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APRIL 2012 – ISSUE 301

COVER STORY



COVER STORY

To mark the 100th anniversary of this well publicised maritime tragedy we are covering many of the plastic kits on the market of this ship. It must be one of the most built models over the past 100 years and each model has minor differences and details.

The image on the front cover is the bow section of the Revell 1/1400 scale model, this company has recently been taken over by the Hobbico Company, full details in the May edition of MMI.

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MESSAGE FROM THE BRIDGE

GREETINGS ALL!

It is rather ironic that with the centenary of the much publicised maritime disaster of RMS Titanic, which we are covering in this issue, that the modern cruise liner Costa Concordia should suffer a maritime disaster in Italy, fortunately with not so many lives lost. Even with modern technology and communications the sea is the master and should be treated with respect and caution. It would be nice to feel that over 100 years much has been learned from the Titanic incident... but has it? For a maritime model maker looking at the media pictures of the Costa Concordia aground you cannot fail to ask the question, "If it was a model would the vessel ever sail?" With such a vast area of superstructure above the waterline compared with below she, as all modern cruise liners, looks inherently unstable and I am sure a model of her would be rather unstable especially whilst turning. I am sure there are some marine design engineer readers who can answer the question, just let me know.



EDITORIAL CONTACT

MMI generally publishes commissioned articles, but will consider other contributions including news items and factual articles. It is important that contact is made with the editor before any material is written, as duplication of items may result in articles being rejected.

Prospective contributors can email or write for a copy of the MMI Notes for Contributors via Traplet Publications Ltd. Any other Editorial queries can be made by telephone to 01749 347172 during normal office hours.

Barrie Stevens

Some other articles that should be of interest this month include Barb's Boat which is our free plan of a modern sports runabout with a female crew, again we have a laser cut woodpack available and I believe this is the most comprehensive woodpack we have produced with 82 parts. For scale sail modellers the article on 5 Masted Square Riggers should bring back the days of real sailors who certainly had to work hard for their rations. For the warship enthusiasts the WWII Landing Craft 39 should be of interest.

Have a good month maritime building, sailing or just armchair

reading, I should be at the South West Model Engineering Exhibition in early April, it is a long way for me and Mrs S. to travel – at least 2 miles!

Barrie Stevens
MMI

**CHECK OUT
PAGE 63 FOR
OUR LATEST
SUBSCRIPTION
DEALS**

Editor's Picture of the Month
Practising for the Olympics is proving useful by racing against model yachts!



MARINE modelling INTERNATIONAL

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NEWSSTAND DISTRIBUTION

Seymour Distribution Ltd.

(02074 294000)

HOBBY TRADE DISTRIBUTION

Traplet Publications Limited

(01684 588568)

US DISTRIBUTION

Traplet Distribution USA Ltd., P.O. Box 6178, Champaign, IL 61826, USA.

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AUSTRALIAN DISTRIBUTION

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SOUTH AFRICAN DISTRIBUTION

P.O. Box 1067, Oudtshoorn, 6620,

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PUBLISHED BY

Traplet Publications Limited,
Traplet House, Pendragon Close,
Malvern, Worcestershire,

WR14 1GA, England.

Tel: 01684 588599

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SUBSCRIPTIONS

1 Year subscription prices:

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Worldwide £71.40

USA & Canada US \$107.88

2 Years subscription prices:

UK £94.80 Europe £130.80

Worldwide £142.80

USA & Canada US \$215.76

BACK ISSUES

UK £3.95/US \$8.99

Order Hotline: 01684 588599

Online Ordering: www.traplet.com

TRAPLET
PUBLICATIONS

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MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

NATIONAL MARITIME MUSEUM, GREENWICH, LONDON

A new exhibition is running from 27th April to 9th September 2012 named 'Royal River': Power, Pageantry & The Thames – In Celebration of her Majesty the Queen's Diamond Jubilee. The exhibition comprises nearly 400 objects, including 50 objects generously lent by Her Majesty The Queen from the Royal Collection and over 250 items on loan from museums, galleries and private collections across Europe and America, many of which have never been on public display before. It also draws on an array of objects from the National Maritime Museum's own pre-eminent collections.

Royal River marks the 75th anniversary of the National Maritime Museum, which was opened by King George VI on 27th April 1937. The Museum's opening was one of the new King's first official public engagements. His speech from that day, in which he praised "the qualities of Drake, Nelson and Franklin" will be on display in the exhibition, alongside his Admiral of the Fleet uniform. The exhibition explores the many and varied uses of the Thames across five hundred years of British history. A wealth of fascinating objects take visitors from Anne Boleyn's coronation procession to Lord Nelson's funeral, from the gilded magnificence of the Lord Mayor's pageant to the noxious horror of the 'Great Stink', and from the great riverside seats of regal power to the floating palaces of the royal yachts. Among the paintings, manuscripts and beautiful artifacts chosen for the exhibition, highlights include the rarely seen uniforms, silver and barge decorations from the City's many livery companies, an elaborate silver microscope made for George III and the sixteenth-century Pearl Sword, which to this day the monarch must touch upon entering the City of London.

David Starkey guest curates this landmark exhibition on the enduring relationship between Britain's Royal families and the world's most famous river, sponsored by Barclays. Admission: Full £11.00, Concession £9.00, Family ticket £24.50.

For further details visit www.nmm.ac.uk or telephone 020 8312 6565.

INTERNATIONAL WARSHIP WEEKEND IN BELGIUM, 19TH/20TH MAY

Hello Campers,

The Scottish Warship Association and I are pleased to announce an International Warship weekend in Belgium, it's been talked about for years so we have decided to organise it, hoping we will get your support, it will be held on the weekend 19th/20th May in Hofstade near Brussels, the location is superb, I think we would call it a lido, with excellent facilities at the pondside and accommodation close by.

The club are keen to have us (they do the wonderful D-Day displays at the Dortmund show) and are showing a hospitality seldom seen.

Accommodation is €16 ppn in the Sport Hotel in the park, the club is offering us breakfast, but I think we should contribute as it could be expensive for them.

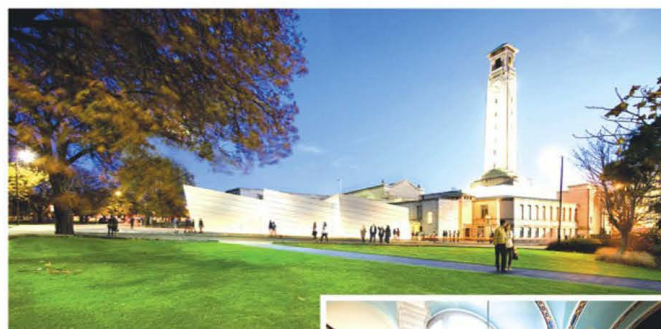
The Off Shore Support guys often have an international event in Europe, I think it's time the grey funnel people did as well. I think there is interest from other Europeans to go and I've certainly had good vibes over here.

We are not planning any competitions just a good time to be had by all, we hope to have a similar atmosphere to the Glasgow Warship weekend. The support we have had from the Belgians has been superb, the facilities are superb so it should be a great weekend.

If you would like to see the facilities see

<http://users.pandora.be/suys/>

They would like an idea of numbers, so can those interested please contact me David Jack, Email: david.jack5@btinternet.com so we can keep the club informed, we also would need to know how many need accommodation.



SOUTHAMPTON MARITIME MUSEUM

Having for many years been housed in the Old Wool House down near the docks, the contents of Southampton's

Maritime Museum are in the process of being transferred to the Old Magistrates Building adjacent to the Guildhall. This is being substantially redeveloped as the new 'SeaCity Museum' planned to open in April 2012. There will be two permanent galleries and one for temporary special exhibitions. The latter will initially host 'Titanic – the Legend' timed to coincide with the 100th anniversary of the sinking. The Wool House, which it is hoped will not be lost, was built in 1417 as a warehouse for wool and later alum. During the 18th century it was used as a prison and carvings by French prisoners may be seen on some of the beams. The Wool House housed the museum from 1966 to September 2011. KH



J CLASS YACHTS

'Have just read the article on P18 and thought your readers might be interested to know about two opportunities to see J Class yachts racing in UK waters. There's a series of races planned at Falmouth at the end of June, then in the Solent in mid July. Having seen Endeavour and Velsheda in action in the Solent a few years ago I can say it's definitely worth seeing!

Have a look at the J Class Association website for details – they reckon at least six will be competing.' John Irish.

LEEDS & BRADFORD MODEL BOAT CLUB

At our annual dinner and presentation trophies were presented to skippers as shown in the photograph.



From Left to Right:

Best Boat in Club – Rowland Longbottom

Sail Secretary – Peter Barker

Burt Hardisty Memorial Trophy for Scale Sail – Mick O'Connell

Junior Power Steering and Junior Tug Towing – Sophie Coates

Power Steering – Alec Barnes

Tug Towing – Peter Barber

Margaret Barnes, Secretary **MMI**

DIARY DATES

WHAT'S ON, WHERE AND WHEN?

Event Dates for your Diary

If you know of any confirmed Maritime related events and you would like us to include them please let us know either by email mmi@traplet.com or post to The MMI Editor, PO Box 4239, Shepton Mallet BA4 9AQ. We need the Date, Venue, Organiser/who to contact and crucially an Email/Website address and/or a telephone number, a post code would be useful for Sat Nav's.

A full listing of events for the year can be found on

www.marinemodelmagazine.com/diarydates

APRIL 2012

MMI DIARY DATES

APRIL 8

Tug Towing Competition

Balne Moor MBC, Kingfisher Pond. Start 1030. Refreshments.

Contact Peter Newton (Sec), Tel: 01977 791825

APRIL 14

The Seventh South West Ship Show

Parish Wharf Leisure Centre, Portishead, Bristol BS20 7DD.

10 am to 4 pm. For further information contact 01275 846178 or

www.coastalshipping.co.uk

APRIL 21/22

The National Model Boat Show NEW SHOW

In the centre of the country for all, Saturday 10 am to 5 pm, Sunday

10 am to 4 pm. Hermitage Centre, Coalville, Leicestershire LE67 5EU. Clubs from all areas welcome. There is a lake to sail on.

Contact for further details 01606 891999

APRIL 22

Luton & District Model Boat Club, 20th Anniversary

To celebrate the L&DMBC have an Anniversary Open Day. Join us at our lake in Wardown Park, Luton from 10.30 am. The emphasis will be on the word FUN and will include the MPBA non-competitive events. For the youngsters (and the not so young?) the club 'have a go' boats will be available. Come and join us and bring your models for display. More details look at www.lutonmodelboat.co.uk

APRIL 28

Scale Steering. Open Competition including MPBA Qualifier

Balne Moor MBC, Kingfisher Pond. Start 1030. Refreshments.

Contact Peter Newton (Sec), Tel: 01977 791825

MAY 2012

MMI DIARY DATES

MAY 6

Model Boat Show, Appledore, Devon

It is being held at the RNLI Appledore Life Boat House, Appledore.

10 am to 4 pm. Further details from Richard, Tel: 01237 478187

MAY 6

Tug Towing Competition

Balne Moor MBC, Kingfisher Pond. Start 1030. Refreshments.

Contact Peter Newton (Sec), Tel: 01977 791825

READERS' LETTERS

A DELVE INTO THE EDITOR'S POST BAG AND EMAILS

Dear Mr Stevens,

I am sorry about the delay for not writing earlier but I was not notified of your magazine's publication on the subject of the Port of London Authority tug *Plangent*, which appeared in the July 2011 edition of MMI until recently.

The main body casing is basically right with some changes. The tug's draft when fully laden with fuel, oil, water and stores was 13½ feet. The *Plangent's* bollard pull was 20 tons with her Crossley engines, against 15 tons of her sisters. She was the most powerful tug on the river and docks for 10 years. The colour scheme was a good working colour, all teak red casing, Post Office red inside

bulwarks, black scuppers, black hull, and no white line around the hull.

The paint was called lagaline, which dried very quickly. The funnel was in light buff with black cowl top. The *Plangent* only had grey paint for a couple of years when working in the salvage department, she did not do tow shipping. They were indeed of a robust design and were well looked after by their crews.

The *Plangent* herself was the Commodore's (senior master) tug for years, she was, and I can quite honestly tell you, the second yacht of the Authority with the steam yacht *St Katherine* (built 1926). The *gent* as she was known when dressed

Port midships view of full size *Plangent*



Stern view of PLA tug *Plangent*



up with her white duck awnings and hatch covers and brass-work, there was plenty of it. She was a smart sight you could eat out of her scuppers! The teak casing was marisison polished, her funnel and capping also. She just did not do shipping but carried foreign trade delegations and dignitaries (the Mayoress of San Francisco), rulers of state (Sultan of Zanzibar), company chairman and so on to show how busy and the business of the port authority; indeed ship stay three abreast awaiting berths, and again at Z anchorage.

It is mentioned that lifebelts only were carried, plus a small copper tanked liferaft. If you had thrown one over the side in those days I doubt if it would have lasted long, in the docks the water was like a soup. It is also mentioned about the after peak store, yes it was large it had to be carried usually by two coils of 7 inch sisel rope for bridles. One coil of 10 inch rope which was used for ships like the *Tasmania Star* (the largest single screw ship of her day, it weighed 74 tons), the rest of the store was filled with coils of 3½ inch sisel rope for hands lines, salvage equipment (the elephant's foot) etc.

The plan shows what is called a flush hatch, it is not, it is a manhole cover which screws in three quarters of a turn that held the after ballast of 13 tons of water, the same forward it held 10 tons of freshwater. The forward port manhole cover was usually left dry and empty. The fourth on the bridge deck is the coal chute for the galley.

The reason basically these tugs lasted so long was that they were so well maintained, whilst all four were in the Royal docks one was always in dry-dock, there was only an approximate overlap of six weeks. As for the re-engining of the *Plagal*, no comment.

On the subject of the fenders the stern head fender is large, it had to be as they pushed their way through the craft under the mat fender, it measured ten feet wide and 13 feet long all made by the crews, under this, when any of the tugs were in the shops. Harland

& Woolf put over a bumkin fender made in their lofts, this was certainly not enough. The rest of the port and starboard fenders were figure of eight mats.

The towing hooks of the *Plangent* and her sisters did come from the builders with rather large mud type towing hooks but early on the arrival of the main deck hooks (two) were changed to London type hooks these could be handled by one man. The centre hooks were left on although some skippers still did tow on them with a high bridle. Years later the main deck London hooks were again changed and one anti capsizes *Brittania* towing was fitted.

The bollards on the four quarters are not general type they are staghorn, the hatch aft the planks are the wrong way round and the combing not made up for bars and wedges. The windows of the wheelhouse are of the railway carriage type for a good reason, the airhorn on the funnel is not flaired enough and there is no diaframe box. The layout of the wheelhouse I'm afraid is nothing like it, you would not tow a ship. The two ladders to the bridge deck are vertical not at an angle and the doors to the companionway the planks are six inches wide by two inches thick.

The windlass forward was only used for Board of Trade sports (I should know). The davit for'd was housed inside the port bulwark and was taken off in 1962, the holding bracket came off a couple of years later, the main deck was laid with asphalt (type of). Port and starboard navigation lights were always at bridge deck level never swung out, they would soon get knocked off.

The two 5/16" thick steel doors in the casing, one is the larrin locker and paint and shackle store, the other is the loo and they both had ring handles not levers ropes catch. Funnel lights are not shown not that they were much good, but were of defused glass to stop glare (one side was painted in).

For years there was a box (wood) alongside the engine room

casing on the starboard side to the break of the bridge, it held salvage trunking for pumping mostly. The Plangent had the largest salvage pumps of any tug, 9 inches, one of her more outstanding exercises was when the flour mills to use the term went up in flames at the Victoria dock, she pumped water up for 3 days practically non stop. Her pumps were larger than anything the fire brigades had, the height of pumping I would have to look up.

The kort nozzles on the Plangent were fixed in all the years she was in being, I only know of 3 occasions of them being choked one was a T & G barge sheet; the others (companies used to lash pallets together to form a square, one of these was sucked into the starboard kort) the PLA used to supply adequate booms for the same purpose, the tug had to be dry docked. The last one was a 2½" wire from the heavy lifter London Mammoth.

The rudder(s) were plate type with leg of mutton head. Plangent's three sisters had a single rudder. In the early days skippers complained but to no avail for twin rudders, the bosses were there to be drilled for twin rudders. The Plangent with her twin rudders and fixed korts was admirable for close quarter towing and a lot of the heavy tows (Brocklebanks etc).

The plan does not show the rope stops on the after end of the bridge deck these were fixed type (some tugs they were strapped so as to turn).

The height of the flagstaff in her shipping era was short with no after light on the top it was only about 3 feet above the after rail. When she did have an extended flagstaff she did not do shipping and was painted grey (salvage department colours) the light was raised because to show it above a mud hopper in ballast.

On the hull the rubbing strake on the plan shows a half round, it was not, it was literally what really looked like a railway line, even this was not enough when a lighterage tug, the S.A. Everard rammed the Platina amidships (ran out of air), setting the plated back 3 inches.

It is a pity there is no shell expansion. The drafts of the Plangent are in the National Maritime Museum.

I hope this letter will put some substance into the Port of London Authority's old tug Plangent, and if there is to be a model of the Plangent let's get it right.

Regards,
N. E. Kimbrey, Essex

Response from Jim Pottinger:

"My plans were drawn from small general arrangement which was published in the technical press at time of commissioning, and as we all know in many instances these are often quite basic, and some alterations and modifications are often carried out at time of building. Just a pity that I was not able to have access to this info at the time. Anything that helps to make an authentic model is fine by me."

Dear Sirs,

I am researching the Hain Steamship Company, based in St Ives, Cornwall, and am looking for any models of their ships that might be available. Would you be able to help me on this? If you or your readers know of any source for these models – apparently a model was made of all their ships – or any companies that might have them for sale, can you please let me know. I wondered if any of your readers might be able to help? The project I am working on is a new bar/restaurant occupying their old offices in St Ives, and the client is keen to acquire models of the ships.

Many thanks,
Robert Renak

Dear Editor,

The mystery of the nautical key.

I doubt you will remember me, we did have a chat a couple of years ago at the International Model Exhibition near Leamington Spa, I have been a subscriber to the magazine since 1995, and in that time there have occasionally been quiz features asking nautical questions, and I wondered if you would be interested in the enclosed photographs. My friendly physiotherapist has shown me the box and contents and knowing I was interested in nautical things asked if I could identify their use. I could not, the only explanation I could guess at was that the key appeared to be of some importance to be housed in such a splendid case, and that it was something to do with liquids, perhaps a special opener for the rum stores when the issue was to be made for general distribution and therefore held in the Ward room or its equivalent. The box appears to be in mint condition and is not marked in any way, so it seems to have been treated with respect, and little used. Picture no 1 shows the box with the anchor inlaid on the box top; picture no 2 shows the topside of the key as fitted into the box; and picture no 3 is the bottom side of the key, which appears to be simply screwed into the top piece.



Anchor inlaid in the mystery box top



Topside of the key inside the box



Bottom of the key screwed in place

There are many readers who have had Royal Navy and Merchant Navy experience and who will therefore be in a good position to identify the piece, and it may make a half page in a future edition and create some correspondence. Hope you find it helpful. I belong to Knightcote Model Boat Club, and greatly enjoy the monthly magazine for which many thanks.

Yours sincerely,
W. H. J. Saunders

MEETING POINT

REPORTS OF EVENTS HELD OVER
THE PAST FEW MONTHS



Vladimuir Monomakh 1885 from Jim Baumann, awarded gold and Best Ship Model

IPMS SCALE MODEL WORLD 2011, TELFORD, BY WILL MURRAY

In recent years this show has just grown and grown, with more and more models being exhibited. However, in 2011, a plateau was reached when it was obvious that the number of models to be seen, especially in the marine sections, had levelled out and even decreased slightly. A sign of the times you may ask, perhaps so, however, in terms of people attending it was as popular as ever.

Of course this is not a specifically marine show it caters for all forms of modelmaking, where the model is made predominantly from plastic kits or with a high proportion of plastic in their content. The competition side happily does not exclude scratch-built or heavily modified models though, far from it in fact. Here models are not necessarily judged by their absolute fidelity to a certain vessel it is more of an impression, level of detail and overall finish, basically does it look right in other words.

In the competition as a whole the entries were down by about fifty overall however, the marine section did hold up better than I had expected. Most of the usual entrants were in attendance, these included Jim Baumann, Eric Dyke, Mark Slota and Mike McCabe.



HMS Diamond from Eric Dyke awarded gold



HMS Abercrombie from Eric Dyke awarded silver



HMS Manxman from Mike McCabe awarded gold



HMS Winchelsea from Mike McCabe awarded gold



SMS Planet from Jim Baumann awarded silver



Latest brass etch and other items from Pontos Model of Korea

Jim Baumann was again awarded a gold medal and Best Ship Model with his evocative model of the Russian warship Vladimir Monomakh of 1885. This is a superb model at the scale it is built to, with fine stray hair free rigging and a general fidelity to scale and finish that builds of larger scale models should take note of. Jim was also awarded a silver medal for his example of the German vessel SMS Planet.

That old stalwart Eric Dyke, was also awarded a gold medal for his example of the pre-war Daring class destroyer HMS Diamond; Eric also entered an example of the monitor HMS Abercrombie, this was awarded a silver medal. Both models are fine examples of small scale marine modelling and fully deserved the awards.

Mike McCabe received three awards, two gold medals and a commended for his rather fine example of HMS Winchelsea, the minelayer HMS Manxman and a diorama of the ferry Isle of Thanet at the Gare Maritime Dunkirk during the Dunkirk evacuation.

Moving on to the commercial and general display side of the show there were some very interesting examples of new products on display from Revell and Italeri who had just released their latest product, that of a Vosper MTB which has been awaited for so long. One very interesting product was from Korea. The company had brought some very fine examples of their photo-etched products to enhance kits of various warships. They are of outstanding quality and overall the best of their type that I have seen of late.

All too soon though it was time to return home; some had long journeys ahead of them for there were visitors from all parts of Europe, the US, Canada and Japan such is the reputation of this truly international show.

LONDON MODEL ENGINEERING EXHIBITION, 20TH-22ND JANUARY 2012, BY BARRIE STEVENS

Billed as the south's leading exhibition for model engineers and modellers, this is the first major exhibition of the year and is now well established at Alexandra Palace in North London. This iconic building is very historical which was first built in 1873 and opened as 'The People's Palace', in 1936 part of the palace was used by the BBC as the venue for the first public television transmissions. Coincidentally this year at the same time as the Model Engineering Exhibition live TV broadcasts were being made of the Snooker Championships in an adjacent hall.

With over 50 clubs and associations present the maritime modelling clubs, associations and traders were well represented with many new models not seen at other exhibitions. This exhibition even though listed as a model engineering exhibition, has many of the other modelling specialties well represented like cars, lorries, tanks, aircraft and helicopters. One part of the Great Hall is allocated to the Model Zone area where operational models and aircraft can be demonstrated with areas set aside for model workshops.



The Moorehen MBC was voted second best in clubs stands



Dave Vaul with his attractive fishing boat in repair as a diorama



100 years of the Titanic incident, an impressive display

It was good to meet many readers at the Traplet stand with again many new suggestions made to me of how to make MMI even better! The winner of the free draw on the Traplet stand for a bag of maritime goodies was Adam Rae from Ipswich.

The prestigious London Model Engineering Exhibition Society Shield was won by Malden and District Society of Model Engineers followed by Moorhen Model Boat Club in second place with Northolt Model Railway Club in third.

Planning is already under way for the 17th London Model Engineering Exhibition, which will take place on 18th-20th January 2013. **MMI**



Michael Willis' excellent coaster Gemini



A busy scene with the Alexandra Palace organ in the background



ABOVE: Mothers meeting on the Traplet stand!

RIGHT: An interesting use of foam board to build an MTB from MMI plans by Luton & District MBC club member Tom Chapman



POWERPLUG

RICK REVIEWS A PAIR OF NEW FAST ELECTRIC RTR MONOHULLS

AUTHOR: RICK EYRICH ricric99@tampabay.rr.com USA

Not unlike many other marine modellers in my age bracket, my first introduction to the world of radio control centred on the R/C model aircraft of the late 1960s and early 1970s. In that time period the use of proportional radios and really reliable engines became commonplace and the hobbyist also had a wide array of quality plane kits to choose from at the local hobby shop. Another trait of that time period was that you'd usually find that many plane kit manufacturers would produce two or three different size/scale models of a particular aircraft design to help suit the buyer's wants and needs. Done this way, the modeller could match his/her current power plant to whatever size aeroplane kit was on the store shelves and to the available space in the flyer's car boot. Now, ProBoat has taken this basic theme of size design and applied it to a pair of new fast electric RTR monohulls with their 26 and 31 Impulse deep-vees. Diverse in their dimensions, hull makeup and power systems, both of these pre-built marine craft will be reviewed in this MMI article; so, here's the lowdown on their abilities.

IMPULSE 26 BASICS

Moulded from a tough white ABS plastic, the 660 mm long Impulse 26 hull comes straight from its cardboard box with everything mounted but its rudder blade, propeller and antenna tube. All of the boat's hull/deck/canopy graphics are affixed as well and the 26 has the same inner-hatch cover found on many other ProBoat vessels. Both the 26 and 31 Impulses share a common owner's manual and you'll also find a smaller Spektrum radio booklet included with the smaller monohull's main paper guide. To support the RTR hull a four-section ply cradle is supplied and it will require some cyano or epoxy adhesive to lock the stand pieces into a solid hull platform. On my test example all of the 26's components



The Impulse 26's moulded plastic hull uses a separate/glued-in inner structure to provide the battery, ESC, rudder servo and receiver-mounting points and a dual Velcro strip/strap set-up retains the NiMH pack to the boat

were undamaged during its shipping period, including the pistol style transmitter unit; so, the main items that the modeller will need to provide will be four alkaline/rechargeable AA cells to energise the Tx and a suitable six or seven-cell sub-C NiMH battery pack to power the boat's brushed motor/ESC combination.

26 DRIVE/CONTROL POINTS

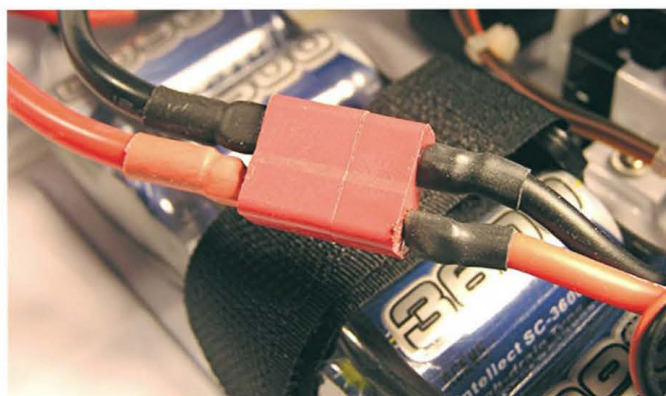
Following the idea of a typical FE racing hull, the 26 inch Impulse uses a flexcable drive to join the brushed/sealed can motor to the fixed out-drive. Made up of thick brass tube with a thin Teflon-like tubing liner the one-piece stuffing tube/drive passes-out of the transom for approximately 50 mm and a brass cap/drive dog cap off the drive line. The 550 motor is attached to the inner hull via an aluminium L-mount and a grub screw coupler joins the motor shaft to the flexcable. Control of the motor is handled by a 35 amp speed controller with a reverse mode which in turn is powered by whatever six or seven-cell NiMH pack chosen by the boater.

