EMILY.

By Nige Dale.

A RADIO CONTROLLED MODEL BOAT BASED UPON THE FISHING VESSEL “EMILY ROSE” PICTURED HERE, MAY 2013, MOORED AT MILLFORD HAVEN, PEMBROKESHIRE.LAST KNOWN LOCATION NORTH SHIELDS. REGRISTRATION SN85.

The Emily Rose, moored at Millford Haven.

Pacing out her length from the quayside, and doing some rough calculations, I determined that she was probably about 26 feet in length overall. So with this knowledge as a start, I took a lot of photographs, which was the start of the project, of building a radio controlled model of the vessel. From the photographs, drawings of the component parts of the boat were made, and tested on paper to see if it looked OK.

PART 1. MAKING A START.

Once the drawings were completed, it was a process of build from drawings. Building from drawings is widely done when building a model, but I will admit that I did revise some facets of the models parts for ease of construction as I went along.

While developing the drawings and doing a bit of research, I came to the conclusion that she was most probably a "Cygnus" hull, a popular hull with fishermen as it offers quite a stable platform from which to work at sea.

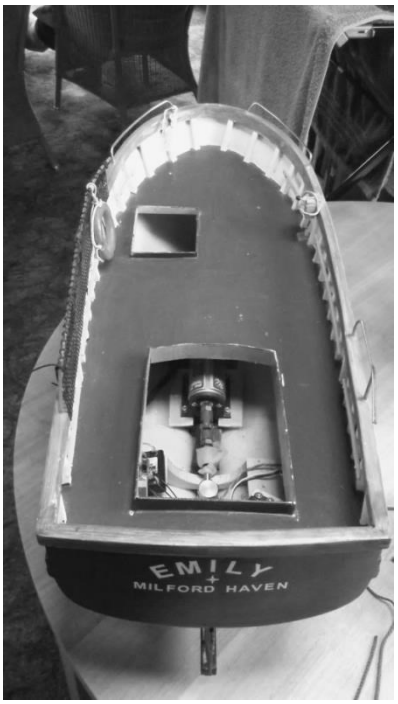
In reviewing the photographs, I satisfied myself there was enough data, so I needed look for a model fibre glass hull, because this hull I was not going to make. The original could possibly be fibreglass, so someone may make a model hull in the same. There are some excellent suppliers for modellers, and a Company called, Models by Design, offered a couple of hulls for the venture. Some of their hulls come complete as a kit, but what was to be used was a GM33 Hull, which comes with a deck and a gunwale. The deck had an aperture in the wrong place for the project so that will do as a deck pattern, and along with the gunwale will eventually go in the bin.

The Model Hull is about 24 $^{1}/_{2}$ inches long, so a scale of the prototype from the photographs was made to fit the model hull. The scale of 1:12 seemed to be a reasonable assumption, so that is what was used as a guide. In digging out my A2 draughting machine, gave me the means to construct drawings the old way, on paper.

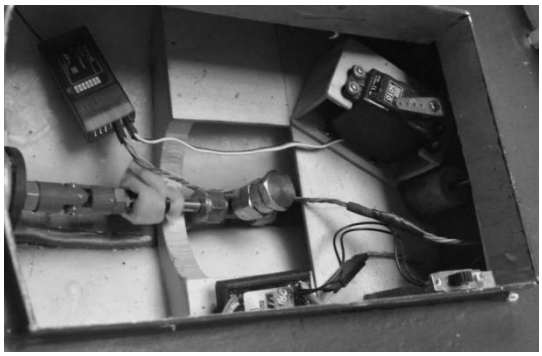
PART 2. THE BUILD.

Drawing the main components of the vessel so that they could be made as separate items does make life simple. Each of these separate items can be installed and removed, for maintenance, repair or as later used, to change slightly the use and look of the model. Building a model this way, is no different to building of anything else, as each item is a component of the whole. For some reason this boat is the only one I never did a comprehensive record of, and has very few record photographs, and none of the build. So this article is done in hind sight and more of a historic reference as I no longer have the model.

The following photographs are of "Emily"; having been stripped for cleaning, in preparation of, and the process of, being put back together.

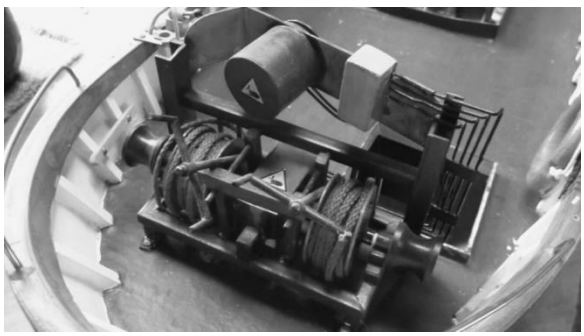


The removal of all the deck clutter, cabin, winch, masts etc, enables free access to the workings of the vessel should the need arise. The parts are mostly fastened using 2g x ¼" brass screws, fiddly, but not impossible to do.

