Federation of Model Engineering Societies

NEWSLETTER

DECEMBER 2021

Merry Christmas and a Happy New Year

Amaryllis is the only genus in the subtribe Amaryllidinae. It is a small genus of flowering bulbs, with two species. The better known of the two, *Amaryllis belladonna*, is a native of the Western Cape region of South Africa, particularly the rocky southwest area between the Olifants River Valley and Knysna. Plants of the genus *Amaryllis* are known as belladonna lily**, Jersey lily**, naked lady, amarillo, Easter lily in Southern Australia or, in South Africa, March lily due to its propensity to flower around March. Ours flowered this Christmas! It has a tenuous connection to model engineering through the Great Central "Jersey Lily", indeed a very beautiful loco!

info@fmes.co.uk 01327 342167 www.fmes.co.uk

EDITORIAL

You may wonder why a great big red flower adorns the front page, the simple answer is that we need something to cheer us up after an awful autumn and more doom and gloom from the latest variant. A week ago your flower was a little green thing with a point but each day it bloomed and grew, as do the edelweiss in Austria.

In casting around to find something to share in these newsletters, often the cupboard is bare until, that is, a member society newsletter arrives with proof that the hobby is alive and well. So first of all, thank you to our members who send us their newsletters. Keep them coming they are rich with lots of interesting material.

Once the Federation business is reported with website updates, AGM venue announced, accounts examiners recruited and the rest, we can move onto more exciting subjects.

This quarter we start with Paul Naylor who made a printing press for his artistic wife.

The Leeds Society produce the "Leeds Lines" and this introduced me to a remarkable engineer, both model and professional who built locos and also steam boats. One, he named 'Cherubino' after a character in a Mozart's opera, 'The Marriage of Figaro'. An opera loving model engineer is certainly remarkable. Sadly, David died in early 2016 shortly after writing his articles. There is more on his accomplishments inside.

The sheer inventiveness of Dave Banner from Coventry takes us through his freelance loco with something completely different. Read on!!

Looking forward to 2022, we can but pray that the Covid is brought under control, so we can have a successful Polly award at the March AGM, a grand rally much as Reading's great effort last September and lots of visits to various clubs to reacquaint ourselves with colleagues and friends. Dare we say, perhaps, get to an exhibition!

David Goyder, Newsletter Editor

CHAIRMAN'S CHAT

Well it's that time of year again, another year nearly over. A year that's been like the curate's egg, with both good and bad times, unfortunately as I write this we may be seeing one of the bad periods with the news of a new variant of the covid virus.

Some clubs have managed, with restrictions, to regain some sense of normality but others have found times very difficult, most will have been between the two extremes. We have had no national exhibitions but at least the Fed's rally went ahead successfully although events such as boiler seminars had to be cancelled.

Let us hope for a better new year, but remember that at the end of the day the viability and success of your club is to a great extent in your own hands, the more effort individuals put in the more successful your club should be. I'll say something again I've said in the past, "think not what your club can do for you, but what you can do for your club".

To finish can I wish everybody a merry Christmas and a happy model engineering new year.

Bob Polley, Chairman

Your Treasurer has an Examiner, needs one more please.

Many thanks to Robert Kirchner of Romford Model Engineering Club who has accepted the role as examiner for the Federation accounts. In fact he is looking these over during a preliminary examination prior to finalising his findings in early January.

As Robert said to me when we first discussed this, it is useful to have a second examiner as we can make sure the Examiner and the Treasurer do not run off with the family silver, although I might add with all the Covid, not quite sure how far anyone would get!

So if you are inclined to lend a hand and think you might have a spare morning or afternoon in January, please get in touch. Only requirement is cheerful common sense.

Thanks,
David Goyder
david.goyder@fmes.org.uk
Hon Treasurer

The light at the end of the tunnel

Well, it is a long journey seeking to change our web presence and 'build' a new database structure. I guess we knew that this was likely as many projects seldom go to plan, but that didn't stop us having some optimism during the process! We are pleased to say that we can now see what the final version will look like, although we still have a few small issues to deal with that affect some of the minutiae. Such issues include ensuring that we facilitate access to all likely to want or need access to the 'logged in' parts of the website, and that we can communicate with everyone using a secure and reliable email system (in particular, that we can send out 'group messages' to everyone when news has to be spread around the membership).