Although these two new ProBoat RTR monohulls share the Impulse moniker each of these deep-vees have their own personalities that can suit both the sport and competition FE boat enthusiast





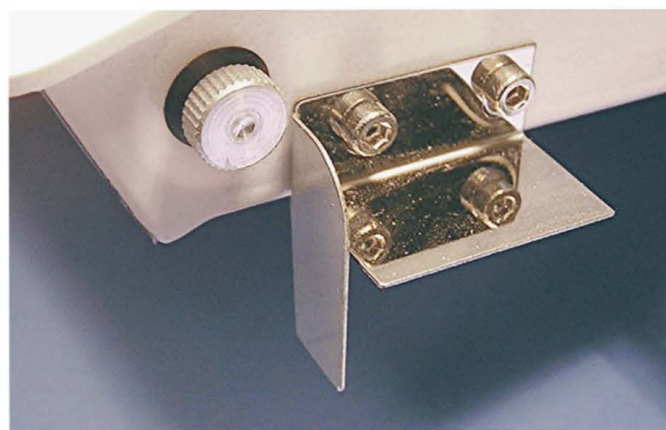
Water-cooled and bolted to the hull with an aluminium bracket the 26's brushed DC motor has a dual grub-screw coupler to join the motor to the flexible drive line



ABOVE: As the smaller monohull's ESC came equipped with a Tamiya-style power connector and all of my NiMH packs sport Deans plugs, I soldered one of the Ultra connectors to my test hull



RIGHT: Both of the mono's feature a breakaway rudder arrangement and the 26 uses a composite standoff bracket to hold the blade while also retaining the cooling pickup tube to cool the DC motor



Dual metal trim tab/spin fins help stabilise the 26 hull at speed and they share the transom plate with a built-in drain plug that can also be found on the 31 hull's aft section as well

A combination of Velcro strip and a nice hook-and-loop securing strap are used to retain the battery pack which is important on any powerboat as its high cornering speeds can pull a battery free from even a good-sized piece of Velcro material.

As the 26's ESC is of a BEC style the NiMH pack's voltage is also used to power the rudder servo and it's secured inside the hull by a plastic clamp and the installed control linkage is sealed by a rubber bellows glued directly to the transom plate. Supporting the vessel's breakaway rudder blade is a composite strut and this offset rudder bracket also acts as the water pickup tube mount as well. Finishing-up the deep-vee's aft package is a small pair of trim tab/spin fins that are adjustable by either loosening their mounting screws or by tweaking them with your fingers. Again, this layout mimics a race-type FE marine craft; so, the ProBoat design team have produced a sport electric hull with enough good hardware in its makeup to suit the novice boater's needs at the pond.



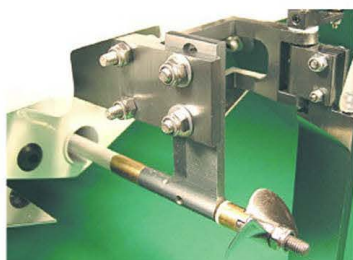
A thick plywood platform inside the 31 hull supports its power/control pieces including a 60 amp speed controller that comes from the factory programmed for LiPo cells



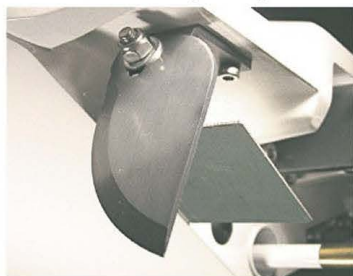
Along with Velcro strips the larger Impluse deep-vee uses a unique screw down clamp cover to help secure either a pair of six-cell NiMH packs or two 7.4 volt LiPo batteries inside the boat

26 PRE-RUN NOTES

Going by the 26's owner's manual the modeller must accomplish several simple chores to ready the smaller impulse hull for its first trip to the test lake. With one of the 2.4 GHz receiver's antenna wires positioned inside the boat the second/longer lead was routed up and out of the deck and then inserted in the included tube. The rudder blade's mounting is equally easy as you just use the included bolts to affix the blade to its bracket on the transom which means there's no need to tinker with the servo clevises to centre the rudder on the servo rod. Before attaching the stainless-steel



Made up of race-quality aluminium alloy the 31's prop and rudder support struts make it possible to tweak the boat's handling package to suit your driving style and/or what pond conditions you encounter from day to day



Sharpened and fitted to either corner of the transom the bigger Impulse's turn fins will swing up if contact with any debris; plus, the large trim tabs are situated under the extended deck surface



By combining a long rudder blade with the spin fins the 31 monohull can manoeuvre very well at high speeds without spinning out or suddenly 'hooking' while pivoting in either direction

inside the kitbox contained the propeller, rudder blade, Rx antenna tube and the binding plug and along with the combo owner's guide a separate booklet for the ESC is also sent with the hull. A more heavy-duty plywood support cradle is used on the 31 hull and you'll find that this FE vessel comes from the manufacturer already programmed to run on a pair of 7.4 volt LiPo batteries.

31 DRIVE/CONTROL POINTS

Glued to the 31's inner hull is a thick ply framework that holds the bulk of the vessel's power/control components and this rearward-positioned structure is sealed against moisture as well. The water-cooled 1800 kV brushless motor joins to the thick flexcable and its

propeller your scribe checked its balance on a magnetic balancer and following some hand filing to lighten a heavy blade and sharpen both of its forward edges the prop was secured with the included locknut. My only change to the mono's power set-up was to switch out the speed controller's Tamiya-style battery connector to a Deans Ultra plug as all of my NiMH packs have this type connector. Of course this modification could void the controller's warranty; but, the reduction in resistance between the ESC and the battery pack was worth the effort if you're good enough with a soldering iron!

Once the sub-C pack's Velcro was situated and the powered-up boat/Tx was bound together and the trims adjusted the Impulse 26 hull was set aside so we can now detail its larger relative's dimensions and set-up needs.

IMPULSE 31 BASICS

Upon opening the bigger Impulse monohull's kitbox the modeller will quickly see that this RTR deep-vee was developed and constructed with the serious FE enthusiast in mind. Moulded from fibreglass, the 31 mono is much wider in beam and log-slung than the 26 and this pre-built marine craft's hardware package is more stouter than the sport style 26 hull. Again, the boater will find that the hull comes fully-decaled and stored within a clear plastic bag with the separate parts also wrapped in plastic. Stored in a cardboard box the ProBoat Spektrum transmitter is the same model used on the 26 deep-vee and the Tx has plenty of adjustment points on its case. The smaller bag

Built up with a sport power/drive combination, the ProBoat Impulse 26 deep-vee would make a good novice-level fast electric marine craft that's quick and stable enough for anyone to enjoy at the lake



Aimed at the model boater interested in a more high-performance FE power craft the Impulse 31 mono hull represents the RTR fast electric boat for someone ready for a LiPo ready, race-type marine craft



routing/stuffing tube exits the hull via an outer-recessed opening in the transom. The 60 amp speed controller and the rudder servo are secured on either side of the inner structure while the 2.4 GHz receiver is 'Velcroed' on the support box surrounding the stuffing tube. To retain the twin LiPo packs both Velcro hook-and-loop and a flat plastic plate secured with a screw/thumbnut arrangement are provided on the ply structure. The screw is positioned in the middle of the battery area and the plate is designed to support the battery packs once they're positioned on the Velcro placed on the underside of the packs and on the structure surface. Rounding-out the boat's power package is the included stainless prop; which, believe it or not, is the same diameter as the blade used on the Impulse 26 hull.

31 PRE-RUN NOTES

Preparing the larger Impulse hull for testing involved gluing together the ply support cradle, attaching the aluminium rudder blade to the transom bracket, bolting the dual spin fins to their tabs, checking the prop balance and routing the receiver's dual antenna leads in/out of the boat. Due to the tight confines of the deep-vee the modeller will need a small wire; or, in my case, a long hollow coffee 'stir stick' to help run the longer Rx wire up through the deck's rubber grommet and then into the vertical antenna tube. The 5000 mAh LiPo packs I used were a tight fit on the 31's battery tray; so, I'd recommend that the boater check that his/her Lithium



2S batteries will sit flat in the monohull without being pitched by the screw or the outer edge of the support structure. A short length of clear hose is included with the hull and I placed this tubing over the tray's centre retaining bolt to prevent any thread rubbing on the packs. Just as a precaution I test-fitted two six-cell NiMH packs in the hull and they easily mounted in the tray; plus, they and the LiPo's can be shifted fore and aft to help achieve the proper C of G setting on the 31 hull. Finally, like the 26, all of the bigger Impulse's fasteners were checked for tightness and after the transmitter/receiver were bound together for signal control both of the ProBoat monohulls were ready for their on water evaluations.

26/31 RUN RESULTS

After buttoning-up the 26's dual hatch cover set-up the smaller Impulse monohull was launched and given full throttle and immediately I noticed that the hull was slightly reluctant to get up on a level plane. Brought back to shore I used some Velcro to move the six-cell NiMH pack as far forward in the inner tray area. Now, the underway would plane out and move more smartly on the test pond. Good run time was seen on the 3600 mAh cells and following the first test run very little heat was present in the motor, ESC or the battery pack. After a couple of additional runs I tested a slightly smaller metal propeller on the 26 and this did improve the deep-vee's acceleration and the battery pack could be shifted back to its stock location as well.

Now happy with the smaller Impulse's performance and handling the 31 inch ProBoat hull was powered-up and this fibreglass mono was quick right from the punch of the Tx's throttle trigger. As low-slung as the 31 rides you can execute sharp left/right turns with only about half of the available Tx steering rate knob and there was no sign of any hooking as the hull made its high-speed pivots. Straight line speed was equally impressive with the stock motor/prop set-up running on LiPos and once the boat began to slow it was returned to the bank and again, only a minor increase in temperature was noted in the 31's power components.

FINAL THOUGHTS

Both of the ProBoat marine craft were trouble free during their testing and your scribe noted several nice touches present on each of the RTR hulls. Floatation material was attached to the inner hulls and their hatch canopies, drain plugs were found on both transom plates and the Spektrum radios were easy to bind and had plenty of glitch-free range and Tx adjustability. On the Impulse 31 the modeller may want to add some additional Velcro hook-and-loop material between the top of the battery packs and the underside of the retaining plate as the boat's speed potential can cause the cells to shift; so, the extra Velcro will increase the overall pack-holding power on the larger mono. Beyond that, the two RTR Impulses get high marks from your scribe and I want to thank Horizon Hobby for providing the boats for testing in MMI. **MMI**

VINTAGE MOTOR SHED – 14

EARLY JAPANESE MOTORS

AUTHOR: JOHN PARKER

Many modellers had their first experience of Japanese motors when the Kako and Mabuchi ranges became available in the late 1950s to early 1960s. Rebuilding after the devastation of WWII bombing, Japanese industry chose to target the low-cost end of the model motor market, finding applications in cheap toys that might otherwise have been clockwork powered. Although inexpensive to buy and uninspiring in appearance, these early motors were nevertheless rugged and performed quite well.

ELECTRIC MOTORS

KAKO RANGE

Kako 01	...	3/11
Kako 0	...	4/6
*Kako 1	...	5/3
*Kako 2	...	6/10
Kako 3	...	7/11
Kako 4	...	15/8
Kako 5	...	31/6

*Suitable for KK EnZeBILT TRITON, MERMAID and NEPTUNE.

MABUCHI RANGE

Mabuchi 15	...	3/11
Mabuchi 25	...	4/6
*Mabuchi 35	...	4/11
*Mabuchi 45	...	4/6
Mabuchi 55	...	7/11
Mabuchi 65	...	29/11

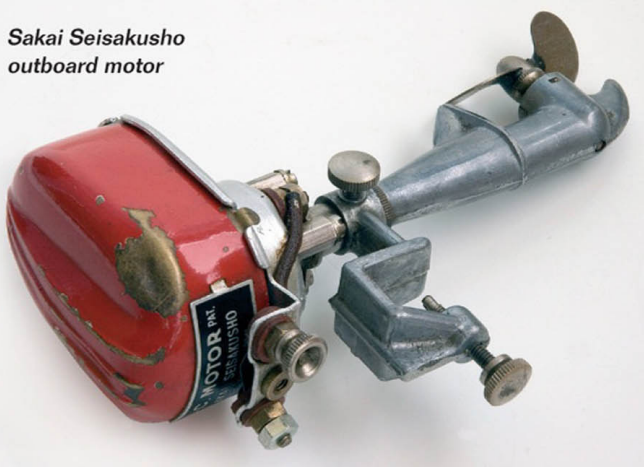
1960 Keil-Kraft advertisement for the Kako/Mabuchi range

The Kako range consisted of seven models, all of pressed metal construction with twin-sintered magnets in a magnetic yoke surrounding the three-pole armature. The casings were held together by bent tab-in-slot construction, except for the two larger models which used nuts and bolts. In order of increasing size and power, the Kako 01, 0 and 1 were intended for 1.5 to 3 volts, the Kako 2 and 3 for 1.5 to 4.5 volts, the Kako 4 for 3 to 6 volts and the Kako 5 for 4.5 to 10 volts. The Kako 4 and 5 were quite a bit more expensive than the smaller models and better engineered, the Kako 5 being the only model with spring-loaded carbon brushes.

The Mabuchi range spanned a similar range of sizes but featured a neater looking flattened cylindrical metal case with a plastic end moulding and a mounting bracket held to the underside with a small screw. The magnets in this case were curved ceramic pieces fitted within the housing. The six sizes were: 15, 25 and 35 with a nominal 3 volt rating; 45 and 55 with a nominal rating of 4.5 volts and the 65 with a nominal 9 volt rating. As with the Kakos, the top of the range model, the 65, came with replaceable carbon brush gear. These

motors were also marketed by Ripmax in the UK under the Super-Q Orbit brand name with the number sequence 105 to 605. The variations on these motors are numerous, for example I have some with the driving shaft extending from the opposite (metal) end. You will also commonly see Hong Kong made versions under the brand name Johnson, with a plated case and red/brown end moulding in place of the dark blue case and grey end moulding of the Mabuchis.

Sakai Seisakusho outboard motor

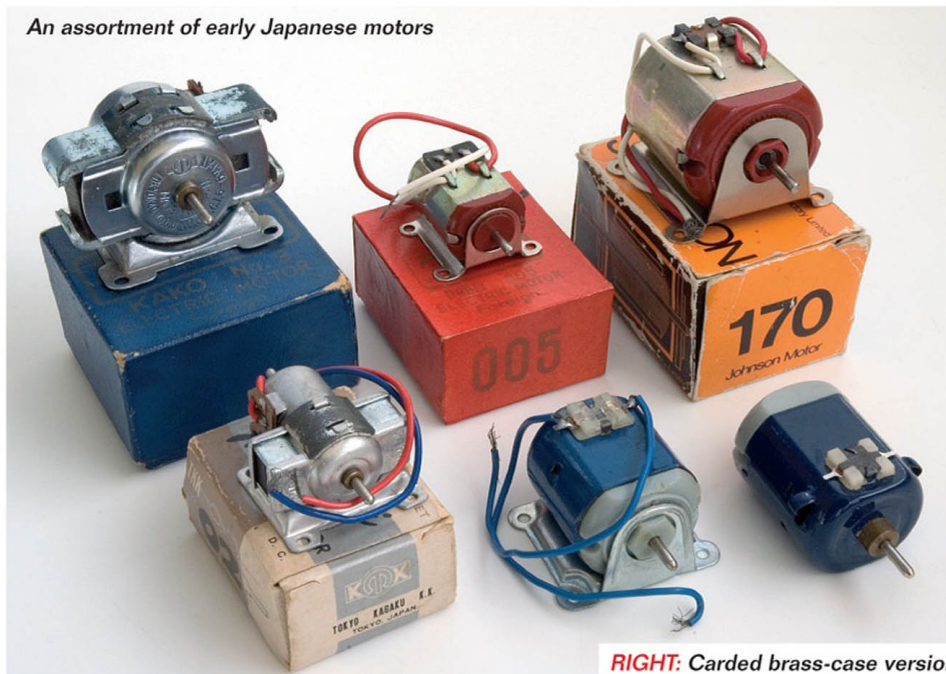


Another range of early motors was the Super-Q TMY model 50 (1.5 to 3 volts), 80 and 100 (both 3 to 4.5 volts). The latter two had enclosed rectangular metal bodies, vertical in the case of the single magnet 80 and horizontal for the twin-magnet 100. The 50 was a very small cylindrical-cased motor with a single magnet mounted to the top. A similar motor to this was the Super-Q Atom long-shaft motor that found popular application in motorising plastic kits.

The final example of an early Japanese motor I have chosen to include is an attractive outboard motor by the Sakai Seisakusho Company of Tokyo. It is stamped 'Made in Occupied Japan' and therefore dates from the 1945-1949 period, though it continued to

be made (without this marking) into the 1950s and was sold under a number of brand names such as IMP and as a K&O product in the USA. In this case the motor is disappointing, having poor brush gear and not living up to the promise of the outboard's nicely die-cast housing. **MMI**

An assortment of early Japanese motors



RIGHT: Carded brass-case version of the Kako for the US market

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SCALE SCENE

SHIPS' TONNAGES EXPLAINED

AUTHOR: ROY SHAW LL.M., MASTER MARINER  GREAT BRITAIN

Roman standardisation was so effective and long lasting that the standard gauge of most railways of 4 feet 8.5 inches is derived from the width of the axles of standard Roman carts. Similarly, the English words tun, ton and tonne come from the Latin 'tunna' which was a standard large cask holding about 200 gallons in English measure. The contents weighed about 2000 pounds (lb, derived from Latin 'libra'), add the weight of the cask itself and the total would have been around 2240 pounds – the origin of the Imperial measure the 'long ton'.

Most commonly the casks held wine and much of this was exported by sea. So much so that it became customary for hundreds of years to describe ships by the number of casks that could be carried. Sir Francis Drake's ship, the Golden Hind was said to be 'of one hundred tuns burden' – in other words she could have carried about 100 tuns. This way of describing ships was immensely useful to all those involved with shipping as it gave everyone an excellent idea of the size and earning capacity of a ship – vital knowledge to seafarers, merchants, harbour authorities, pilots etc.

The practice was adequate enough until the immense expansion in shipping following the industrial revolution that around 1850 the British Government appointed a marine expert, George Moorsom, to come up with something better. His brief was to develop a system that indicated the sizes of ships and gave a method of reckoning the dues and fees that ships should pay. After much deliberation Moorsom decided that the size of a ship was best indicated by its enclosed volume. Our unit of measurement was the foot so the volume was measured in cubic feet. Moorsom then realised that this would give rise to very large numbers which are not easily handled by many so he divided the figure by 100. Traditionally the name of the unit used to describe ships was 'ton' and Moorsom continued with this, the figure was the overall volume and therefore the 'gross' figure and as it was to be recorded in the Register of Ships and on a ship's Certificate of Registry it was the 'Gross Registered Tons'. Moorsom then considered that the fees payable by ships should be based on their earning ability – not whether they were loaded, how long, deep or wide they were. So he deducted from the gross volume all the non-earning spaces, e.g. accommodation, storerooms, ballast spaces, water tanks, navigation areas and engine rooms where appropriate. The result was the Net Registered Tons. Thus the registered tonnages were factors of the volumes of ships, not their weight.

The system was taken up by all maritime nations and they

Image by Capt. P. Anthony



accepted each other's figures. Although the term is not common in the United Kingdom, abroad it is still known as 'Moorsom Tonnage'. In some circumstances (e.g. the shelter-deck ship) owners and their naval architects found ways to circumvent the system. Even so, it worked well enough until after World War II when Colonel Bustard had the idea of buying redundant wartime landing craft and carrying vehicles between the UK and Europe. So was born the 'Roll on – Roll off' concept, a revolution in merchant shipping, but with opening doors in the hulls no enclosed spaces at all!

When the United Nations was created they set up the International Maritime Consultative Organisation (IMCO), now the International Maritime Organisation (IMO) and the first task given to this body was the sorting out of ships' tonnages with the same basic parameters. The size of ships was still considered to be the enclosed volume but now it was to be measured in cubic metres. This gave rise to a problem in that many authorities had drawn up maritime regulations using the terms Gross and Net tons but without defining them. A dodge was found whereby a factor would be applied to the number of the new Gross TONNES to bring it near to, but never less than, the number of Gross TONNES measured under the Moorsom system. Earning capacity is based on the volume of the cargo spaces in cubic metres with relevant factors for passengers where carried and with a similar fiddle factor to Gross TONNES. Hence, Gross Tonnage (the word 'Register' has been dropped) is now a factor of the volume of a ship and it has nothing to do with the weight of a ship and/or its cargo. Similarly, Net Tonnage has nothing to do with weight.

From Archimedes Principle a floating body displaces a volume of water equal to its weight. Hence the 'light displacement' of a ship is the weight in TONNES of the empty ship including equipment and non-consumable stores. The 'loaded displacement' is the

weight of the ship and all its contents in TONNES when loaded down to its 'summer marks' (see the International Convention on Load Lines, 1966 and the UK Load Lines Act, 1968). The difference between the light displacement and the loaded displacement is the 'summer deadweight' in TONNES.

The number of the gross tonnage of a passenger ship is much larger than the number of the displacement or deadweight tonnages and because passenger ship owners believe that potential passengers are impressed by big numbers they normally describe their ships by the gross tonnage. It is customary to describe bulk carriers and many dry cargo ships by their deadweight tonnage as this gives a good idea as to their carrying capacity. Other cargo ships are described by their gross tonnage, as have been sailing ships since 1854. Container ships are usually described by the number of twenty foot or forty foot containers (TEU – Twenty Foot Equivalent Units) that can be carried, as they do not load down to their marks.

Warships do not carry cargo and are therefore not measured for gross or net tonnages. Surface warships are described by their full displacement, i.e. fully manned, stored, fuelled and with maximum armaments. Submarines are described by their submerged displacement.

In the United Kingdom the 'long ton' of 2240 pounds ceased to be legal for trade in 1985 and was replaced by the metric tonne of 1,000 kilograms (2200 pounds).

In the shipping world the word 'freight' never describes the cargo, it means the money paid for the carriage of cargo or for the charter of a ship. The term 'freight ton' is used when low-density cargoes are carried. Although for many years the freight ton was 40 cubic feet (the volume of a tun), it is now either one metric tonne or one cubic metre; light cargoes are assessed under both heads and the result yielding the higher freight is charged. **MMI**



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AIRWAVES

ALAN UPDATES WITH SOME
NEW 2.4 GHZ SETS AND
DESCRIBES A NEW DIGITAL
ANGLE GAUGE

AUTHOR: ALAN SENIOR  GREAT BRITAIN airwaves@anola.net

J. PERKINS PLANET T7 2.4 GHZ

The 2.4 GHz 5-channel Planet T5 has been available for quite a while now and I reviewed the transmitter and receiver in December 2009 Airwaves. It has proven to be a popular choice for marine modellers due to the high quality of the transmitter stick units and its economy with batteries. Despite not being a 'full range' 2.4 GHz set, with the recommended range being 100 m, it has proved to be more than adequate for use in model boats.

Recently the new T7 was released by J. Perkins, this as its name implies is a 7-channel set. The T7 transmitter shares the same case design as the T5 but has two extra channels. In practice the T7 has also been around for the last year but was only available with a Ready To Fly Sea King model helicopter.

The Planet T7 set consists of the transmitter and an R7M micro receiver, so it is necessary to purchase a receiver battery pack and servos, plus an ESC to create a full set-up for a model. Many readers will already have these items so it is no real disadvantage and it means you can choose them to suit your application rather than being stuck with the standard parts. The T7 is a 2.4 GHz set and hence provides crystal-free operation, it has uncomplicated yet useful design features thus it is an ideal first system or a general purpose

sport system for R/C modelling. It uses state-of-the-art computer technology to bind the transmitter and receiver in such a fashion that interference is nearly always rejected and in most cases radio functionality is entirely unaffected. Being crystal free it enables a modeller to turn up at the pond side, switch on and operate their model without fear of interfering with the control of other models, however if a frequency control system is in place it is always a good idea to be courteous and inform others that you will be operating on 2.4 GHz.

Planet T7 comes with a high sensitivity, lightweight 6 gram R7M micro receiver which makes it ideal for even the smaller models. The R7M and the other Planet receivers are very compact and the short aerial makes installation very easy. Additional receivers are available at a reasonable cost.

As with any 2.4 GHz system, it is necessary to 'Bind' the transmitter and receiver however with the T7 this is done at the factory and re-binding is not normally required. If it is necessary then binding on the T7 is very easy and is achieved simply with one click of the R7M's tiny binding Microswitch, so no fiddly and easily lost 'binding plugs' are required. When 'bound' the receiver is exclusively bound to the transmitter and can only respond to signals received from that transmitter. Binding is done at the factory so once batteries are fitted the set will work straight out of the box. Binding will be necessary to work with any additional receivers bought.

The manual is very well written in clear, easy to read English and it has plenty of good annotated pictures and drawings to accompany the text. The manual is nice and concise which means that important information is not buried under a lot of 'techno-babble'; it does use the aircraft control names like aileron and elevator but of course this does not preclude the use of the set for a marine model.



Planet T7 transmitter



Channel 5 is a two-position slow or normal switch



Channel 6 is a rotary proportional control, Channel 7 is a three-position switch



Channel reversing switches are behind a removable panel

In summary the Planet T7 features include:

- Side and rear ergonomic grips for maximum transmitter security
- Steel carry handle and neck strap mount
- Precision, adjustable height dual-axis stick units
- Front-mounted reversing switch panel
- Rotary channel control (channel 6)
- 3 position switch channel (channel 7)
- Unique slow-rate or normal-rate retract/flap switch (channel 5)
- Trainer switch
- Range check button
- Low power consumption 4-cell transmitter
- Lightweight (6 gram) micro 7-channel receiver
- Simple programmable fail-safe function

The Planet transmitter incorporates full 4-function control via two silky-smooth dual axis control sticks with adjustable stick spring tensions (convertible between Mode II (throttle left) and Mode I (throttle right)). The transmitter also features a socket for an optional Flight Simulator cable set, servo reversing switches, and a nice LCD battery status display. I particularly like the full proportion rotary control on Channel 6, as this would be great for adjustable trim tabs on a fast model.

Additional receivers and spares such as a replacement transmitter antenna and ratchet springs are available for the Planet range. For readers who do not like the floppy lightweight case on the standard receiver, the R7M 'hard cased' 7-channel receiver is available and is compatible with the T7 and T5.

The Planet T7 is available from Howes Models and J. Perkins Distribution with an SRP of £69.99. When additional receivers are needed then the R7Ms would be a good option and this has an SRP of £17.99.

