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SEPTEMBER 2012 ISSUE

MTB 102

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COVER STORY

MTB 102

Recycling is a modern over used word but is appropriate in this case, as when modeller Barrie Griffin had a spare hull in his workshop at a very similar in scale size to the restored full size MTB 102, it seemed a good idea to use the hull and build the new superstructure to add to his model warship fleet. The hull construction is from a Traplet woodpack and a build DVD is also available under the title 'RC Shipyard Vosper MTB 379'.

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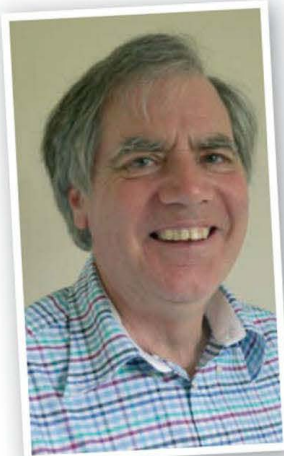


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MESSAGE FROM THE BRIDGE

GREETINGS ALL!

I must start this month by welcoming aboard a new member to the MMI crew, namely Chris Saunders who has agreed to take on the challenging post of my assistant! Have no fear, I will still be here but it will be beneficial to the magazine and readers if we can have some fresh blood and views AND selfishly I may be able to have more time off! I did ask Chris to pen a few words on his modelling background, over to Chris:



"My interest in model boats was sparked, at the age of 5, on holiday in Torquay. Another family in the Guest House had two sons, a little older than me, and they had built Keil Kraft balsa model boats (EeZeBILT Curlew and Neptune) with small electric motors. We spent most of the holiday sailing these around the paddling pool. I remember feeling very sad as the holiday ended and can't remember if it was parting from my new friends or losing access to the boats, which was most important. At the start of my teens I had a detour into model aircraft and built nearly the whole range of Keil Kraft semi scale kits. All designed to fly but always 'Crashed and Burned'; particularly the Jetex versions.

On my 14th birthday I had the Aerokits RAF Crash Tender, which was my pride and joy even though I had few opportunities to sail it. I was also given a very large schooner hull made from copper plate, called Gee Jay after Mr Glyn-Jones the original constructor. With bamboo masts and sails designed by my mum I did learn a great deal about sailing, particularly what fails to correct a severe weather helm. Luckily I had an opportunity to learn to crew real boats and soon got involved in sailing on the Carrick Rhoads. The boat I learnt most from was a beautiful gaff rigged racing yacht, built at the turn of the century, called Zobeide.

While working at BP Llandarcy, doing shift work, I had a tolerant landlady and enough time and money to build the Graupner Wiesel motor torpedo boat and install full radio control. This was the start



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

of a serious interest in building and sailing models. Unfortunately, a move into much more restrictive digs in Nottinghamshire meant large models were out, but I had room for some construction. I chose to build the Graupner Adler von Lubeck, a carved hull with all the masts and rigging of a member of the Hansiatic fleet. I was so proud of the final product that I presented it to my new wife on our wedding day. It is still about after more than 30 years but has all the guns poked in by young children.

My interest in static scale wooden model boats continues to this day, having built a large proportion of the Mantua, Sergal, Panart and Corel range. The larger craft being the Cutty Sark, Victory, Mississippi Paddle Steamer, and still to complete the Amerigo Vespucci. Most of this time I have been actively involved in full size yacht racing in Milford Haven crewing boats such as ETAP (28 and 34), J92 and an S&S 34.

On moving to the Cardiff area I joined the Cardiff Marine Modellers and met Barrie Stevens at one of their social evenings. We soon got chatting and I outlined some of my projects, which he encouraged me to write up for MMI. After a number of articles on various subjects (Hydrofoils, Data Logging, Chinese Junk, Ship to Shore Communication etc.), Barrie asked me to be a regular contributor under the banner 'Steam Scene'. This I have done for the last 18 months and have thoroughly enjoyed finding out about all aspects of fitting and running boats with a steam plant. Having now retired from the post of Deputy Headteacher at a secondary school I jumped at the opportunity to share in the editing of MMI and am really looking forward to developing the role, both with Barrie and the readers."

Have a good month and if you are attending the Unity Model & Hobbies Break in Brean, Somerset I am sure we will meet!

Barrie Stevens

CHECK OUT
PAGE 67 FOR
OUR LATEST
SUBSCRIPTION
DEALS

MARINE modelling INTERNATIONAL

EDITOR

Barrie Stevens

mmi@traplet.com Tel: 01684 588604
PO BOX 4239, Shepton Mallet, BA4 9AQ

CONTRIBUTORS

Robin Trott, Alan Senior, Ian Williams, John Parker, Kelvin Holmes, Chris Saunders, Jim Pottinger, Kim Belcher, Clive Halliwell, Barrie Griffin & Mark Steele

MANAGING DIRECTOR

Tony Stephenson

OPERATIONS DIRECTOR

Tom Stephenson

PRODUCTION MANAGER

Julie Arnett

DESIGN TEAM

James Scott

MARKETING ASSISTANT

Helen Pallen - 01684 588550

Email: marketing@traplet.com

ADVERTISING SALES

Vivienne Hill - 01684 588544

Email: advertising@traplet.com

ADVERTISING COPY CONTROL

Cindi Griffiths - 01684 588517

Email: adcopy@traplet.com

PRINTER

Warners plc

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(01684 588568)

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Tel: 217 355 2970

Fax: (001) 217 351 4135

Email: usa@traplet.com

AUSTRALIAN DISTRIBUTION

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NSW 2233, Australia.

Tel: (02) 9520 0933

Fax: (02) 9520 0032

Email: sales@traplet.com.au

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South Africa

Tel/Fax: +27 44 272 5978

Email: southafrica@traplet.com

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MASTHEAD

LATEST NEWS AND VIEWS

ADVERSE WEATHER CAUSES RESCHEDULE OF KIRKLEES OPEN DAY

Due to adverse weather conditions on 8th July the Kirklees MBC Open Day had to be cancelled. The event has been rescheduled for Sunday 9th September, which is also the Warship Day. Let's hope the Indian Summer kicks in! Start time 10 am until 4 pm. Free parking at Wilton Park, Bradford Road Birstall, Batley WF17 8JH. Further information from Stan Reffin, 0113 2675790 or via the club website: www.kirkleesmodelboatclub.org.uk



heritage open days

PS MEDWAY QUEEN PROGRESS

Work is progressing slowly on the build of this paddle steamer after a few delays caused by financing earlier on this year, progress has resumed but no date is known yet when the ship will be transported to her home berth of Gillingham from the shipyard in Bristol. Three main tasks remain on the hull: the stern plating is unfinished, the promenade deck timbers have to be laid and the hull requires painting. Steps are being taken to speed up the riveting and work on the planking is now under way. Painting has also begun although with the interior having been started first it was not visible on the web cams. The deck timbers have been refurbished by the society's volunteers and have been transported to Bristol, installation commenced in June with the refurbished material to be used on the main deck but new timber on the exposed promenade deck. Work on the stern is probably the most significant task outstanding and more time is needed to complete that. There is also the engine to be lifted on board and the paddle wheels and shaft to be installed.



Paddle wheels being constructed for PS Medway Queen (image by Bob Stokes)

In the meantime the society's new Visitor Centre on Gillingham Pier is open to visitors every Saturday from 11 am to 4 pm. The workshops are not generally accessible at that time but it is planned to open both the visitor centre and the workshops to the public for all four days of the 'Heritage Open Days' weekend which runs from Thursday 6th September through to Sunday 9th. On each of those days, again from 11 am to 4 pm, you will be able to visit the workshops and talk to those who are working on the project. The Visitor Centre is on Gillingham Pier (Pier Approach Road, Gillingham, Kent ME7 1RX). Telephone: 01634 575717 if you wish to check before travelling. Unfortunately it is just not possible in the current climate to predict whether the ship will be there by that time.



NYLET ANNIVERSARY

This renowned sail maker is celebrating this year their 80th anniversary. Starting in 1932 by manufacturing full size sails the family firm started manufacturing sails and fittings for model craft in 1965. They now export worldwide sails for model racing yachts as well as sails made from traditional materials for scale sailing models. The company claim to be the 'longest established

professional model sail makers in the world'. For further details of their extensive range of model sails and fittings visit their website:

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The new outside lake for maritime modellers at Unity Farm

MODEL & HOBBIES BREAK, UNITY FARM, BREAN. 31ST AUGUST – 10TH SEPTEMBER

This is the longest running residential holiday for modellers in the South West, you can now stay up to 10 days if you wish, the break can be for the first weekend i.e. 31st August – 3rd September, a mid week break 3rd – 7th September or the last weekend 7th – 10th September, or combine them all for the full 10 days. The facilities for maritime modellers is excellent with an outside pond ideal for yachts and scale boats which is also very close to the flying field. There is use of an indoor swimming pool area which is available for the duration of the break. Other activities on site include model aircraft, model railways, crafts etc. Located on the Somerset coast at Brean. It is not too late to book on site accommodation in static caravans or bring your own tent, camper or touring caravan. All modelling activities are organised by modellers for modellers. For up to date competitive prices and availability please visit the Holiday Resort Unity website: www.hru.co.uk and quote Model & Hobbies Break or call 01278 751235 for touring or 01278 752100 for hiring.

ROYAL MUSEUMS GREENWICH

Greenwich Park and the National Maritime Museum will host the London 2012 Paralympic Games Dressage competitions to be held in September. During this period opening times and access to the sites will change, the National Maritime Museum will be open throughout the Games with some changes to opening hours. Please see the website for more information on site closures and adjusted opening times: www.rmg.co.uk/olympics **MMI**

DIARY DATES

WHAT'S ON, WHERE AND WHEN?

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

SEPTEMBER 2012 MMI DIARY DATES

AUGUST 31 – SEPTEMBER 10

Model & Hobbies Break 2012

Unity Farm, Bream, Somerset. 10 days of participating in or watching your favourite hobby: model boating, flying, railways, crafts etc. On site accommodation or bring your own caravan/tent/motor home. Further details of accommodation, Touring: 01278 751235, Hiring: 01278 752100 or visit www.hru.co.uk

SEPTEMBER 1

Solent RCMBC Annual Club Exhibition

Masonic Hall, High Street, Lymington, Hants SO41 9AA. 10 am till 4 pm. Entry by charity donation (all proceeds to RNLI and H4H) over 100 boats on show. Café available. For more information Email: david.mcnairtaylor@sky.com

SEPTEMBER 2

Grays Thurrock Model Boat Club is holding a Navy Day

An invitation to any owners of Model Naval Vessels, Surface Warship Association invited also. Electric powered only NO I/C. No competitions, no prizes and no cost just enjoy the day from 9.30 am. Lake address: Belhus Woods Country Park, Romford Road, Aveley, South Ockendon, Essex RM15 4XJ. Sat Navs will find us OK. Website: www.gtmhc.org.uk (Email link on website) or Mike Smith 07983594571/07930710079

SEPTEMBER 2

Glasgow Richmond MBC, End of Season Charity Show

11 am - 4.30 pm at Richmond Park, Glasgow (opposite Shawfield Stadium). Bang-a-boats for the kids, bring and buy and raffle. Dozens of boats on display and our extensive harbour system will be on the water for you to navigate. Hot and cold food and beverages available. Car parking is next to the pond with a helping hand to unload vehicles if needed. Toilet facilities available. Come along, join in the fun, you will be made most welcome. All enquiries to the club secretary: Colin Miller, Mobile: 07719568539 or club email: glasgow.richmond@gmail.com Directions available on the club website: www.glasgow.richmondmbc.co.uk

SEPTEMBER 2

Black Park Model Boat Club – Open Regatta

Black Park Country Park near Iwer Heath, Slough on Berkshire/Buckinghamshire border, SL3 6DR. An open event to which all clubs and individuals are invited. This year's event will feature a display to commemorate the 30th anniversary of the Falklands conflict. 10-5 with free admission. Huge country park with woodland walks, nature reserve, play area, café and toilets. Proceeds to 'Help the Heroes' charity. Contact Guy Bagley, 01753 884383. www.blackparkmodelboatclub.org.uk

SEPTEMBER 8/9

The 17th Queensland Model Hobbies Expo and Queensland Scale Modelling Championships, Australia

This the largest scale modelling event staged in Brisbane annually.