In the last newsletter, you may have seen the new web site address (or 'URL'). Hitherto, if you searched for 'FMES' or similar, then you would not have been able to find our URL (you may have found others that appear similar but are definitely not us!). If you wish to look at the website, it is now available both using the URL and, by the time of publication, for searching too. The URL is www.fmes.org.uk (note the UK on the end!) and we hope that you might take the time to examine it. Type this URL into the top bar on your browser. At present we are restricting access only at the 'public' level. Although the 'login' option does work, we have yet to send out preliminary passwords to member officers, so this area is still not accessible generally. When we have dealt with 'the minutiae' we will be opening up access to searching and also informing relevant people of their login and other introductory details. We anticipate this being soon in the new year.

The access, beyond public access, will be for club registered officers. We have changed the necessary information that we hold for clubs (partly to minimise it for GDPR reasons) and we are placing emphasis on all clubs having a 'primary contact' who will have the initial access. This is the same as for the old system. This person will also be able to read the details that we hold on each club and *request* changes (rather than make them directly) if necessary. There will also be at least one 'secondary contact' as a reserve. As is usual, we will also of course respond to requests if a club has difficulties, preferably via email, and the main contact email address is info@fmes.org.uk. The website has this as a messaging page (see 'contact us') if you wish to use this route. Please note that this address is now supported and answered, so we will get any messages. For the time being the old 'sfmes' addresses still work, but we would encourage you to use this new address from now on. We will publicise other contact addresses in due course.

There are news and calendar events pages visible to public access, and these will be supported and added to by ourselves at least. If you wish, on behalf of your club, to request an item to be placed, please use the info@ address to request it - for the time being.

In addition, if you have comment or suggestions to make that we can usefully combine with others for future development, please let us know. We will be seeking feedback more formally in due course as we do expect to develop the site as new functions are agreed.

We have a desire in the future that the website will be dynamic and that the content will change and be added to. This is to keep it 'fresh' and to deliver the strategic aim that we have to attract as many to the hobby as possible (hopefully leading to more club membership). As a result, we do have opportunities for people who would like to support us in this endeavour (and a number of others) and so we are always open to offers from those who have a contribution to make! It is *your* website, and we value your feedback and support. *Paul Naylor*

HRA secures smoke rule exemption for steam

With thanks to Steam Railway Magazine No 525

Heritage Railway Association president Lord Faulkner has secured an exemption for heritage steam from the Government's forthcoming Environment Bill.

In the summer, Lord Faulkner of Worcester tabled an amendment to the Bill to specifically exempt heritage coal burners from any wider restrictions on the sale and burning of coal, such as those which now apply to domestic coal consumption in the UK (SR521).

Environment Minister Baroness Bloomfield has confirmed that heritage vehicles - including locomotives, traction engines and steamboats - are not within the scope of the Environment Bill. Baroness Bloomfield said: "There will be no direct

impact on the heritage steam sector as a result of this Bill. The Government does not intend to bring forward policy that would have a direct impact on it."

Baroness Bloomfield has also confirmed that "the Smoke Control Area Provisions in the 1993 Act, and the amendments to them through the Environment Bill, do not and will not apply to smoke from steam trains or road steam vehicles." The Department for Environment, Food & Rural Affairs has also stated to the HRA: "The Government understands and appreciates the important contribution that the heritage sector, including steam railways, makes to our national culture. The smoke emission measures in the Environment Bill will not apply to emissions from steam trains."

As the result of these Government assurances, Lord Faulkner did not need to press his amendments to a vote.

Lord Faulkner said: "I am reassured that significance of heritage railways has been recognised and, in particular, the need to protect the steam heritage sector from additional environmental restrictions."

He added: "Existing control under Section 43 of the Clean Air Act 1993 requires that practicable measures are taken to minimise emission of dark smoke by railway engines. We will emphasise to our member railways, all of whom already take their environmental responsibilities very seriously, that they must, so far as practicable, minimise dark smoke emissions."

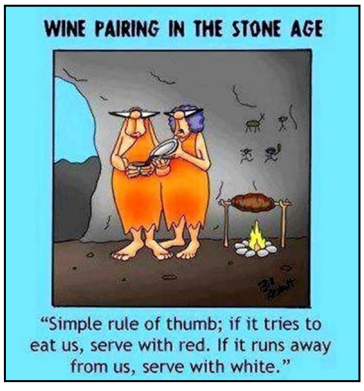
2022 Affiliation Fee

Last year the Examiner of our accounts and our corporate responsibility recommended that the Federation Committee should assess the long term stability of the various sources of income that support the Federation's operations. There was no event to trigger this but was the simple process of someone not involved in the committee, looking in to ask the question, what if?