Spares and accessories available include:

- Planet Tx aerial (SRP £5.89)
- Spring and arm set (SRP £1.75)
- Throttle ratchet (SRP £1.75)
- Isolator guide discs (SRP £5.09)

FUTABA 4YF 2.4 GHZ COMBO

Futaba have joined the ranks of the low cost 2.4 GHz set providers with the 4YF combo. This set is typically available for around £87 and comes with the R2004GF receiver. The set has the usual basic set features with easy, convenient push-button transmitter/receiver linking, with no binding plugs. A 'Power Down Mode' reduces the RF output power for 90 seconds for ground range and interference checks. The transmitter has a simple battery meter with green and red LEDs for instant 'go/no-go' status.



Acoms 2-channel 2.4 GHz combination set is available with battery box and servo

ACOMS 2.4 GHZ 2-CHANNEL

This is Acoms' lowest price 2.4 GHz set, and at the time of writing is available on offer from Howes Models for a very reasonable £39.99. At this price it is hardly worth considering buying a 27 MHz or 40 MHz 2-channel set and having to mess about with expensive crystals! The transmitter and receiver will automatically scan across 40 channels to find the strongest available to lock onto. The set includes the Acoms Technisport II GR-24 2.4 GHz 2-channel receiver. Combo sets are available at extra cost that include a dry cell battery pack and one servo.

Features include:

- Electronically adjustable trims
- Metal tipped sticks/matt chrome finish
- Definable fail-safe throttle position
- Servo reverse



Fusion Aquapower 280 A ESC

FUSION AQUAPOWER ESC

Fusion has released the Aquapower Water Cooled 280 A Brushed Marine ESC. This is designed for a wide selection of powerful electric motors with between 6 and 16 cells (7.2 V ~ 19.2 V).

The ESC has water-cooling and automatic set-up, but

does not incorporate a BEC. All connectors are factory fitted and a temperature cut-off shuts down the speed controller to prevent damage from excessive current draw. Fusion have kindly provided an ESC for me to review, however I do not have a large and power hungry enough model to try it in... however, it works fine on the bench driving a 700BB motor and airscrew propeller without any water cooling!

I think the 280 A rating is not particularly realistic because the wire gauges and connectors would not handle this current, so this must be considered to be a transient peak current capability of the internal transistors only.

ANGLE OF DANGLE...

At the local Thornbury Model Engineering Exhibition last year an interesting 'gadget' caught my eye. It was a Wixey digital angle gauge; it has a magnetic base and is really designed to set the angle of a circular saw blade; however I was sure it would have applications in my modelling activities! So far it has helped me



Wixel digital angle gauge

setting angles accurately for drilling, aligning bulkheads at fixed angles, reading off angles from surfaces and getting the ballast position right for the roll axis on a model during checks in the bath! The digital display can be zeroed on any reference surface and it does not have

an absolute 'horizontal' reference, thus to measure angles from horizontal it must be zeroed on a known level surface. I find it is particularly useful for finding the difference in angle between two different widely separated surfaces on a model such as cabin roofs, a task that is otherwise difficult to do by conventional means.

The specifications are:

- Range: +/- 180 degrees
- Resolution: 0.1 degrees
- Accuracy: +/- 0.1 degrees
- Repeatability: +/- 0.1 degrees
- Size: 5 cm x 5 cm x 3.3 cm (2" x 2" x 1.3")

Arc Euro Trade sell this type of angle gauge and typically the price is around £22.

Another digital gadget that I was tempted by is the 'Digital Angle Rule - Protractor', also available from Arc Euro Trade for around £16.

CONTACTING THE AUTHOR

If you have any questions or have any useful advice that I can pass on to other modellers through this Airwaves column I am always pleased to hear them and will try to help. My email address has recently changed to airwaves@anola.net **MMI**

WATERLINES

THE BIG THREE – KELVIN RECOUNTS THE STORY OF GERMANY'S BIG THREE LINERS

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

By mid-1907 Great Britain with the Lusitania had the largest (31,550 tons) and fastest (26 knots) liner in the world. Later that same year she was joined by the very slightly larger Mauretania and the owners Cunard were talking of the 45,600 ton Aquitania which was due to join the fleet in 1914. At the same time White Star were planning their new liners, the 46,000 ton sisterships Olympic and Titanic plus the 3000 ton larger Britannic (contrary to many accounts – never Gigantic). Determined not to be outdone the German Hamburg America Line responded with a trio of huge 52,000+ ton liners which although not intended to be as fast as the Cunarders were designed to excel in size and opulence. In fact these would turn out to be the largest German ocean liners ever built with 1929's Bremen weighing in at a mere 49,749 gross registered tonnage (GRT). Ultimately and following the war losses of Lusitania (torpedoed 1914) and Britannic (mined 1916), all three served rather longer under new ownership.

The first of the trio, the Imperator, was laid down in 1910 and completed in 1913 when she was the largest ship in the world; found to roll excessively her funnels were shortened, upperweight

was reduced and concrete added at the keel. She was laid up in Hamburg in 1914 and in April 1919 departed to the USA to become a troop transport for the US Army. In February 1920 she was transferred to Great Britain in reparation for the Lusitania and chartered, then in 1921, bought by Cunard as the Berengaria. In 1938 she was badly damaged by fire whilst in New York; sailing home empty she was laid up then partially scrapped in 1938/39 with the remnants broken up in Rosyth in 1946.

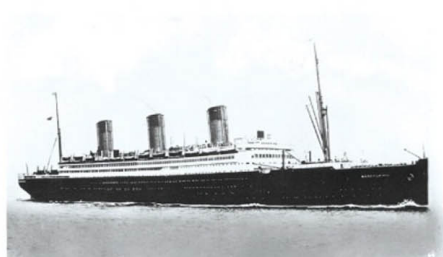
Vaterland was launched in April 1913 taking over the 'largest ship in the world' mantle with her maiden voyage in May 1914 taking her to New York. Still there when the First World War broke out she was interned and in 1917 seized by the US as Navy transport USS Leviathan. Laid up in 1919 she was refitted in 1922 becoming the United States liner Leviathan. Laid up in September 1934 she was sold for scrap in 1937.

Bismarck was launched on 20th June 1914 but remained incomplete and slowly deteriorating throughout the war. In 1919 she was seized by the Allies as reparation for the Britannic with Blohm & Voss somewhat reluctantly continuing with the construction. Bought by White Star in 1921, she was finally completed in March 1928. Re-named Majestic she served White Star until 1936 when she was sold to the Admiralty as the boys training ship HMS Caledonia. In September 1939 she was destroyed by fire and subsequently scrapped between 1940-43. She was the largest ship in the world until 1935 when the 79,280 ton Normandie was completed.

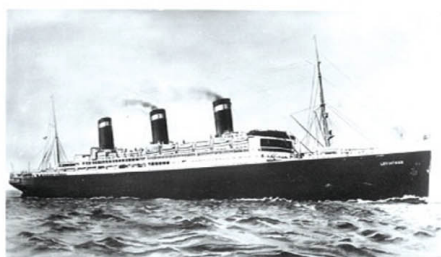
The table lists relevant models by the two main manufacturers namely Albatros (AL) and CM.

Ship	Comp	GRT	Served	1/1250 Models (* = illustrated)
Lusitania	1907	31,550	1907-1915	AL167, M405a
Mauretania	1907	31,938	1907-1935	AL166 (1922), 166A (1933 white hull), 166B (1915 hospital ship), M405*
Aquitania	1914	45,647	1914 - 1949	AL105, CM156, 156a (1915 transport), 156b (1916 hospital ship) 156c (1948 transport)
Olympic	1911	45,324	1911-1935	AL150*, CM144, CM-P-39 (1915 camouflaged troopship)
Titanic	1912	46,329	1912	AL150A, CM148
Britannic	1914	48,158	1914 - 1916	AL150B (1914 hospital ship)
Imperator	1913	52,117	1913 - 1938	CM105, as Cunard's Berengaria: CM151
Vaterland	1914	54,282	1914, 1917-37	CM114*, as USS Leviathan: CM-P-50; and as US liner: CM222
Bismarck	1922	56,551	1922 - 1940	CM103, but completed as White Star's Majestic: CM150

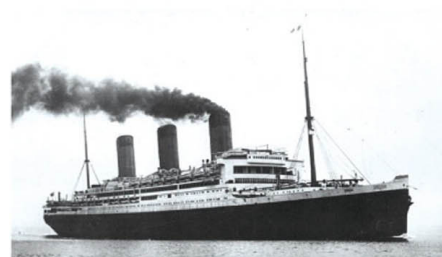
Big Liners of the early 20th Century



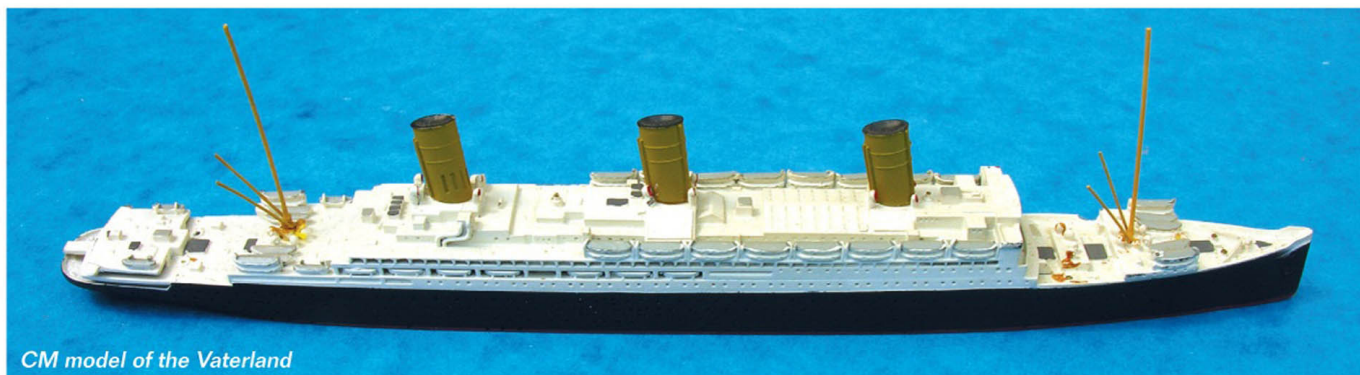
Kingsway 'real photo' postcard of the Berengaria (author's collection)



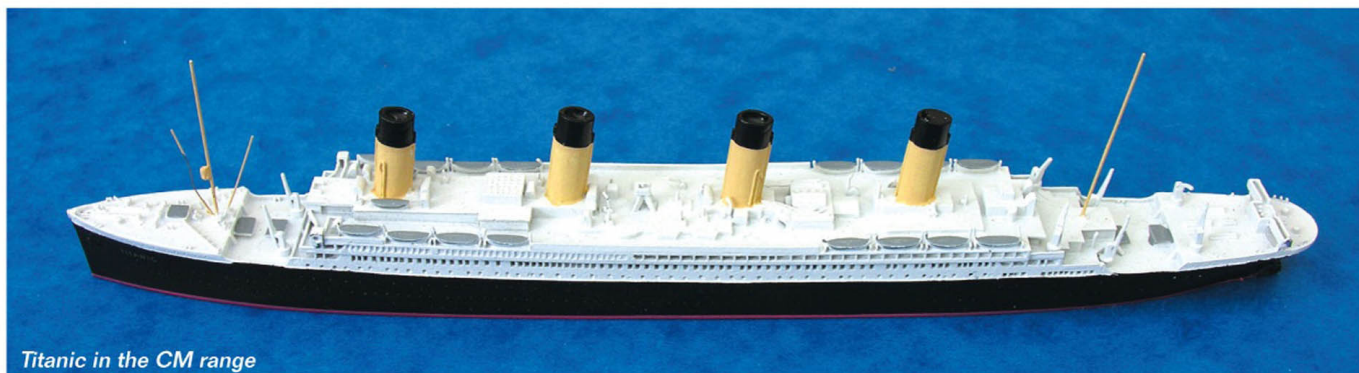
WE Mack postcard of the Leviathan postcard (author's collection)



FGO Stuart postcard of the Majestic (author's collection)



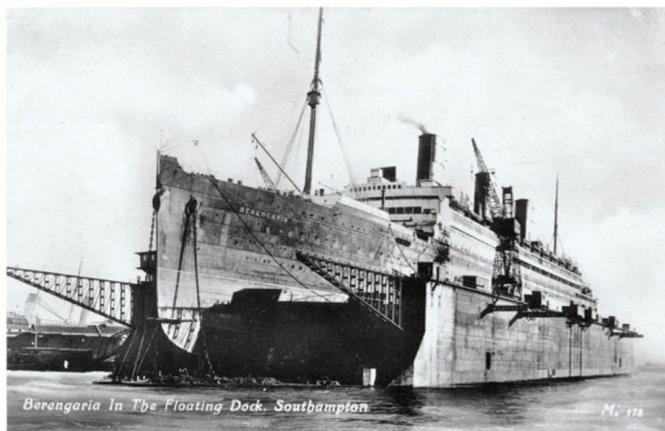
CM model of the Vaterland



Titanic in the CM range

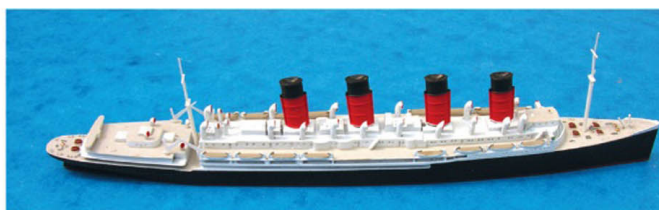
TITANIC

The White Star Line and Titanic were covered back in September 2010 but rather like the battleship Bismarck this famous liner has been the subject of many 1/1200-1250 waterlines, current models being in the table. Perhaps the first was that produced in 1/1200 by Bassett-Lowke probably circa 1925. Fast-forward some 60 years and we have 1/1250 versions by Mercator (M404, also produced in the UK by Skytrex) and by Georg Grzybowski (G-68), the latter re-issued by CM as CM-G-148. More recently CM issued their own more detailed version, as have Albatros. Progressively more expensive models come from Carat (C-060) and Classic Ship Collection, with the rarest being that by Japanese maker Konishi (K-920). At the other end of the spectrum we have Revell's current 1/1200 full-hulled plastic kit for about £10. All these of course represent the Titanic as in 1912. Sister-ship Olympic was completed in May 1911 and refitted over the winter of 1912/13 with improved bulkheads and additional lifeboats; she was a troopship in 1915-1917, laid up 1935 and scrapped 1935-37. Models of Olympic as a liner in 1913 include Bassett-Lowke's plus AL and CM versions. A third sister, Britannic, was completed in December 1915 as a hospital ship but lost in a minefield in November 1916.

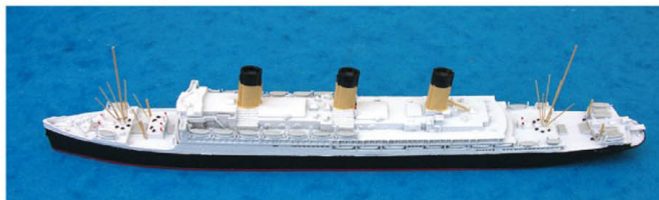


Posted on 1st August 1929, the message read "I saw the floating dock last night but it was empty"

Albatros model of Aquitania in the Mountford Southampton floating drydock



Mercator's early version of the Mauretania



CM model of Majestic

MODEL NEWS

New in 2012. We have a series of 1/1250 resin models of ferries available either unpainted or complete. Releases so far are the Pride of Hull, Pride of Free Enterprise and Norbay. Website: <http://ferrysmallships.moonfruit.com/> Email: ferrysmallships@hotmail.co.uk

REFERENCES AND FURTHER READING

German Liners of the 20th Century by William H. Miller and Great Passenger Ships of the World Volumes 1 and 2 by Arnold Kludas.

MMI



CM's Berengaria



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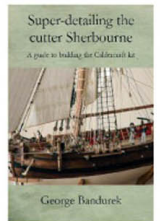
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PLASTIC KIT SCENE

A REVIEW OF SOME OF THE LATEST PLASTIC KITS

AUTHOR: ROBIN TROTT  GREAT BRITAIN robin.trott@yahoo.co.uk

REVELL

Revell has released another new model this month; here are the details.

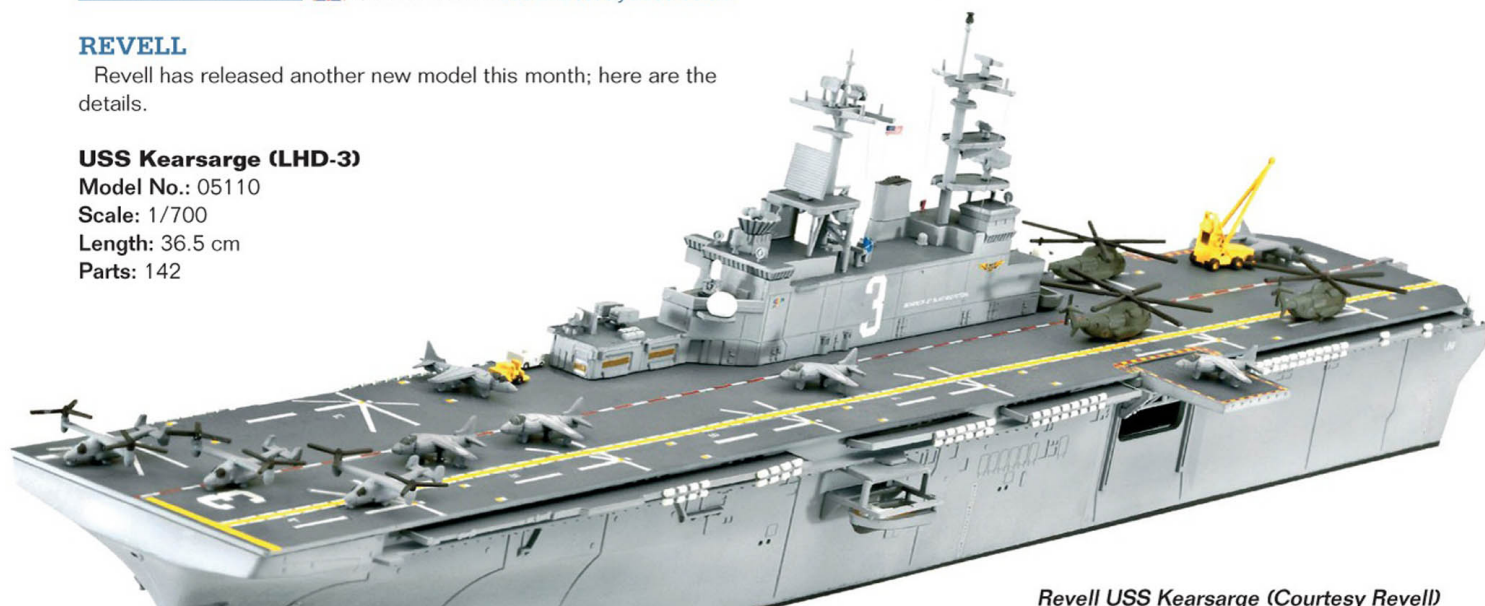
USS Kearsarge (LHD-3)

Model No.: 05110

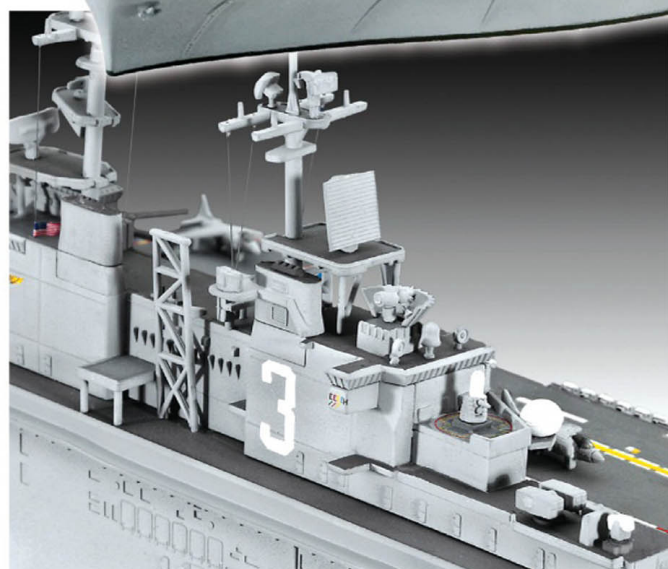
Scale: 1/700

Length: 36.5 cm

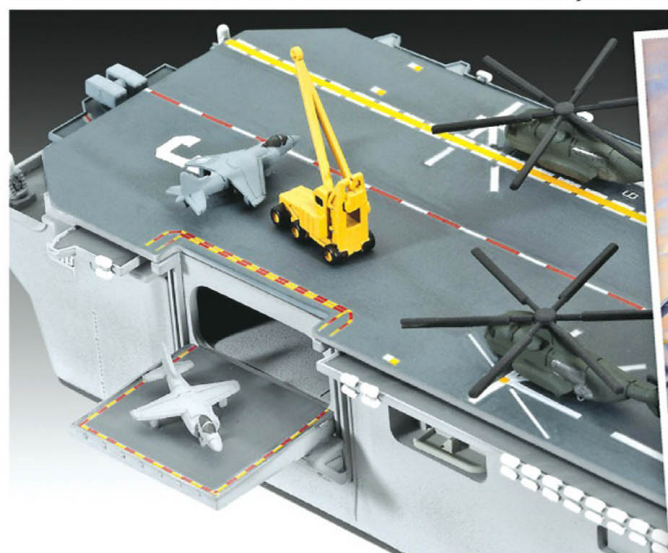
Parts: 142



Revell USS Kearsarge (Courtesy Revell)



For a 1/700 scale model the detail is incredible (Courtesy Revell)



Even deck vehicles are included with the kit (Courtesy Revell)

The USS Kearsarge is the 3rd US Navy amphibious assault ship from their Wasp Class of warship. She was launched in March 1992 and commissioned into service in October 1993. She is a very capable and well-armed assault ship, with a top speed of 24kn, carrying 1893 marines together with her crew complement of 1108 officers and seamen. The armament consists of two Sea Sparrow and two Rolling airframe missile systems, three Phalanx systems and eight 50 cal bmg machine guns. She also carries over thirty aircraft and helicopters. This type of vessel can be used in a humanitarian roll as well as military actions. The USS Kearsarge has seen service all over the globe since her launch and most recently during the 2011 Libyan Civil War where some of her aircraft were used in action and helicopters were used in rescue missions.

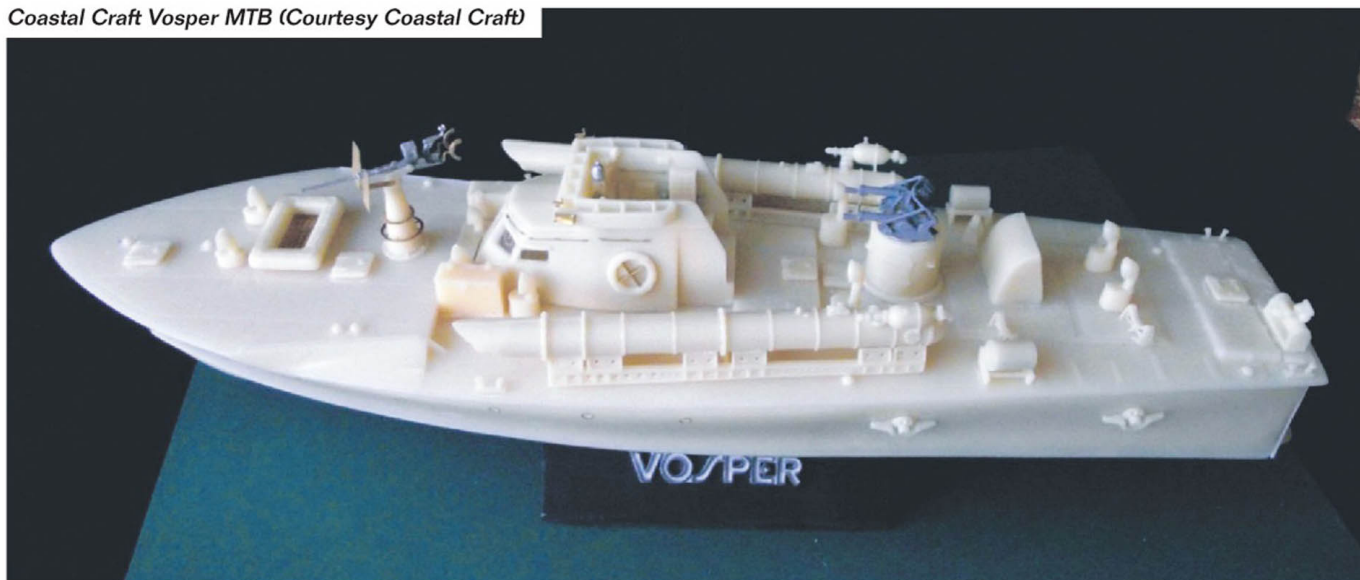
This is a very well produced model that looks amazing for its 1/700 scale, the detail is quite exceptional and compares very well for accuracy like the 1/350 scale Wasp class models that Revell produce. The kit comes complete with aircraft, helicopters, landing craft and deck vehicles all accurately reproduced. A definite must have model for those modellers that love modern warships in this scale.



The latest Revell 2012 catalogue is also now available, with 100 pages packed with all the models currently available from them and listing all the new marine models for this year including when they will be released. The catalogue also lists the Revell range of modelling items; paints, adhesive, brushes, airbrushes and much more.

Revell models can be found at all good toy and model retailers, further details can be found at: www.revell.de/en

Revell's latest 2012 catalogue



COASTAL CRAFT MODELS

This is a new company who have released a multi-media model of an MTB.

MTB 234 Vosper 72 ft 6 in Motor Torpedo Boat

Model No.: CCT 2001

Scale: 1/72

Length: Approx 30 cm

Parts: 282 resin, etched, white metal and plastic

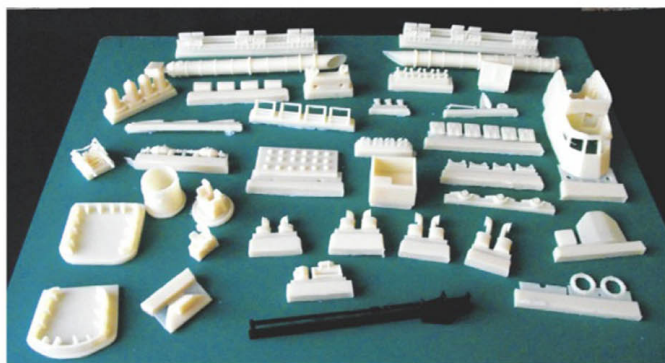
The MTB 234 Motor Torpedo Boat was produced by Vosper for the Royal Navy and was launched in October 1942. Hundreds of these types of craft were built during the course of the Second World War, and were used to great effect on the enemy. For a very fast and agile craft they were well-armed with two torpedo tubes, one Vickers 5 in twin machine gun mounted in a turret at the rear of the bridge and a single 20 mm Oerlikon mounted forward, plus depth charges were also carried for attacks on submarines. They were powered by three Packard Marine engines giving them a top speed of between 37 and 40 knots.