Held at the Brisbane Table Tennis Association Stadium, Green Terrace, Windsor (Downey Park), Brisbane Queensland 4030, Australia. 9 am to 5 pm Saturday and 9 am to 4 pm Sunday. Visit www.qmhe.com or contact the Secretary: secretary@qmhe.com

SEPTEMBER 9

Kirklees Model Boat Club Annual Navy/Warship Day

Anything belonging to the grey funnel line. Start time 10 am to 4 pm. Refreshments, free parking at Wilton Park, Bradford Road, Birstall, Batley WF17 8JH. Further info contact Stan Reffin on 0113 2675790 or via the club website www.kirkleesmodelboatclub.org.uk Anyone wishing to sail a non-warship model will be made welcome

SEPTEMBER 9

Tug Towing for MPBA Shield

Balne Moor MBC, Kingfisher Pond. DN14 0EL. Start 1030. Refreshments. Contact Peter Newton (Sec), Tel: 01977 791825

SEPTEMBER 9

Scottish Federation of Model Boat Clubs, Annual Regatta

Hosted by Langtoun Model Boat Club, at Beveridge Park, Kirkcaldy. From 11 am. Full range of competitions. Contact: Secretary Ron Johnston on 01592 261077 or secretary@sfbmc.net

SEPTEMBER 16

Cornish Fun Sail

Millpool, West Looe Cornwall. All welcome, sorry no I/C. Contact: John Mandale, 01579 347627 or Harry Southern, 01503 263803

SEPTEMBER 16

MPBA Scale Finals

Balne Moor MBC, Kingfisher Pond DN14 0EL. Start 1030. Refreshments. Contact Peter Newton (Sec), Tel: 01977 791825

SEPTEMBER 16

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10 am start. There will be a £1.50 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, 01689 834896

SEPTEMBER 22

Dolphin Model Boat Club (NIGHT)

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 19:00 start. There will be a £1.50 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, 01689 834896

SEPTEMBER 23

Edinburgh Model Boat Club

Fast Electric Racing Team. Contact Tom Fraser for details: 0131 665 1192

SEPTEMBER 30

Edinburgh MBC End Of Season Sail

Inverleith Pond 12 noon start. Steering and Docking competition if enough interest. www.edinburghmodelboatclub.org.uk Email: secretary@edinburghmodelboatclub.org.uk 0131 551 4637

SEPTEMBER 30

Mutual MBC Bring and Buy Sale

To be held at Crimble Croft Community Centre, Aspinall Street,

Heywood, Lancashire OL10 4HL. The site is accessible to all and full facilities available i.e. 30 plus tables. Doors open 9.30 am. Contact the events secretary Kevan Winward, Tel: 01706 868616

OCTOBER 2012 MMI DIARY DATES

OCTOBER 7

Tug Towing, All Day Freedom Sailing

Arrival till 17.30, Frequency Peg £4. Balne Moor MBC, Kingfisher Pond. Start 1000. Refreshments. Contact Peter Newton (Sec), Tel: 01977 791825

OCTOBER 7

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10.00 start. There will be a £1.50 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

OCTOBER 7

The East Midlands Model Lifeboat Day 2012 – Part 2

Due to the terrible weather experienced at our event on Sunday 3rd June 2012, King Lear Model Boat Club will be hosting a second event on Sunday 7th October 2012 to raise much needed funds for the RNLI. All Lifeboaters are most welcome for this informal and fun event. We have a jetty and slipway for ease of access to our lake so please bring your boats along for a sail. There is ample parking and picnic facilities at Watermead Country Park, Leicestershire, LE7 1PD. There is a £2.50 entrance fee payable to

an unmanned machine, so having the correct change is required. There are no catering facilities on site so bringing your own lunch is recommended. Further information can be obtained from Marie Burdett, Tel: 0116 2613959 or by email at kinglearmbc@ntlworld.com For up to date information please visit our website at www.kinglearmmodelboatclub.co.uk

OCTOBER 17 to 21

The Midlands Model Engineering Exhibition

This is The Show for Model Engineers and should not be missed. Warwickshire Exhibition Centre, Fosseway, Nr Leamington Spa CV31 1XN. See www.modelengineeringexhibition.co.uk or call 01926 614101 for full details or www.meridienneexhibitions.co.uk

OCTOBER 20/21

The Blackpool Model Boat Show

The Norcalympia Hall, The Norbreak Castle Hotel, Queens Promenade, Blackpool FY2 9AA. Saturday 10 am till 5 pm. Sunday 10 am till 4 pm. Contact: A Model World, Tel: + 44 (0)1606 891999. Fax: + 44 (0)1606 892541. Email: info@amodelworld.co.uk

OCTOBER 28

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10.00 start. There will be a £1.50 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

MMI

READER'S LETTER

Bryan Evans (Photo taken by Mike Bridgeman of the GDMBC)



fast). Operating the model sensibly, duration on one 5000 mAh battery back was over the hour mark.

For me, with the type of models I build, brushless motors (outrunners) are definitely the way to go. In fact I have already purchased such motors for my build of a MGB, which I will start later this year.

Thanks again for Alan's help and advice. **MMI**

Dear Barrie,

Early last year I wrote to Alan Senior (contributor to Airwaves) asking for his advice on what brushless set-up would work in my 1/24th scale MTBs etc.

My normal motors were 2x Speed 600 Ecos on 7.2 V/8.4 V driving 3-bladed 35 mm brass props.

Alan kindly replied and suggested 2x Keda ThumRun 2837/10 outrunners with Hobbywing EZ-Run 18 amp ESC's. With some trepidation I took the plunge and fitted these into my new build, a 1941 70 ft Vosper MTB. Well I should not have worried, as on just 7.2 V with the 3-bladed 35 mm brass props and the sound of the motors winding up the boat performed superbly (8.2 V being far too

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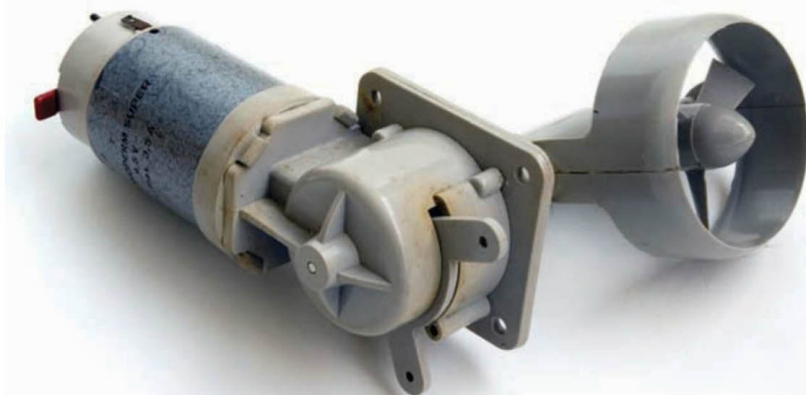
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VINTAGE MOTOR SHED – 19

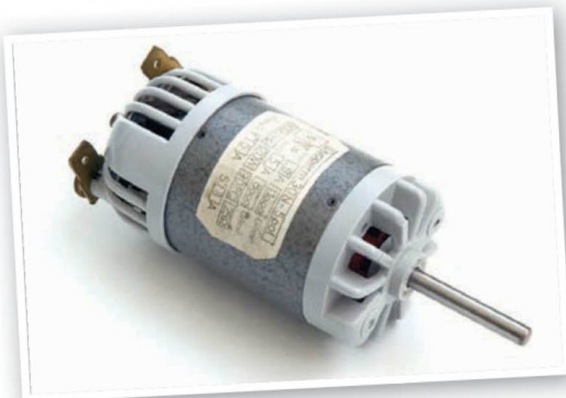
MARX MOTORS – 3



Bongo II drive unit

In this instalment I will briefly cover the more important remaining members of the Marx-Luder range. The range had become quite staggering in its scope by the end of the 1970s, but the ever-increasing cost of the motors compared to their Japanese opposition was beginning to take its toll and they had all but disappeared by the 1990s.

The Marx Bongo unit appeared in 1962. Based on the Monoperm (Bongo I) or Monoperm Super (Bongo II), it utilised two stages of bevel gearing to achieve an azimuthal power unit capable of steering its shrouded propeller through a full 360 degrees, and required only a large hole to be cut in the bottom of the hull for installation. In later years, around 1974, it was joined by, and later supplanted by, the Marx Z-drive unit which could be mounted through a hole in the transom to provide not only 360 degree steering, but trim (drive angle) adjustment as well. Its Monoperm motor could be quickly disconnected via a



bayonet type fitting. Completing a trio of alternative propulsion solutions was the Super Neptun outboard motor, also available from 1962. All the Marx products relied on extensive use of injection-moulded plastic housings and gears.

The innovation that prevailed at the Marx company was displayed again when they launched their Richard motors in 1964. Based once more on the Monoperm (Richard I) or Monoperm Super (Richard II) motors, these came with a unique 6-speed gearbox whose 3:1, 8:1, 12:1, 16:1, 32:1 or 60:1 ratio could be set just by turning a selector ring. Overall size was 40 mm maximum diameter by 100 mm long for the Richard II, including its forward-off-reverse switch but not the 5/32" (4 mm) nominal output shaft.

The Richard was obviously a versatile unit for many types of mechanical devices or experimentation, and in slightly modified form became the Meccano Power-Drive unit (the

modification consisted of increasing the height of the pedestal so that the drive shaft was a standard Meccano multiple of 0.5" above the base). The Richard motors were soon followed up by the Mini-Richard in 1965, a smaller unit designed along similar lines but based on the Milliperm motor. The Richard gearboxes were also made available separately. The versatility of the Richard motor/gearboxes has to be set against the lower efficiency caused by their multiple gear stages, which are always in mesh; the Pile units are a better choice if a single fixed ratio is required.

Amongst other Marx motors are the early Uniper unit, to be seen pictured as an American Aristo-craft product in a later instalment, the higher-powered Duoperm with built-in cooling fan and the advanced high power GT-300 and GT-500.

The passage of the decades has revealed a problem with the early Marx geared units that their designers could not have allowed for – the plastic gears that were moulded or driven onto metal shafts were subjected to high internal stresses and with shrinkage of the plastic over time this can lead to cracked or even split gears. Check any unit you may be thinking of buying very carefully, preferably powered up with the motor on load. **MMI**

LEFT:
Duoperm



Z-drive unit with bayonet motor fitting



Mini-Richard and Richard II

Desperado^{JR.} OBL

2.4GHz

OFF-SHORE

Water Cooled
OBL

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TT5126 - DESPERADO OBL Jr

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- OBL29/19-15 Brushless Motor
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Specifications

- Length: 690mm
- Beam: 185mm
- Height: 180mm
- Weight: 1210g



Quick remove magnetic hatch



Performance Propeller & Rudder



High Performance Brushless Motor



2.4GHz
IFH55



4Ch Mini Receiver



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Water Cooled
OBL29/20-15M



Water Cooled
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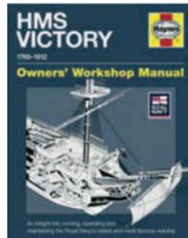
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STEAM SCENE

CHRIS TRIES TO UNSCRAMBLE THE THORNY ISSUE OF BOILER TESTING AND CERTIFICATION. HE ALSO FEATURES THE GRAUPNER GLASGOW PADDLE STEAMER RENOVATED AND RUN BY TONY HADLEY

AUTHOR: CHRIS SAUNDERS chris.saunders08@gmail.com  GREAT BRITAIN

Graupner Glasgow Paddle Steamer



BOILER TESTING

While at the Manchester Model Engineering Show I was offered and bought a very nice looking 5½" horizontal boiler with the aim of fitting it into my most recent steamboat. On getting it home and trying it in the boat I decided that I should make sure it was safe for use on a public lake.

This immediately got me into what seemed the rather confusing subject of boiler testing. So I sought advice from my local Cardiff Model Engineering Society, and was introduced to one of its boiler testers, Roger Sully. Roger agreed to meet with me at the society's clubhouse and answer any questions I had about boiler testing. I am very grateful to Roger Sully and the Engineering Society for the time they spent with me. I have included some pictures of their fantastic new clubhouse and the engines and track surrounding it.

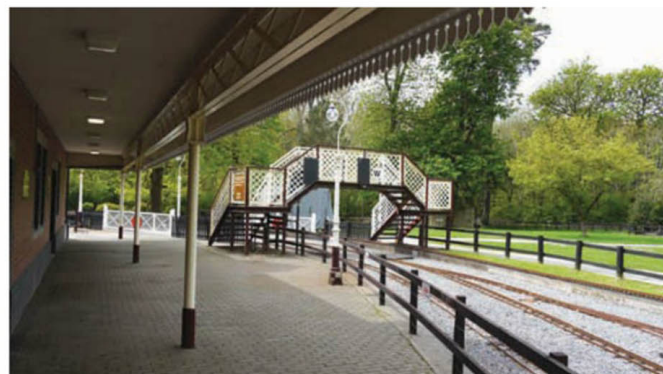


Cardiff Model Engineering Society (CMES) new clubhouse

What follows is my interpretation of the regulations. If you are to act upon this information then it is important to read the full regulations as set out in the leaflet 'MPBA Code of operating practice for steam powered models' (mpba.org) or the booklet 'The Examination & Testing of Miniature Steam Boilers (Revised Edition 2008)', printed and distributed by the Midlands Federation of Model Engineering Societies, Northern Association of Model Engineers, The 7¼" Gauge Society Ltd, and Southern Federation of Model Engineering Societies.