One can imagine many such 'what if' questions and this is work in progress in the committee. This is not the place to speculate on what these might be but suffice to say that the affiliation fee structure is part of our discussions.

In the interim therefore, the committee has decided that for 2022, the affiliation fee will be set at £10 for all societies.

Some seasonal advice



A date for your diaries, yes, the AGM approaches 12 March 2022

We are keen to get back to a more normal existence if rules allow, and as a result would like you note the date for the next AGM: it is 12 March 2022. After the success of the STEAM AGM in 2020, we would like to continue this sort of theme by holding the event where there is an accompanying attraction, and by having an agenda for the day that has a little more interest than 'just' a formal AGM. We are pleased to say that we have booked the Avoncroft Museum of Historic Buildings (https://avoncroft.org.uk/) in Bromsgrove as the venue, using their 'Guesten Hall' facility. This also has Bromsgrove SME close by, and they will be delighted to see you if you wish to pay a visit. Although the AGM date is before the formal opening of the museum for the year, you will be able to tour around and see the buildings as part of your visit to our event. We will publish the running order for the day in January with the usual calling notices and opportunity to book your place, and we are planning to also have the meeting available for viewing online with ZOOM.

Obviously, this all depends upon the prevailing government rules for Covid-19 control and any changes will be announced as soon as known, but we are keen to start 'our' world moving again!

Boiler Inspectors Seminars

The Joint Federation of Model Engineering Societies and Northern Association Boiler Inspectors Seminars are back in business, or so we thought.

The autumn seminar in Nottingham on 30th October had to be cancelled at short notice due a flare up of the Covid and the risks to 40 people at close quarters.

Our intention however, is to hold two seminars in the spring of 2022, one in the North Midlands and one in the South West. We are not able to confirm venues yet but once they are known they will be broadcast in the 'new' website. This means we would love to hear from a South West society and a North Midlands society who would be willing to host a seminar.

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. The national organizations (FedMES and NAME) pay for buffet lunch and drinks so there is no cost to the host club. Please contact Peter Squire at,

peter.squire@fmes.org.uk or phone 01327-342167

A Pressing Problem by Dr Paul Naylor

My wife likes 'art'…… and has progressed through the water colour and oil painting stages of learning technique to….printing. This is not printing with type to produce the written word but printing using lino cuts and other such patterns to produce pictures ('etchings'). When these are inked and then pressed onto paper to produce the end result, quite a lot of pressure is needed to force the paper into the small etched lines on the printing block….more than it is easy to produce by hand. This is now entering the domain of the engineer! She wanted a 'roller press'. This is a thing a bit like an old fashioned mangle with rollers that a sandwich of 'platen', pattern and paper is squeezed between. Indeed, some people have apparently adapted mangles to this purpose, but there are never any around when you want one, and in any case they are quite large and heavy. Birthday coming up I thought so I looked at the prices of 'real' ones. Good grief, these varied from a few hundred pounds for a bent metal lightweight thing with small size range to obviously commercial ones for a few thousand, so I am afraid that my 5" 2-6-0 took another back seat to create workshop space.

I get fun poked at me (I am not alone!) for keeping all sorts of 'stuff' and it is times like this that it pays off…..my trawl through my 'store' revealed enough parts and materials to make a robust roller press apart from bearings, and so I had to make my only purchase…..a dozen cheap ball races for £13.

The lathe and mill took care of slots and round things as usual. The hardest job here was the finishing of the two rollers, one 3" diameter, the other driven one 1.5", with a good surface finish and concentric. The big one was made from some thick walled steel pipe I had with ends turned from bits of flat steel. Between centres I had a good enough set up, but I did have to hold my breath to get a good finish. It took three passes before I had it right.

From scrutiny of the real ones, it was clear that the rollers were not geared together (thank goodness), so it was simply a matter of having the top big one free running, and the bottom one able to be turned with a handle. I elected to gear this down partly to make it easier to turn and to raise the height of the handle, and partly because the posh ones had this feature!

The platen was made from an offcut of plastic faced plywood left over from my trailer rebuild….I was a little concerned about the friction between it and the driven roller causing slipping, but like the early railway engineers with the adhesion of rails, I needn't have worried.

A lick of paint and a tea trolley from a charity shop to put it on finished the job and won me a few more hot dinners:

Model Engineer to Marine Engineer—Part 1

By David Beale, late of the Leeds Society of Model and Experimental Engineers

David Beale's story comes from the "Leeds :Lines", July 2015, reproduced by the kind permission of the Leeds SMEE.

