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## 1/12 Scale Clyde class lifeboat

This document was written by Paul Naylor and was originally published by FMES in November 2024 in their newsletter.

### 1/12 Scale 'Clyde' class lifeboat

The FMES Autumn Rally competition, in its second year, took place at the FMES Rally kindly hosted by Nottingham SME on the 31<sup>st</sup> August 2024 at their facilities in Ruddington. It was inaugurated to provide an informal competition to complement the well-established Australian Association of Live Steamers competition (AALS) held at the same event but that is restricted to steam locomotives of commonwealth design. Indeed, the new competition includes all model types able to be displayed at the host club's facility that fall into the remit of 'model engineering'.

The rules are wide, but essentially judges are looking for examples of amateur skill in producing working models using any technology and of any representation. Nottingham club was able to host a number of models that were not 'just' steam locomotives and so this competition was wide ranging.

Whilst the steam locomotives were excellent (a point made by the judges for the AALS competition), there was some novelty on display with traction engines, non-steam locomotives and our eventual winner, Stephen Bennett - of the 'home' club - with his working 'combo' of a model lifeboat towed by an AEC truck.





Stephen described his journey: “My build of the 1/12 scale Clyde Class Lifeboat took me 1500hrs and along the way I came across some, let's just say ‘challenges’ here and there. The mast which is all made from brass and soldered together along with the hand rails was interesting to solder together. I found that you cannot get fittings off the shelf so the majority of these are scratch built and some were made more than once to get it right. The painting was a big

concern and I really wanted to get it ‘right-first-time’. In the end, the spraying turned out better than I could have hoped for.

All in all, I am very happy with the end result and the model sails very well. It is fitted with 2 electric motors, 2 car batteries and has a weight of 70kg. The overall length is 70 inches (1.78m in new money), and the beam is 18 inches (457mm), altogether it makes an impressive model on the water.

The prototype was also impressive, with only 3 of these built for the RNLI. They were in service for 33 years from 1965 to retirement in 1988 and were fitted with two Gardner 8-cylinder diesels. At 70 feet in length (21.4m) they were the biggest built for the RNLI.



Having made the boat, I wanted something to move it and the concept of the AEC Matador truck really an idea for something different and a bit of It is based on a mobility scooter that was stripped the chassis. It was then cut and extended 6 inches (150mm) to get the correct wheel base. The body made from plywood and built onto the chassis. I the original wiring for the lights. It is road legal, 1/4 scale and took me 3 months to build.” The eagle will note that the boat scale is approximately a that of the truck, so the proportionate sizes are misleading!



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Stephen receiving his award from Bob Polley, Chairman of FMES. We look forward to seeing more examples of all types of model engineering at our next rally!