The model is superbly detailed and very crisply moulded in resin.

Included are lots of wonderfully reproduced etched and metal parts to give the model its full detail, just take a look at the images I was sent by Coastal Craft. The model's resin parts have been produced for them by Czechmaster Resins who are renowned for producing quality castings.

Here is a list of all the parts that are supplied with the kit: 106 resin parts, 142 etched parts, 21 white metal, 5 brass rods, 3 plastic rods, 1 Plasticard sheet, 1 clear plastic sheet, 1 lead foil for flag, 2 sheets of decals plus a 23-page instruction booklet.

This kit will be a great hit with modellers everywhere, especially as it is in 1/72 scale and there will probably be more models to come in the future. As the name Coastal Craft Models says the theme will be various types of coastal craft from around the world. They have also released separate accessory packs to improve the detail on existing MTB models made by other manufacturers, these packs include single and twin Oerlikons, Vickers machine guns, smoke floats, ammo lockers, depth charges and Carley floats. At the moment there is no website for them and the models can only be purchased directly from Coastal Craft Models: 73 High Street, Wombwell, Barnsley S73 8HS. Tel: 01226 345635. Email: coastalcraftmodels@gmail.com



All these resin parts come with the kit (Courtesy Coastal Craft)

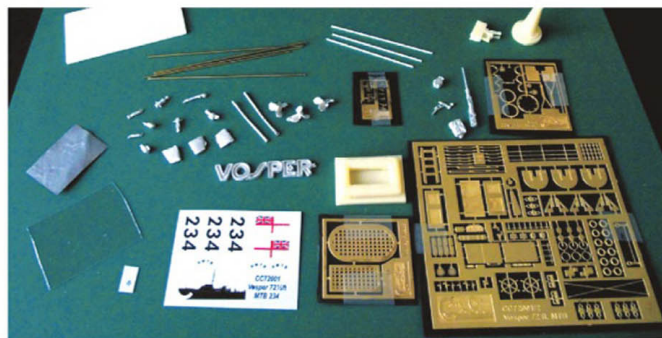
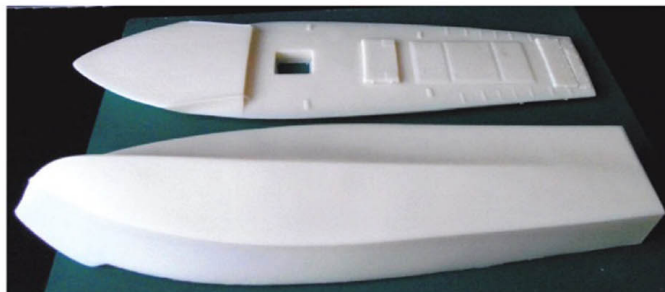
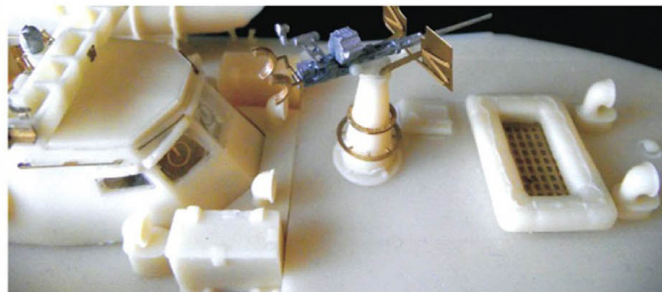


Photo-etched, white metal and others also help complete the model (Courtesy Coastal Craft)



Resin hull and deck sections (Courtesy Coastal Craft)



The detail is some of the best I have seen (Courtesy Coastal Craft)



GUNTHWAITE MINIATURES

Here is the listing of their latest packs of figures:

- GM72-018 – Naval Officers In Oilskin Suits
- GM72-019 – Fleet Air Arm Pilots (Early WWII)
- GM72-020 – Airmen And NCO Pilot (Early WWII)
- GM72-021 – Airmen (Early WWII)

All are in 1/72 scale and cast in white metal, each pack contains three figures in different poses. These figures seem to get better with each new release, the naval officers pack would be ideal crew figures for the new Coastal Craft MTB as are figures from previous releases from Gunthwaite. The new aircrew packs would complement many of the plastic aircraft that are available from many plastic manufacturers. They would especially suit the newly released Airfix 1/72 scale Swordfish aircraft.

The full range of Gunthwaite miniatures can be found on their website at: www.gunthwaite.co.uk



Gunthwaite Miniatures' latest 1/72 scale figures (Courtesy Gunthwaite)



Airfix 2012 catalogue is a bumper 146 pages!

the new items will be reviewed in PKS as they are released by Airfix and Humbrol during the course of the year.

AIRFIX

They have released their 2012 catalogue, and what a bumper issue it is! 146 pages packed with every model they produce. This includes all the Humbrol products as well: paints, adhesives, spray paints, decalfix and much more. There are lots of new items both in the plastic kits section and the Humbrol accessories range. One particular section is a chart giving details of the use of these Humbrol products i.e. drying times, coverage, usage, application, cleaning etc. Many of



The Royal Navy section of the catalogue

Details can also be found on the Airfix website at www.airfix.com – this also includes details of Humbrol products. **MMI**



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Even in drifting conditions the power to weight ratio of Marbleheads allows racing to continue effectively

SAILFREE

CHRIS JACKSON WITH A
ROUNDUP OF THE LATEST NEWS
IN THE R/C SAILING WORLD

AUTHOR: CHRIS JACKSON  GREAT BRITAIN
chris.jackson43@btinternet.com

Over recent years there have been a number of efforts by keen enthusiasts of a class to promote this as a way of sustaining club level fleets sailing for most of the year, with the intention that this will ensure a good quality fleet around the country. The dinghy classes have long had 'Travellers Series' visiting a selection of clubs during the season and offering good sailing for the staunch supporters of a class rather than the top level sailors who tend to borrow or charter a boat and clean up

the national championships for a number of classes but do not sail regularly. As far as I am aware the first time this was done in the R/C world was for the Tenrater class in 1997 when the Woodspring club needed some money to persuade the rowing boat franchisee to leave his craft in their storage for the weekend. An appeal to MMI for some help resulted in the development of the TT series of that year which was publicised in MMI and attracted nearly 80 different skippers across the country and a good turnout at the Nationals. Since then other classes such as the radio A class have developed the Poole Radio A Class Competition (PRACC) and the RC Laser class have had their TT Series as the focal point of their class racing. The Footies and Micro Magics have assembled a similar list of key events.

GAMES SUCCESS!

The first Guildford Administered Marblehead Event Series, known as GAMES, reached an exciting climax at Three Rivers MYC with close racing for the final event, the Stan Cleal Trophy on Sunday 13th November 2011. Whilst Martin Crysell was top of the leaderboard having sailed very consistently throughout the year, Roy Stevens with two wins from the previous nine events had the potential to overtake him, if he finished 1st or 2nd and ahead of Martin. It was local ace, Peter Popham, who won the first two races easily in a very variable light breeze from the East, blowing over and through the trees. Martin maintained his consistency with a string of 2nd places and was not beaten by Roy until Race 5. Then he went on to win three races, the event and the GAMES, finishing just one point ahead of Hugh McAdoo, who also had a good series of races including four 1st places. The 2011 GAMES started at the Whitlingham Trophy in Norwich on a cold and windy day in February attracting 10 entries and was won by Graham Bantock.



A crisp start at the final round of the Marblehead GAMES series



Three Rivers RC sailors share their lake with a dinghy fleet, as you can see here!



Peter Stollery's superb Crazy Tube Marblehead shows its downwind speed

GAMES 2 was the two-day Marblehead National Championship run by Guildford at Abbey Meads in March. This event attracted 26 entries, including entries from Ireland, Belgium and four from France, as this event was also part of the Euro Grand Prix series, one each in the UK, Holland, Belgium, France and Germany. It was also an MYA Centenary event, with a dinner, photographic images from the past decades, lots of looking back particularly by four people who were at the first Radio Marblehead National Championship also run by Guildford in 1974 at Elstead Moat in Surrey. This included the current national champion, Peter Stollery who came to that first championship in his pram.

GAMES 3 attracted 12 entries and was raced at Reading Sailing Club in an almost windless day in April, with just a little problem with weed that had been cut from the adjacent Olympic rowing area. Martin's consistency and patience also won this event and put him top of the leaderboard. However, this changed after GAMES 4 held in the Scottish District by Ayr Bay, another good sailing venue. Through the enthusiasm of secretary Gordon Neil, eleven entries, many of whom had not raced their Marbleheads for some time, had a memorable event. They were delighted to be reminded of how fantastic these boats are to sail. It was the turn of Roy Stevens to win the event overall and also the improver's prize with Hugh McAdoo 2nd and Robert Rooney 3rd.



Martin Crysell receives the Midgley Trophy from Valerie Midgley



This digital image of the PG Modellisme Titou gives a good idea of its lines

Roy also travelled a long way to Abbey Meads in May and won the next GAMES event and put himself at the top of the leaderboard to win the brand-new Acorn Trophy, presented for the first time for the winner of Met and Southern District Marblehead ranking event.

There was a bit of a gap before the next GAMES event at the Broads RYC in September. This notched up another win for Graham Bantock, but here the consistency of Martin Crysell helped again to put him back on top of the leaderboard with his 2nd place in this event.

GAMES 7 was held at Birkenhead, because of the weed problem at original venue choice Rotherham, this event was won by Brad Gibson who borrowed Peter Stollery's champion Crazy Tube 'refinedmadness' to win from Martin Crysell with Andrea Roberts 3rd sailing her pink world champion Starkers.

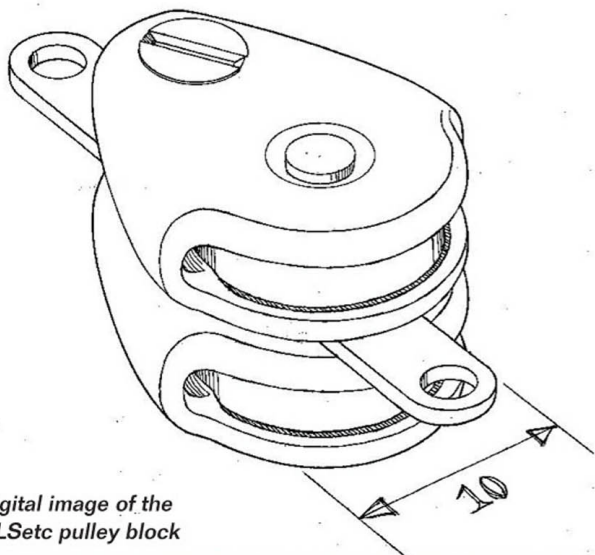
GAMES 8 was sailed at Manor Park late in October with thirteen entries in a decent 5/10 mph breeze that was variable in direction. Graham Bantock won the event with Brad Gibson 2nd and John Tushingham 3rd.

GAMES 9, the Mermaid Trophy at Guildford, was sailed in superb conditions with the northerly wind blowing straight down the lake and strong enough for there to be occasional planing on the downwind legs. Peter Stollery gave a masterclass in sailing fast offwind, gybing his swing rig on the lifts and maintaining planing speed at an angle to the wind, whilst those going straight downwind could only plane in the strongest gusts. Roy Stevens was 2nd and so closed the gap on Martin Crysell to add to the excitement of the final event at 3 RIVERS.

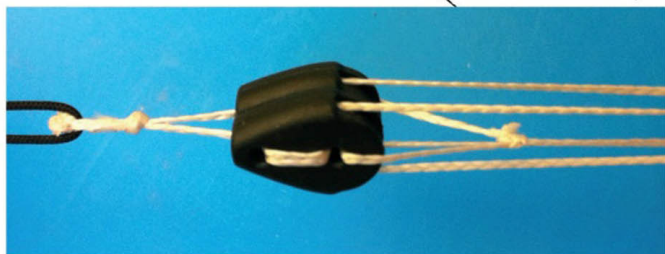
GAMES has certainly created a lot of interest in racing Marbleheads. Entries to the events have increased as a result and it is expected that this interest will grow further in 2012, because of the World Championships to be held in France in October. The Scottish District are keen to repeat the success of their Marblehead event at Ayr Bay and the South-Western District have offered to run the Canada Cup as the SW District Marblehead ranking event at Poole's new lake. This is the first time that such an event has been organised in the district for many years. GMYC would like to thank the 76 competitors and 27 volunteers who organised the racing for making the GAMES a success. Congratulations go to all those who travelled far to enjoy the series and to create such good competition at so many clubs.

Martin was delighted to win the first GAMES and to receive the specially created trophy, the Midgley Memorial Mug, given by GMYC in memory of their late Commodore, Paul Midgley.

Marbleheads are the Formula One of radio racing and are fun to sail, with magical speed off the wind, particularly with swing rigs, the simplicity of which also make the setting of good trims very easy for the beginner. These superb sailing machines can be exceptionally good value, as there are modern designs available second-hand, which are competitive and give excellent, close racing.



A digital image of the SAILSetc pulley block



SAILSetc new pulley block can be doubled as shown here



The latest item to suit small boats now available from SAILSetc is this superb ball raced gooseneck

MORE FROM SAILSETC

A couple of months ago we mentioned the first of a range of new pulley blocks introduced by SAILSetc to help to replace the lack of supply of the classic Pekabe range, now sadly no longer produced in any quantity. Since then we have received a couple of illustrations of how the plain single block

can be modified to produce a double block with a tang to anchor the end of the cord. Another brand new item aimed at the smaller types of R/C classes is their gooseneck, which we also show in another photo. For more details of all these items you will need to go to their website: www.sailsetc.com

FOOTY FIXTURES

We have been sent a list of the key Footy events for the 2012 season which will no doubt be printed in full in the MYA yearbook but can also be accessed via their website: www.footy.rcsailing.net There are a total of seven formal Open events, including a single day Championships at the Thorpe Park Lake home of the Guildford MYC, as well as a long list of social sailing events where a club will be running sailing and low key racing for the Footies in their own fleet but will welcome visitors interested in the class, with their boats if they own one. The Footy Class Association is very keen to keep all Footy owners informed about the association's activities, especially those who may have acquired an existing boat or are new to the class. This cannot be done without registration which is very easy and free. All that is required is a phone call to the Footy registrar, John Meredith, on 0121 747 2984. He will give you a number for your boat, but in return will need your email address. If you have recently acquired an already registered boat, then he needs to know your email address in order to divert the class information to you as the new owner and if you have recently built a Footy and want to join in the fun to be had by sailing with like-minded skippers; then you will find John very happy to provide you with details of local clubs and events.

TITOU, A FRENCH FOOTY

The small company founded some years ago by noted skipper and model glider flyer Pierre Gonnet remains adventurous in its choices of products and lists among their hulls several multihulls and a range of Marbleheads including the top French boats. Their latest offering is a very tiny boat, the Footy named Titou designed by our old friend Charles Detriche. We have been sent a digital image of the model and look forward to hearing how it sells in France, a country which has always had a taste for both the largest of scales such as their 1/10 scale AC Cup class and the tiny MiniSteam class which was a French initiative.

For more information on this new hull and all their other products an online catalogue is available and with the prices in Euros it should be easy to calculate the equivalent in sterling. Contact PG Modélisme, Pierre Gonnet, 4 Boulevard Chandeysson, 26700 Pierrelatte, France. Tel/Fax: 33 475 96 48 65. Website: www.pgmodelisme.com Email: contacts@pgmodelisme.com

RG65 CLASS ASSOCIATION

Just a short note to the effect that with over 50 owners having requested a sail number for registration it has been decided to form a formal National Class Association as part of the existing ICA which was set up four or five years ago. If you are building a new RG65 over the winter the person to contact is Membership Secretary Tom Brooke (Email: t106675.464@btinternet.com) who is holding complete records of existing owners and keepers, as is the Footy class registrar, to keep track of boats bought and sold, and expects to provide information from time to time via email.

R/C MULTIHULLS AND THE BMMA

For many years the chief source of inspiration for radio controlled model multihullers was the French fleet of ORMA 60 boats which



Charles Sells took this photo of the AC45 Oracle from the Hoe at Plymouth with a modest spec camera. Not too sharp but it shows what a good view of the boats was available to onlookers



The AC Cup boats now travel so fast they have had to build a number of powered cats to keep up with the action. All these have to be shipped to each location as the events move, adding to the cost but offering superb action images

used to race for TV but which sadly declined as sponsors switched to other forms of sailing and thus made them uneconomic. There has been a bit of good news here in that an MOD70 class (Multihull One Design 70) has produced five almost identical one design trimarans using the latest design input which have started a racing circuit in France.

Many readers will be aware of the decision of the America's Cup organisers to switch from classic monohulls to multihulls for the AC Cup which will take place in San Diego, USA using the AC72 class and which has had a promotional and practice series for the smaller AC45 one design running throughout 2011. This event visited Plymouth last year and we were able to watch some of it on a live stream video which showed how exciting it all looked. Local modeller Charles Sells watched proceedings from the Hoe and managed to take a number of photos of the AC45 boats sailing quite close to land.

At a slightly larger scale the small group of multihullers based at

Gosport have been gradually moving on from the classic Ghost Train trimaran and producing boats which handle well and also go fast! This is one of the few current strongholds of multihull sailing in the UK nowadays, although there are a number of members of the BMMA spread around the country enjoying the challenge of designing and building these boats. The lake at Gosport was greatly affected by weed last year but their October meeting drew 10 entrants and a report was posted on the website:

<http://modelmultis.wordpress.com>

Near Bristol there is a new boat named Shinobi which is to the Mini40 class rules and has been sailing very well but has to be put on the back burner when other things such as work take precedence. It is one thing to make an individual boat but quite another to produce a set of moulds suitable to production and sale of replicas, especially when the hulls and foils need to be very carefully aligned for sailing but also demountable for transport in your average size car.

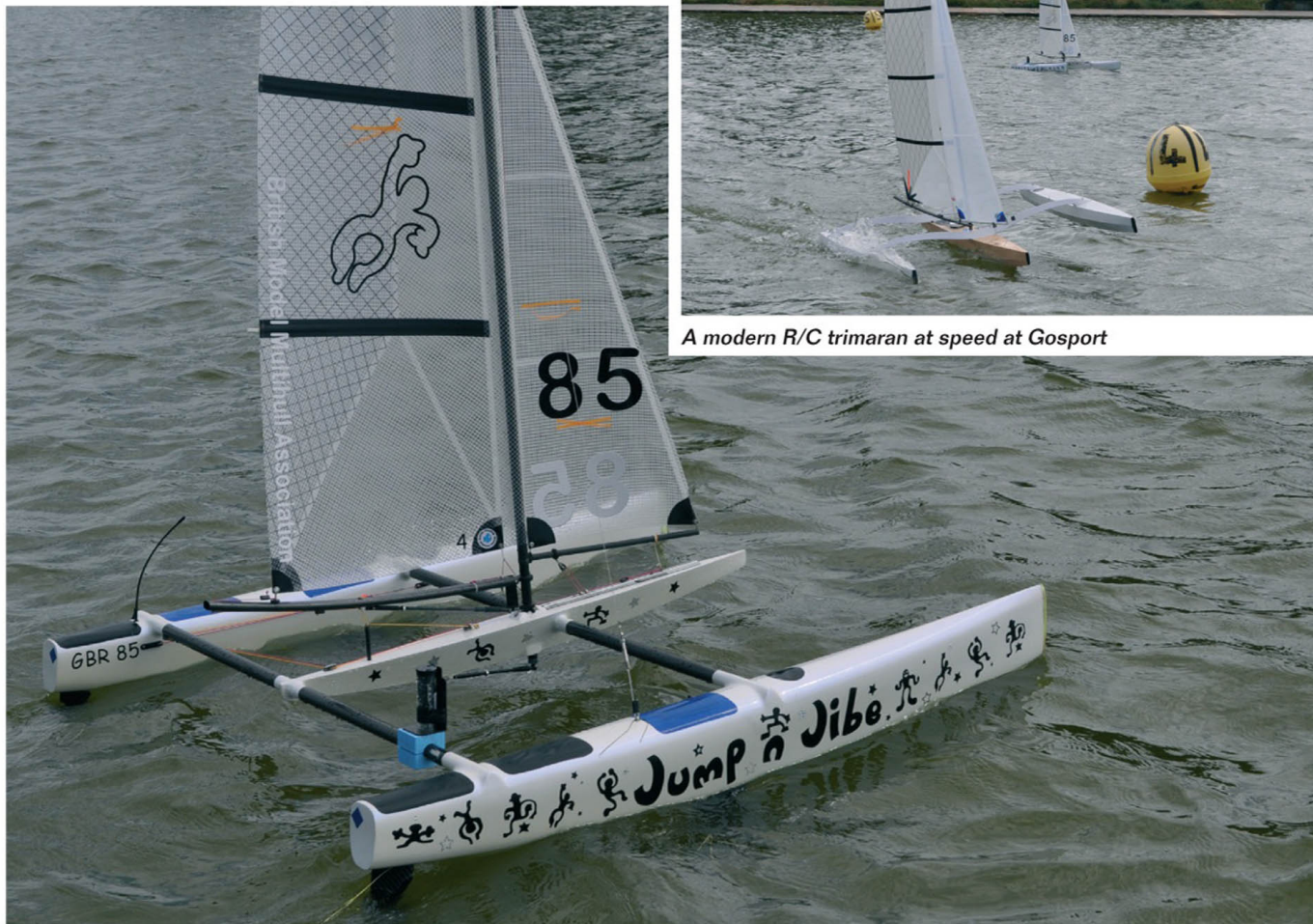
If you are interested in having a go at a boat of this type then the BMMA is well worth contacting and if you can get along to one of their sailing days at Gosport you will be made very welcome. The format of these days is a mix of fleet racing, match racing and speed sailing which they introduced three years ago, just before the AC45 programme was announced!!

CONCLUSIONS

As usual I want to thank several people for their input into this month's column, notably Mike Dann, Robbie Nevitt, Charles Sells and Roger Stollery. **MMI**



A modern R/C trimaran at speed at Gosport



This superbly finished cat is typical of the new generation which have progressed performance since the early 1980s when they were definitely far less practical than a trimaran

HMS ALBION

AUTHOR: PATRICK BONIFACE

A DETAILED LOOK AT THIS FULL SIZE WARSHIP FOR MODELLERS WISHING TO SUPER DETAIL THEIR MODELS



HMS Albion port side

The Government's Strategic Defence Review in October 2010 put a dark cloud over the future of the Royal Navy, with the most severely affected component being the amphibious community. At the heart of this capability were the two Albion class assault ships, HMS Bulwark and the subject of this article, HMS Albion, both have now been placed into extended reserve.

HMS Albion and her sister ship were built to replace the elderly steam driven Fearless and Intrepid in the mid 1990s. The duo offers a vast improvement over their predecessors and was custom designed to take advantage of new technology.

Each ship has a displacement of 18,500 tonnes and is home to a complement of 342 men, which rises to around 650 when the Royal Marines detachments are embarked. The ship has no offensive weapon systems, other than the embarked Royal Marines force, but for self-defence the ship is fitted with two 20 mm B-MARC guns positioned on top of the bridge wings port and starboard, two Dutch SIGNAAL Goalkeeper close in weapon systems and two mini guns positioned on sponsons at the extreme rear of the ship.

According to the Ministry of Defence, "The ship's primary roles are to embark and transport, and to deploy and recover by

helicopter and surface means, troops, their equipment, vehicles and miscellaneous cargoes forming part of an amphibious assault force: secondly to act as the afloat command platform for the Commander Amphibious Task Force (CATF)." To facilitate these tasks plus humanitarian aid and non combative operations the ship was designed with a floodable rear dock capable of accommodating four Landing Craft Utility (LCU's), plus an additional four Landing Craft Vehicle and Personnel (LCVP's) held in davits along the ship's side.

Since commissioning into service on 19th June 2003 HMS Albion has travelled halfway around the world and participated in numerous maritime exercises with friendly forces. Amongst the highlights of her career so far include Operation Phillis when on 11th November 2004 the assault ship was ordered to the Ivory Coast to assist in the evacuation of British nationals from the civil war in the country, and in April 2010 when Icelandic volcano Eyjafjallajökull erupted HMS Albion was sent to Santander for Operation Cunningham, the evacuation of stranded air passengers and the third battalion The Rifles and RAF personnel back to the United Kingdom. Both these operations proved the value and flexibility of the design. **MMI**



Starboard side aft

DATA BOX

Length Overall: 176 metres

Beam: 29 metres

Draught: 7.2 metres

Standard Displacement: 18,500 tonnes

Propulsion: 2 Wartsilla 16V 32E and 2 Wartsilla 4R 32E driving two 5-bladed fixed pitch propellers

Speed: 18 knots

BATTLE HONOURS

Algiers, 1816

Navarino, 1827

Crimea, 1854-5

Dardanelles, 1915

HMS Albion port side aft quarter



Stern doors



Port side passageway looking forward



Aft superstructure



Flight deck looking forward



Starboard bridge wing looking aft



Crane on flight deck



Mini gun, extreme aft of the ship



Starboard rear bridge wing



Detail of aft superstructure



Flight deck looking forward slightly different angle



Communications masts



Details



Forward masts



Satellite communications



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Model Length 45"

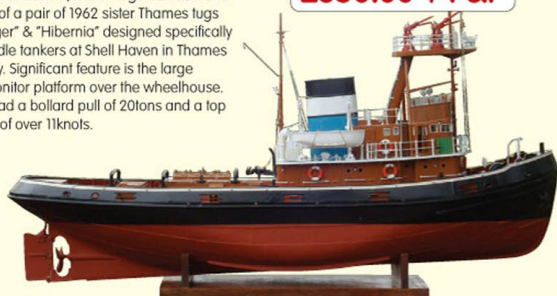
Model Beam 12"

Displacement +/- 41lbs.

This is our new kit, Motor Tug AVENGER. She is one of a pair of 1962 sister Thames tugs "Avenger" & "Hibernia" designed specifically to handle tankers at Shell Haven in Thames estuary. Significant feature is the large fire-monitor platform over the wheelhouse. They had a bollard pull of 20tons and a top speed of over 11knots.

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BUILDING BARB'S BOAT

PLANS AND WOODPACK FOR A FUN SPORTS RUNABOUT

AUTHOR: CLARK SALISBURY



BARB'S BOAT SUGGESTED BILL OF MATERIAL

Item	Quantity	Description
1	1	1/8" x 12" x 48" Lite Aircraft Plywood
2	3	1/8" x 6" x 36" Balsa sheet
3	1	2" x 2" x 12" Balsa block
4	1	24" x 12" Acrylic clear sheet, .015 thick
5	1	Graupner electric motor, speed 600, BB (with ball bearings)
6	1	Jeti ESC (electronic speed controller) Jeti Model JES 350
7	1	2-channel radio, with one standard servo
8	1/2 pint	Fibreglass resin, note that no cloth is req'd
9	1	Dumas #3003 propeller
10	2	Sig #SH 216 hinges
11	1	Dumas #2604, propeller shaft, and stuffing tube, 1/8" diameter, 10.5" long
12	1	12" piece of 1/16" dia steel rod, for rudder pivot
13	1	Epoxy set
14	1	Control horn, for rudder control
15	1	7-cell 8.4 volt NiCad battery, 2000 mAh
16	1	Barbie doll, (lightweight doll of same scale)

ABOVE: Prototype Barb's Boat constructed using a laser cut woodpack taken over by monkeys!