David was not only a prolific Model Engineer he was an accomplished machinist and engineer by profession. Among David`s models were his first,, a Speedy, still in the Leeds club, A 3 ½" gauge LBSC Maisie and an L1. He built a 5" gauge Black 5 to Don Young design which achieved second place at a Leyland IMLEC. David experimented with gas firing for his 5" gauge Adams Radial Tank engine which he later converted to coal. His masterpiece is a BR Class 4 MT 2-6-4 tank engine in 5" gauge, it will never run as it was built to too fine a detail for operation of the controls to be practical.

At 12 inch to the foot David substantially built a Caterham 7 car, at least 2 steam boats and fitted fibreglass hulls with steam plants to his own design, a 5/8 to one-foot steam lorry and a replica Stanley steam car.

Sadly he died on 10 January 2016 just after writing this article .

Have you have ever considered building a steamboat? If so I hope that the following will demonstrate that a model engineer's workshop is capable of producing the necessary parts.

My earliest recollection of small passenger carrying steamboats was in the 1970's. I was in London for the Model Engineer Exhibition also visiting the London Boat show where Bossom's had on display a 30 feet steam launch named Patricia. She was elegant with high gloss varnish and bronze fittings that sparkled under the exhibition lighting. An enquiry about the cost quickly cooled my enthusiasm.

The interest lay dormant until an advertisement in a 1980 Model Engineer for an 18 feet hull stimulated immediate action. My Model Engineer was delivered on Saturday, I was in Norfolk on Sunday viewing the vessel! It was affordable and could be purchased in many forms from just the hull moulding to complete and ready to go.

A hand shake and a signature on a contract before leaving to return home saw the beginning of a new commitment to steam on the water. The hull was going to be ready for collection in about 9 months' time.

The intervening time was spent making the steam plant together with a trailer for transportation and launching. This was just the beginning of our ever-growing enthusiasm for the hobby. At this time I did not know of any club supporting such activities but this was soon to change.

I had previously built Speedy and a 5" Britannia was almost complete. My workshop facilities at this time were a Myford ML7 and a self-built Dore Westbury milling machine. It proved possible to produce the steam plant that is necessary for a small hull in a workshop with these facilities.

The name chosen for the boat was SL Cherub which seemed appropriate for an elegant hull of 18 feet overall length and 4ft 6ins beam. (I had recently seen a popular Mozart opera hence the name). SL Cherub was to be the focal point of many waterway holidays in England, Ireland, Scotland and Wales for the next 18 years until she was displaced in favour of a Stanley Steam Car.

The departure from steamboat ownership lasted for about 6 years but steam on the road can be very stressful and came to an end when being tail-gated by juggernauts became a nuisance. Another hull was ordered and the construction of boiler, engine, feed pump, stern tube and propeller shaft was underway yet again. The name for this new boat? What about SL Cherubino?

Model Engineer to Marine Engineer—Part 1

SL Cherubino is 16 ft long x 5ft 9ins beam and weighs on its trailer 1,800lbs (3/4 ton). She is seen (Photo 1) moored at Ambleside public jetty gently blowing off after a journey of 6 miles. She will carry 6 adult passengers on canals and rivers cruising at up to 5 miles per hour. Once again the construction is a glass fibre hull decked and fitted out in varnished hardwood, a combination that gives robust longevity with minimal maintenance, subject to undercover storage. Prolonged exposure to the sun causes varnish deterioration and after the combination of rain and frost readily opens joints in woodwork.

As before I purchased a hull and made the interesting components of boiler, engine feed pumps, stern tube, pro-peller shaft and all other mechanical fittings in a workshop now boasting a Super 7, VMC milling machine, a Boxford shaper and a Harrison M300 lathe. The M300 is not essential but does make some tasks easier.

SL Minnow

SL Mosqiuito

The choice of boat is made to suit your facilities, the scope is great from the small SL Minnow to the other extreme, SL Mosquito.

Both are self-build projects, but the equipment and skills used in their construction is proportionate to their size and complexity. SL Minnow is 10 feet in length SL Mosquito 46 feet.

To digress, SL Mosquito, shown above, coming into moorings is the ultimate in self build fast steamboats, with an estimated 100 shaft horse power she has demonstrated her ability to keep pace with skiers before the Lake Windermere speed limit came into force. She was constructed by an accomplished engineer who made every part from drawings to completed vessel including patterns, castings, plate-work and woodwork. She must be considered the ultimate in self build. I have been lucky to enjoy many happy hours on board SL Mosquito.