3 BAR – LITRE

This is the most important concept to grasp for a model boater thinking of constructing a steam driven model. It is a measure designed to separate small and toy boilers from those that could do



The main platform



Roger Sulley with the steam train Jack



Members of CMES checking an engine

serious harm if not treated properly. To understand this measure I must explain a simple calculation.

The working pressure of the boiler must be known. This is usually expressed in psi (pounds per square inch) and must be converted into bar – where 1 bar = 14.5038 psi or 10 psi = 0.689 bar.

The total volume of the tank must be measured. This measurement must then be converted to litres – where 1 litre = 1000 cc (or ml) = 0.22 gallons/1.76 pints).

Simply multiply the answer from 1) by that from 2) to get the bar – litre value for the boiler.

Example: my 2½" horizontal boiler from Macc Steam has a working pressure of 60 psi (4 bar) and a total volume of 290 ml (0.29 litres) so the bar – litre value is:

$4 \times 0.29 = 1.16$ bar – litre (well below the 3 bar – litre value)

While a 4" horizontal boiler of a similar design with a 80 psi (5 bar) working pressure and 900 ml capacity would be:

$5 \times 0.9 = 4.5$ bar – litre (well above the 3 bar – litre value)

The limit is about 3½" boiler with a capacity just under 750 ml (0.75 litre), working at 60 psi (4 bar) giving a value just under 3 bar litres.

Thus it is a fairly easy calculation to determine the bar – litre value for any boiler. I will now try to explain its significance.

BOILERS UNDER 3 BAR – LITRE

These boilers are exempt from the standard pressure testing code but represent a significant hazard to the user, or public, if not kept well maintained. The Miniature Steam Boilers document recommends that "these small boilers be fitted with, at least, a safety valve and pressure gauge and that these be tested every 12 months in order to ensure correct operation at the correct pressure. The boiler and the pipework installation should also be checked at least every 12 months."

This would seem a very realistic requirement and should represent normal good practice at the pond side. The tests should be carried out by a competent member of the club who is not the owner of the boiler. This should be no problem in clubs where steam boating is an active part of sailing. It is usual for the club to have named members who are deemed competent with steam plants and these members carry out the checks and inspections, keeping records of their testing.

Where a club has insufficient members operating steam models then it is a good idea to link the club to the nearest model engineering society. This would give access to sufficient competent testers to ensure safe running at the lake. Members of the MPBA can get a useful club pack on operating steam boilers which includes the documentation necessary to keep accurate records.

Remember that hot steam can cause very serious burning even at quite low volumes. I think that most clubs have these regulations written into their club rules for steam models. It is important for any

individual to check that their insurance covers steam engine craft and that the insurer does not require additional certification when running in public.

The above tests are not a substitute for routine checking of the steam plant. To ensure the safe operation of any steamboat the owner should check the following every time they sail (the list is not necessarily exhaustive but gives an outline of the checks needed on a simple steam boat).

Check that the safety valve operates at the specified release pressure.

Check for leaks or weeps from fittings, bushes and pipe work.

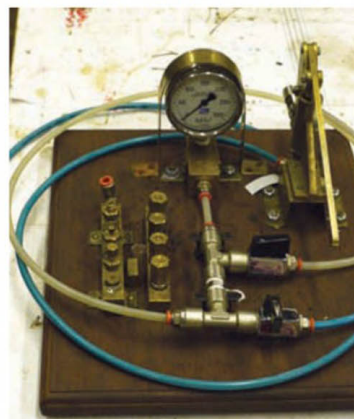
Check the waterways are clear and ensure the water level returns to the correct position in the sight glass when the boat is tilted.

Check the operation of any boiler filling system.

Check that the clack valve seats properly.

Check that the heat source can be removed or turned off quickly in case of an emergency.

BOILERS ABOVE 3 BAR – LITRE



The hydraulic test equipment used by CMES



An industrial version of the hydraulic test equipment

These boilers have the potential to cause significant explosions, as well as representing a real danger of serious burns if not maintained and operated safely. As a result they come under quite stringent testing requirements, based upon the 'HSE Pressure Systems Safety Regulations 2010 – the Code of Practice'.

After manufacture these boilers must be subjected to a hydraulic pressure test at twice (2x) the designed working pressure. The boiler is filled with water and then pressurised to the desired value using additional water. Care is taken to release any trapped air from the system. The boiler is then held at this pressure for a minimum of 10 minutes while a careful inspection is made for any leaks or unusual stress sounds. Note, pressure gauges, site glasses and safety valves are not fitted during this test for obvious reasons.

All modern commercial boilers of this size should have a certificate confirming this hydraulic test has been carried out before purchase.

This certificate should clearly

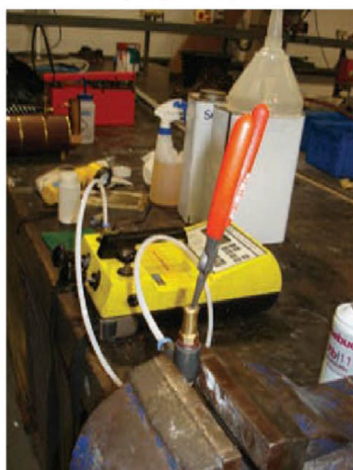
identify the boiler (usually by an identification number stamped in an easily visible place), and state the working pressure and date of the test. With older boilers of unknown construction this initial testing will have to be repeated.

Here issues such as the design, materials and quality of construction will need to be addressed before a test takes place to ensure the safety of the testing operator. This often proves problematic when second-hand boilers are acquired without details or previous test information.

A steam test should be carried out before putting the new boiler into service. This test should check that any boiler water feeding arrangements work effectively. Ideally there should be



A 5½" boiler being prepared for its hydraulic test. Pressure and water level gauges may need removal for safety



Adjusting the release pressure setting of the safety valve

two independent ways of feeding water to the boiler (one if less than 10 bar – litre); however, with model boats this may not always be practicable. If there is no additional water feed then the inspector must be assured that the fuel to the burner always runs out before the water level in the boiler gets too low.

The pressure gauge should be checked for accuracy against a gauge of known accuracy and the water gauge should be blown down and checked to see that the water level recovers to normal position without

any delay. With model boats, the water gauge does not always have the facilities to be blown down, in which case tilting the craft should cause free movement of the liquid level in the sight glass (i.e. there is free passage and no build up of scale restricting the tubes).

After these initial checks the boiler should be steamed at maximum firing rate for as long as the inspector needs to be sure that stable conditions have been achieved and that the safety valve operates correctly. The craft can now be operated safely and the owner issued with an appropriate certificate. Again information and documentation is available from MPBA or the club could link itself to a local model engineering society and use their boiler testers and certificates.

This certification has a maximum life of fourteen months, although annual tests are recommended. These annual tests are a repeat of the cold inspection of the boiler and a steam test as described above. To our knowledge there is only one steam club specialising in model craft in the UK, namely Cheddar Steam Club: <http://www.cheddar-steam-club.org.uk>

Hydraulic test certification lasts for four years for a copper boiler (subsequent hydraulic tests are needed every two years for steel boilers). This time a pressure of one and one half times (1.5x) the working pressure is applied. This hydraulic testing should always be followed by a steam test.

As with the smaller boilers, it is the responsibility of the operator to check the steam plant each time they sail the boat (see checks listed above). Overall this represents good practice in keeping both the operator and the public safe.

GRAUPNER GLASGOW PADDLE STEAMER

Tony Hadley sent me the following description and pictures of his renovated steamboat. I am very grateful for his contribution...

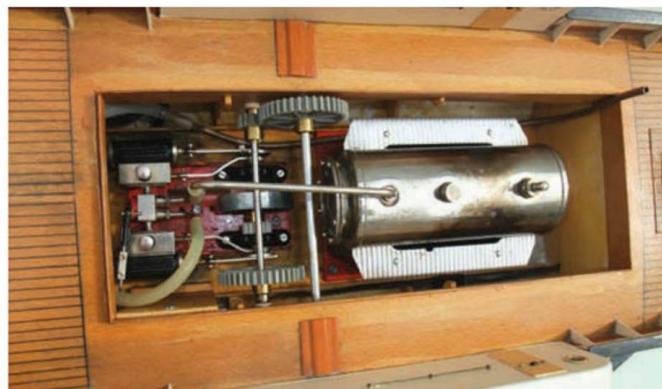
The 1010 mm x 388 mm 1:40 scale Graupner Glasgow paddle tug model came to me from a very busy friend who could no longer give model boats the time he would have liked to. The model was in need of extensive repairs and restoration to return it to its former glory and be of a satisfactory standard at the lakeside. I hoped that in this article I might be able to explain about the steam installation of the model instead of a long list of these repairs.



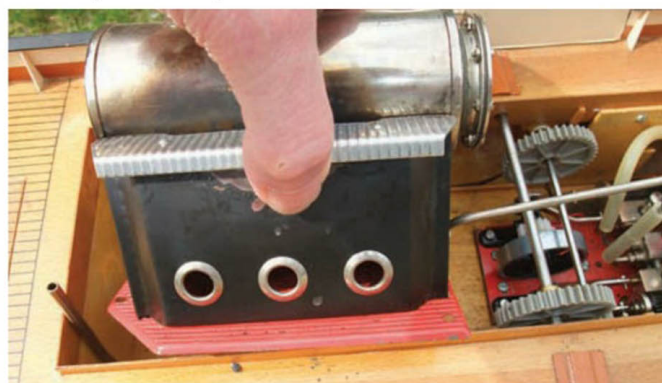
The Glasgow clearly showing the paddles

A Wileco gas fired D48 steam plant was fitted to the model, comprising a well-engineered, two-cylinder steam engine and boiler. The nickel-plated brass boiler has a volume of 320 cubic centimetres and an operating pressure of 1.5 bar. A circular sight glass is fitted at one end of the boiler and the gas tank is located at the other end. A knurled regulation valve allows for manual gas adjustment before sailing.

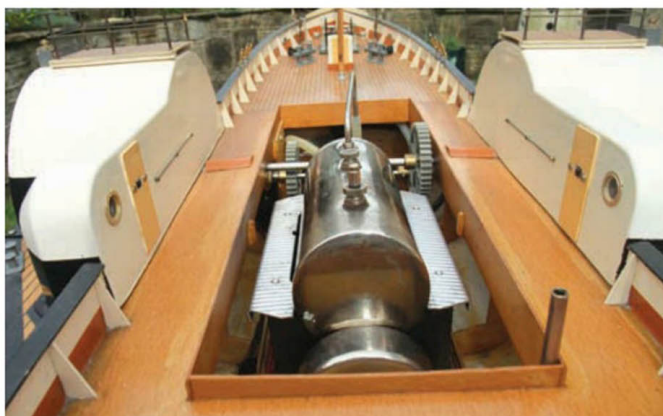
On my model it was noticed that the engine's 13T drive pinion was fractured. The engine had to be removed and stripped for repair. This procedure is quite easy but a methodical system of work is required. A replacement pinion was ordered and promptly received from Gliders (www.gliders.uk.com). Research on the Internet shows that a brass gear is now fitted to the engine's output shaft.



The complete steam plant



The Wileco boiler being positioned in the hull



A clear view of the boiler and the drive gears for the paddles

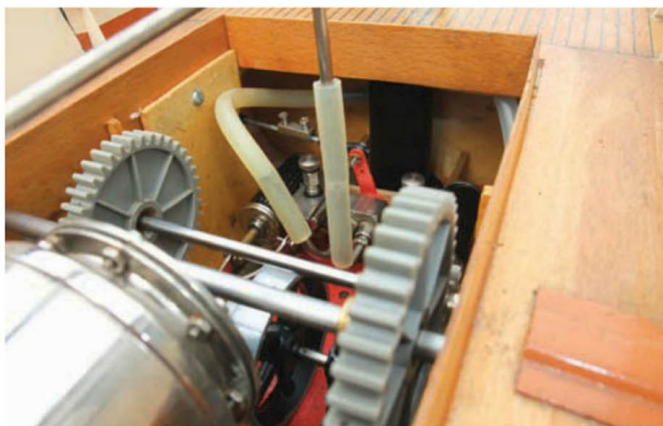


More detail of the drive train for the paddles

The rebuilt engine and restored model were given tests at home prior to the first sailing. The steam plant was test run and the boat was given a bath test to check the waterline. The model is too large for a powered bath test. Before venturing into a public place with the model, a steam test certificate was deemed necessary from the club's boiler inspector (a pressure test certificate is not necessary for boilers under 3 bar – litre).

At the first lake sailing, caution is usually the model makers' priority and this was the case with this first sail. The engine was lubricated as per the instructions and the model's boiler was filled with hot water from a Thermos flask to a level half way up the sight glass. Steam pressure was soon achieved and the model was placed in the water.

Opening up the throttle by R/C gave the Glasgow a surprisingly good turn of speed, which was quite unexpected, as I had previously read of this steam plant underperforming. The paddler was stable in the water and the turning circle was tighter than expected. The gas lasted in excess of ten minutes before the model was returned to the lakeside. There was water left in the boiler indicating that the gas had been used first, this is correct and what should be expected.



