 meters or 483 feet.

There have been about 350 shipwrecks recorded in Lake Superior

Lake Superior is, by surface area, the largest lake in the world.

A Jesuit priest in 1668 named it Lac Tracy, but that name was never officially adopted.

It contains as much water as all the other Great Lakes combined, plus three extra Lake Erie's !

There is a small outflow from the lake at St. Mary's River (Sault Ste Marie) into Lake Huron, but it takes almost two centuries for the water to be completely replaced.

There is enough water in Lake Superior to cover all of North and South America with water one foot deep.

Lake Superior was formed during the last glacial retreat, making it one of the earth's youngest major features at only

about 10,000 years old.

The deepest point in the lake is 405 meters or 1,333 feet.

There are 78 different species of fish that call the big lake home.

The maximum wave ever recorded on Lake Superior was 9.45 meters or 31 feet high.

If you stretched the shoreline of Lake Superior out to a straight line, it would be long enough to reach from Duluth to the Bahamas. (or London to Dubai)

Over 300 streams and rivers empty into Lake Superior with the largest source being the Nipigon River.

The average underwater visibility of Lake Superior is about 8 meters or 27 feet, making it the cleanest and clearest of the Great Lakes Underwater visibility in some spots reaches 30 meters.

In the summer, the sun sets more than 35 minutes later on the western shore of Lake Superior than at its southeastern edge.

Some of the world's oldest rocks, formed about 2.7 billion years ago, can be found on the Ontario shore of Lake Superior.

It very rarely freezes over completely, and then usually just for a few hours. Complete freezing occurred in 1962, 1979, 2003 and 2009.

*... And then we had been to Dreaming Spires*

There are certain events one just puts in one's diary at the beginning of the year as they are sort of mandatory, Wimbledon, Ascot, Cowes Week, Guildford, Federation Rally and Dreaming Spires. Apologies to those omitted but that is as far as your editor's brain got!!! Let's have some more.

Here we have thanks to Joy Brown and Ron Head a pictorial story or what happened on a very wet and windy weekend! As many do, they wondered if anyone would brave the elements but they were rewarded!



*The Parham tribe seem to produce lovely locos with enviable speed. Here is Tom with his lovely Jinty, Federation Australia trophy winner in 2021. No wonder he smiles.*



*'Druid', James Jenkins from Cardiff, emerges from the 7 1/4" outside extension at Cotteslowe Park. A very useful extension it was as Covid had reduced in house catering so we had to go to the park café by train, and back if you were lucky.*



*Unusual and interesting, a class 91 in GNER livery from Bradley Tibbs, St Neots. Must have seen them going by at 100+ mph.*



*Mike Foreman from the North London society with his LNER V3 tank loco. Great to see something a bit different.*



*We've seen enough of this one!*



*One of these out of the box locos, where do I put the key?? And why is white stuff coming-out the top?*



*Mr Denton from North Wilts at Croat Park does love his diesels, here two Westerns, D1015 & D1030*



*This is 7 1/4" at its finest. Brian and Margaret Remnant regularly attend Dreaming Spires and who is going to complain when they take you to the café in the park.*

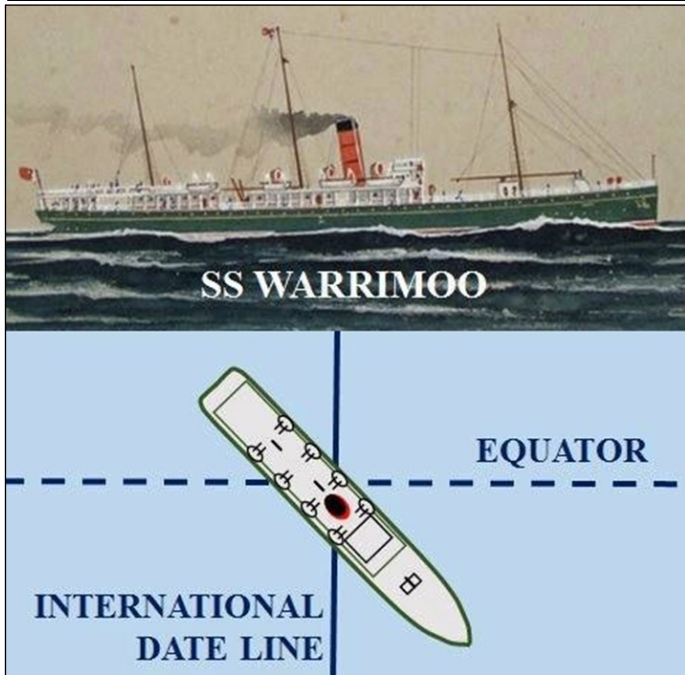


*Thomas, a stretched Jessie ran continuously for three days with owner James brooking from St Neots enjoying every minute.*



*Who loves a diesel? Perhaps Bob Denton in yet another disguise!*

## Of interest to the marine side of our hobby (locos can't do this!)



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John D. S. Phillips, the result. The Warrimoo's position was LAT 0° 31' N and LONG 179 30' W. The date was 31 December 1899. "Know what this means?"

First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line". Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check & double check the ship's position. He changed course slightly so as to bear directly on his mark. Then he adjusted the engine speed. The calm weather & clear night worked in his favor. At midnight, the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line. The consequences of this bizarre position were many:

The forward part (bow) of the ship was in the southern hemisphere & in the middle of summer.

The rear (stern) was in the northern hemisphere & in the middle of winter.

The date in the aft part of the ship was 31 December 1899.

In the bow (forward) part it was 1 January 1900.

This ship was therefore not only in:

Two different days,

Two different months,

Two different years,

Two different seasons

But in two different centuries - all at the same time!