Ed note: Parts 2 (Boiler) and 3 (Engine) will follow in the March newsletter

Choosing a Vessel.

You must be asking; how does one decide on a suitable vessel and a suitable steam plant? In choosing the vessel the following must be considered:

- The ability of the towing vehicle to safely handle the all up weight of boat and trailer.
- The ability of the vehicle to competently launch and recover the boat on slipways.
- A place to store the boat on its trailer, ideally under cover if maintenance is to be kept to a minimum. Wood work can deteriorate very quickly if exposed to sunlight, rain and frosts.
- How many passengers do you wish to carry?
- The cost of purchase, upkeep and use. When in use most waterways require you to have a licence for which charges are based on the size of vessel and duration on the water.
- Do you desire a vessel displaying Edwardian elegance or a fit for purpose workboat?
- Do you wish to construct the hull or purchase a glass reinforced moulding?
- Do you live on a hill, have a steeply sloping drive? Remember it may be necessary to manoeuvre the boat and trailer manually.

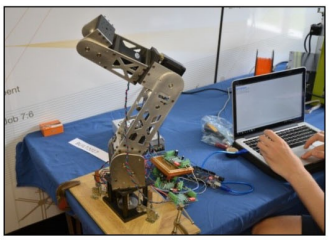
FEDERATION TROPHY AND POLLY MODEL ENGINEERING LTD. PRIZE

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.sfmes.co.uk

for details and a nomination form.



5" gauge freelance 0-6-0 loco project

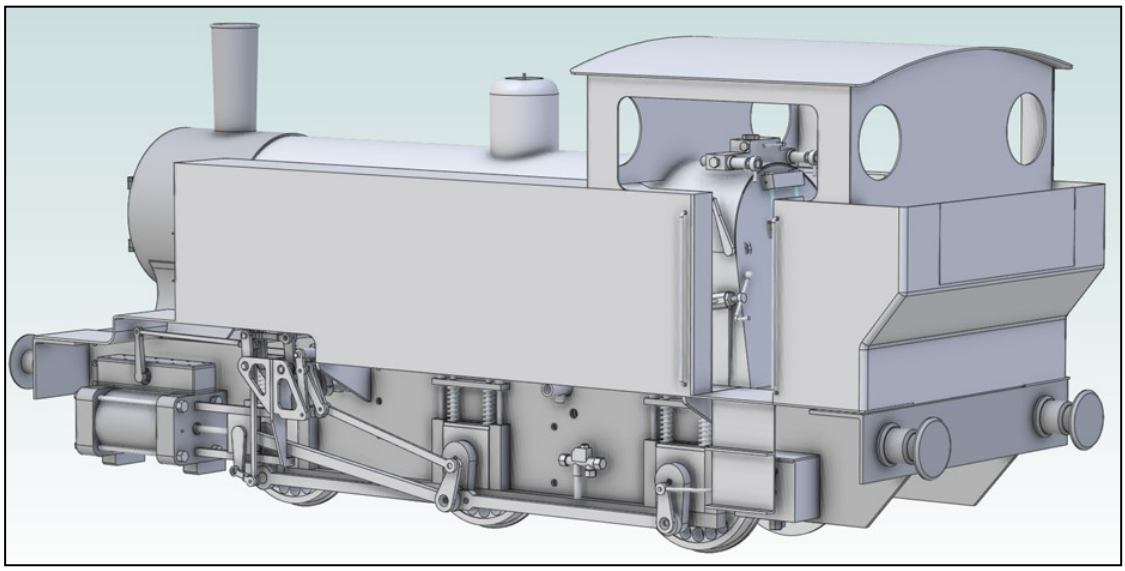
By Dave Banner, Coventry Model Engineering Society

In response to the request for articles in the club's flyer I thought I would share a few notes on a freelance 0-6-0 tank loco I have been working on (and off) for the last 3 years or so. The loco design has relied heavily on the use of 3D CAD so that most of the functionality could be checked before committing to metal. This then is a brief description of the progress thus far.