Engine, throttle control and the condenser in the background



Fitting the superstructure

The following points should be noted with this steam plant installed in this model:

- An aluminium heat and flue gas deflector has to be fitted to the underside of the cabin to direct the flue gases up the Glasgow's funnel.
- The design of the boiler does not allow for lagging (insulation) to be fitted. No flue is fitted to the boiler as heat envelopes the boiler shell.
- The burner is designed to be lit through air holes in the sheet metal boiler support sides. When in the Glasgow these holes become inaccessible and the burner has to be lit directly on the gas jet.

During the winter months, a new condenser, purchased from Clevedon Steam (www.clevedonsteam.co.uk), has been fitted under the foredeck. The boiler was de-scaled as tap water had previously been used. Future work planned includes fitting a crew.

The feathering paddle wheels give this model a lovely characteristic and the Glasgow is a pleasure to own and sail. It gives hours of enjoyment at the lake and always draws interest from the public when making an appearance. Graupner have marketed this kit through numerous model suppliers for many years and my only regret is that I didn't buy one before! **MMI**



The Glasgow at full steam



A beautiful, well built model

THE BEAUTY OF SCALE

MARK ASSEMBLES A PICTORIAL SELECTION OF R/C SAILING CLASSICS FROM AROUND THE WORLD **AUTHOR: MARK STEELE**



A Hengst Netherlands fishing boat built and brilliantly photographed by Hans Staal. You can almost feel the spray!

A CLASSIC REGATTA

My New Zealand Pocket Oxford dictionary defines the word 'Classic' as 'of acknowledged excellence (and as being) outstandingly important', and as I realise and accept that the wonderful hobby of building and sailing model sailboats includes an absolutely huge range of types of boats, classes of events and styles of sailing that a publication's editor is faced with reporting on, I felt I'd like to personally select and present a few beautiful 'extremely time-consuming in build' models from Britain, the United States, New Zealand and Australia.

Wouldn't it be lovely to have them sail all together before our eyes on a lovely pond, fabulous square-riggers, schooners, cutters ketches, sailing barges and other types, but alas as it is doubtful that anyone could be found to finance such a venture.

I am in touch with many of these 'friends never met' from nations of the western world, and the thought came to me that perhaps with the help of my favourite magazine on the hobby that we share, I would put together a sort of pictorial assembly of some of them, a 'classic regatta on paper' one might refer to it as being.

SQUARE-RIGGED

Through the pages of MMI over the years we have been treated by Neville Wade to examples of his wonderful work in creating model square-riggers of immense detail and technicality of operational 'innards' fully understood by those knowledgeable like himself, but baffling to others like the writer who tends to refer to a lot of the cogs and wheels as 'thingys' and 'whatsits' and even on occasion as 'gizmos'! It is indeed appropriate that my Smeed Starlet is called Bells and Whistles for that about sums it up.

Neville continues in what appears in photos to be a relatively tiny shed, to produce wonderful square-rigged model ships which he then writes about and explains their technical aspects and shows them on the water, often in quite rough (for their size) water conditions. Just to set the article into motion, I'll show you just one of my favourite shots of Nev's 1902 four masted Judith Kate (which is based on the Herzogin Cecilie, a steel-hulled barque built 1902) beating into a strong gale. There is action and mood aplenty in that photograph suffice to make me feel just a tad seasick!



Andrew Charters of South Carolina's big fishing schooner Elizabeth Silsbee whooshes by in the US, decks awash and water exiting through her scuppers (photo credited to Pat Butterworth)



Roy Lake and his four-masted, own design boat in Auckland



Malcolm Wilkinson of Auckland, NZ with his Gallant of Glenfield based on the Essex, a 32 gun US frigate of 1798

Still in the United Kingdom and this time out in the New Forest area of Hampshire and part of an ever-growing fleet of R/C scale models by members of the 'enthusiastically active' Solent Radio Control Model Boat Club you are likely on nice summer days (a rarity this year! Ed) to see any one of several beautifully built square-riggers by retired-from-business model builder and sailor, David Edwards. In addition to Lightning and others like the famous tea clipper Thermopylae, David has also renovated and converted to R/C a model of Livonia, the British 1871 Challenger for the America's Cup, as well as one of Columbia, both built as free-sailing pond yachts by his Great Grandfather.



Phillip Artweiger in the Czech Republic's brigantine USN Somers overhauls a small boat suspected of being in the slave trade

SAILBOATS

In that club also is Allan Read another prolific model shipbuilder of immense skill, whose very latest model built is Raven, a plank on frame sailing model of an 1875 Brigantine, the original built on Prince Edward Island, Canada. He has over recent years produced a range of lovely model sailboats, this is but one of them. The club has a staggering array of pilot cutters, schooners and fishing sailboats, add to that their website which is certainly the very best I've encountered in my pastime of 'fossic(er)!' The website is largely the work of Peter Taylor whose photographic coverage of club members' boats is very comprehensive indeed.



Rick Mayes' of Queensland, Australia, schooner Lady Annette, named after his first wife



Nev Wade in the UK builds wonderful sailing square-riggers and this is his Judith Kate barreling along into a gale

In the United States, a friend, Andrew Charters has over the years that I have known him been always acknowledged as being among those almost totally dedicated to schooners. He lives in South Carolina and travels most years with an enclosed trailer containing four of his precious racing scale schooners all the way to Maryland where the Solomons Model Yacht Club hold regattas. His model of the William Fife schooner Cicely that is 90 inches on deck, and his model of the Starling Burgess designed fishing schooner Elizabeth Silsbee are both most impressive and Pat Butterworth captured the incredible image of the latter with decks awash and water exiting through the scuppers shown here.

And what about his model of Gloriana, the original built by Nat Herreshoff in 1891? Andrew Charters' absolutely stunning R/C model of her seen with him in the photograph always attracts so much attention when sailed or even when just put on display and is arguably the finest sailing model of the famous 70' cutter that you are likely to find anywhere.



Andrew Charters beside his Gloriana model



Bill Huizing in the USA built this sailing model of Puritan, photographed by Pat Butterworth

Across the vast Pacific and in Australia, another of my mates who literally 'breathes model boats', Rick Mayes in Maroochydhore in Queensland is also dedicated to schooners and has several. Currently building a sailing model well advanced of the Maltese Falcon, he has among his sailing fleet a beautiful conventional schooner called Lady Annette named after his first wife who died. An ex-navy man who used to build models of naval vessels, once he switched to sail has continued on that path ever since. Auckland, New Zealand where I live, beautiful scale sailing models are constantly appearing.



Fame, the original designed by Bowdoin B Crowninshield in 1910, R/C model built by Auckland's Ancient Mariner sailor, Derek Nicholson



David Edwards of the Solent Radio Control Model Boat Club holding his very old model of Livonia, built by his Great Grandfather, which he has converted to R/C (Photograph by Peter Taylor)

entry numbers of thirty or more boats, and observation suggests that other classes of boats have also dwindled.

I hope that the racing side does not diminish dramatically for it is an integral part of model yachting, as much perhaps as events conducted by vintage movements though their 'racing' as such is not that serious.

Not to be construed as suggesting that scale sailing is a better alternative, classic scale sailing models are just another part of the wonderful hobby that we share, and obviously such boats are not 'raced' as often they have taken years in construction by those who build and 'show' them. Their owners are usually getting on in years and enjoying quality time and don't take kindly to having their time on the water shared by groups of model race-minded skippers sailing in around and between them each full bore and either hell-bent on being ahead or 'keeping up'. It is a case of 'never the twain should they meet or be sailed together!'



This is Raven, a model built by Allan Read of the Solent club of an 1875-trading Brigantine (Photograph by Peter Taylor)

SCALE BUILDS

The building of scale model sailing boats is on an upward surge of interest and popularity in many countries in the world, European countries included where enthusiasts in Switzerland, the Netherlands and Germany to mention just three produce magnificent R/C sailing models. I have included a couple of photos but I can't get into those in this article. As the saying goes, that's 'a whole new ball game' and another story! **MMI**

Of course, there is more to model yachting than just the building and sailing of scale model sailboats and there will always be those (I'd guess!) who crave competition with racing yachts. That activity is no longer as popular in New Zealand if one were to judge the situation by numbers here, where one metre fleets for Nationals for a few years during the Fiji Islands sponsorship years often drew



Managing Director Eian Green of A. Green Engineering inspecting the next full size engineering job



Model traction engine wheels produced at A. Green Engineering



Funnel of a steam engine just off the production line

MMI VISITS TONY GREEN STEAM MODELS

AUTHOR: **BARRI STEVENS**  GREAT BRITAIN

Many modellers will be aware of the name of this respected company but sadly Tony passed away a few years ago after starting the business when he retired from the family firm of A. Green Engineering. Fortunately, Tony's son Eian has continued with the business trading under the original name of his father Tony Green. The products they produce are aimed at the model steam market and they also produce many spares for established companies like Mamod and Wileco.

MMI had the privilege of being invited by Eian to visit the family engineering factory of A. Green which employs around 17 people making many high quality engineering products for full size use as well as manufacturing items for the model steam market. The factory is a very good mix of high-tech CNC machines and traditional engineering machinery i.e. lathes, drills, grinders etc. hence their motto of 'we can produce low quantity, high quality products and high quantity, high quality products' and keep the

skilled workforce inspired and contented is to be congratulated.

Items for the model steam engines are assembled at Eian and his wife Sandy's home and as Eian explained he finds the model side refreshing when he gets home from the full size engineering work! We were also privileged to be invited to Eian's home to see the model steam engine production line. There are many items that are of interest for the maritime modeller and simple unit single engines can be fitted together to produce multi piston engines all at a very reasonable cost and they can be supplied in various states of finish to keep the cost down. A simple range of boilers is available which can be spirit, gas or solid fuel tablet fired. Many of the hard to get items can be supplied like pipe work, valves, metal rod and strip material, safety valves, etc.

While on a visit to a modelling show near Lincoln we saw the full range of products on the Tony Green Steam Models stand manned by Eian and his son Jason. The model business as mentioned above is now ran by Eian and is very closely monitored and helped by his mother Joan who started the business with her late husband. Hopefully we may be able to review in depth some of the steam products in a later edition of MMI.

For further details on the modelling products visit www.tonygreensteammodels.co.uk **MMI**



One of the manual multi bit drilling machines



Parts waiting to be assembled in to a SVS twin cylinder marine engine



Unit paddle steamer plant just completed assembly



The Tony Green Steam stand full of useful products



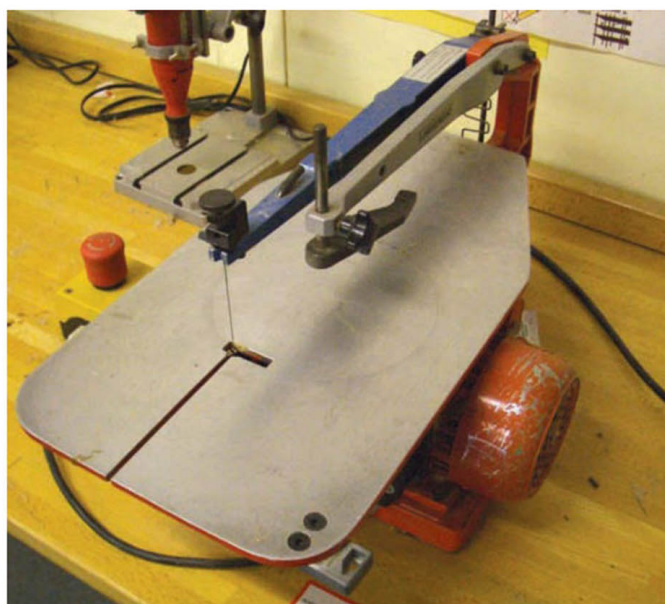
A small range of completed steam plants

SCALE SCENE

IAN HAS A LOOK AT POWER TOOLS FOR MODELLERS

AUTHOR: IAN WILLIAMS  GREAT BRITAIN

An acquaintance of mine, Andrew Murray, (no not that one) recently had a little windfall, (actually it was a horse that DIDN'T fall!) and came to me for advice on machine tools for his workshop. Knowing what kind of modelling he normally did, I was wondering what he had in mind. Andrew is a good modeller and it is amazing what has been produced on his kitchen table with mostly hand tools. Turns out as he had the money, he just wanted to make his modelling life easier. He came to me, not as some kind of oracle, but knowing I work in an environment that is a model maker's paradise. A school technology department with all the fancy tools you could want. Bearing in mind that these are my ideas on the subject and not a 'map of the camp', here is what I came up with.



Hegner scroll saw as mentioned in text. Essential type of saw

The following is by no means a complete or essential list and is intended as a guide only. In fact for kit builders the majority of items might not apply as this advice is mainly aimed at the advanced kit or scratch-builders who like to manufacture their own parts.

A scroll saw is probably the most essential of all items on my list. They can be used to cut ply bulkheads, keels and frames etc. Scroll saws come in a variety of brands and essentially their cutting action is similar to a sewing machine in that it involves two parallel arms moving up and down. A fine coping type blade is attached between the two arms. The one shown in the photo is a Hegner type but cheaper ones work just as well. A Google search or eBay is recommended.