Before we build Barb's Boat, I should probably explain why I decided to build a boat for Barb, (Barbie) in the first place. I have been into R/C models since 1983, and of my five kids, three are girls. Now, my daughters always had their Barbie dolls that they played with, and they saw me playing with R/C models of various sorts the entire time that they were growing up. On more than one occasion, we tried to make Barbie fit in various models (mostly planes and boats) that I had built. The basic problem was always the same. Her scale was always just a little too big for my models. I finally decided to build a boat that would truly fit a real Barbie, although we still had to take off her legs. I thought it would be fun to build a boat that would give Barbie a thrill. Think about it, Barbie is about 1/7th scale, so when her boat is going 20 mph, it will seem to her like 140 mph, and that should be a thrill to anyone. With those thoughts in mind, let's get into building.

THE HULL

The hull of a boat for me is always the most difficult part, and yet it is the part that really has to be done first, sort of like the foundation of a house is always the first.

Cut out all of the parts for the entire boat first. You will notice that some of the parts need to be made as pairs, so stack the balsa two high, and just glue around the edges, so that you can cut both parts at the same time. When you have got the upper deck cut out of Lite-Ply, lay it on a scrap piece of 3/8" thick drywall. Trace around the outside of this upper deck, and cut out that shape with a scroll saw (**Fig 1**). You will notice that I have drawn a line, at 12½" from the front of the hull (**Fig 1a**). This line will be a reference later, for placement of clothespins.

Now that everything is cut out, lay the upper deck on the drywall piece that you have cut out. Put wax paper between the upper deck, and the drywall. Now, glue the rear hull piece to the rear of the upper deck (**Fig. 2**), holding it in position with the hull locating pieces that you have cut from Lite-Ply. Glue in the front bulkhead plywood piece also, at the position indicated on the plans. Hold it in place with a glue bottle, or something else, that will keep it vertical while it dries. When this assembly is dry, take it off the wax paper for a minute, but then put it right back down. This time, put clothespins at the 12½" marks to hold the upper deck against the drywall. Put one of the 1.1" display stand side pieces under the rear of the upper deck (**Fig. 3**). This holds the necessary curvature of the upper deck.



Fig 1 – Temporary building board

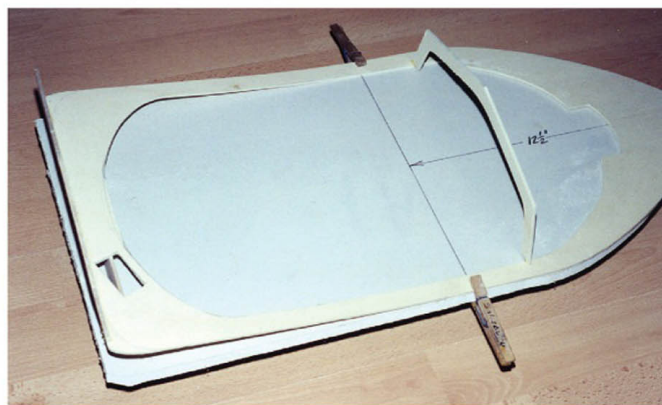


Fig 1a – Supporting the deck ready to build the curvature



Fig 2 – Assembling the transom using the angled guide pieces

Stern view of Barb's Boat at speed



Now you are ready to glue on the hull sidepieces. Notice that they are glued on in two phases. In phase one, just glue the sidepiece to the rear hull, and only as far as the front bulkhead. When you have done this on both sides, and the glue has dried, it is time to do some balsa bending. I used a paintbrush to wet both sides of the front hull sidepieces, before I bent them and glued them to the upper deck. You can use clothespins (Fig. 4) to hold the curvature, and t-pins to hold the pieces together, where they join at the front. When this has dried, take some time to sand the hull sidepieces, where they will contact the hull bottom pieces. A much better fit will be achieved, if you sand to the angle that these pieces connect at. Gluing the bottom hull pieces is also done in two phases (Fig. 5). First glue the rear hull bottoms in place, and then repeat the wetting process of the balsa, so that the balsa can be bent to meet

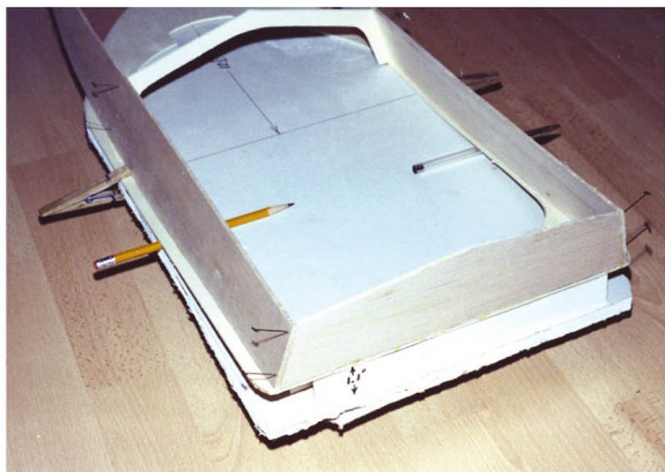


Fig 3 – A sidepiece of the stand is used to support the deck while the side panels are fitted



Fig 4 – Clothespins used to hold the bow side panels after a coat of water to help bending



Fig 5 – Fitting the bottom hull panels



Fig 5a – Extra support to hold the bow shape with elastic band clamps and pins

at the front. I used a lot of t-pins, and elastics to hold the bent balsa in position while it dried, for the second phase of gluing. Turn over the hull now, and glue on the rudder mount, and the propeller shaft mount. The hull is now complete, so sand off the excess balsa, where the bottom hull pieces have overlapped and the sidepieces.

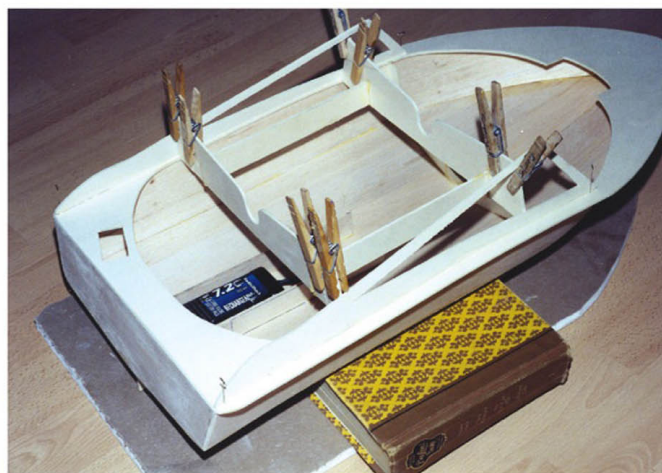


Fig 6 – The stand used as a temporary jig to obtain the correct angles for the upper structure

UPPER STRUCTURE

At this point, the display stand should be built. The dotted lines indicate where cuts should be made on the front and rear panels of the display stand. Don't throw these pieces away, because they should now be reattached to the display stand with clothespins, and the entire display stand becomes a jig. Turn the display stand upside down, and put it on the top of the hull. It should fit nicely as a jig, and the side window mounts can now be glued in place (Fig. 6). When this is dry, simply remove the clothespins, and the jig will fall away.

FINISHING THE BOAT STRUCTURE

Glue the propeller tube mounts in place, by holding them in the correct position with tape on the propeller tube, both inside and outside the hull. Let this dry, and then the propeller tube can be epoxied in place, inside the hull and outside the hull (Fig. 7). Now, the motor mounts, and battery tray sides can be glued in position. Note that the motor is test fit into position also, with the universal joints in place also, to make sure the alignment is correct (Fig. 8). Now, you can glue in the dashboard, by adding the 1/4" supports underneath first, and glue in the upper windshield rim, with its centre support piece (optional) (Fig. 9). The instrument panel can also be glued in place, make sure you wet it a bit, because it must bend to fit the curvature of the dashboard. Note that the instrument panel is put in place in the left and the right side of the boat, with



Fig 7 – Prop tube now in place



Fig 8 – Check alignment for the motor and prop shaft

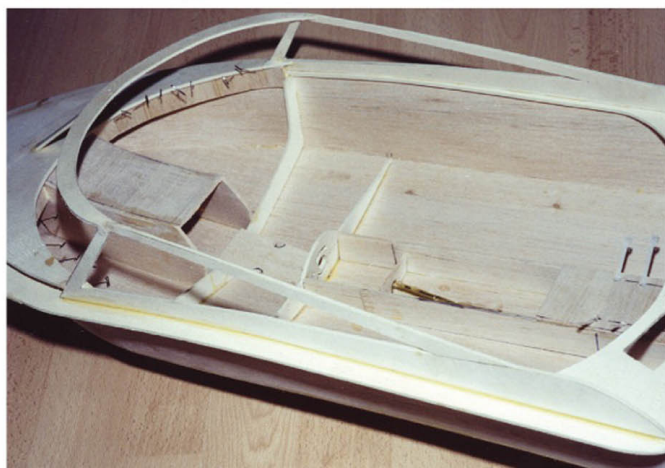


Fig 9 – Dashboard in the course of being fitted



Fig 10 – Removable deck and seats now complete

the centre left open, under the dashboard, to allow cooling air to reach the motor, through the console. The windshield itself should be cut and test fitted. It is attached with the small screws, three places on each side. The console side pieces, and then the console top panel can be added also, just make sure that cooling air for the motor can flow freely through the console. The radio/speed control mount can also be added on top of the battery tray, just make sure that you add the nylon ties before you glue in the mount, as this will be impossible to do later.

BUILDING THE INTERIOR DECK

The interior deck is completely optional, as far as the function of the boat, but it sure makes the boat look real. The seats are cut out from the balsa block, and you will want to draw the seat profile on all sides of the balsa block before cutting out the seats. (Fig. 10) shows the interior deck completed. It has the seats in place, the engine cover pieces glued in place, and the radio cover pieces also glued in place. If you are going to stain the deck, it is best to do this before gluing anything in place.

MAKING THE GAUGES AND GAUGE HOUSINGS

Again this part is completely optional, but it adds a lot of realism. The tricky part is cutting the plastic tubing to fit the contour of the instrument panel. On the plans, you will see the cutting shape for the gauges so draw on the top of the plastic tube the curvature that you need to cut, for all three gauges. I epoxied the 7/16" wood dowel into the plastic tubing before cutting it all to the correct curvature. Now you glue the three gauges' housings to the instrument panel, using regular wood glue, since the wood dowel is inside the plastic.

PAINTING AND FIBREGLASSING

The bottom of the hull and the rudder should be covered with 2 ounces of fibreglass, (there is no need to use any cloth). When the fibreglass is set, sand it smooth, and then mount the rudder to the rear of the hull. Note that the rudder is mounted with a hinge. The rudder itself, and the rudder mount on the bottom of the hull both need to be slit, so that the hinge can fit in place. Use a thin cut off disc on a Dremel tool to make the slits, and then epoxy the rudder hinge in place. Note also, that the steel rod needs to be epoxied to the top of the rudder, so that it can pivot in the upper hole. After the steel rod has been epoxied in place, add the reinforcement pieces to help retain the steel rod, as shown on the plan. I also added a small screw through the rudder, and the rudder mount, to help hold the rudder in place. These screws can be ground off flush. Now, you should be ready for paint.

I sprayed three coats of white paint on the boat, including the interior; the seats are painted separately, since I did stain the interior deck floorboard. I also had to mask off the floorboard, so that the engine cover and the radio cover could be painted. I then added some trim pieces, which is easy since they have an adhesive on the back side, and they do dress up the boat quite nicely. The plans give the patterns for all of the trim pieces that you see in pictures, but do make sure that you make left, and right pieces so they can fit both sides of the boat.

INSTALLING RADIO AND DRIVE GEAR

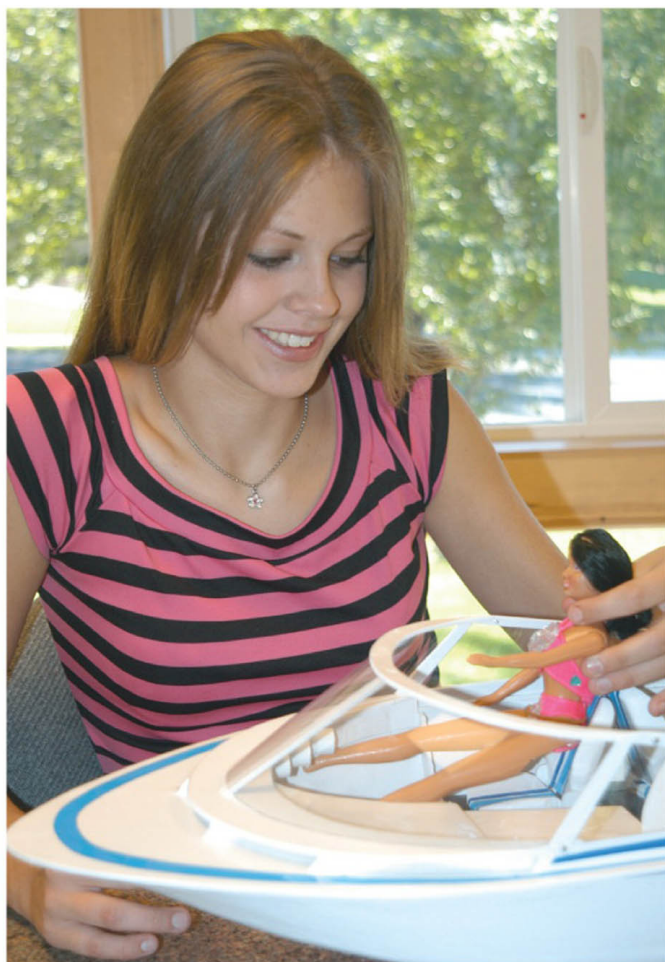
To install the drive, cut the steel propeller shaft to exactly 8¾" long. Make sure you cut the end that does NOT have the small hole. This small hole is for mounting the propeller. Flatten a small spot on the end of the shaft that you just cut, for about 3/16", and do this also on the motor shaft. This will provide a place for both of the set screws to locate, when installing the universal joint, and will prevent the universal joint from slipping off. Also, use a light oil to lube the propeller shaft before putting it in the tube, and I added a drop to the ball bearing on the Graupner motor also. The propeller has to be mounted after the shaft is in the tube, and then the universal joint is put in position, then the motor. At this point, tighten up the motor mount screws, and the universal joint. The radio receiver is mounted at the rear centre, using the nylon ties that you put in earlier. The speed control may be mounted directly in front of the radio, or along the side of the battery, if the wires are not long enough. The battery is retained by adding a 2½" long 3/16" diameter wood dowel, at the front of the battery, through the battery tray sidepieces. Barbie, or Barbie's lightweight cousin can be retained with nylon ties to the seat. I ran the radio antenna out the rear deck, and I added a little balsa block under the deck to help support the radio tube, but you may be able to run the antenna inside the hull, just do a range check before you go to the water.



Dashboard detail now fitted

RUNNING BARB'S BOAT

Before taking Barb's Boat to the nearest pond, or lake, make sure that there is enough rudder travel. There should be a total of 70 degrees of travel, and you can check this with the rudder gauge, by holding it to the top of the rear hull, and moving the steering control on the radio back and forth. Also, just be sure that right is right, and left is left. Make sure that pulling your trigger in gives forward motion also. I like the servo reversing switches that virtually all new radios have, because you can hook up the wires any way you want, and still get the servos to work the way you need them too. OK, now you can put the boat in the water, and be prepared to have some fun. I get about 8 minutes of fun with a 1500 mAh battery, and you can get more, if you want to spend more on a higher capacity battery. Barb's Boat can handle small waves, but any greater than 2" waves means Barb better take a break till the water is calmer.



Completed model with crewmember taking her seat!



Rita with Barb's Boat

NOTES ON USING THE LASER CUT WOODPACK

The Traplet laser cut woodpack available for this model makes construction very easy. It is a good idea to sand all edges before gluing to remove any traces of burning caused by the laser cutting process. Also, to create a smooth surface on panels with scarf joints it is an idea to coat the joints with filler like P38 and rub smooth when set. The side panels for the hull and deck are slightly oversize and need sanding down when fitted. The windscreen, cut from a piece of 1 mm clear Plasticard is mounted on the outside of the windscreen framework and screwed in place. **MMI**



Testing the water

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RMS TITANIC

CHOOSING A SCALE PLASTIC MODEL OF THIS FAMOUS LINER

AUTHOR: ROBIN TROTT

The 15th April 2012 marks the 100th anniversary of the sinking of the Titanic. I will try to give you some idea of what plastic kits are available to modellers and show the variety of scales that the Titanic model can be found in. I will begin with giving a brief history of the liner and how she came to sink taking so many lives with her.

THE SHIP

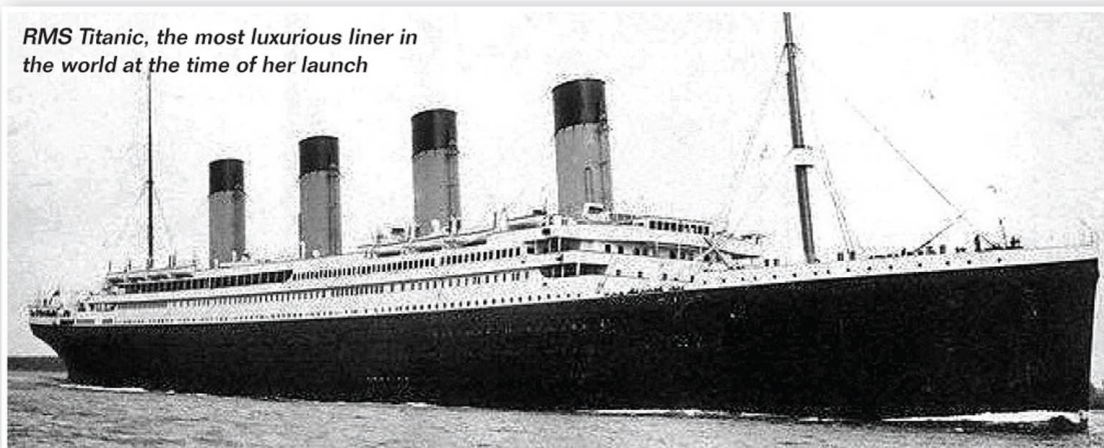
The Titanic was built in the Harland and Wolff shipyards in Belfast, together with her sisters the Britannic and Olympic. Her keel was laid down on 31st March 1909; a work force of many thousands of men went to work on her construction. Her hull was completed ten months later and at the time of the Titanic's launch on the 31st May 1911 she was the largest man-made movable object in the World. Fitting out now began with the instillation of her massive engines and no less than 29 boilers, all these were needed to power the ship's turbines and give her a cruising speed of over 21 knots. These turbines also powered the generators to give the Titanic its lighting and to power many other fittings installed within the ship's luxurious interior. These included the first class passengers' squash racket court, a Turkish bath, fully equipped gymnasium, swimming pool, Parisian style cafe, à la carte restaurant and much more for those people that could afford this style of living.

Once the fitting out and sea trials were completed she was officially handed over to the owners, the White Star Line, on the 2nd April 1912. She then sailed from Belfast to Southampton where command of the ship was given to Captain Edward J. Smith, who had been due to retire but was persuaded to stay on and take over the Titanic for her maiden voyage. He was a very experienced Captain with many years of service at sea including time in the Royal Navy.

RMS TITANIC

Class: Olympic-Class Ocean Liner
Gross Tonnage: 46,328 tns
Displacement: 52,310 tns
Length: 882 ft 9 in
Beam: 92 ft 6 in
Height: 175 ft (keel to top of funnels)
Maximum Speed: Approx 23 knots
Propulsion: 2 triple + 1 quadruple blade propellers
Engine hp: 50,000
Fuel: Coal
Fuel Consumption: 825 tons per day
Capacity Passengers and Crew: 3,547

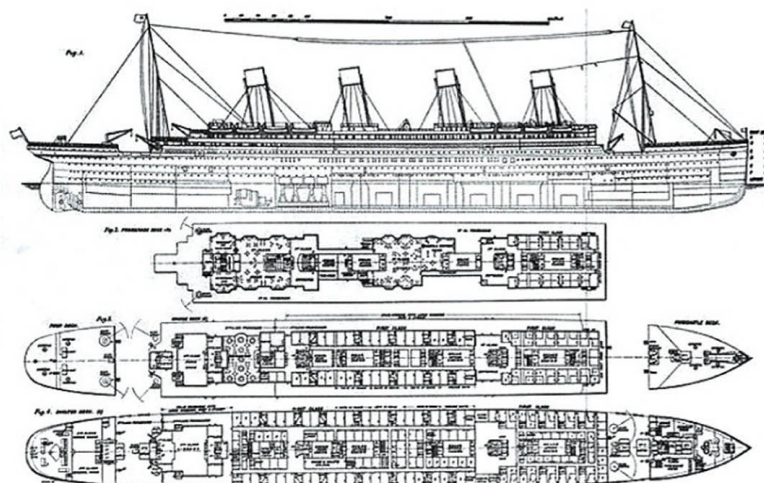
RMS Titanic, the most luxurious liner in the world at the time of her launch



THE MAIDEN VOYAGE

After coaling and taking on board all the necessary supplies for the voyage, she departed Southampton for the trans-Atlantic crossing to New York on 10th April 1912 with 914 passengers. From Southampton she sailed across the English Channel to the French port of

Cherbourg and onto Queenstown in Ireland, embarking more passengers at both of these destinations bringing the total number of passengers and crew to just over 2,220. She departed Queenstown at 1.30 pm on the 11th April and headed out across the Atlantic. During the voyage she received several warnings from other ships heading for England informing her that there was ice ahead. At 12.00 on the 14th April Captain Smith altered course to go further south based on the ice reports they had received. A further nine reports were received during the course of the evening, but some were not passed onto the officer on the bridge. The Titanic was cruising at 21.5 knots, it was a very cold and dark night with no moonlight, the last warning came from the SS Californian at 11.00 pm on 14th April, but the message was cut off by Titanic's wireless operators.



LEFT: Plan of the Titanic

DISASTER

Just before 11.40 pm the crow's nest lookouts spotted a dark object 500 yds away in Titanic's path. They immediately contacted the bridge, "Iceberg right ahead", orders were given to go hard a starboard to avoid the iceberg but it was too late. The Titanic struck the iceberg on the starboard side, it was only a glancing blow but it was below the waterline causing the rivets to fracture and shatter making the hull plates buckle under the pressure and open a hole in the side of the hull allowing water to flood in. The watertight bulkhead doors were closed, this was supposed to make the ship unsinkable once they were closed (there were 16 watertight compartments on Titanic, the bulkheads dividing them extended to above the waterline). The problem was if only two of the compartments had been damaged and flooded the ship would have survived, but five of the compartments had been breached so the weight of the water in these compartments caused the Titanic's bow to gradually sink below the waterline. This allowed the water to flow over the tops of the bulkheads flooding each compartment in turn, the ship was now doomed. As each compartment filled, she became lower and lower in the water as the sea began to creep through the Titanic and along the decks.

At 12.05 am 15th April Captain Smith ordered the lifeboats to be readied for lowering, wireless distress calls for assistance using CQD and the new call sign SOS were sent out and also distress rockets were fired. The first of the lifeboats was lowered at 12.45 am, the problem was there were only 16 lifeboats and 4 collapsible lifeboats, enough space for only 1,178 people (this was the maximum amount of lifeboats a vessel was required to carry under the 1894 Board of Trade Regulations. The last lifeboat was lowered at 2.05 am, at 2.18 am the Titanic's lights that had been shining so brightly all went out. The end came at 2.20 am when she broke in two and plunged below the waves taking over 1,500 passengers and crew with her including Captain Smith. Only 710 survivors were left to be rescued by the Carpathia when she arrived at the scene at 4.10 am, the first rescue ship to arrive. The rest had perished with the Titanic; it had taken only 2 hours and 20 minutes for the unsinkable Titanic to disappear completely.

THE ENQUIRY INTO THE LOSS

A Board of Trade Regulations enquiry was set up following the sinking and it deemed that the loss of the Titanic could not have been foreseen at the time, due to the damage sustained by the collision with the iceberg. Following the enquiry safety at sea regulations were changed, this included increasing the amount of lifeboats and life saving equipment carried by ships. It also called for the formation of the International Ice Patrol Service to monitor icebergs drifting into the shipping lanes.

The Olympic and Britannic were both heavily modified to increase their safety following the loss of their sister ship.

THE WRECK IS FOUND

Seventy-three years after the Titanic had vanished into the sea; her wreck was discovered on the 1st September 1985. She lies two and a half miles down broken in two sections with debris scattered over a wide area. Over the years since her discovery many artefacts have been brought back from the deep and are on show in many places around the World. But time is running out for the Titanic now, after so many years on the seabed the wreck is decaying at an alarming rate as underwater microbes are eating the steel away. Eventually there will be no trace of her to be found, but the Titanic story will live on forever to the memory of those that perished on that cold April night.

This is only a brief account of the loss of the Titanic but there are many books and publications available giving the full account of the tragedy. The Internet is also another good source for any information.

FINDING THE RIGHT PLASTIC KIT

This is just a list of some of the Titanic plastic kits that can be found – there will be some I have not included but I think from this selection there will be a model to suit any modeller. The scales of these models range from 1/350 to 1/1200 and also the complexity of the build varies considerably from model to model.

REVELL MODELS

Model No.: 05804

Scale: 1/1200

Length: 22.3 cm

Parts: 40

Model No.: 65804

Details as above model except this is a model set complete with paint, glue and brush.

Model No.: 05210

Scale: 1/700

Length: 38.4 cm

Parts: 100

The above model is a new release and will be available later this year.

Model No.: 05215

Scale: 1/570

Length: 47.0 cm

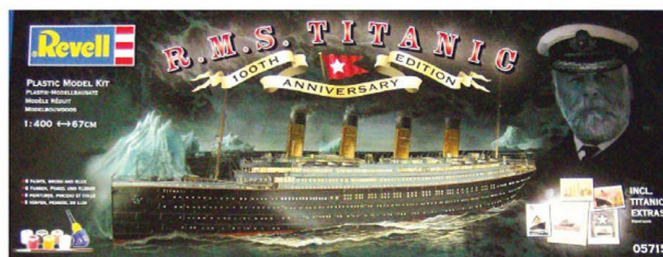
Parts: 96

Model No.: 05715

Scale: 1/400

Length: 67.0 cm

Parts: 262



Revell 100th Anniversary Edition 1/400 scale model's box art



These memorabilia items come with the Revell kit

This is Revell's special 100th Anniversary Edition RMS Titanic set, it includes paints, glue and brush, also included is a set of memorabilia items (postcards, menu, and booklet) specially reproduced for this set.