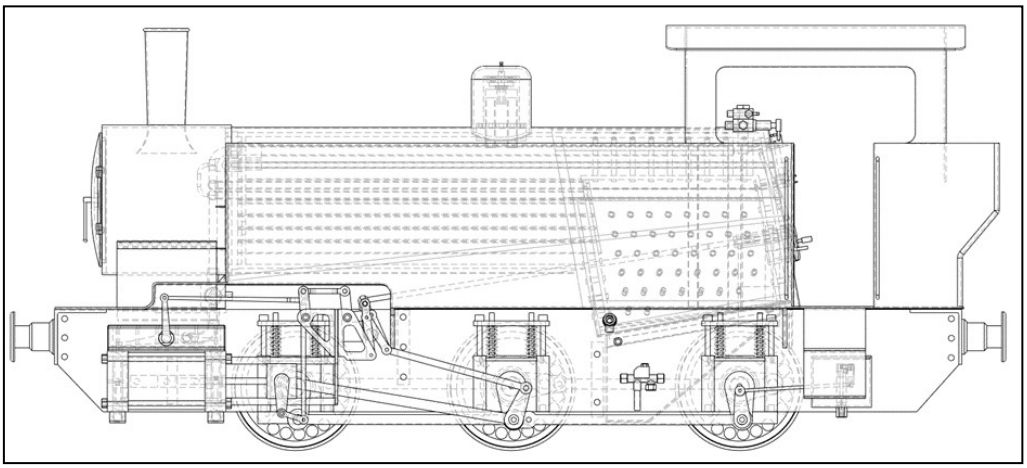
The initial concept was for a loco with low maintenance, easy to service and where possible make use of materials lying around the workshop. With this broad outline, I started on an 0-6-0 tank loco based around a pair of substantial coupling rods purchased in an earlier 'bring and buy' sale. This then was the starting point for the project.

Initially I worked on a rotary valvegear design with poppet valves. The valvegear went through several iterations which eventually evolved into a single split cam common to both cylinders, the valve timing variation being achieved through the use of a differential epicyclic gearbox. This concept worked on CAD so was duly manufactured and tested. The valvegear worked but disappointingly I just couldn't get the poppet valves to seal reliably. After trying several mods without success, I gave up on this approach and opted for a more conventional valvegear. Ironically, I think the piston valves now used on the loco would have worked with the rotary gear, so I may re-visit this system in the future.

To accommodate the now discarded rotary valvegear, an outside mainframe design was required. By the time I had dropped the rotary valvegear the mainframe and wheel sets had already been made, so I opted to stay with this design rather than starting over. This then became the current and hopefully final layout for the loco. Being an outside frame design, the loco has taken on a narrow-gauge style with overall dimensions of 40" over the buffers



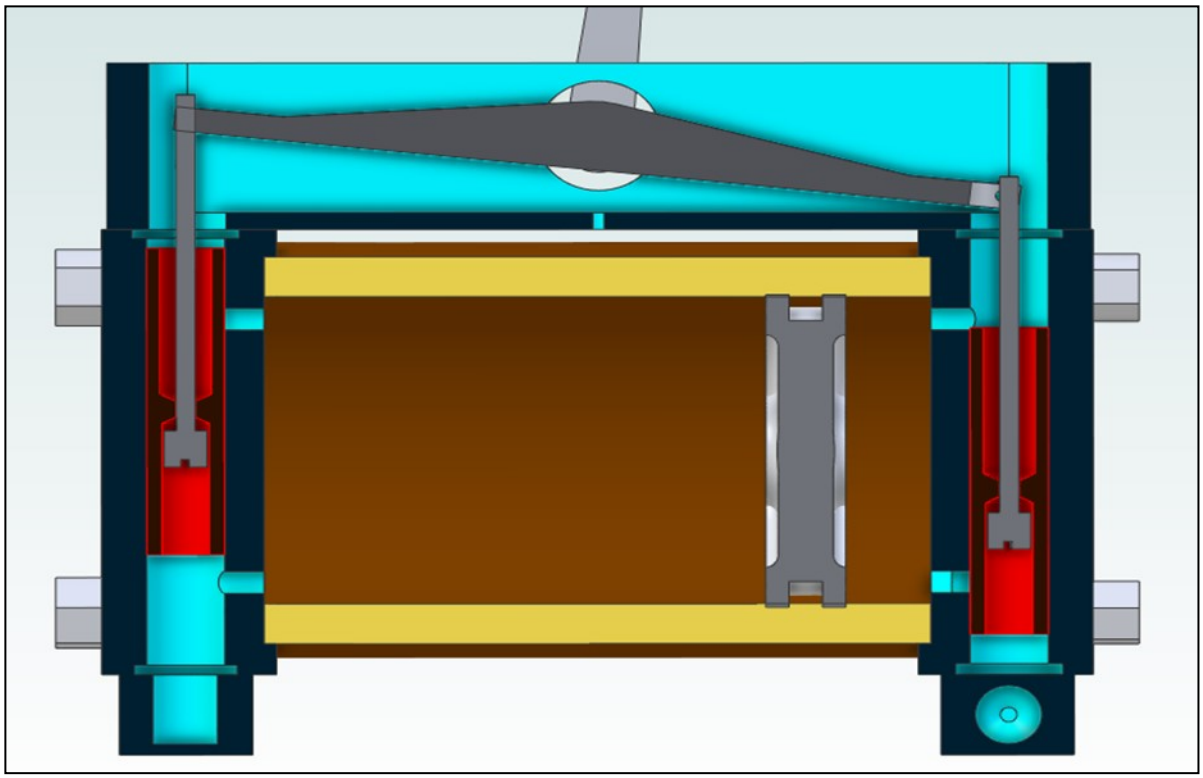
CAD 3D rendering of loco general arrangement.