A jig saw is similar in action and can be used for the same work as a scroll saw but there are some limitations in the control of the cut material. One of the big advantages of scroll saws is that they can be used to cut internal holes by releasing and removing the blade, inserting the timber and re-fitting the blade. The reverse procedure applies after the hole is cut. Scroll saws do have limits in what size material they can cut, generally it is limited to thin ply and similar.

Another possibility is a band saw; these saws come in various sizes, from model making varieties with a 150 mm throat size to full commercial workshop size. These saws use a full circle

(endless) type blade which runs on two internally mounted rubber rimmed wheels. The blade, unlike a scroll saw's, cannot be removed for internal hole cutting; it is strictly an outside cutter. A band saw can cope with much thicker material than the scroll saw and is really only governed by its power and throat size. It can be used for lighter ripping with a guide fence for accurate cutting. Ones similar to that shown in the photo can be found at B&Q for around £40. A handy but not essential power tool.

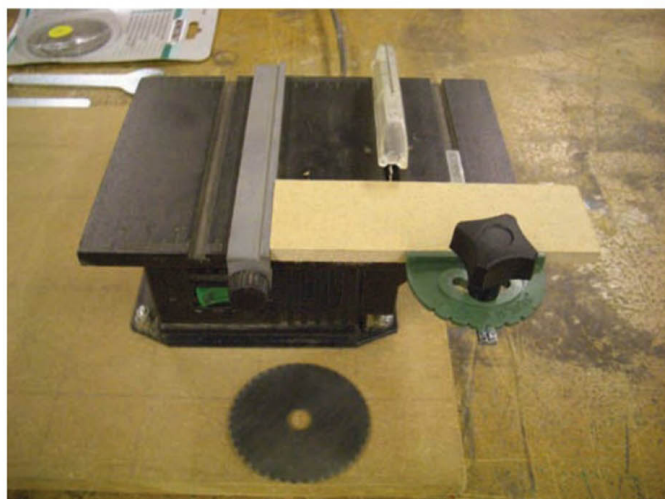
Table saws i.e. circular saws are not needed by the average modeller, however a miniature type, such as the Minicraft type seen in the photo are excellent for cutting thin planks and other small pieces especially if they come with an accurate fence adjuster.



Decent Draper bench bandsaw, price around £185 – great if you've got the money



A more typical modeller's bandsaw. This one extra useful as it has a built in disc sander, cheaper too



Minicraft circular saw, ideal for cutting planking strips

One of the tools I have recently become aware of is a mini drop saw (see photo). These are archery arrow making saws and are readily available on eBay surprisingly cheaply. They are extremely useful tools. The one shown here uses a 50 mm fine tooth blade and can cut at angles up to 45 degrees very accurately. With some imagination an extended table can be made up to suit if you find it necessary to hold longer material, although the small vice works perfectly well in most applications. You have to be aware however that most of the cheaper types sold on eBay are 110 volt versions so you may need a converter. There are 240 volt versions out there but for some reason these seem to cost a bit more. Keep checking the Internet, especially eBay as there are quite a few different types available. Look for 'Mini Drop (or Chop) Saw'. The one in the photo was found for under \$50 including shipping.



A mini drop (or chop) saw.
This one was less than \$50 from the USA

Well, that's it for this month. Next month I'll look at rotary devices and sanders etc. and I'll let you know what I advised for Andrew and what he actually bought! **MMI**

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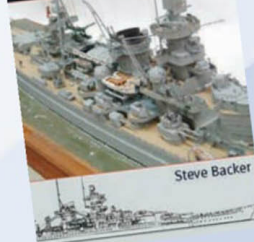
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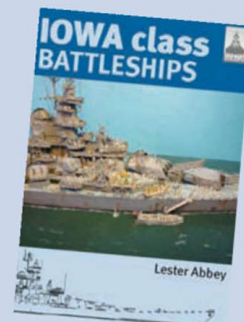
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AIRWAVES

ALAN UNRAVELS SOME OF THE MYSTERIES OF FAIL-SAFES

AUTHOR: ALAN SENIOR  GREAT BRITAIN airwaves@anola.net

Reader Phillip Bellamy recently wrote to me asking for an article on fail-safes and certainly this is a good topic for Airwaves as it is a subject that is often misunderstood or ignored, in the worst case the fail-safe is set up incorrectly in the model making it potentially hazardous! I hope this article improves the situation and explains why systems sometimes appear to misbehave.

WHAT IS A FAIL-SAFE?

A 'fail-safe', as the name implies, is a function that renders a system either 'safe' or less hazardous in the event of a failure. A common fail-safe encountered in a building is an elevator fail-safe, in this case if the main cable supporting the elevator in the lift shaft fails then a brake automatically engages to prevent the elevator from falling. Another example of a fail-safe is the classic railway signal, if the cable that operates the signal breaks, then the signal drops into the position that will signal the train driver to stop.

There are two common fail-safe functions that are employed in modern radio control systems for models:

- Switch-on fail-safe
- Signal loss fail-safe

SWITCH-ON FAIL-SAFE

The most hazardous part of a model that could cause injury in a model is typically the drive motor; this is often very powerful and drives a sharp propeller at high speed that could easily cause injury. If a radio control system is accidentally switched on with the throttle at maximum then clearly there is a potential hazard.

Most of the lower cost transmitters and receivers do not incorporate a switch-on fail-safe, this means that if an IC engine is employed in the model then the servo could cycle to the full throttle position. Of course in this case the servo position only matters if the engine has already been started, so the answer here is to always switch on the R/C system first and set the throttle to tick-over before starting the engine. Even if the throttle is on full when the IC engine is started, then it does not start unexpectedly as it takes a conscious and deliberate action to start it, so it should be no surprise!

Electric motors on the other hand can easily start unexpectedly once the main battery is connected and the system is switched on. Fortunately modern microcontroller based Electronic Speed Controllers (ESCs) incorporate switch-on fail-safes and no programming or set-up is needed to ensure they work correctly.

In this case where there is no control signal to the ESC, because for example the transmitter is switched off, then the ESC will not drive the motor. Once the transmitter and receiver are operating then the transmitter throttle stick must first be moved to the neutral position before the ESC will drive the motor. The ESC recognises that the throttle has been set to zero and then starts to operate normally.

It is good practice not to rely upon a switch-on fail-safe, but to first check that the throttle is in the neutral position before switching everything on, that way will mean that if you do use a model without a switch-on fail-safe then the chance of a hazardous situation arising is less likely.

Unfortunately, even if the transmitter control stick is for example in the fully down position for low throttle, this does not mean that the control signal being sent to the receiver is really low throttle, this is because transmitters usually have channel reversing switches fitted that effectively swap over the low throttle and high throttle settings. This is less of a problem on a model that has both forwards and astern since the throttle stick will be in the centre position and the reversing switch has little effect in this case other than swapping the forwards and reverse orientation of the control stick. So do ensure the reversing switches are correctly set!

SIGNAL LOSS FAIL-SAFE

Signal loss fail-safe is built into most modern receivers. The fail-safe is activated when the receiver is powered but the signal from the transmitter is not present. This signal loss may be because the transmitter is switched off, there is interference, or the model has moved outside of the operating range of the transmitter signal.

In all these cases a modern receiver may either completely stop sending control signals to the servos and ESC, or more often it will generate substitute control signals that move the servos and throttle into a fixed position. In general the fail-safe position for the controls will be the centre control position of a servo for all channels except the throttle, though some of the more sophisticated sets permit the fail-safe position of any channel to be programmed.

Due to the popularity the majority of radio control sets that have more than 2 channels are sold for use in model aircraft, this means

Mode 1 transmitter aircraft channel allocations

Mode 1



Mode 2



Spektrum DX5 has a Mode switch hidden behind the fascia

that maritime modellers have the slight inconvenience of having to interpret the instruction manuals that use terms such as elevator and aileron. Fortunately, the terms rudder and throttle are common between marine and aircraft models!

However, some of the design features of a radio control set designed for model aircraft are decidedly less convenient, for example there are 'Mode 1' and 'Mode 2' sets, and aircraft tend not to need to go astern! It is important to understand the difference in behaviour of the channels on the Mode 1 and Mode 2 sets because commonly marine modellers use the left vertical axis for the throttle channel.

MODE 1 AND MODE 2

The model aircraft fraternity are divided into two camps on how they like their controls arranged at the transmitter. If we take the two twin-axis sticks of a transmitter, then those in the Mode 1 camp like to put the throttle and aileron controls on the right stick, and elevator and throttle on the left stick. Those in the Mode 2 camp like to put the elevator and aileron controls on the right stick and throttle and rudder on the left stick.

The difference between these two configurations from the marine modeller's viewpoint is the position of the throttle stick; this is on the right side for Mode 1 and the left side for Mode 2. The other

channel allocations are not particularly important because they are all on self-centring stick units and typically the signal loss fail-safe will put the servos into the centre control position.

The receiver design is common to both the Mode 1 and Mode 2 transmitters; it is the transmitter itself that is slightly different. The throttle channel at the transmitter is on a ratchet, i.e. it does not self centre and will stay where it is put, thus physically the difference between a Mode 1 and Mode 2 transmitter is that the ratchet control is on the

right for Mode 1 and the left for Mode 2. It is an important decision for the marine modeller whether to purchase a Mode 1 or a Mode 2 set and this impacts on the way the fail-safe operates.

MODE 1 TRANSMITTER

In the common case where a marine modeller wants to use the left vertical axis for the throttle and operate a model in both forwards and astern then a Mode 1 set has the advantage that the left stick vertical axis will self centre. Since this is the elevator channel in aircraft parlance then it is necessary to connect the ESC to the channel that is designated as elevator at the receiver.

The key advantage of using the 'elevator' channel for the throttle on a marine model that can go astern is that the receiver will fail-safe to the centre stick position, which means that the model will safely stop if the signal is lost.

In practice the self-centring of the stick is itself a kind of fail-safe in that if the throttle stick is released then it naturally moves to the neutral position, slowing the model rapidly to a stop. Obviously a self-centring stick is not particularly useful for an IC engine model that cannot go astern.

MODE 2 TRANSMITTER

If the left stick vertical axis of a Mode 2 set is used for the throttle channel on a marine model that can go astern then there is a

potential problem with the fail-safe. The problem is that the fail-safe on many low cost sets cannot be programmed and defaults to the stick fully back position.

On a marine model that can go astern this means that when a signal loss occurs the fail-safe results in full astern, which is not as safe as fully stopped and potentially could result in the model being swamped by the stern wave.

It could be argued that a marine model going full astern tends to be slow and is not a hazard, but the point is that the model is out of control and could damage other models or cause a hazard in other ways. For example if the model is swamped by the stern wave then control could go completely awry and even the fail-safe is then defeated with the model running away at high speed forwards.

A complication is that some receiver fail-safes do not take into account the reversing switch position on the transmitter; this then means that with a reverse throttle channel, the receiver applies full forwards when the signal is lost. Definitely not a safe situation to be in!

MODE 1 – 2 SWITCH

On low cost sets such as the Planet T5, Spektrum DX5 and Tamco TAX6 there is a 'Mode' switch either inside the case, or at the front panel. This can help save the day if you have bought a set which physically is Mode 2 and thus tends to fail-safe to full throttle either forwards or astern. The trick here is to switch the set to Mode 1, this electronically swaps the elevator and throttle channels, so now the left stick vertical axis controls the elevator channel at the receiver and the ESC can be swapped at the receiver to this channel. As noted previously, the elevator channel at the receiver now conveniently fail-safes to the centre position.