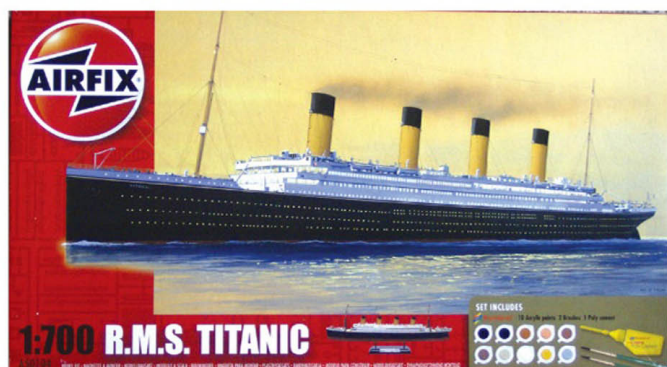
The Revell gift set contains 1/1200 and 1/570 scale models



Model No.: 05705

This is a boxed set that contains two Titanic models, one in 1/570 scale and one in 1/1200 scale, together with seven pots of paint, brush and glue. They are the same models that were mentioned earlier, so value for money this set.

Details of the Titanic under the set box's lift up lid



AIRFIX MODELS

Model No.: A50104

Scale: 1/700

Length: 38.5 cm

Parts: 141

Paints, glue and brush are also included with this model.



Model No.: A50146

Scale: 1/400

Length: 67.0 cm

Parts: 381

Airfix has called this model 'Titanic 100th Anniversary Gift Set'. The set includes 20 small pots of paint, 3 brushes and glue.

ACADEMY MODELS

Model No.: 14202

Scale: 1/400

Length: 67.0 cm



Academy Models' 1/400 Premier Edition Titanic (courtesy Academy)

This model is called 'RMS Titanic Centenary Anniversary Edition'. Academy models are renowned for their quality and detail, this kit is no exception, it includes one of their premium edition kits, laser-cut wooden decking, photo-etched parts, brass metal flagstaff and anchor chain. Also an information booklet and a 150-piece jigsaw is included in the box. I think this model is probably the ultimate complete kit of the Titanic in this scale.



MINICRAFT MODELS

Model No.: 11318

Scale: 1/350

Length: 77.2 cm

Parts: Over 300

This is the largest plastic model of the Titanic that is currently available to modellers. It is a very complete kit that includes photo-etched railings and ratlines, some metal parts, clear parts and monofilament thread for rigging.

The next two models I purchased on eBay, both are discontinued models but can still be found quite often on this site.

Mincraft Centennial Edition



Mini Hobby Models, this was bought on eBay

MINI HOBBY MODELS

Model No.: 4901

Scale: 1/550

Length: 48.0 cm

Parts: 92

The moulding of this model is quite dated and could be more crisp, it includes internal lighting but I left this out as once assembled there is no way the batteries can be changed unless the deck section is left unattached so no rigging can be fixed in place and also because of the poor moulding, the deck needs to be firmly fixed in place.

COLLECTION

This is the only name of maker on the box. It is marked on the box that it is produced in Portugal, but this is all I know about the manufacturer.



This model was also purchased on eBay, maker unknown

Model No.: DF054

Scale: 1/720

Length: 38.0 cm

Parts: 175

When I received this kit I wondered what I would find, on unpacking I found a model that is very finely moulded in three different colours. The detail is quite amazing for a make and manufacturer that I could find no information about. Even some of the portholes and windows are completely open and not just a moulded detail that needs to be painted. Included with the kit is a motor and gears together with prop shafts so the model can be motorised. I have not yet built this model so I am not sure whether the model will float well or whether it should be just to show the propellers turning. Two light bulbs are included to light up the model from the inside.



Close-up of the smallest, Revell 1/1200 detail is still good at this scale



Airfix 1/700 has lot a more detail



Mini Hobby 1/550 version of the Titanic has less detail but was cheap!



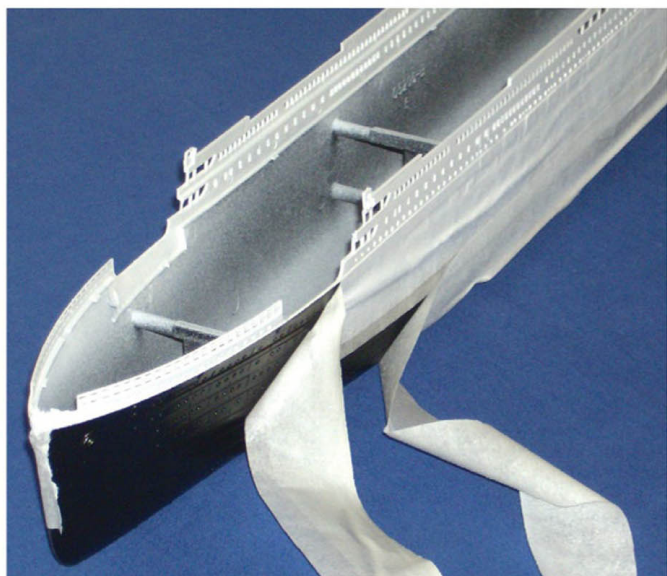
The Revell 100th Anniversary model really stands out in this scale



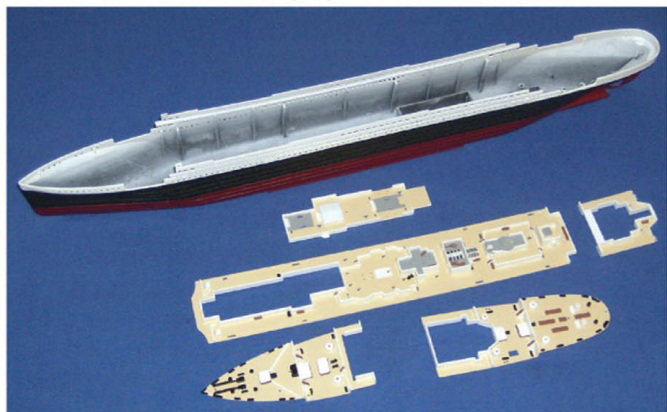
My fleet of Titanic models, left to right: Revell 1/400, Mini Hobby 1/550, Airfix 1/700, Revell 1/1200

BUILDING THE MODELS

I have assembled four of the models all in differing scales to show the variation of the sizes between the models, and how the detail can change between them. The images also show various stages of the construction of the kits, there is not enough room to give full details of the assembly of all four. So I have just picked a selection of images from all four during their building. I hope I have given you an insight into plastic models of the RMS Titanic, so remember if you decide to build the largest model make sure you have space to be able to show your masterpiece off. If not go for a smaller scale there is plenty of choice, and don't forget some of the models are quite complex and expensive!

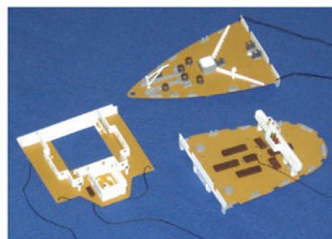


The extensive use of masking tape was used on all of the builds



Painting of decks was made easier before fixing to the hulls

RIGHT: Portholes in the painted white areas were drilled out instead of trying to paint them



On the Revell 1/400 model rigging lines were fixed through the decks to make them more secure

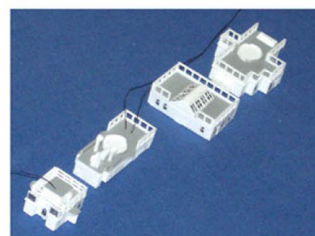
I would like to thank Revell and Airfix for supplying samples and images of their models.

The following is a list of some of the websites where further details of the models can be found:

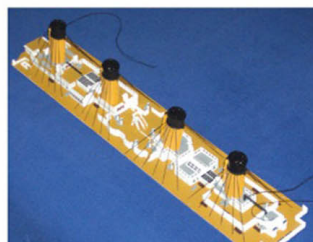
www.revell.de/en
www.airfix.com
www.academy.co.kr
www.minicraftmodels.com



A wash coat of black was applied and when dry excess was scraped away to reveal window frames



Deck superstructure parts were built and painted as sub-assemblies

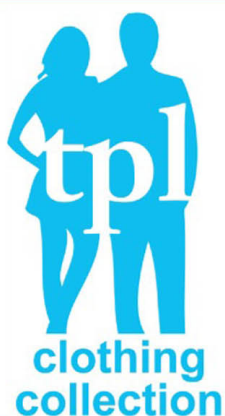


ABOVE: Rigging lines on funnels were attached before deck was fitted to superstructure on this Revell model

RIGHT: Looks like a spider's web from above but rigging does look good on a model



The name Titanic will live forever, Revell 1/400 model (image Barrie)



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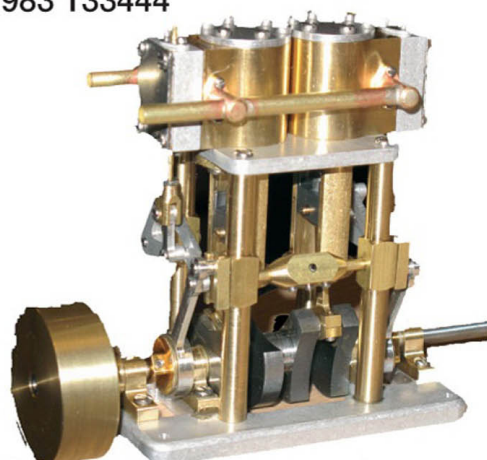
MISKIN MODELS

Suppliers of TVR1A Twin cylinder
slide valve steam engine fully
machined kits or ready built Flywheel
(plain or spoked)

Website: www.miskinmodels.co.uk

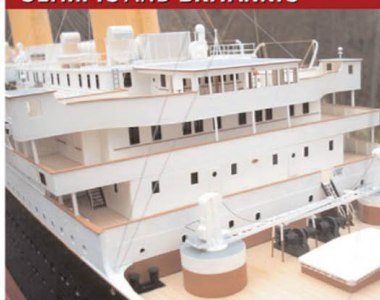
Email: miskinmodels@aol.com

Tel: 07983 133444



DISCOVER MORE MODELLING TIPS FOR THE RMS TITANIC

TITANIC AND HER SISTERS OLYMPIC AND BRITANNIC



Peter
Davies-Garner

TITANIC AND HER SISTERS OLYMPIC AND BRITANNIC

BY PETER DAVIES-GARNER

The 'ShipCraft' series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeller through a brief history of the subject class, highlighting differences between sister-ships and changes in their appearance over their careers. This includes paint schemes and

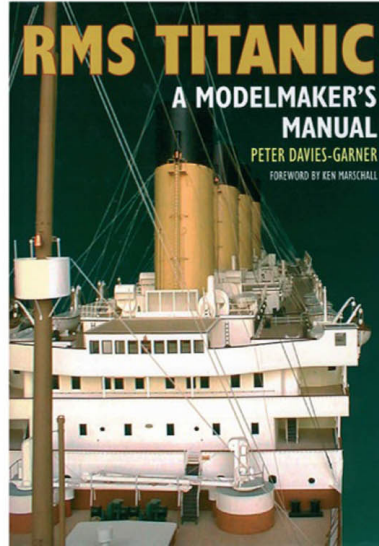
camouflage, featuring colour profiles and highly-detailed line drawings and scale plans. The modelling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing of the ships, and provides hints on modifying and improving the basic kit.

Ref: **TOB**

RRP: **£14.99/\$24.95** + p&p/s&h

RMS TITANIC A MODELMAKER'S MANUAL

PETER DAVIES-GARNER
FOREWORD BY KEN MARSHALL



RMS TITANIC A MODELMAKER'S MANUAL

BY PETER DAVIES-GARNER

This superb book contains all the information needed to build a highly accurate model, down to the tiniest details of the hull's rivets. The work is based on the author's remarkable 18ft model, built to 1/48 scale, and specially commissioned for a travelling exhibition in North America. With this mix of practical information, rare photographs and highly detailed drawings the book can appeal to all Titanic enthusiasts as well as to

ship modellers of every sort.

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WEHRMACHT PIONEER LANDING CRAFT TYPE 39

CHRIS BUILDS A PILABO 39 IN 1/35 SCALE AND GIVES US THE HISTORY ON THESE PIONEER LANDING CRAFT

AUTHOR: CHRIS KOENIG

Landing craft for both personnel and vehicles are most often associated with the US Navy and the Western Allies landing in France during D-Day 1944. There are numerous kits on the market depicting LCVs or LCVPs, but obviously nothing such when it comes to German military operations. By chance your author, Chris Koenig, got access to very rare World War II pictures of landing craft in action – and decided to build a model in 1/35 scale...

The modernisation of armed field forces throughout Europe in the early years of the 19th century included all branches. As a true matter of fact, many conflicts in those days took part in a remote location, although involving European powers. Sending a gunboat quite often solved the dispute – and such shows of force

had been daily business for all countries with colonies or overseas dependencies. At times, naval infantry had to be brought ashore to end conflicts, which proved ambitious in those days.

Landing practice became an essential part of the naval boot camps in Germany, and by 1900 the first landing operation was carried out embedded into an army manoeuvre. Lack of suitable craft forced the German navy to rent freighters and cargo ships, which – along with warships – sailed for a not so distant beach to unload their troops. The soldiers of the German army's No. 9 Pioneer Battalion based at Hamburg-Harburg relied on surf boats and even plumper row boats designed to carry horses and small ordnance all across the breakers, to bring ashore some basic fire power. Imagine horses standing in row boats and then think about



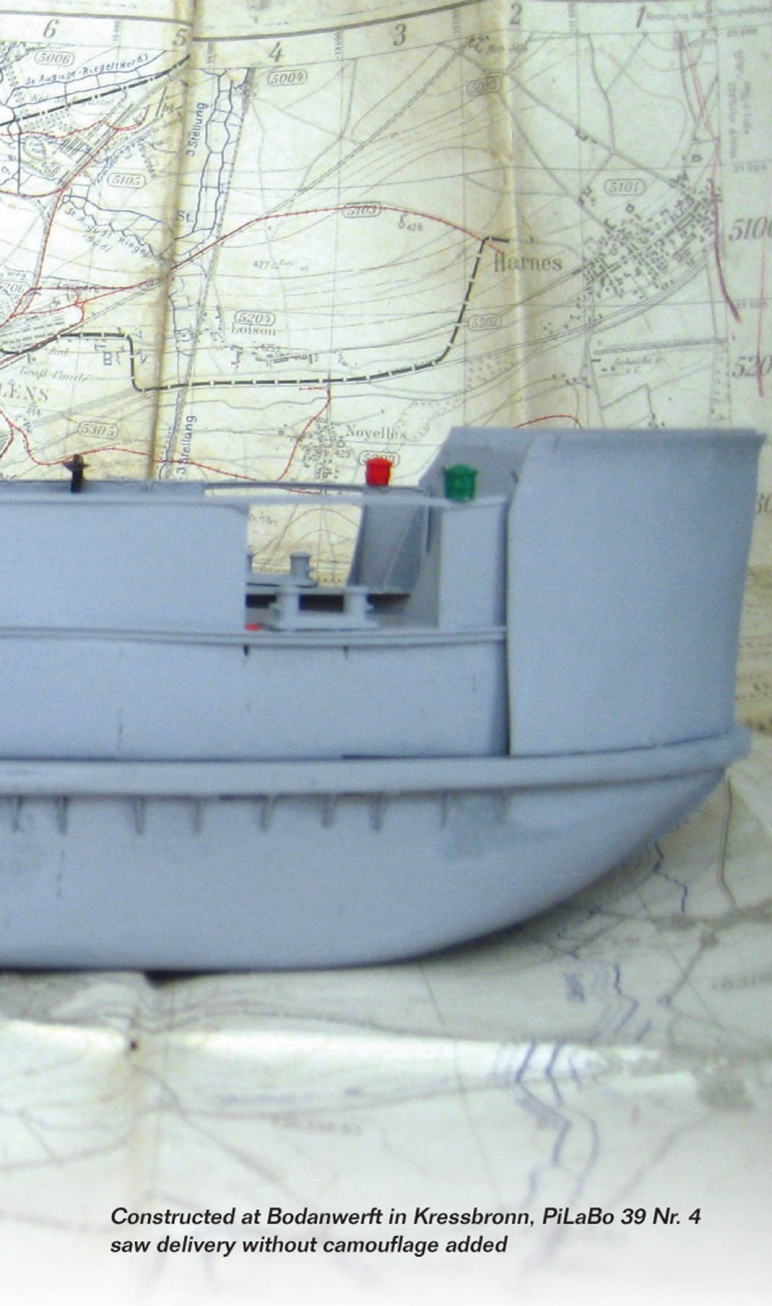
You are so cheap: the hull has been constructed using balsa and plywood



Tunnels for the propellers are visible in the aft end of the hull



PiLaBo 39 hull and deck are separated to allow for R/C installation



Constructed at Bodanwerft in Kressbronn, PiLaBo 39 Nr. 4 saw delivery without camouflage added

the ocean – any such operation obviously relied on calm weather and very brave animals. Not necessarily something you will find, when there is some riot on the beach and insurgents firing their guns in anger!

This might have been in the heads of the commanding officers of No. 9 Pioneer Battalion, too. Modernisation of the armed forces was well underway, although at the same time the majority of movements had to be made making use of horses. To allow their armed forces to move much quicker when approaching shorelines or traversing rivers, they thought about a special vessel to transport either ten horses or 70 infantry. The all metal construction would include a ramp at the aft end that could be lowered – the landing craft was born! By 1903/04 the plans of 'Pferde Boot 9' (Horses

Boat 9 = 1909) had reached their final stage and a first prototype took to the water. Its dimensions of 10.20 metres in length (10.50 metres pp), 3.40 metres in width and with a shallow draft of just 0.60 metres resulted in a calculated displacement of four tons, with an additional ten tons of payload. Even higher waves had been regarded to



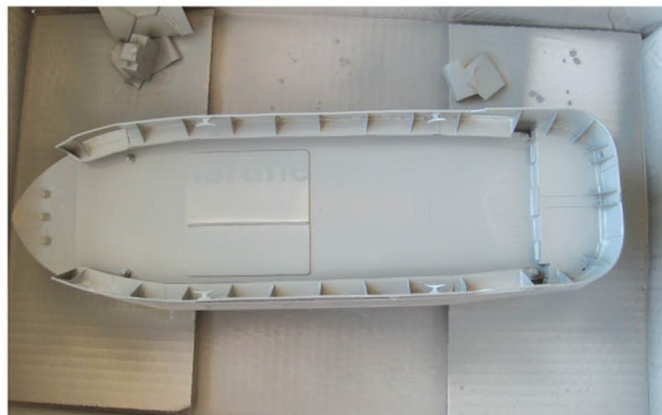
The deck is mounted, with railings made from cardboard already installed



Aft section of the craft while under construction



Main components of PiLaBo 39 are assembled and ready for the first layer of primer



All primed and prepared for spraying in grey

as 'harmless', as the boat's height was 1.59 metres. As a steam engine was regarded as unnecessary for this craft, steam powered launches or tugs would have been deployed to move the barge into combat.

A pre-production series was ordered in 1904 and delivered to No. 9 Pioneer Battalion, where the boats served as hull numbers P.B. 9 L.N. 1 – 13. The battalion was quite enthusiastic, as the landing craft eased river crossings and transport jobs tremendously. Other Pioneer Battalions were eager to get the same boats, which resulted in several yards to start serial production runs in 1909. Schloßwerft R. Holtz of Harburg built P.B. 9 L.N. 14, with H. C. Stülcken Sohn of Hamburg (P.B. 9 L.N. 15 – 16 and 31 – 38), Reiherstiegwerft of Hamburg (L.N. 17 – 30) and another unidentified yard producing (P.B. 9 L.N. 39 - P.B. 9 L.N. 65) between 1909 and 1915 respectively. The individual fates of the craft remain unknown, but in 1921 six such vessels were still in existence.

After the end of World War I and under legislation of the Versailles treaty, Germany was allowed a very small contingent of self-defence forces, called 'Reichswehr'. Within Reichswehr, a No. 2 Pioneer Battalion (Pi.-Btl. 2) was in existence which operated six of the former Pferde Boote 9. By 1924 a modernised version of this boat appeared, designated Pferdeboot 24 (Horses Boat 1924). The appearance of the new design was fairly the same as of the old one, making it quite difficult to differentiate the two craft. A substantial number were built, but by the end of the 1920s the Reichswehr Pioneers called for an even bigger, at best motorised landing craft to cope with increasing demands. These had been



ABOVE/BELOW: Spray painted grey all over, PiLaBo's deck awaits a paintjob in drab olive



The engine lid is painted in drab olive using a brush



largely due to the fact that motorised vehicles, such as lorries, command cars, small tanks had been allowed in the forces – automobiles the existing Pferdeboot 24 could not cope with. No. 2 Pioneer Battalion asked a small yard called Bauerwerft of Hamburg, Germany, to help. The Bauer yards constructed a Pioneer Landing Craft that resembled a small inshore ferry in 1936/37, which went into test service in 1938. The name of this craft was Pionierlandungsboot 1938, abbreviated PiLaBo 38 (Pioneer Landing Craft Type 1938). The boat was a big swizz!

ABOVE: Twin props, rudders and protective struts made from cardboard and styrene

LEFT: If seen from the side the model reveals how well the props have been protected by its tunnels and struts

Two local yards of Bremen (Rolandwerft) and Kressbronn (Bodanwerft) came up with an alternative, which they called small Landing Craft 39 (Type A). The boat's engineers had listened to Pioneers' demands and consequently designed two separable hulls made from steel that could be mounted together in just a few minutes working time. The hull halves could be transported on lorries or special railway wagons and in the worst case could operate alone: each hull contained a MWM Motoren-Werke-Mannheim four-stroke engine rated at 84 hp! The dimensions had been in line with Pioneer specifications: 14.80 metres by 4.55 metres, with a draft of 0.60 metres and a total height around 1.70 metres. Speed was around seven to eight knots fully loaded, and boarding and unboarding was eased as the boat had two bow doors and a retractable ramp. Within the Wehrmacht's nomenclature the craft was designated PiLaBo 39 (Pionierlandungsboot 1939 = Pioneer Landing Craft Type 1939). While undergoing intensive test runs, the S/N 1 proved to be an excellent design. Only two minor modifications were asked for and the series production therefore came with a longer hull (15.00 metres) and a width of 4.65 metres, which increased the payload to 20 tons.

At Bodanwerft, these changes had been incorporated in the Type A design, which was then renamed Type B. Serial numbers 2 – 24 were ordered right away (and delivered by Bodan yards until 1942), while other ventures started to produce the stubby landing craft, too:

PiLaBo 39 Nr. 25 – Nr. 50	Order cancelled
PiLaBo 39 Nr. 51 – Nr. 54	Meidericher Werft, Duisburg (1941-1942)
PiLaBo 39 Nr. 55 – Nr. 61	Berninghaus, Cologne (1941-1942)
PiLaBo 39 Nr. 62 – Nr. 63	Berninghaus, Cologne (1941-1942)
PiLaBo 39 Nr. 64 – Nr. 65	Bausch, Cologne (1941-1942)
PiLaBo 39 Nr. 66 – Nr. 68	Meidericher Werft (1941-1942)
PiLaBo 39 Nr. 69 – Nr. 70	Übigau, Dresden (1941-1942)
PiLaBo 39 Nr. 71 – Nr. 90	Order cancelled
PiLaBo 39 Nr. 91 – Nr. 100	Kremer, Elmshorn* (1941)
PiLaBo 39 Nr. 101 – Nr. 110	Ruthof, Mainz (1941-1942)
PiLaBo 39 Nr. 111 – Nr. 118	MAN, Gustavsburg (1941)
PiLaBo 39 Nr. 119 – Nr. 122	J. Braun, Speyer (1941)
PiLaBo 39 Nr. 123 – Nr. 126	Ebert, Neckarsteinach (1941)
PiLaBo 39 Nr. 127 – Nr. 128	Spatz, Gernersheim (1941)
PiLaBo 39 Nr. 129 – Nr. 200	Order cancelled

Kremer (*) boats had been modernised to PiLaBo 41 standards.

Basically, all wartime projects in Germany had to compete for resources and technology. Due to this competition, more powerful four-stroke six-cylinder 90 hp Daimler Benz diesel engines had been on the agenda but could not be fitted to every boat of the later production. Regardless of the engine all boats managed to sail approx 390 nm on 1.6 tons of diesel oil. Unarmed, machine guns could be mounted, with many different arrangements known (ranging from 0.792 cm single mounts to 2 cm Flak 38 quadruplets or single/twin barreled 3.7 cm guns).

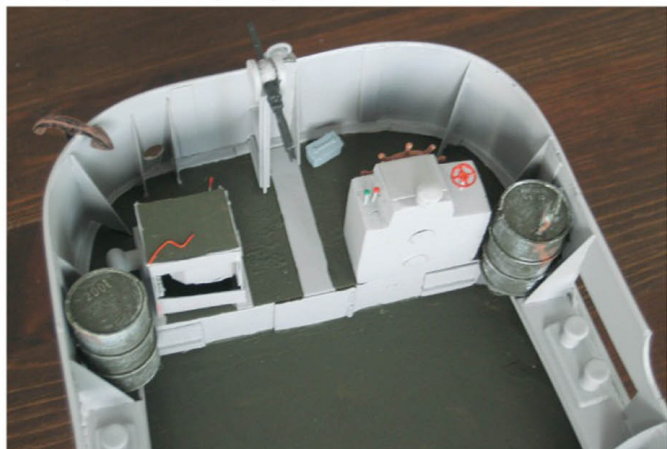
Wherever there was a river to cross, a harbour not deep enough for freighters, an airbase close to water access or a bridge that was destroyed, there was a PiLaBo 39 – if available. Such intense was the need expressed by Pioneer Battalions that a modernised and enlarged version called PiLaBo 40 appeared in 1940/41, with another modernisation called PiLaBo 41 coming up in 1942, too. The latter was such a formidable craft that production did not cease by the end of the war: the French government ordered PiLaBo 41s to be built until 1946.

PILABO 39 IN 1/35 SCALE

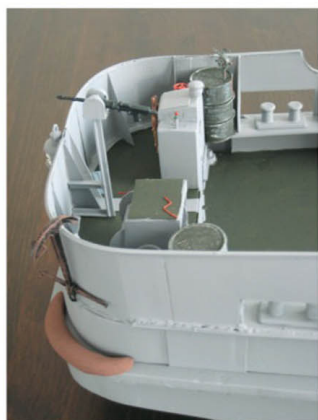
A couple of months ago I was on a business trip to France and happened to stop in a small village to go for a break, I noticed an engine just opposite from where I was standing – a Hungarian 30 hp Kovacs. I took a bunch of pictures and informed Andreas Winkel (www.sturmboot-kommando.de), a well-known expert for



A ramp eased landing troops and vehicles



If it were not for the light AA machine gun and the grey paint, nothing would necessarily indicate this was a military vessel



Running a PiLaBo 39 was quite easy: two sticks for the engines, a wheel, a few instruments. The barrels visible in the foreground hide the screws holding together hull and deck

Wehrmacht Pioneer and assault boat operations. Andreas is in the process of writing a book on the subject, and when we talked about a model of a PiLaBo 39 he instantly offered his assistance.