5" gauge freelance 0-6-0 loco project

Wheels are 5" diameter solid steel. The mass of the cranks and rods is balanced by a combination of holes and weights on the wheels. The axles rotate in sealed ball bearings to reduce friction and will hopefully be maintenance free for the lifetime of the loco. The suspension is a set of floating coiled springs externally mounted above the axle boxes.

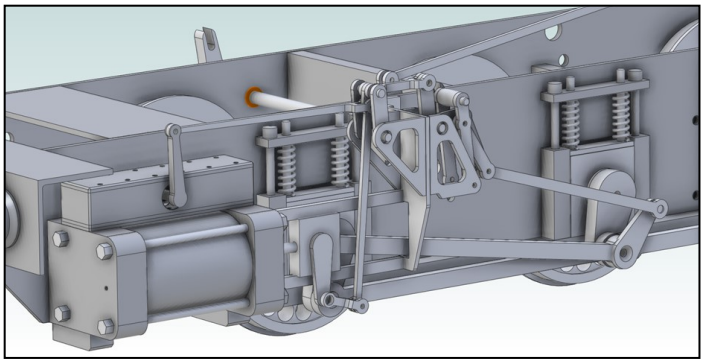
The cylinders differ from conventional design, being more akin to pneumatic cylinders found in industrial machinery. The phosphor bronze cylinder barrel is sandwiched between a pair of thick end plates doubling as valve blocks, the whole assembly being held together by 4 longitudinal bolts. The steam chest houses a rocking lever linkage, actuating vertically mounted piston valves in the end plates.



Cross-section of cylinder, steam chest and valves. The cylinder is 1.875" diameter by 2.6" stroke.

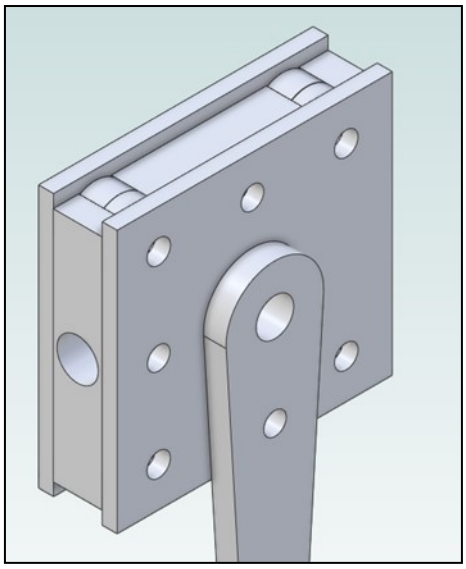
The cross section above shows the steam chest and passages (light blue), rocker arm, cylinder and the two vertically mounted valves (red). With the rocker in the position shown, live steam is admitted via the top of the RH valve whilst exhaust steam exits at the bottom of the LH valve. As the rocker rotates counter-clockwise, the RH valve is lifted and LH valve drops under steam pressure causing flow reversal. As the exhaust ports are at the bottom of the cylinder, any condensate is expelled with the exhaust steam which can then be separated out and drained before hitting the blast pipe. Cylinder drain cocks are thus unnecessary.

The valvegear is of a modified Baker type. Baker gear only uses rotating joints, there are no sliding components. By using sealed ball bearings throughout, there is minimal wear. And as a bonus, no oiling-round necessary!