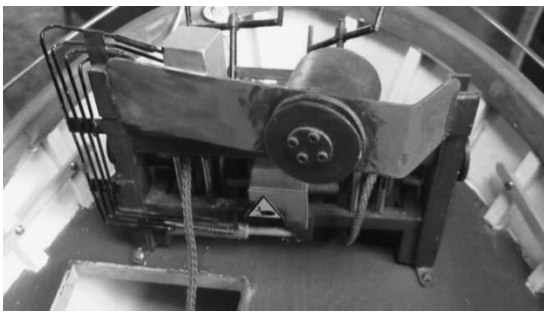


The main aperture gives just enough room to work in, and with tools and patience, (which all modellers have) it is not difficult to maintain. The sponge on the prop shaft is to limit the throw of grease residues from the prop shaft, which helps keep the engine room clean. The sponge was installed in another of my models, Tirley, which worked very well. So it was only sensible to repeat the installation in Emily.

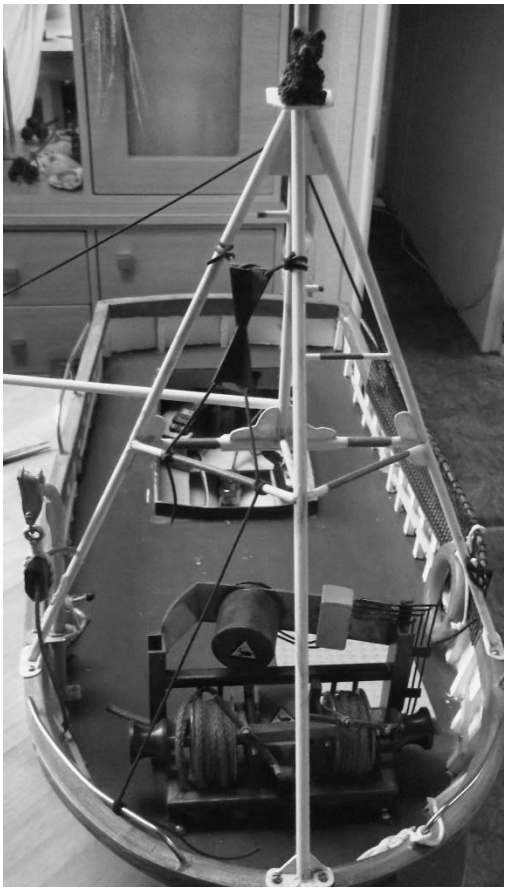
The winch system was developed from the photos, and with some knowledge of hydraulic systems, this gave me the finished part. The winch unit was made complete, and can be installed, or removed as a single unit.



The winch drums rotate, to make it easy to wind the ropes on to the drums, the warning labels are true to what is required by HSE, not really necessary for the model, but all adds to the finish.



The fore derrick is one piece, with an aerial mast at the top, on to which a teddy bear mascot sits.

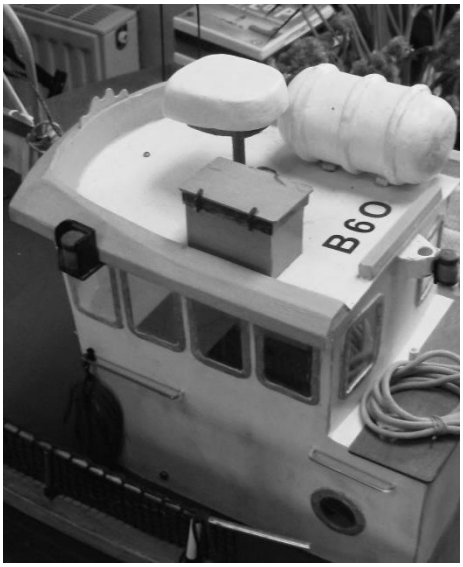


On the prototype there is a Mole garden ornament, the type made of cement. I couldn't find a mole small

enough to follow the prototype, but I did find a teddy bear the right size, and fitted that instead, and why not.

The fish hold/ battery compartment access has a cover to replicate the original of Durbar Plating. Like all the fabricated parts of the superstructure it is polystyrene. The material, allows for a quick build, and with sections, or sheet, in the scale you want. Modern modelling materials can be very helpful.

The cabin locates over the working/ engine room aperture and is captured by a brass nut and bolt, one each side. The roof is removable so to gain periodic access to the stern tube greaser, and the small aperture at the cabin rear, allows access to the on/ off switch.



In locating the roof to the cabin, the vessel starts to look effective. The roof is held on by a rotating latch attached to a screw in the roof. The function of which, can be seen through the windows of the cabin, and looking up to the ceiling of the roof.

The marine registration number is not a Fishing Boat Registration number, but an old post code, but effective all the same.

Fitting the after mast, and switch access, continues the build toward its completion. It is at this point that the vessel can be displayed or sailed as a Lobster pot boat. The lobster pots, and fish traps, (putchers) which turns Emily into pot boat, I made myself, and that was another job all together.

The lobster pots are of the large style, which some fishermen favour. The variety of trap design, and sizes are many, and are usually dedicated to a type and size of crustacean.

There are plastic totes on the fore deck, which adds to the clutter, and character of the vessel. The pots and traps can be removed, and the net derrick can be fitted. The stern derrick and mast makes the model a different type of boat and this is how she was when the photographs of her were taken in Millford Haven. The final outcome is a nice looking vessel, which sits on the water very well, and doesn't look too different to the prototype.