At about the same time I met Lutz Zours-Konetzny, who offered to support the project by allowing the use of some of his photographic footage. Along with Andreas and Lutz I started to look for further information and discovered copies of the loading plans issued by German railway administration for PiLaBo 39 transports. The majority of the drawings were of a poor quality, and I am not so much of an expert in drawing plans myself. Instead I copied what I had and produced a very basic line drawing utilising Microsoft

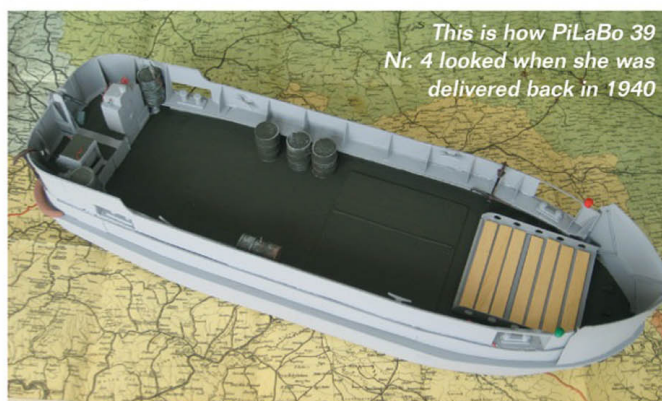
Powerpoint. The results were scaled up to 1/35 scale and then used as a reference to build a non-R/C, but floating model. In the end it turned out the boat would be very well suited for a small R/C system, however this first prototype model is 'cold'.

The boat's hull and deck had been made from balsa and plywood, with tunnels carved into the aft portion of the hull to house the propellers and rudder assembly. Props and rudders, as well as their protective 'bird cage' was made using styrene, although for a running boat brass would be more appropriate. The cargo deck



The helm of the craft in detail

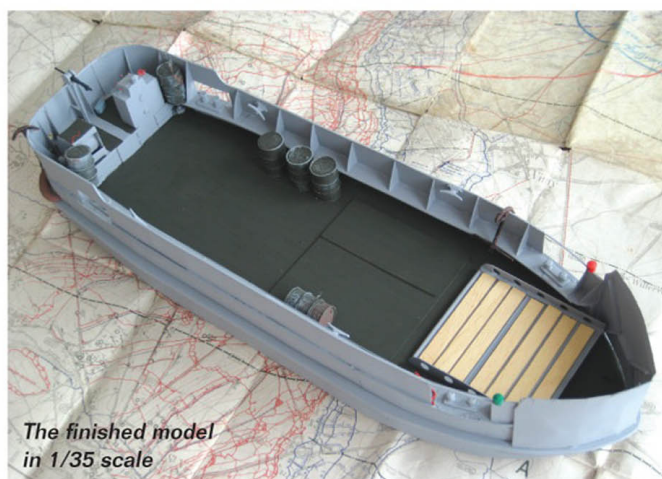
may be removed and serves as a closing hatch for the hull. Bulwarks, the steering position, aft windlass and some details have been cut from cardboard, while the helm, the two anchors and a few bollards have been bought at a local hobby store. Camouflage consisted of a light grey coating only, when the original boats saw delivery in 1939. I opted for this colour as well and used a 2K-Prefill Glasurit spray can. If the cardboard bulwarks are not prepared from both sides (filler), applying the paint may cause a skewed surface. If one wants to add final touches e.g. drybrushing methods, any uneven surface looks much more realistic than 100% flat bulwarks. But that's up to personal taste. A few jerry cans, drums, barrels and an old MG 15 from a wrecked Tamiya kit add to realism.



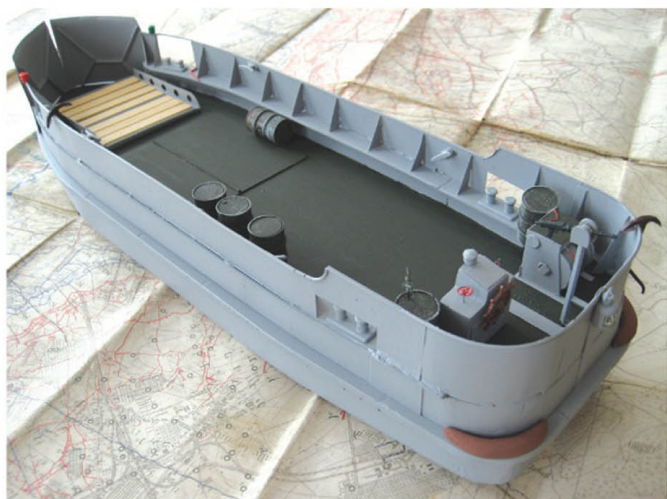
This is how PiLaBo 39 Nr. 4 looked when she was delivered back in 1940



LEFT: Enemy aircraft proved to be a lethal threat to landing craft throughout the war. Delivered without weapons, the crews helped themselves and installed machine guns, such as this MG 15



The finished model in 1/35 scale



What a nice butt: PiLaBo 39 Nr. 4 as seen from portside end

The boat itself resembles PiLaBo 39 Nr. 4 (serial number 4) as she appeared upon delivery by 14th December 1940. The serial number 4 was the third craft of the B-type constructed at Bodanwerft. Rather uncommon for those craft, her service career may be tracked as follows: attached to Pioneer training platoon of No. 2 Auxiliary Pioneer Battalion in January 1941 the boat was shipped to North Africa in February that year. Part of the landing craft platoon Afrika, the boat was handed over to a branch of a construction battalion by May 1941. While being attached to 5./Bau-Bataillon 85 she was called Binchen (Little Bee) and sunk after an air raid on 18th September 1941 at Tripolis. Raised and repaired the boat continued to serve in the African theatre of operations, a transfer could be tracked to Derna by 18th July 1942, but her further fate remains unknown.

In the wake of Krischan der Grosse (Flusi 1), which appeared in the September 2010 issue of MMI, quite a number of enthusiasts asked for plans to build their own Flusi. While Flusi plans had been published already, plans for this model had been extremely difficult to get. In the end, PiLaBo 39 Nr. 4 relied on photographic

evidence and very rudimentary drawings. But then, after finishing the model and showing some images around, I received an invitation to look over plans which supposedly had been drawn by Bodan yards and WaA (Wehrmachtsamt für Ausrüstung; German army's dept for supplies). I was not allowed to publish any of the material in its original status, but could make a few sketches and copies per hand. The drawings depict a PiLaBo 39 B-series craft and will eventually pave the way for future projects, showing off more relevant details hitherto unknown. So, guess what? Another PiLaBo 39 in 1/35 scale is already underway. Anybody fancy a 1/16 R/C version?! **MMI**



The bow's shape eased beaching, the two doors gave full access to the cargo hold



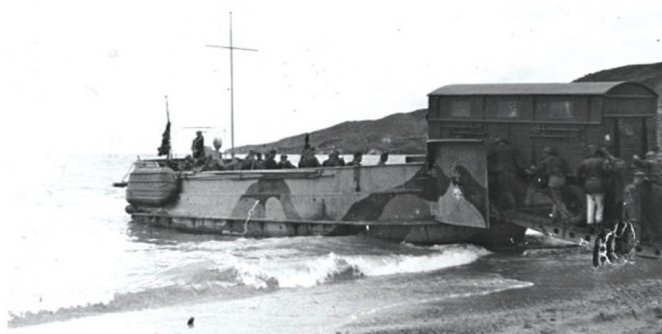
Supporting struts have been largely made from cardboard



PiLaBo no. 313 unloads material off Crimea, Russia, note 2 cm quadruple AA mounting



Pionierlandungsboot approaching a beachhead, probably in Russia (© Lutz Zours-Konetzny)



German soldiers push a radio trailer aboard a PiLaBo 39 (© Lutz Zours-Konetzny)



Sturmboot, Pionierlandungsboot and a LWS Land Wasser Schlepper (land-sea tractor) pose off the African coast in 1942 (© Lutz Zours-Konetzny)



The withdrawal from Kuban, Russia in 1943 relied heavily on PiLaBos (© Lutz Zours-Konetzny)

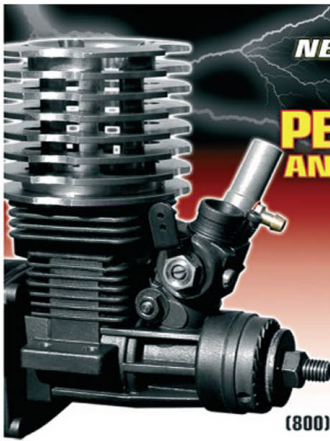
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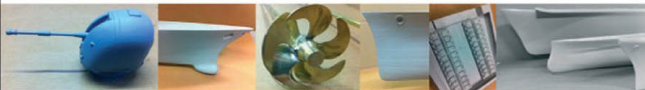
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THE FIVE MASTERS

SAILING SHIPS' LAST FLING

AUTHOR: NEV WADE CONTACT: barque22@hotmail.com

THE END OF AN ERA

The final commercial sailing ships were, by and large, capable of carrying about 4000Ts of cargo and they were, much more often than not, steel, four masted barques (all but the aftermost mast square-rigged). They ended up like that because that configuration worked, both in terms of the manning required to sail them, and the economics of their operation, as businesses. That kind of a square-rigger was also well equipped to deal with the sea, it was not so big that it became a brute to handle, neither was it too small to keep the sea in the arduous conditions in which it operated.

Just before the final chapter, however, there came a short period when the sky was still the limit, and sailing ship designers and owners tried to move to the next stage in the development of the wind ship. Their efforts were to produce a few ships that were remarkable. Some were successful, and some were not, but all of them were memorable, and I hope that the following will surprise you, it is a brief account of seven major vessels, plus a mention of a further five, all sister ships, mentioned because they were real oddities.

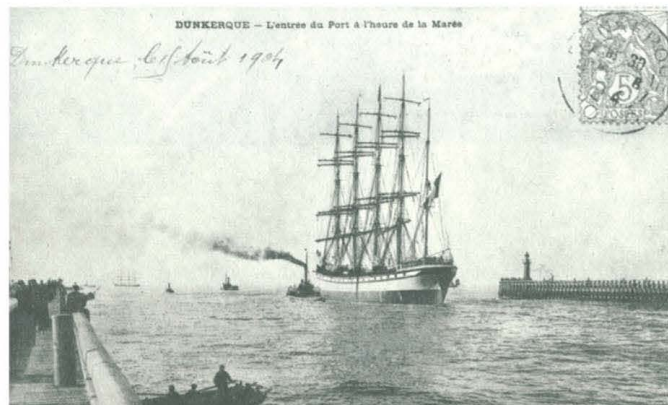
Note that there were lots of other multi-masted sailing ships, often schooners, but also some barquentines, which continued to operate during the 1920s and '30s. This piece does not concern itself with them, only the ones with multi-masted square sail.

THE SEVEN FIVE MASTERS

There were only seven of them, real square-rigged five masted vessels; six of them were barques, and one of them, and the only



This is the original 'France', as built, leaving Glasgow in 1890. She was a well-proportioned vessel, here looking rather wall sided, in ballast



'France' towing out of the harbour at Dunkirk, a postcard from 1904

one ever built, with so many masts, was a full rigger. I've included brief details of each ship in a table so as not to break up the narrative. Their story starts in 1890, in Glasgow.

FRANCE

'France' was built at Partick, on the Clyde, in 1890. She was built by Patrick Henderson's, for the A.D. Bordes line, famous for their success in the trade with the west coast of South America, carrying general cargo outward bound, and Chilean or Peruvian nitrates homeward. She too was put into this hardest of all sailing ship businesses, and sailed successfully in it, rounding Cape Horn, fully laden in both directions, on every voyage.

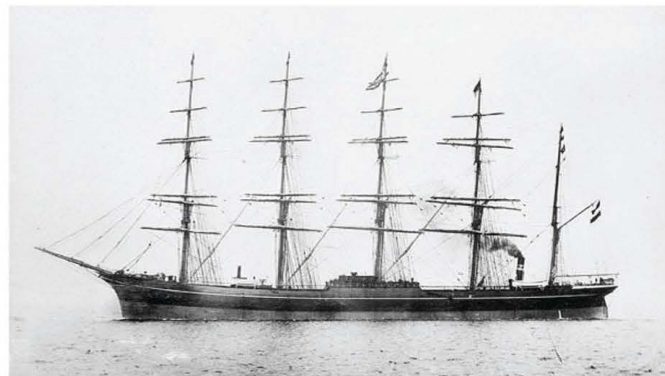
She was as good-looking as any of these monster square-riggers, for, with all that rigging, they can all look heavy from certain angles. For all that she looked more elegant than most of them, she must have been somewhat heavy aloft, for she was a 'tender' ship, prone to instability. For that reason, she often carried some of her possible 2000Ts of water ballast, even when loaded with cargo, which meant that she could not carry to her full potential capacity.

Thus, she went about her business, with no trouble, until, in 1897, she was rammed while at anchor, off Dungeness, by HMS Blenheim. In a ruling, controversial at the time, the court of inquiry decided that 'France' was at fault, due to carrying two navigation lights, instead of the usual one. HMS Blenheim's officers contended that they hit her whilst trying to sail between the lights, assuming that there were two vessels there, and not one! Fortunately, HMS Blenheim was able to shear away sufficiently to avoid sinking 'France', and, despite the ruling, the Admiralty paid for the necessary repairs. I wonder what the French made of all that!

She was a fine ship, as were all the ships of the Bordes line, and met her end in 1906, when she was struck by a pampero off the River Plate, as she made her way towards Cape Horn. Many sailing ships met with these winds, which start to blow suddenly from the Pampas of Argentina, out into the Atlantic. As a sailing ship's passage to the Horn is a coastal one, down the east coast of South America, a pampero can strike with very little warning, and that is what happened to 'France'. She went over on her beam ends, her cargo shifted, and, despite several days of shovelling, to try and right her, her bulwarks went, and water went below. The German four masted barque Hebe stood by her, and eventually took off all her people. She foundered some days later.

MARIA RICKMERS

Rickmers of Bremerhaven, had this ship built by Russell's, at Port Glasgow, in 1890, the same year as 'France'. She was an auxiliary, with her funnel situated between masts four and five. She was also, curiously, rigged as a 'three skysail yarder', that is she had seven square sails per mast, on her fore, main and middle masts.



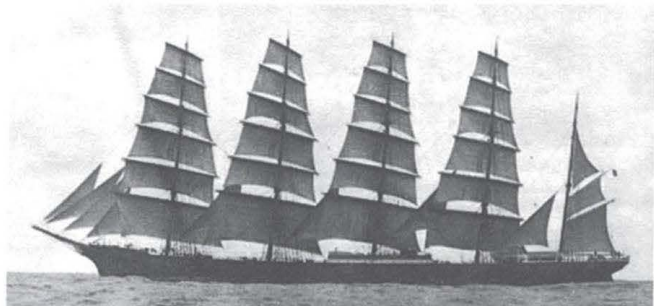
Maria Rickmers, showing her three skysail yards, on the fore, main and middle masts. Rickmers' vessels had green hulls, in this case especially handsome

This is a rig associated with the crème de la crème of sailing ships, with pretensions to being fast, rather than a huge, auxiliary vessel. She was built for Rickmers trade in rice from the Far East. On her maiden voyage, she was 82 days from Wales to Singapore, a mediocre passage, and her captain apparently dropped dead after reading a cable from her owners, on arrival! One wonders what was said! Be that as it may, the Chief Mate took her over, and she sailed from Saigon, with rice, later that year, and was never seen again.

POTOSI

This ship was, arguably, the most successful Cape Horn ever built, of any kind, not just among the five masters. She was built to the order of the Laeisz company of Hamburg, at Geestemunde, by Tecklenborg, in 1895. Between then and 1914 she made 27 round voyages to the west coast of South America, deep loaded each way. She carried general cargo outward, and returned home to Hamburg with nitrates, and a look at her track charts reveals an unbelievable consistency. Sailing ship track charts of those days often exhibit lots of 'doglegs', where winds were either unfavourable, or not properly used, but, in Potosi's case, that is very rarely seen. There is a kind of metronomic accuracy about her progress in this most arduous of trades for a sailing ship.

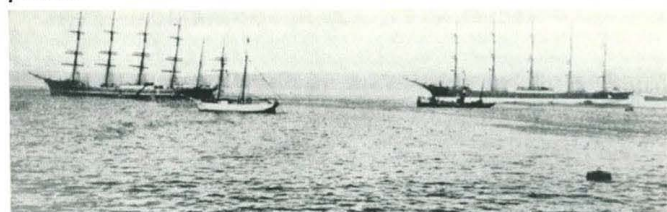
One of the reasons for this is that the Germans still put a value on the use of sailing ships. They could, and did, recruit the best of seamen, of many nationalities, and treated them properly. They used the ships to train officers for both the merchant marine and the Imperial Navy, so there was plenty of kudos to be had by all involved. That bred good approaches to all aspects of ship



The excellent Potosi, under almost all sail, beating, on the port tack. This ship was the most successful of the five masters



Potosi at sea, from, arguably, the angle best suited to showing her off. Even her massive construction looks more delicate in this picture



Potosi on the left, and Preussen, in Valparaiso. This is the only picture of them together that I know of. Their enormous lengths are obvious

management, from the use of the wind, to efficient cargo handling at both ends of the route. In the same period, British ships got by (often, but not always) with older, or second-rate officers, who either did not want, or could not get, a berth in steamships. Their crews were often virtually shanghaied aboard by crooked crimps and boarding house masters, and were then often mistreated.

Potosi benefited from this regime, but, in 1914, was caught by WWI in Valparaiso, where she remained until 1924. Awarded to the French as reparations, she continued to languish there until a Chilean firm bought her, and sailed her to Hamburg in 110 days, far slower than in her heyday. They offered her for sale back to Laeisz, but Laeisz knew that her best days were behind her by then, and turned down the offer. So it was that she set out once more to face the Horn, carrying coal, coke and patent fuel from Cardiff, in July 1925. On 16th September she was spotted by an Argentine steamer on fire in 45degS, 66degW, off the Argentine coast, heading north-westwards for the land. She was beached, and attempts were made to save her, but it was too late, there were explosions aboard, and her masts came down. She refloated herself, and became a hazard to shipping, so she was sunk by gunfire, from an Argentine cruiser. At the time of her greatest voyages, before WWI, she became almost legendary, and a source of much national pride in Germany. It is conceivable that her building was, in part, a response to the building of 'France', but her success led directly to the building of the next five master, the mighty Preussen.

PREUSSEN

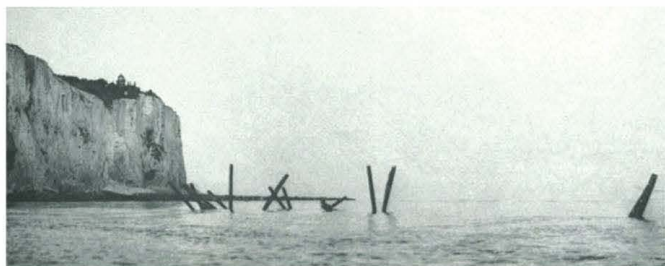
Laeisz and Tecklenborg combined again to build this; the only five masted full rigger (square rigged on all five masts) ever built. It is certain that nationalism played a part in her conception, indeed the Kaiser himself took a personal interest, both in her building, and her voyages, but she was also built to sail. She did that to good effect, again in the nitrate trade to Chile and Peru but, as with Potosi, she was a handful to sail. The first master of Potosi was Captain Hilgendorf, who sailed her until Preussen was built. He was involved in Preussen's design, and was offered her to take to sea, but refused, preferring instead, to retire ashore, at the age of 50. He knew the extra strains imposed on the captain of the pride of the German sailing fleet, and the difficulties of sailing one of these monsters, and decided to leave the sea, rather than take on another of them. It is also a mystery why Laeisz chose to build her as a full rigger, and not a barque, for full riggers, with their greater sail area at the stern, were often more difficult to steer and manoeuvre.



Preussen at sea, under all sail. The original, German caption of this picture calls her "majestic", and I cannot but agree. Her port anchor is hanging from the 'cathead', showing that she is close to land, either arriving or departing



Preussen from the lee side, under all sail. Her enormous length to beam ratio is well seen from this angle. There must have been times when she was almost unmanageable, with that length, and all that sail



These are the remains of Preussen, under the cliffs near Dover. She went aground there in 1910, and this picture was taken in 1959!

Nevertheless, built she was, and from 1902 to 1910 she made twelve voyages to the west coast of South America and back, and one voyage Hamburg – New York – Yokohama – Chile – Hamburg (between 15/3/08 and 30/3/09). Her performances in the west coast trade were excellent, being only slightly inferior to those of Potosi. Her best outward

passage was the same as Potosi, at 59 days, whilst homeward her best was 61 days, to Potosi's 57. To put these numbers in context, any passage, between these destinations, of less than 80 days was considered excellent, and many ships took more than 100. In those days half the world's sea borne tonnage was still carried by sail, but, increasingly, there were officers on the bridges of



R C Rickmers, her good lines spoiled only by the funnel



The sheer size of these vessels is hard for the modern eye to comprehend. This is R C Rickmers, towering over her surroundings at Geestemunde in 1907

steamers who were not attuned to the way in which sailing ships could perform under sail. So it was that Laeisz had had more than their share of incidents, when their ships were in the English Channel, even then a very busy shipping route. Their bad luck was to continue with Preussen, for, in 1910, she was heading down the Channel, bound for Cape Horn, when the cross Channel steamer Brighton misjudged her speed, and, against all the rules of the road, tried to pass across the sailer's bows. These ships could, and frequently did, do more than 17 knots, so it will not surprise you to learn that Preussen struck the steamer with her bowsprit. The bowsprit broke, and part of the foremast came down, with the result that she became unmanageable, and, despite the later efforts of tugs, went aground off the white cliffs of Dover. She proved impossible to save, and rotted away where she lay. Her bones were still to be seen, at low tide, as late as the 1970s.

R C RICKMERS

Nothing daunted by their earlier experience, Rickmers built another five masted auxiliary in 1906. This time they built her themselves, at Bremerhaven, without the skysails of her predecessor, and with the funnel between masts 3 and 4. She was to sail widely, bringing, among many other things, case oil (kerosene in cans) from New York to Saigon, rice from Bangkok to Bremen, coal from Newcastle, NSW to Chile and grain from Tacoma to Europe. In all her wanderings, she was a profitable ship, well justifying the faith her owners placed in her, and she could sail too, her passages standing comparison with any. Finally, for Rickmers, she brought beans and hemp seed from Vladivostok to Hull in 1914, and was there as WWI broke out. The Admiralty promptly seized her, and sent her to sea again as the Neath. Ironically, she was torpedoed by a U-Boat before the end of WWI.



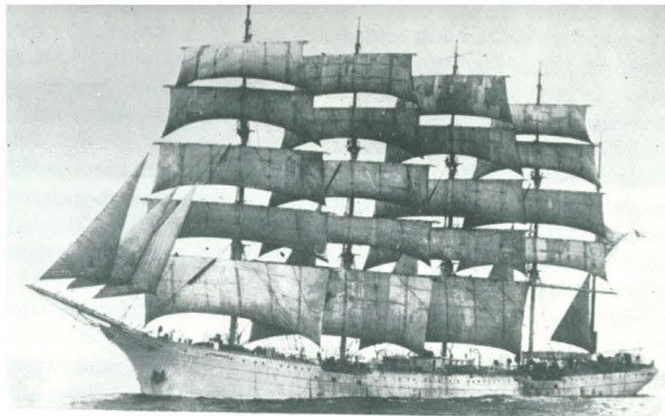
Imagine her green hull, with red boot topping, and white lining, R C Rickmers was a handsome vessel



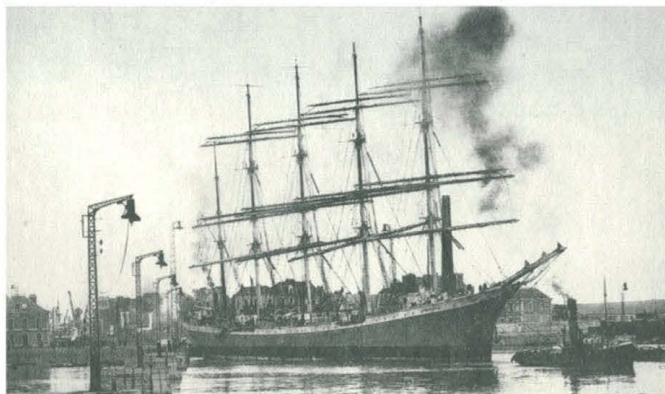
Now owned by the British Admiralty, this is R C Rickmers as the Neath, during WWI

FRANCE 2

The second 'France' was a monster. She was the largest square-rigged sailing ship ever built, by Ch. & Atel, de Gironde, at Bordeaux, in 1912, for Prentout-LeBlond of Rouen. She was built to carry nickel ore from New Caledonia, to the north east of Australia, to Europe and, unlike the large German five masters, the French government took no notice of her whatsoever! As originally built, she had a powerful auxiliary engine, and twin screws. She was 'bald headed', that is she had only five square sails per mast, and not six, there were no royals, and her sheer (the rise of her decks towards the bows) was tremendous, being not unlike a steep hill, between the forward end of her bridge deck, and the break of the fo'c's'le! All in all, I think she was the least attractive of the seven ships we're looking at, but she continued to trade right through WWI, being armed at one point, and making several unscathed Atlantic crossings.



This is the second 'France'. She was the largest square-rigger ever built, and, with her 'bald headed' rig (only five square sails per mast, with no royals set), she does look overly massive



France 2 leaving St. Nazaire in 1920. Her enormous sheer forward is apparent in this view, which nevertheless makes her look more graceful than in some other pictures

Towards the end of the war, she broke away from her tugs in the North Sea, after leaving the Tyne, and almost went aground on the Yorkshire coast. At the end of hostilities, her engines were removed and, if anything, her performance was improved, an effect not unusual with ex auxiliary sailing ships. She made some of the usual sailing ship voyages then, in the shipping boom that followed the war, including coal from Wales to New Zealand, then wool from there to London, during which passage she recorded some fine sailing on the way to the Horn. Finally she went out from London to New Caledonia, with a cargo of cement, steel rails and trucks, for the ore mines there. She shifted, in ballast, from Tchio to Pouembout, to load nickel for home, and it was in this coastal passage that she met her end. It may have been preventable, paradoxically, if she had still had her engine, for she drifted ashore in a calm not far from Noumea. She went aground on a reef and, because the boom, by then, was at an end, she was worth very little, so she was left to moulder away where she lay.



Kobenhavn (Copenhagen) at sea, in the Grain Races of the 1920s. She was very similar to the first France, and Potosi

was fitted to the highest standards, as regards accommodation, with electric lighting throughout, and even electric heating, and was a target for many who would have valued the training. The Danes, however, restricted her trainees to Danish nationals only!



Kobenhavn under tow. She was an elegant ship, though purists at the time lamented the deck clutter of a training ship

She was an elegant ship, complete with a figurehead of Absalom, the warrior priest who founded Copenhagen, and lots of decorative carving, or 'gingerbread work'. Similar in size to both the first 'France' and Potosi, she operated as a cargo carrier, and earned her living in trade to the Far East, and in the Grain Races from Australia in the 1920s. At the end of 1928, she left Montevideo on passage to Melbourne, and was never seen again. Along with her went 30 or so crew, and fifty cadets. Despite lots of searching for the next months, nothing was ever heard of her again.