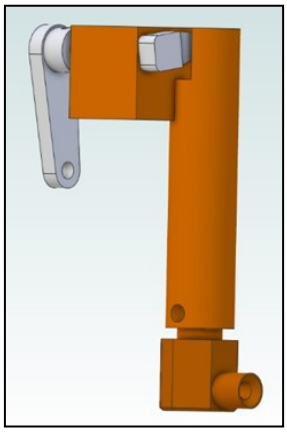
CAD 3D view of the mainframe showing the modified Baker valvegear and cylinder assembly

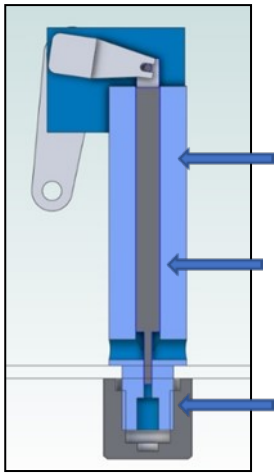
5" gauge freelance 0-6-0 loco project



The crosshead sliding surface has been replaced with a set of 8 ball bearings to reduce friction. The outer race of the bearings rolls along the hardened guide bar surfaces.

The oil pump has just two moving components, the ram and actuating arm. Because there is no ratchet system, the ram operates at the same speed as the wheels i.e., 1 stroke per rev. To overcome what would be a massive over-oiling with this setup, the ram is just 35 thou in diameter delivering approximately 4 microlitres per stroke. The oscillating cylinder is replaced with a fixed cylinder which is part of the pump body.





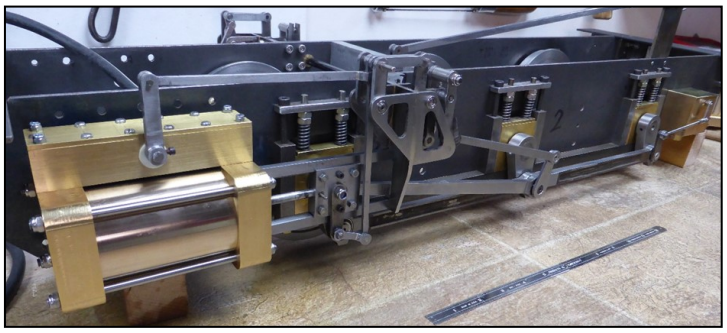
The larger part of the ram acts as a guide bar and draws oil into the suction gallery on the upward stroke

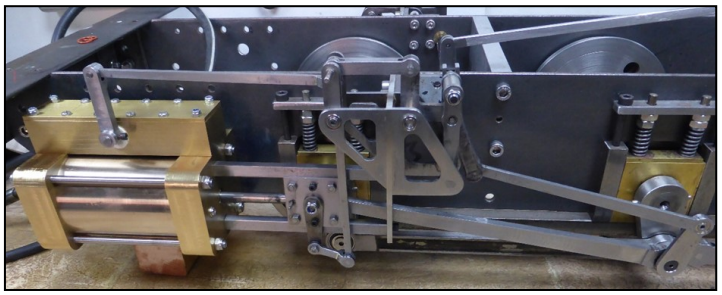
The delivery part of the ram is the 35 thou diameter rod near the base of the pump body.

Delivery check valve.

With this arrangement there is just one valve, the non-return valve at the delivery end of the pump. This valve must guarantee an absolute seal as the pump relies on generating a vacuum on the upward stroke of the ram. When the ram clears the wall of the cylinder, oil is drawn into the vacuum void ready for the next downward delivery stroke. I tried different size steel balls for the valve without much success, they just wouldn't seal well enough. The arrangement found to work was to replace the ball with a 2mm long section cut from a Viton 'O' ring which then acts as a resilient disc valve.

With these component parts manufactured and assembled it was time to do a bench test on air. To my relief the chassis ran with less than 10psi but the motion was quite lumpy, the valve timing needed tweaking. This highlighted the Achilles heel of this design – the valve timing is impossible to view or even set up accurately prior to assembly. The solution was to drill a small tapped hole in each cylinder end plate which would then normally be plugged. By removing these plugs and connecting the cylinders to a low-pressure air supply, the onset of the steam admission can be observed as the wheels are rotated slowly by hand. Each valve height can then be adjusted as necessary to open at top and bottom dead centres.





Two views of the actual loco chassis during testing

This is as far as the construction has progressed, a concrete sectional workshop in the winter is not an inviting prospect anymore! The winter period has been spent mapping out the rest of the loco on CAD so I will try to get an update together for the next 'between the lines'.

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.fmes.org.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 31st 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:

……

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)

……

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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