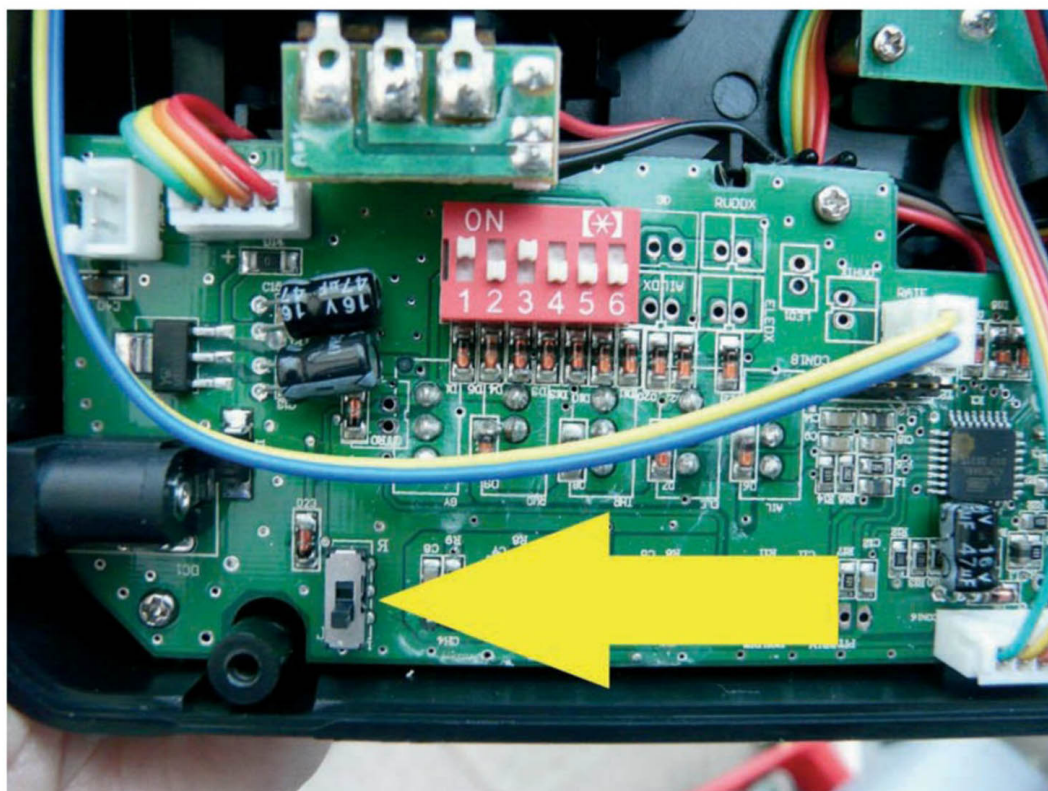
PROGRAMMABLE FAIL-SAFE

The ideal situation is to have a programmable fail-safe that cannot accidentally be changed, unfortunately though the default setting is often set up for an aircraft and sometimes users either cannot be bothered to change the setting or find it too complicated. Certainly it is worth the effort for peace of mind, besides it would be irresponsible to ignore the correct setting of this safety feature. If understanding the settings is found difficult then do not ignore the problem, instead seek out a knowledgeable model club member and ask for help.

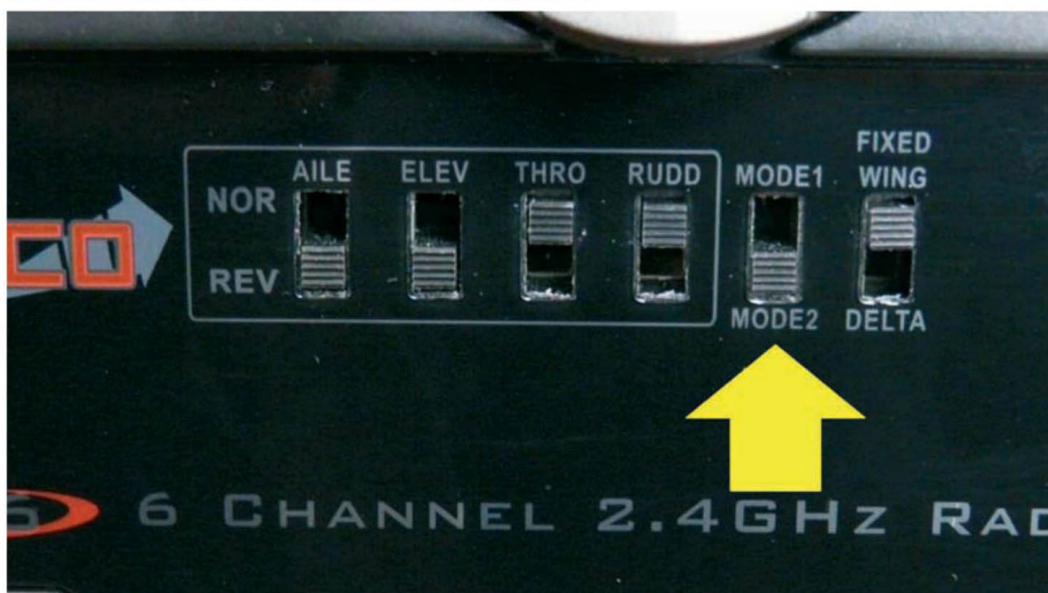
The Planet T5 and T7 sets have a fail-safe that can be easily set, all you have to do is put the throttle stick in the neutral position, wherever that is, switch on the transmitter followed by the receiver and bingo you have set the fail-safe set to that throttle position. Though this means that setting the fail-safe is simple, it also means that it is very easy to forget to set the throttle to neutral first, and then find that the fail-safe does not operate as desired. So do be careful!

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 is airwaves@anola.net **MMI**



The Mode switch for the Planet T5 is inside the transmitter



The Mode switch for the Tamco TAX6 is conveniently on the front panel

THE MIDLANDS MODEL ENGINEERING EXHIBITION

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Anniversary this year. One of their members, Derek Hogg, will be displaying his Duke of York vessel which is now completed after being painstakingly scratch built since 1946.



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Modellers will again have the opportunity to enter their work into the annual competition, entry is free and there are 32 classes of which 16 are competition and 16 are display. These include the 'Marine Models – Scale (over 50% scratch built)' and 'Marine Models – Kit (standard or modified)' classes. A commemorative plaque and exhibitor's certificate will be awarded to every entrant, with trophies and cash prizes awarded to winners. The deadline for competition entries is 28th September 2012 so enter your model today.

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competition details and a downloadable entry form plus an up to date supplier list can also be found at this link.

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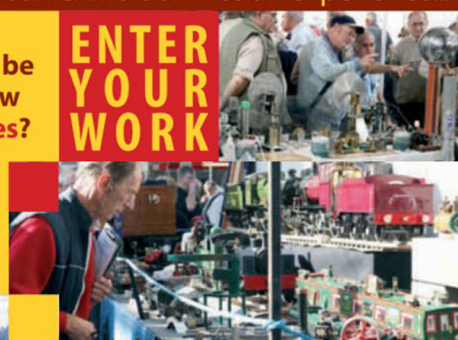
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MEETING POINT

REPORTS OF RECENT EVENTS

MID-THAMES MODEL BOAT CLUB – FESTIVAL OF MODEL BOATING, BEALE PARK. 6TH MAY 2012, BY KIM BELCHER

With an exceptionally wet April and a drop in temperature forecast for the Saturday night it was no surprise that Sunday morning brought with it a chilly feel to the day and a wet start for those of us coming across from the south east. The show was being co-hosted by the Mid-Thames Model Boat Club on their home water, the large Victorian pond inside the park, and with the blessing of the Beale Trust headed by Richard Howard. On arrival we were told that we would not be able to take cars in to unload our models, gazebos and tables, due to the very wet conditions of the grass areas. Apart from myself nobody else appeared to moan, but just got on with it – I blamed the long drive and a bad back for my temperament at the time!

There were over 100 modellers with some 250 boats, representing some ten different clubs (Phoenix, Cygnets, Black Park, Watermead – Aylesbury, Model Hovercraft Association, MBA-Dover, the Portsmouth Model Boat Display Team, Southend, Vintage Model Workshop Group, the Lifeboat Enthusiasts' Society and Mid-Thames themselves) and Deans Marine (with faithful Ron) and Models by Design (Andy Griggs and Sons) made up the trade stands, with Alan Bond (designer of the Technobot sound modules) in attendance and demonstrating his latest programmable sound unit.

Mid-Thames had laid out a scale steering course, which, like last year, gave an informal opportunity for anyone to go and try their hand! They also had organised a Club 500 and 600 course for a few fun races throughout the day. The usual 'channel control' gazebo was in place to help keep us organised and trouble free. There were many 'free sailing' periods and a few others for specifically, hovercraft, lifeboats and also yachts. What more could you want? Well, sun actually, but everyone came dressed for the occasion and the day progressed well, with a lot of camaraderie, chat and banter. I will let the photos speak for themselves, but highlight what for me were some of the cameos during the regatta.

To start with, from Watermeads MBC, were father and daughter David and Laura Goldswain. They had an array of boats both on



Laura and David Goldswain (in blue jeans) demonstrate a tug and Perkassa MTB respectively on the beautiful home water of the Mid-Thames MBC at Beale Park



The power behind the model. On view the steam power plant for Consuta, a triple planked Umpire's Launch from the River Thames, built by Tony Woodford



Laura's Metcalf Mouldings tug Lady Laura, aptly named, built by her and her father during 2011



Ian Hughes (Show Organiser and Co-ordinator) visiting the Phoenix MBC's stand with Tony Woodford and Trevor Tallent in the foreground. Nearest the camera is Tony's completed Consuta river launch



A Flower Class Corvette 'on fire' having been 'hit' during one of the depth charge displays. Just one of a number from the Portsmouth Model Boat Display Team demonstrating admirably our hobby



With a chill breeze under their skirts, a good selection and display by the Model Hovercraft Association, many being displayed on the water during the day

their static display and on the water during the course of the day. David had an impressive Australian Patrol Boat – HMAS Ararat – scratch-built on a speedboat hull, which had been 'chopped and shut', to a 1/48th scale. It had taken David nine months to build and was powered by twin 500s. Laura, meanwhile, operated her Lady Laura – aptly named – being a Metcalf Mouldings 1/32nd scale tug. She and her father had built this during 2011. Laura has been in our hobby for some ten years, and now in her early twenties (given with her permission!) she is also heavily into radio controlled cars and helicopters, but also owns a one metre yacht. Now there is someone who is going to make a very respected and balanced wife!

On the large Phoenix MBC stand were many good models, but three caught my eye, two on and one off the water. On, was Trevor Tallent's steam powered river launch, built in just nine months. Based on a set of John Hemmings plans from 25 years ago, she had a Mac Steam boiler and an Australian oscillating engine (gas fuelled) built to 1/8th scale and giving an overall length of 5'3" (160 cm) and a width of 12" (30.5 cm). The other model was a steam tug Imara owned by James Lowe, I'm sorry but I failed in tracking him down for more details. The one off the water was by Tony Woodford, Consuta, the Henley Royal Regatta Umpire's launch, made famous at the Oxford vs Cambridge boat races by the BBC Radio commentator, Raymond Baxter. The actual boat was built in 1898 and Tony's model has been completed in under a year. At the Model Engineering Show at Sandown Park last December it was a triple planked hull, now it was complete, with sandwiches, knife and 35 mm camera on the picnic table.

My final model was that of Ray Lloyd from the Southend MBC, being faithfully (and proudly) supported by his wife. They had brought with them his 1/48th scale Waverley Paddle Steamer registered in Glasgow. Throughout the day this model drew the attention of many fee-paying visitors to the park, both young and old. It had some wonderful detail, especially with the starboard paddle wheel fascia removed, and often when walking by I would see and hear questions being asked of the two exhibitors.

Lastly, the Portsmouth Model Boat Display Team were in evidence, none more so than mid-afternoon when they put on another of their earsplitting displays of 'close encounters', both period and World War II. Again it cleared the pond, drew an audience and demonstrated just what can be done with radio control and some ingenuity – whatever the scale!

The paying public had a really great



Ray Lloyd's 1/48th scale Waverley paddle steamer being appreciated, with Ray looking on



James Bond's 'Q' boat having just seen off another quarry – the model's handling characteristics on the water defy description



Some of the Mid-Thames members negotiate Challenger through the scale steering course



Lee Dickinson's original RNLI Severn Class model lifeboat, converted by him from pod drive to internal motors through shafts and brass propellers – a nice conversion and well sought after!



Kevin Annett's recently acquired Model Slipway 1/16th scale Trent Class lifeboat during one of its sedate displays



Members of the Mid-Thames MBC enjoying their yachts on the water – so civilised and great hosts too

Trevor Tallent's 1/8th scale gas powered steam river launch underway

'free' display of our hobby and we were pleased to be engaged with them, who knows, maybe encouraging more into the world of model boats. As for the exhibitors, everyone seemed to have a good day and just as we started to pack up for the day – the sun came out, and made for a pleasant drive home.

Our thanks must go to Ian Hughes and his team for all the hard work in organising and running the day, to Richard Howard and the Beale Trust and to all the clubs and individuals who supported this Regatta; a superb venue and a most enjoyable day for us all. See you all next May!



The author's America's Cup yacht Alinghi (converted Kyosho Seawind) 'leads round the top mark' – but skippered by Ernie Brawn of Mid-Thames

19TH MODEL ENGINEERING SHOW, HARROGATE BY MALCOLM SLATER

Now in its 19th year the National Model Engineering Exhibition took place over three days starting on Friday 11th May and ending on Sunday the 13th. As always with this show there was plenty to see over the entire model making disciplines but it is the model boating displays that we are interested in today and with over ten model boat clubs exhibiting there was indeed plenty to see. A small indoor pool had been provided by the organisers for those model boaters who wanted to sail.

My first stop in the show was the stand of Bradford Model Engineers; the display featured model locomotives as well as some boats. The Caldercraft Kit for the Imara tugboat in 1/32 scale is a very popular model and the one on the Bradford display was exhibited by J. Barraclough. Also seen on the Bradford display was the fine model of HMT Resolve, this was exhibited by J. Shelton.