FIVE ODDITIES

Although I don't intend to cover these vessels in any detail, it is worth giving a mention to the five sister ships, built by the Vinnen company in the 1920s. Their names were Werner, Adolf, Carl, Christel and Susanne Vinnen. They were all built by Krupp, and were rigged in an extraordinary manner as any large sailing ship. They did have five masts, all fore and aft rigged, but the fore, and the middle (1 and 3) masts had yards set on them. A wag at the time described them as three masted topsail schooners, chasing two masted topsail schooners. The best technical term I've heard for them is "five masted two topsail schooner."



A real oddity, the Carl Vinnen, one of the five Vinnen sisters, built to try and keep sail alive as an economic proposition in the 1920s. Described as "a three masted topsail schooner, chasing a two masted topsail schooner!"

KOBENHAVN

Kobenhavn (Copenhagen) was built in 1921 as an auxiliary by Ramage & Ferguson, at Leith, as a sail training ship for the Danish East Asiatic Company and she was the largest sailing ship ever built in the UK. The reasoning behind the five masts, rather than the more usual four, was that five masts make more work, and therefore training, than four, an eminently simple and effective way to approach sail training, typical of that bygone age. She

was fitted to the highest standards, as regards accommodation, with electric lighting throughout, and even electric heating, and was a target for many who would have valued the training. The Danes, however, restricted her trainees to Danish nationals only!

She was an elegant ship, complete with a figurehead of Absalom, the warrior priest who founded Copenhagen, and lots of decorative carving, or 'gingerbread work'. Similar in size to both the first 'France' and Potosi, she operated as a cargo carrier, and earned her living in trade to the Far East, and in the Grain Races from Australia in the 1920s. At the end of 1928, she left Montevideo on passage to Melbourne, and was never seen again. Along with her went 30 or so crew, and fifty cadets. Despite lots of searching for the next months, nothing was ever heard of her again.

Although I don't intend to cover these vessels in any detail, it is worth giving a mention to the five sister ships, built by the Vinnen company in the 1920s. Their names were Werner, Adolf, Carl, Christel and Susanne Vinnen. They were all built by Krupp, and were rigged in an extraordinary manner as any large sailing ship. They did have five masts, all fore and aft rigged, but the fore, and the middle (1 and 3) masts had yards set on them. A wag at the time described them as three masted topsail schooners, chasing two masted topsail schooners. The best technical term I've heard for them is "five masted two topsail schooner."

They were built to trade from Germany to the ports of the River Plate, were not particularly beautiful or successful, and did not survive WWII operationally. I shall only briefly mention them again, in the last part of this piece, to do with model making, but it is interesting to note that another Vinnen ship from this period, the Magdalene Vinnen, is still sailing today, much modified, as the Russian training ship, Sedov, which regularly takes part in tall ships' races

Five Masted Square-riggers

Name	Date	Type	Gross Reg. Tons	Dead Weight Tons	Length (Ft)	Builder	Where Built
France	1890	Barque	3784	6200	361	Henderson	Partick
Maria Rickmers	1890	Barque (auxiliary)	3813	5700	375	Russell	Port Glasgow
Potosi	1895	Barque	4026	6000	367	Tecklenborg	Geestemunde
Preussen	1902	Full rigger	5081	8000	408	Tecklenborg	Geestemunde
R C Rickmers	1906	Barque (auxiliary)	5548	7500	411	Rickmers	Bremerhaven
France (2)	1912	Barque Auxiliary	5633	7500	419	Ch. & Atel. De la Gironde	Bordeaux
Kobenhavn	1921	Barque (auxiliary)	3901		369	Ramage & Ferguson	Leith

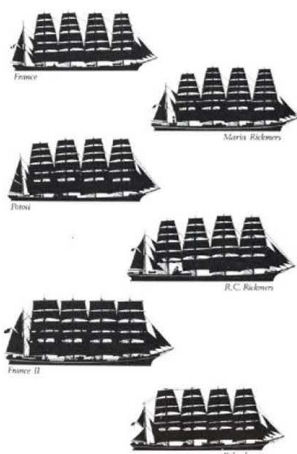
Gross Registered Tons is the internal volume of the hull, expressed in units of 1T/100 cu ft

Dead weight tons is a measure (approx) of the cargo capacity by weight.

'Auxiliary' means that these vessels had an engine, additional to sail power.

ODDS AND ENDS

You'll notice the mention of weights in the table of information about these ships that accompanies this piece. I am not a marine architect, so will stand any correction any of you may wish to make, about my interpretation of the technical terms that I've used in the table. I would, however, draw your attention to the relationships between Gross Registered Tons, and Dead Weight Tons that you'll see there. To take one example, Preussen was a smaller ship than R C Rickmers, based on GRT, but she could carry 500Ts more cargo, as measured by DWTs. The explanation for this is the engine that R C Rickmers had, which Preussen did not. The engine and its fuel and engineers, took up valuable cargo space, and cost money, rather than making it. In a nutshell, that's why sailing ships didn't all sprout engines!

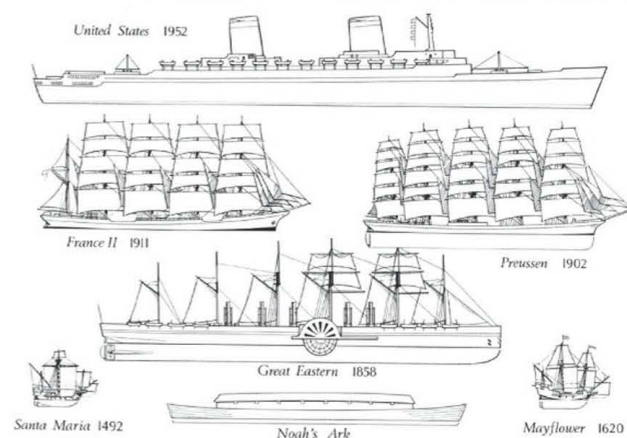


The six five masted barques compared, to scale. None could be described as the most beautiful sailing ship, and some were better looking than others. My favourite for looks was Potosi

Still on the subject of engines in sailing ships, there is one more point worth making about the uneasy relationship between the two. Masts, rigging, spars, etc. have a huge amount of windage. It was, in fact, possible to 'sail' a large sailing ship with no sail set, though it was not efficient, or very effective. The point is that any installed engine has to have sufficient power to overcome the ship's own windage, before it can propel her in any meaningful way. Thus it was that the ships I've talked about here very rarely made much use of their engines, where fitted; they were sailing ships. Should anybody wish to make a model, it is possible to buy plans for two of the vessels I've mentioned here. There are lines and sail plans for the second 'France', and a sail plan for one of the Vinnen schooners. They are rewarding vessels to make, but especially to sail, and I'd recommend them to anyone who'd like to do something different. My model, based on Potosi, sails with great presence on the water, so much so that I'm going to complete the 'set', and build one based on Preussen.

IN CONCLUSION

These ships were only with us, in total, for 38 years, from 1890 to 1928. They were a blind alley eventually, but what a blind alley! They had power and a gigantic kind of beauty, almost too big for the



The second 'France' and Preussen, compared to some well known, and dissimilar, vessels!



The author's 1/116th scale model, based on Potosi, beating, on the starboard tack, in the winter sunshine

men who manned them, and, if you're like me, once you've heard of them, and seen their pictures, you'll never forget them.

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- 'Segelschiffe auf Alten Postkarten', by Jurgen Meyer, pub. by Verlag Egon Heinemann, 1975
- 'Square-riggers, the Final Epoch', by Alex Hurst, pub. by Teredo Books, 1972
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- 'The Nitrate Clippers', by Basil Lubbock, pub. by Brown, Son & Ferguson, 1966 **MMI**

VIEW FROM THE BRIDGE

The stretch of water between the UK mainland and the Isle of Wight, known as the Solent, hosts one of the largest selection and numbers of full size commercial and naval vessels in the UK. As well as full size commercial vessels the Solent also hosts many leisure craft and ferries both to the European mainland and to the Isle of Wight. Many modellers are inspired to build models of full size vessels after either seeing them in the flesh or seeing a picture of them. Hopefully we can bring the reader pictures of shipping in the Solent to maybe inspire them to build a model of a full size vessel. We are indebted to Wightlink for giving permission for these pictures to be taken from the bridges of their ferries operating from Portsmouth to the Isle of Wight.

Images taken by Captain P. Anthony

TREASURE

Seen here at anchor in Charlie Anchorage off Gilkicker Point in the Eastern Solent on 23rd June 2011 is the semi-submersible heavy-lift ship *Treasure*.

Owned and operated by Dockwise Shipping BV of the Netherlands, she was in the Solent to load two jack-up rigs destined for Egypt.

She was originally built by the Brodogradiliste Yard at Split in 1990 as the tanker *Jahre Traveller* and sailed under several different names until 2008 when she was purchased by Docklift and sent to a Chinese shipyard where she was shortened and converted into her new role as the *Treasure*.

Registered in Willemstad, she has a deadweight tonnage of 53,818 tons, a length of 217 metres and a service speed of 14 knots. She loaded her cargo in foggy conditions during the morning of the 26th, and sailed the following afternoon once her cargo was secured.

Viewed from the Bridges of St Faith, St Helen and St Cecilia.



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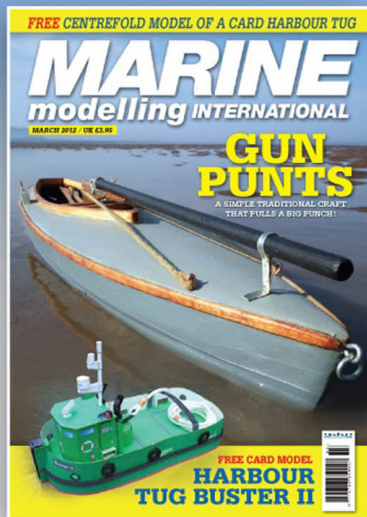
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REBUILDING THE PUSHER TUG 'THE MICHEAL B. HOPE'

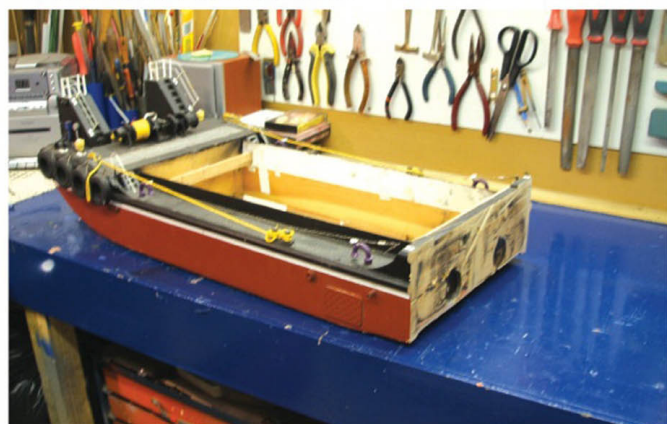
JIM GOES BACK TO THE DRAWING BOARD!

AUTHOR: JIM CLARK

After building and finishing the American style pusher tug the Micheal B. Hope, and subsequent article in this magazine I put it to the back of the shelf, as I was never happy sailing it. I had very little freeboard and insufficient power to push the four big barges I had made for it, although it would never sink being made of wood, I was always weary of it and never felt comfortable whilst sailing it. So after finishing a Huntsman I bought half started on eBay, I decided to correct all that was wrong with it and this meant some very radical changes.



The stern section sawn off the hull



The forward part of the hull devoid of all internals



New stern section completed using pine and ply



New motors dry fitted to shafts



Trying props for clearance

DE-RIGGING

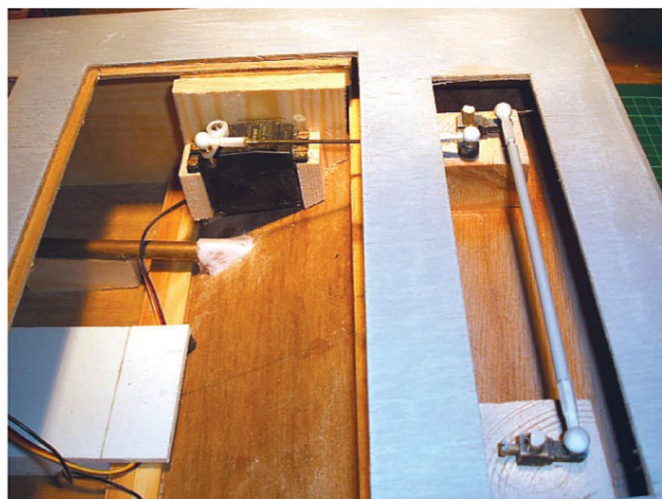
My first challenge was to strip all the motors, speed controllers, servos, rudders, and shaft out of the hull. Everything came out in order, however the shafts were well and truly glued into position. So having removed the inner shaft and rudders and posts I decided to try and tap it out with the hammer. One very sharp and quick blow and I bent it. The same happened with the other one, so by then I wasn't bothered and whacked them out. I then proceeded to remove all the fittings on and around the deck of the after part of the hull. I achieved this with a good success rate only damaging the base of the crane which was easily rectified later. To remove the stantions, I cut away most of the wire rails, and then like extracting teeth, I removed the stantions and dropped them into a small pot of cellulose thinners, to remove all the paint, but more of that later.

HEAVY SURGERY TO THE HULL

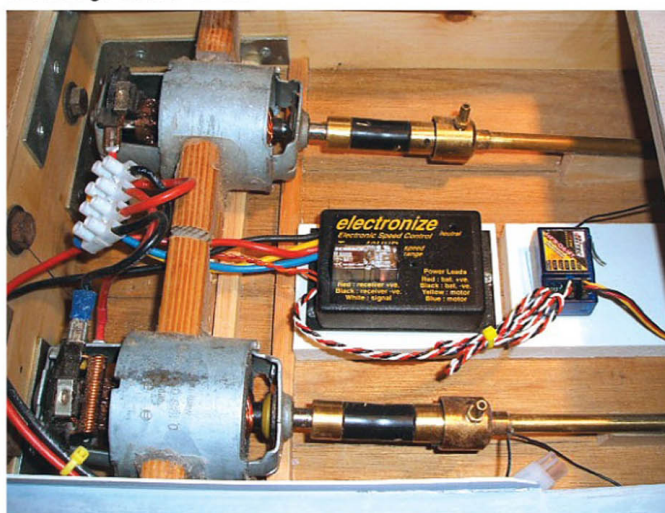
So now I had my new blank canvas. Roughly in the middle of the boat I had previously fitted a $\frac{3}{8}$ " pine bulkhead. Taking my handsaw I started to cut down this bulkhead on the inner side of the after part which when completed severed the after part of the hull from the forward section. I now understood why the after end of the boat was always well down in the water. It was very heavy, and had insufficient area for floatation. This was then put to one side ready to take a few measurements off to transfer them to a new after part which was to be constructed. Using the measurements obtained from the after part and verified by the forward part, I transferred these onto the four inch pine, and drew my design onto these lengths and cut these out using the band saw. When sanded down, I constructed a box type section



Mouldings added to hull



Rudder servo and set-up



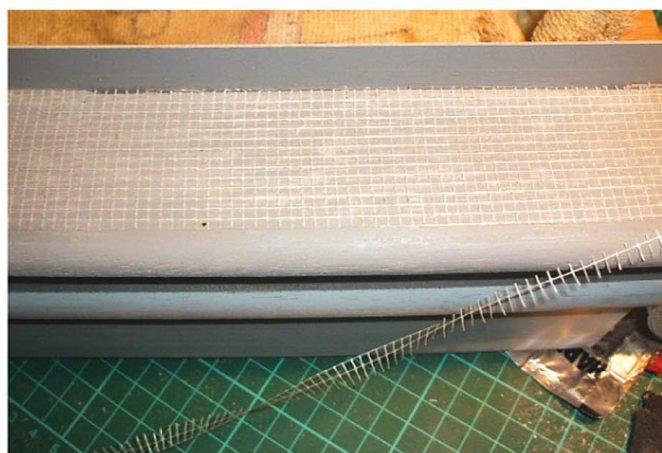
Radio gear installed

using $\frac{3}{8}$ " x 4" pine for the sides, the after part and the forward bulkhead. I then added some 4" steel right-angled brackets to each of the four corners to square everything up. When the wood glue had gone off the following day, I had a very strong and square section. I now covered the bottom in some 5 mm Lite-Ply using wood glue and pins. I then covered it in a thin coat of fibreglass resin to give it a bit more strength.

Whilst this was going off I decided to give the forward after bulkhead a sand down, this left a few holes and a few gouges from the previous application of motors and shafts etc. So I then applied a coat of P38 car body filler, and when hardened off sanded it back to the wood thus filling the holes and dents etc. I now decided to drill the holes through which the nuts and bolts would hold the two halves of the boat together whilst sailing. Marking out on this bulkhead, I drilled the three holes out as required, I then offered the after section to this bulkhead with the after bulkheads using my very strong quick clamps to hold in position, whilst I made some very slight adjustments to line up both bulkheads, once this was achieved I marked through the forward bulkhead onto the after one. The clamps were then removed and the holes drilled. I then fitted the forward part of the boat to the after part using three nuts and bolts and six washers. The line up was very good but there was room for improvement, as I could get a credit card between the gap but for now I was happy with the results.

Having temporally joined the two halves together I now fitted the accommodation over the decks. This was an excellent fit and I was able to mark off the after part of the accommodation for the deck, and access hatches. I then transferred all my measurements to my ply decking and cut it out very carefully

using a Stanley knife and new blade, rather than the band saw. This gave me a cleaner edge. I then applied some stringers in the hull to strengthen up the decks and for the accommodation to rest on, using medium superglue. Once this had hardened off I applied my wood glue to the stringers and outer edges of the hull and very carefully laid my decks in the correct position, once satisfied I applied my weights (old batteries) to the decks and left them overnight to cure. The following day I removed all the batteries and checked the fitting of it. After a slight rub down along all the edges I was very happy with it. So I now measured, cut, and fitted the mouldings to the hull, this was $\frac{3}{8}$ " half round. When this was completed three coats of thinned down varnish was applied and left overnight to dry.



Plasterers scrim on decks simulating anti-slip matting



Filler applied to bulkhead to be sanded down



Lower hull painted with red oxide



Lower hull masked off and tops sprayed satin black



Ready to apply waterline in white tape

RE-FITTING OUT THE MOTIVE POWER

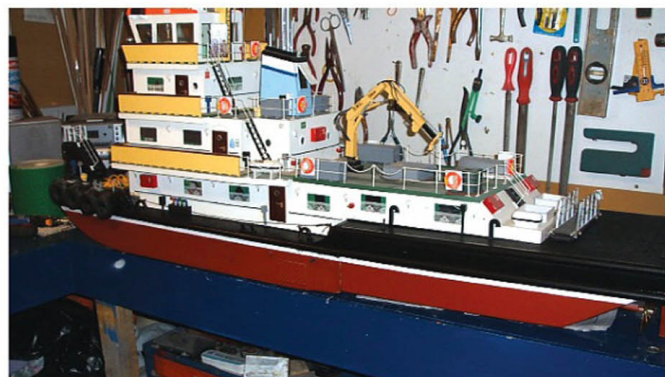
The following day I once again did a bit of measuring and made up a cradle for the new motors (I had replaced the hectoperm motors, which were the original motors with some smaller geared bullet 500s trying to reduce the weight). The new motors were a couple of Boshe fan heater motors which I have in my Lady Lauren tug. These are just about the same weight as the hectoperms but in my opinion better when running direct off 12 V. I then added the H.D. couplings from Mobile Marine Models to the new ball raced 10" shafts from PMB Models (Dave Marles). Satisfied everything was in order I drilled out the previously marked holes in the hull and dry-fitted this running gear. After playing around with it for the best position I eventually succeeded and glued, screwed and siliconed everything into position. This was then left for a couple of days whilst I had some time out.

On my return to the workshop everything had gone off nicely inside the boat so I now commenced fitting the R/C gear (at this stage I only intend to use one speed controller for both motors, if this doesn't work I will add my JJB reversing unit where one engine goes ahead and the other goes in reverse, and if that doesn't work I will add another speed controller and have tank steering however, I do not like that in a boat so we will see how it goes). Once everything was in position everything was tried and found to be working correctly, I inverted the boat, and inline with the shafts fitted my rudderposts into and through the hull. Trying the rudders with the set-up I had made previously, worked OK but I could not get a decent throw, so after some tuning, and using my EPA (End Point Adjustment) on my Tx I achieved a throw of 35 degrees both to port and starboard.

PAINTING

Happy with the results so far, it was now time to paint the lower part of the hull, so off I went down to my winter spraying booth at the bottom of the garden (some people call it a greenhouse) armed with a can of red oxide car spray paint. After masking up the thread on the shafts I commenced to give it several coats and with the sun shining through the glass it was quite warm and a good finish was achieved. When completely dry it was given a further coat of satin varnish and left to harden off.

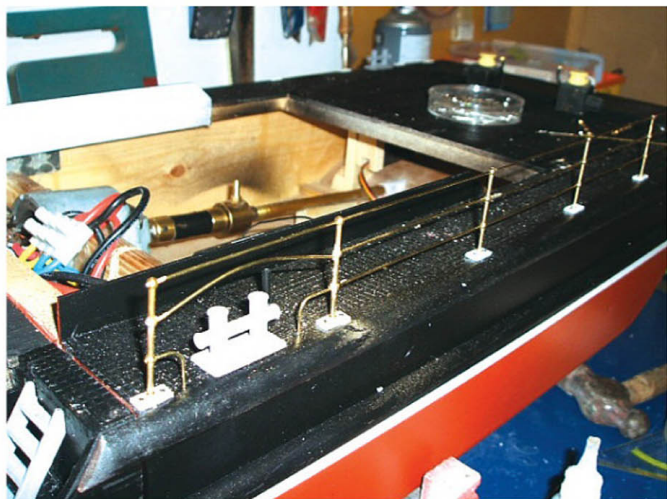
A couple of days later it was masked off at the waterline using old newspaper and tape. But before I started to spray, I added self-adhesive plasterers 'scrim' (this mesh is what covers over the joints on plasterboard before plastering) to the deck as when painted this resembles anti-slip. Once applied I commenced spraying the top part and decks of the hull in satin black. When dry I removed the masking and left this to harden off for a couple of days. Meanwhile I tarted up the forward end of the vessel which was cosmetic and was done with a bit of painting. I now joined the two halves of the hull together using the nuts and bolts and tightened them up very tight, however I still had the joint but not as bad as before, it was still there but not as much so I have left it and put a seawater intake vent over it on both sides. It was now time to fit the stantions and rails.



Having a dry-fit



Items removed from previous hull



Adding the rails and stantions



Only four inches added but so much more room internally



The rails having been painted with white gloss

I had already cleaned up the stantions of paint and glue when I took them off, so they were all ready to use. After measuring the deck I determined that I could fit eight down each side equally apart, and two on both sides of the stern so to begin with I cut out 24 shoulders for the stations to sit into using thin Plasticard sheet. Once glued into position I then drilled the hole for the station to fit into, once done I then proceeded to drill a further hole on each side of the station hole. Into these I pressed dressmakers pins up to the head. These then when painted resemble bolt heads. After completion, I then added all the station but dry-fitted only, as I then arranged and fitted the brass wire rails, once in position I superglued them bending the wire where required. At the safety

gate on the stern I added some small link chain. Once this task was completed I hand painted them with Humbrol (22) gloss white. It was now starting to come together and I must admit I'm rather pleased with the results. I now returned to add on certain items, which I had removed before the work commenced. These were bitts, winches, vents and crane etc., so having retried them in various positions to get the overall effect I then glued them to the deck. Finally I added the two stern anchors. I then worked from forward to aft titivating up any paint.

LAUNCH AND SEA TRIALS

The boat was now ready to sail once again after her month in dry dock. On the first decent day, I took her down to our local pond, plus one barge. Put her in the water and checked my waterline I have gained about an inch in freeboard along the length of the boat which made me smile. The weight distribution was good giving me a nice flat platform. I now switched her on and slowly opened her up and away she went, very good forward thrust, (she will have no problem pushing the four barges) steering was pretty good considering, will be trying tank steering though next time but just as an experiment. Going astern aah small problem she wouldn't, this I think may be down to the propellers (Kurt but no nozzles). So I have put a different set on for the next outing. Finally I pulled her out, but found about half a pint of water in the new section, this I have assumed came up through the shafts and more water ingressed through the bolt holes joining the two halves together. Both these have been rectified and tested in the bath.

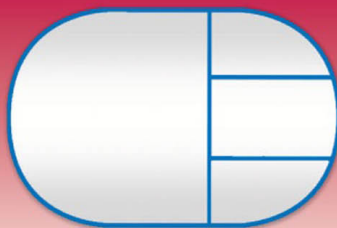
I am now awaiting my next sailing date and will be taking all four barges with me. This has been a nice easy project, and I am sure I will be taking this boat out a lot more in the future. As for the next model... watch this space. **MMI**



All lights working



First sea trial after refit



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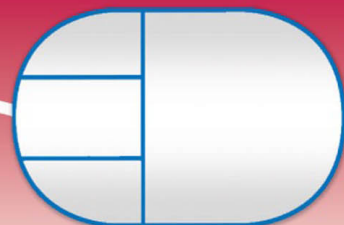
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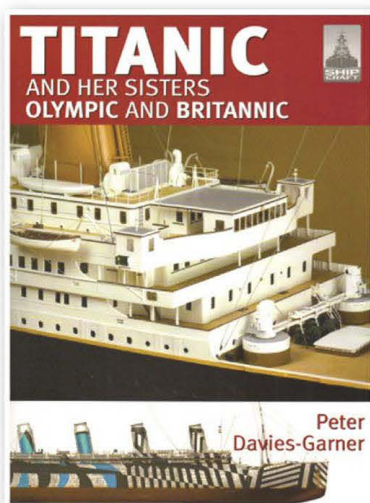
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sections, Diary Dates listing and many open events throughout the south west area, frequency listing, adverts for model suppliers, manufacturers. All this for just £1.50! (Plus £1 for P&P). Many clubs affiliated to SWAMBC will have the Handbooks for sale, but you can purchase a copy by post, please send a cheque made payable to SWAMBC for £2.50 to Bill Hickman, (SWAMBC Secretary), 85 Palmers Leaze, Bradley Stoke, Bristol BS32 0HG.



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are listed and some impressive underwater dioramas including the Britannic as a wreck on the seabed. The author Peter Davies-Garner is well known for his models and once made an 18 foot long model of the Titanic.

Author: Peter Davies-Garner

Pub Date: 2011

RRP: £14.99

EAN/ISBN: 978 1 84832 1106

Format/Pages: Paperback/64 pages

Illustrations: Original B&W images with plans and coloured images of models

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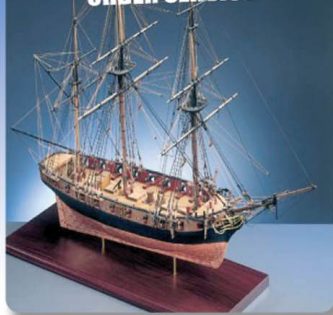


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