# INSURANCE FOR CLUBS SOCIETIES & INDIVIDUALS

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**Please contact us for full details**

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## Publications Available from Federation of MES

The FMES publications listed below are available from our stand at rallies and exhibitions or by post from David Mayall. Please make contact first by phone or email to get combined postage costs when ordering more than one item. (See note below). The figures shown here are for single items only. Please make cheques payable to 'Federation MES' or use BACS to Sort Code 20-71-82 Acct 43755967.

Title	From Our Stand
Examination & Testing of Miniature Steam Boilers BTC 2018 - Orange Book	.....Free
Vol 1, 3 bar litres to 1100 bar litres. Vol 2 under 3 bar litres. Vol 3 LPG tanks under 250 ml.	
Ditto - Pack of 5 .....	£2.50
Boiler Test Certificates - Pad of 50 .....	FREE*
Written Scheme of Examination - Pad of 50 .....	FREE*
Small Boiler Test Certificate - Pad of 50 .....	FREE*
Boiler History Record Card - Pack of 10 .....	£3.50
Plastic wallets to hold certificates size A5 .....	£0.75
Ditto - Pack of 5 .....	£3.75
HS2020 Passenger-carrying min railways 'Guidance' post included.....	£4.00

David Mayall  
 Tel: + 44 1252 684 688  
 Email: davidmayall@fmes.org.uk

\* These publications are issued free of charge to fully paid up member Clubs and Societies ONLY, and are NOT available for general sale. For delivery by mail, the cost of postage and packing is £5.00, and must be borne by the Club/Society placing the order.

## Federation of Model Engineering Societies Committee

President	Brent Hudson
Vice President	Mike Chrisp
Vice President	Ivan Hurst
Chairman	Bob Polley
Secretary	Peter Squire
Treasurer & Newsletter	David Goyder
Membership Secretary	Paul Naylor
Boiler Registrar	David Mayall
Safety Officer	Robert Walker
Vice Chairman and Interim IT Manager	Paul Naylor
Events and Awards Co-ordinator	Mike Chrisp

### INSURANCE CLAIMS AND INCIDENTS

All claims and reports of incidents should be notified in the first instance to Walker Midgley.

FEDERATION INSURANCE BUSINESS Managed by Walker Midgley Insurance Ltd

Committee members' contact details can be found on the Federation MES web site

[www.sfmes.co.uk](http://www.sfmes.co.uk)



# FEDERATION TROPHY & POLLY MODEL ENGINEERING PRIZE

**The Committee of the Federation of Model Engineering Societies acknowledges with gratitude the generous support provided by Jayne & Andy Clark of Polly Model Engineering Limited in promoting this award.**

This Award is made with the aim of encouraging young persons to participate in the hobby of model engineering with particular emphasis on acquiring the relevant skills and use of appropriate materials.

While pursuance of excellence by those in their late teens and early twenties should be promoted, work by youngsters taking their first steps in the hobby of model engineering is also encouraged. Participation in club/society activities is also important.

Nominations are judged by the Committee of the Federation of Model Engineering Societies and approved by the proprietors of Polly Model Engineering Limited. Their decision is final.

The winner will receive a prize donated by the proprietors of Polly Model Engineering Limited and a suitably inscribed Federation Trophy, which shall be retained.

The award will normally be presented at an Annual General Meeting of the Federation of Model Engineering Societies at which representatives of the winner's family and Club or Society are welcome to attend.

Completed nomination forms must be sent to the FMES Secretary, 18 Wakefield Way, Nether Heyford, Northampton NN7 3LU to arrive no later than 31<sup>st</sup> January 2022.

## **RULES**

1. The Nominee shall be no more than 24 years of age at the date of nomination.
2. Nomination shall be made by a Club or Society affiliated to the Federation of Model Engineering Societies and the Nominee shall be an active member of that Club or Society.
3. The Nominee shall have demonstrated the acquisition of skills in the use of appropriate materials and metalworking hand tools and/or machinery/equipment by producing a model, other mechanical item or piece of workshop tooling associated with the hobby of model engineering, complete or part built, constructed using metalworking hand tools or equipment normally found in the home, school, Club or Society workshop. Supervisory input and items built as apprentice pieces in a training environment are acceptable. The work shall be the nominee's own but normally acceptable commercial fittings, fixings, fastenings or other components may be used.

## NOMINATION

Please supply a summary of the Nominee's relevant projects completed and/or in hand.

Please supply photographic evidence and state to what extent the Nominee's work has been completed unaided or produced under guidance - please note that supervision is acceptable.

## NOMINEE

Club or Society: .....

Signature: .....

Name (please print): .....

Date of nomination: .....

Age at date of nomination: .....

Home Address: .....

Telephone: .....

Email: .....

## SPONSOR

Club or Society: .....

Signature:  
.....

Name (please print): .....

Position held in Club or Society: .....

Home address:  
.....

Telephone: .....

Email:  
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## General Data Protection Regulations 2018

Federation of Model Engineering Societies is pleased to be associated with Polly Model Engineering Limited to promote model engineering as a creative hobby for young people.

The presentation of awards at the Federation’s Annual General Meeting provides an ideal opportunity to publicize our work.

Effective publicity includes photography.

Federation of Model Engineering Societies seeks your permission to photograph your child / children with his / her / their model engineering projects and being presented with his / her / their awards.

### Photo Release Form

As the parent / legal guardian of (please print your child’s name below)

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I grant Federation of Model Engineering Societies permission to take and use photographs as described above for any legal purpose including but not limited to publicity, illustration, advertising and web content.

I understand that no royalty, fee or other compensation shall become payable to me by reason of such use.

Signature: .....

Name (please print): .....

Date: .....

Telephone: .....

E-mail: .....

Address:.....

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