David Gore was exhibiting several models at the show, David's model of a Gibraltar Border Police Launch attracted many



ABOVE: J. Shelton's HMT Resolve seen on the Bradford Model Engineer's display



RIGHT: J. Barraclough's Imara tug on the Bradford Model Engineer's display



LEFT: David Gore's Gibraltar – UK Border Police Launch

favourable comments. David also had on display a large RNLI RIB inflatable. The model featured two working outboard motors, which he had manufactured himself. Using self made plugs and moulds to make the casing the outboards could tilt and turn and also featured the lift and tilt rams. The motors used in the outboards were Graupner speed 700 turbo fitted with cooling fans. The drive to the props is via a 6 mm flexible shaft in ball races, the propellers



Part of the display of the Claro (Harrogate) Model Boat Club's display



There were several flying boat style planes at the show; this one seen on the Rawdon Model Boat Club's display was this Caspian Sea Monster modelled by Ralph Feather



A view of part of the Rawdon Model Boat Club's display

were chrome 58 mm diameter. The outboards fit to the model's transom via brackets. David also had several templates on display with which to manufacture the outboards in different scales. He is hoping that a manufacturer will show interest in his project and manufacture the outboards commercially.

Paul Bannon was displaying his 1/144 scale model of the US Navy's super aircraft carrier the USS Harry S. Truman. The model of the Nimitz class super carrier has been entirely scratch-built by Paul apart from the electrics, props and aircraft, taking four years to complete.

Tim Stevenson, a member of the Kirklees club, was displaying his latest model. Tim is an avid hovercraft enthusiast and is constructing a model of a Royal Navy BH7 machine.

Continuing on a naval theme Colin Vass exhibited a superb model of the Royal Navy's 1942 battle ship HMS Warspite at 1/72 scale. The model is entirely scratch-built and took 14 years to build. Colin made his own fibreglass hull from a self made mould, he has also constructed the main features of the battleship. The model has many working features including blank firing guns, a drop anchor and cranes plus all this is complimented by full lighting and sound effects.

David Gore had in his display a large model of a Sunderland Flying Boat. This very large model was constructed from scratch using



One of the smaller exhibits at the show was this model of the paddle tug Endeavour



Jimmy Wood's 1/100 Scale model of the Trinity House multi function vessel, THV Galatea



A 1/100 scale model of the Swedish Icebreaker Polar Star built by Jimmy Wood



Paul Bannon with his 1/144 scale model of the US Navy's aircraft carrier USS Harry S. Truman



Colin M. Vass exhibited this fine model of HMS Warspite, a model with a wealth of detail

original plans. The aircraft is powered by four 22 cc petrol engines and has a host of working features as well as superb cockpit detail.

The trade section of the show which has its own dedicated hall was a little down on traders this year with many well known dealers absent, however the model boater need not have feared as Model Engineering show regulars S.H.G. were in attendance.

SYDNEY MODEL BOAT SHOW 2012, AUSTRALIA BY CRAIG TAYLOR

The weekend of the 19th and 20th May saw the Hubertus Country Club (located in the western suburbs of Sydney, Australia) kindly open up their auditorium, facilities and lake for the Hubertus Model Boat Club to host the 2012 Sydney Model Boat Show. This being the third time this show has been held, again attracting more than 150 model ships on display with more seen sailing on the lake over the two days, the show saw a constant stream of visitors viewing the models. A wide range of model ships of all shapes, sizes and scales were on display, many coming from within our own club, but also from boat clubs from around the state of New South Wales, with some exhibitors travelling as far as 400+ kilometres to attend the show.



The Trans-Atlantic liner SS United States



MVS Kanangra, built in 1912 and now part of the Sydney Heritage Fleet

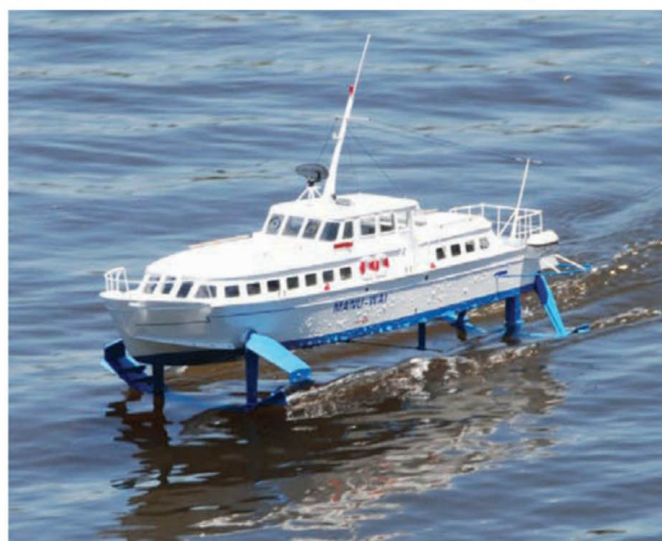
Many lovely scale models were displayed, some of the highlights including: a well-built and displayed static model of the Trans-Atlantic liner SS United States and keeping with the 100th anniversary of the sinking of the Titanic, a display of Titanic models were on show including a neat lifeboat. For Sydney sides the iconic green and buff Sydney Harbour Ferries bring back memories as do the hydrofoils, this one performs very well on the water.

Many tugs and working ships could be seen: tramp steamers and cargo ships, fishing boats – some very colourful, others with functioning trawl net booms and lighting. There was a range of fast F1 tunnel and offshore boats, and the sharp contrast of the graceful yachts on display and sailing on the lake looked serene on the calm water.

Adding the final touch to the show were the naval ship models, many from the well-known Task Force 72 group. These included the largest ships on display, a 1/72nd scale trio of aircraft carriers – USS Enterprise at 4.75 metres, the Royal Australian Navy's aircraft



HMAS Cessnock is a Freemantle class patrol now superseded, the model is 1/24 scale and handles all weather very well



Scale Speed RHS200 Super Jumbo Passenger Hydrofoil

carrier HMAS Melbourne, the Italian navy's aircraft carrier Giuseppe Garibaldi and the battleship Yamato at 3.6 metres. The Indian destroyer Mumbai is a stunning model built from scratch, Russian and Australian frigates, liberty ships, mine sweepers, large scale patrol boats, support ships and a beautiful model of the hospital ship, St Olaf.

Overall an enjoyable weekend with lots of interesting models to view and admire, if you are interested in seeing more photos these are available to be viewed at <https://picasaweb.google.com/113454310432663869637>

Or if you are wanting to find out more details about the Hubertus Model Boat Club check out our website: <http://sites.google.com/site/hubertusmbc/home>

MOBILE MARINE BONANZA SHOW, 19TH MAY 2012 BY MALCOLM SLATER

It was Saturday 19th May and I found myself crossing once more over the Humber Bridge and into Lincolnshire, my destination was Ingham Cliff near Lincoln. Ingham Cliff is the home to Mobile Marine Models and on the 19th May the factory was hosting a Model Boating Bonanza dubbed Manufacturer's Market Day.

Proprietors Bryan and Ann Ward had told me previously that they would cram into the factory as many manufacturers as they could and as it turned out this was to be no idle boast as some of the many traders in attendance had pitched their own marquees and gazebos on the outside grassed area. There was a very good turnout of visitors to the show despite the very cold weather conditions. Several model boat clubs also attended and put on displays both inside and outside the factory. Many of the manufacturers are already well known to the model boater and with names like Deans Marine, Barry's Model Lettering, SHG and



David B. Gore with his model RNLI RIB

Marine Modelling International magazine together with Metcalfe Mouldings these were just a few of the many dealers who came along on the day, ensuring visitors had plenty to see and buy. Model boat clubs were represented by Vicar Water Models, Kingsmill Model Boat Club, Kirklees Model Boat Club and Balne Moor Model Boat Club who were just a few of the many other clubs in attendance. Mobile Marine themselves had many of their extensive range of models ready built and on display, giving an insight into what the model builder can achieve.

If you were having problems building a model, then renowned expert Tom Gorman was on hand to offer advice and give support. Tom is well known in model boating circles for the many books that he has published on marine modelling subjects; he is also well known for the many model boats that he builds and has had several commissions from major oil companies for his models.

As is custom now for all Mobile Marine Models events the burger van was on hand serving hot savouries and cups of tea and coffee.

The next show to be held at Ingham Cliff will be the 'Christmas Cracker' on Saturday 24th November 2012. **MMI**



Two models seen on the Deans Marine display were the tanker Lis Terkol and the container ship Fairwind – both superb kits in the Deans Marine range



Tugs on the Kingsmill Model Boat Club display



Part of the Balne Moor Model Boat Club display



A fisheries patrol vessel on display at the Mobile Marine show



A model in the Mobile Marine Range is the Tollman tug. A finished model was on display in waterline mode



Sailing barge seen on the Hull Model Boat Club's display



A surprise visitor to the show was Star Wars' R2D2

WATERLINES

FRENCH BATTLESHIPS – KELVIN COLLECTS A FLEET OF FRENCH 'DREADNOUGHTS'

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

Like most navies, French dreadnoughts were developed in two stages, the WWI era Courbet and Bretagne classes and the second generation Dunkerque and Richelieu classes.

The four ships of the Courbet class were completed in 1913/14 and carried twelve 12" guns (six twins, including two wing turrets) on 25,579 tons with a top speed of 20 knots. One, the France, was lost in 1922 when she hit an uncharted rock, but the remainder were modernised during the 1920s at which time the two forward funnels were trunked. The Jean Bart was re-named Ocean in 1936 becoming a training ship two years later; her two sisters assumed this role in 1939, before falling into British hands in 1940. In 1943 Courbet was used for trials in Loch Striven of the 'Highball' bouncing bomb, becoming part of the Mulberry breakwater in 1944; the other two were scrapped post war (Paris surviving at Brest until 1950).

The Bretagne class (of 3) introduced the larger 13.4" gun with a more efficient arrangement of five centreline turrets; displacement increased to 26,180 tons and speed remained at 20 knots. All entered service in 1916 and were progressively modernised to increase gun range (1921-23), provide part oil burning (1927-30) and finally in 1932-35 to improve propulsion, protection and armament (new guns, albeit of the same calibre but with increased elevation and range). The Provence was further modified with the midships turret replaced by a catapult and hangar with four Loire Nieuport 130 seaplanes carried. Uncertain, with the best will in the world, of France's ability to deny their ships to the Germans, Bretagne was sunk by the RN at Mers-el-Kebir in 1940; she was later raised and scrapped. Provence was also damaged at Mers-el-Kebir but eventually towed to Toulon where the Germans, in 1943, removed her main guns for use as coastal defence batteries. The hull was scuttled as a blockship but again raised and scrapped post-war. The Lorraine was at Alexandria in 1940 and remaining under national command she joined the Free French Navy in 1943; after the war she became a training ship and was finally broken up in 1954.

Laid down in 1913 but launched in 1914-15 merely to clear the building berths were four 25,230 ton dreadnoughts of the Normandie class. None of the four were ultimately completed although a fifth, the Bearn, was launched in 1920 and between 1923-27 completed as France's first aircraft carrier.

A further class of four 29,000 tonners – the Lyon class – was authorised in 1912 but no orders were placed.

The fast battleships Dunkerque and Strasbourg were laid down in the early 1930s and completed in 1935 and 1936 respectively. The design was unusual in that the main guns – eight 13" in two quad

Courbet, a 1960s release from the long established Wiking Modelle



Navis Modelle (NM) specialise in WWI era warships and this is their Paris



Paris as modified circa 1939 depicted here by discontinued maker Argonaut



Another Argonaut model this one being the Provence



Normandie, NM 400 (1918)



Prior to the Neptun release most collectors were probably happy to have Delphin's Strasbourg



Projected battleship Lyon
from MB Models

turrets – were sited forward of the bridge and the quarterdeck area was occupied by a hangar, crane and catapult. A heavy secondary armament of sixteen 5.1" guns, in five turrets, was fitted and with a full load displacement of 35,500 tons, the ships could achieve a top speed of 29 knots. Both were present at Mers-el-Kebir before finding their way to Toulon by February 1942; Dunkerque was in drydock the following November when both were scuttled. Strasbourg was raised by the Italians in 1943, but sunk again in 1944 during an air raid. From 1945 she was used for underwater experiments eventually being scrapped in 1955. The wreck of Dunkerque was cleared from the drydock after the war and she too was scrapped in the 1950s; a sad history for two fine ships. The Richelieu class was similar in overall appearance and layout to the previous class but introduced the 15" gun (again two quads) and sacrificed secondary armament for a greater AA fit. Typical full load displacement (individual ships differed) was 49,800 tons and top speed 32 knots. A total of six ships were approved for construction although only three – Richelieu, Jean Bart and Clemenceau – were laid down and only four named; the

Richelieu pictured postwar at Villefranche Sur Mer



fourth – Gascogne – was to have reverted to a more conventional design with a quad turret fore and aft. Various alternative designs were considered for the Gascogne's two un-named sister ships, armament options studied were nine 15", nine 16" and twelve 15". The Richelieu was completed in 1940 and served firstly against and then with the Allies, notably as part of the British Pacific Fleet in 1944-45. She remained in service until 1956, becoming an accommodation hulk at Brest in 1959 before scrapping in 1964. Jean Bart was partially complete in 1940 and sailed for North Africa in June of that year with just 'A' turret fitted. Work resumed in 1946 and she was eventually completed in 1955 serving in a gun support role off Suez the following year. She too was reduced to an accommodation role in 1961 but survived until 1970 before going to the scrapyard. Some 10% built in 1940, the still incomplete hull of Clemenceau was launched from drydock in 1943 only to be sunk by air attack the following year. The Gascogne and later ships were not laid down.

Early in 1940 the French began studies into a new battleship class of an estimated 55,125 tons with twelve 15" guns and a top speed

more than 30 knots. Names were given, the lead ship being Alsace, and construction approved but nothing ever came of the project.

The table lists all the individual ships and 1/1250 models from Wiking, Argonaut (AR), Delphin (D) (latter three discontinued), Navis (NM), Neptun (N), USA models, MB Models and in 1/1200 Superior. In the early days there were no Neptun models of these ships and as can be seen from the illustrations this collector has stuck with his old Delphins and Argonauts. **MMI**

Class	Ship	Built	Models (depicted as in) ● = not yet released
Courbet	Courbet	1913	WM*, Superior (1930)/AR400 (1936)
	Jean Bart (Ocean)	1913	None
	Paris	1914	NM 402* (1914)/N1408 (1938) ●/AR 401* (1939)
	France	1914	None
Bretagne	Bretagne	1915	AR 403, WM, N1407● (1938)
	Provence	1915	AR 402*, N1406 (1939)
	Lorraine	1916	NM 401 (1916)/AR 404*, N1405 (1938)
Normandie	Normandie	–	NM 400* (1918)
Lyon	Lyon	–	USA-005/005k (kit) and MBM-13*/13k (kit)
Dunkerque	Dunkerque	1937	D81, N1404, Superior, WM (1939)
	Strasbourg	1938	D80*, N1403 (1939)
Richelieu	Richelieu	1940	N1401 (1940)/D49, Superior, WM N1402 (1945)
	Jean Bart	1949	D155 (1958)
	Clemenceau	–	None
	Gascogne	–	D156*, N1400 (1941)
Alsace	Alsace	–	MBM-08k (kit)



Uncompleted battleship Gascogne is the subject of Delphin 156

'WYRE ROSE' CARD MODEL FERRY

CLIVE INSTRUCTS US HOW TO BUILD
THE NEXT ONE IN OUR SERIES
OF CARD MODELS

AUTHOR: CLIVE HALLIWELL

FREE CENTREFOLD CARD MODEL



The full size ferry Wyre Rose arriving at Knott End on Sea

This month's free plan, the fourth in this series, is of a real vessel. The small market town I live in straddles the River Wyre, only a few miles inland from the coast. At the estuary, where the river empties out in to Morecambe Bay (Lancashire, North West England) this small ferry runs between the once busy port of Fleetwood across to Knott End on Sea, a small residential community on the opposite bank of the estuary.

TOOLS AND ADHESIVE

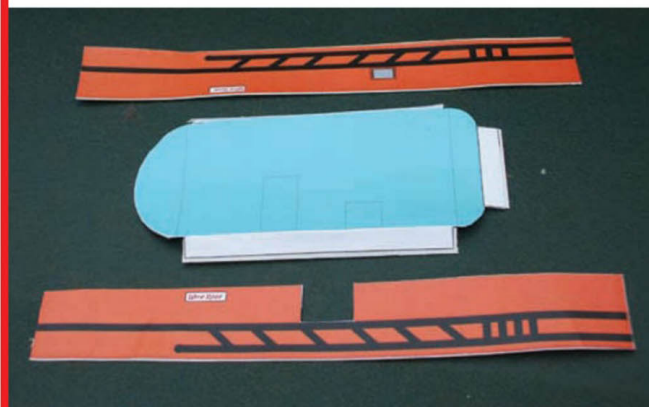
Only a few basic tools are required. A cutting board or mat, craft knife, steel rule and scissors. Curved nail scissors are handy for cutting out circular sections etc. Tweezers or small long nose pliers will help with placing small items.

Any adhesive that is recommended for paper or card will do. I tend to use white PVA craft glue, it is virtually odourless and water based. It is a purely personal choice.

STEP 1

CARD BACKING

It is generally recommended that the majority of the sections cut from the plan be backed with card, for a better finish and a more robust model. It is possible to build these models using scrap card from cereal packets, or similar. However, the inside of the bulwarks on this vessel are white so using white card to back the hull sides will produce the correct effect.



Main deck and hull sides, cut out and backed

STEP 2

THE BUILD

As usual I began with the hull. The deck and hull sides are cut out and backed with card. I also backed the securing tabs on either side of the deck, but with separate strips of card, this making a neater fold. It also helped with the next step and ultimately made for a more robust hull.

The next step mentioned being to 'dry fit' the hull sides.



Dry fitting sides to the deck

TIP

Once the two hull sides are backed with card, mark off the deck line, i.e. level with the top of the upper rubbing strake, on the inside of each hull side; it will make it much easier to line up whilst fixing in place.

Using cut down clothes pegs, or similar, the hull sides are trial fitted, without adhesive, starting at the centre, on the port side, lining up the entrance between the dotted squares marked on the deck (more later).

The sides are intentionally over long. Once the central sections are securely glued in place, the bow and stern sections can be trimmed to length and coaxed round the deck curves and glued in place. On the plan are two sections of hull that should not be backed, a bow piece, with anchor hawse-hole and a piece for the transom, with the logo on. These are to hide, and strengthen, the joints at stem and stern. Glue both in place. (the hawse hole needs to be cut out later). That should be the hull completed.

STEP 4



STEP 3

THE MAIN CABIN

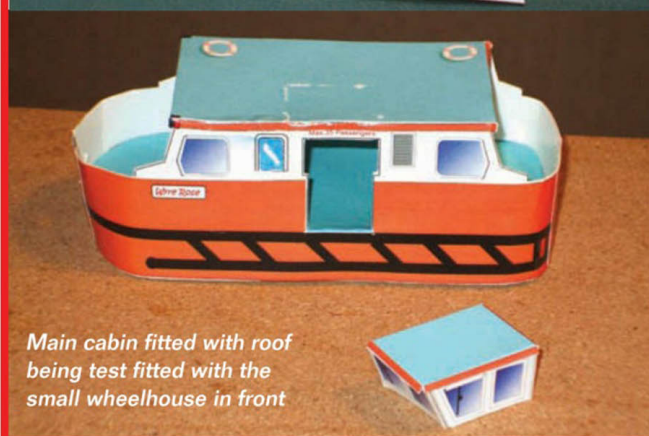
The main cabin as such is merely a large box. The plan allows for the access ramp to be modelled in the up, or 'at sea' position. For anyone contemplating a harbour diorama with the vessel alongside two coloured rectangles are provided to fix to card to allow the ramp to be shown lowered in the boarding position. (The access doorway would need to be opened up)

The roof should be backed by two or three layers of card (dependent on its thickness) so that the four red sections can be folded down. The very small navigation lights are built in to the front corners of the roof, so a little care is needed.

Note: The front and rear bulkheads are vertical, i.e. they do not follow the angles of the cabin sides.



The main hull completed (almost, more later) and the main cabin cut out and backed



Main cabin fitted with roof being test fitted with the small wheelhouse in front

THE BRIDGE

The whole design of this ferry is very one-sided, i.e. the bridge and access are on the port side, the ferry always docking port side against, on either side of the estuary. Again, not much more than a box shape with the roof, made up as the cabin roof is, overhanging at the front.

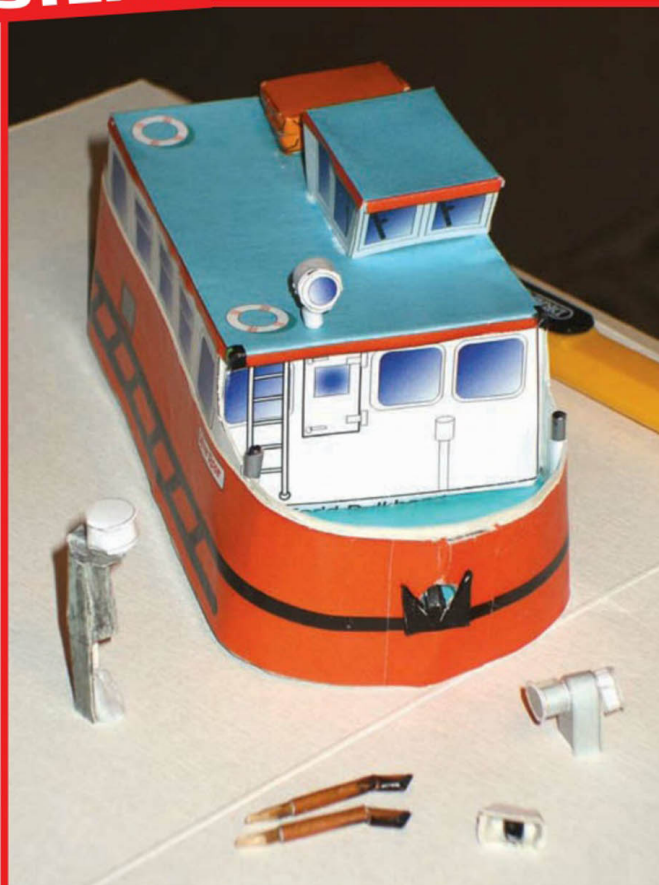
ENTRY/EXIT RAMP

The ramp is hydrologically operated, and articulated to give an extended reach. As it is lowered, guardrails are automatically lowered in place. It does not form a watertight seal in the upright position (the water can be seen through the gaps when crossing the estuary, and seems rather close!).

Diorama modellers would need to fit the extension, and perhaps handrails.

Wheelhouse in place. Articulated ramp lowered (see text). Also, the four mooring posts have been fixed in place. Life rafts on the 'jetty'

STEP 5



Searchlight and anchor fitted. Radar mast, twin funnels, loudspeaker and small winch in the foreground

MAST

This is built-in to the right hand, aft corner, of the bridge and supports the small radar dome on a bracket at the top front. A very short topmast and yard are carried. As these are very small they are not on the plan and could be left off for a simple build.

LIFE RAFTS

A little fiddly, but hopefully not too difficult; you could just fit one, or none! But they are a prominent feature.

LIFEBUOYS

A couple of lifebuoys are printed on the cabin roof for a simple build; but included on the plan is the option to produce more realistic looking versions. Cut out the rings and back with card perhaps double or triple thickness, and then glue the red strips in position. Fixing grab loops is optional.

MOORING POSTS

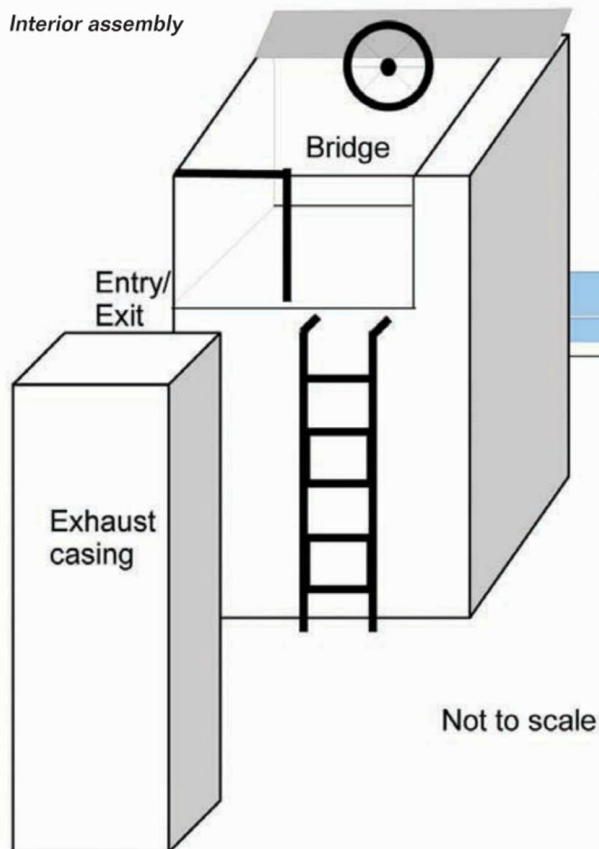
These should be rolled around a cocktail stick or similar and glued inside the bulwarks at the four corners of the main cabin sides. Fill the tops of the tubes with glue. (Dressmakers pins could be pushed through and snipped to length to represent crossbars)

INNER BULWARKS

The bulwarks at the bow and stern are backed by an inner white bulwark, protruding above the red outer bulwark and running round from one mooring post to the other. Two rectangles are shown on the plan as a guide; transfer the shape to white card, trim to fit and glue in place. They do strengthen the hull ends, and are just visible in a couple of the later photos (or do not bother!)

STEP 6

Interior assembly



INSIDE THE FERRY

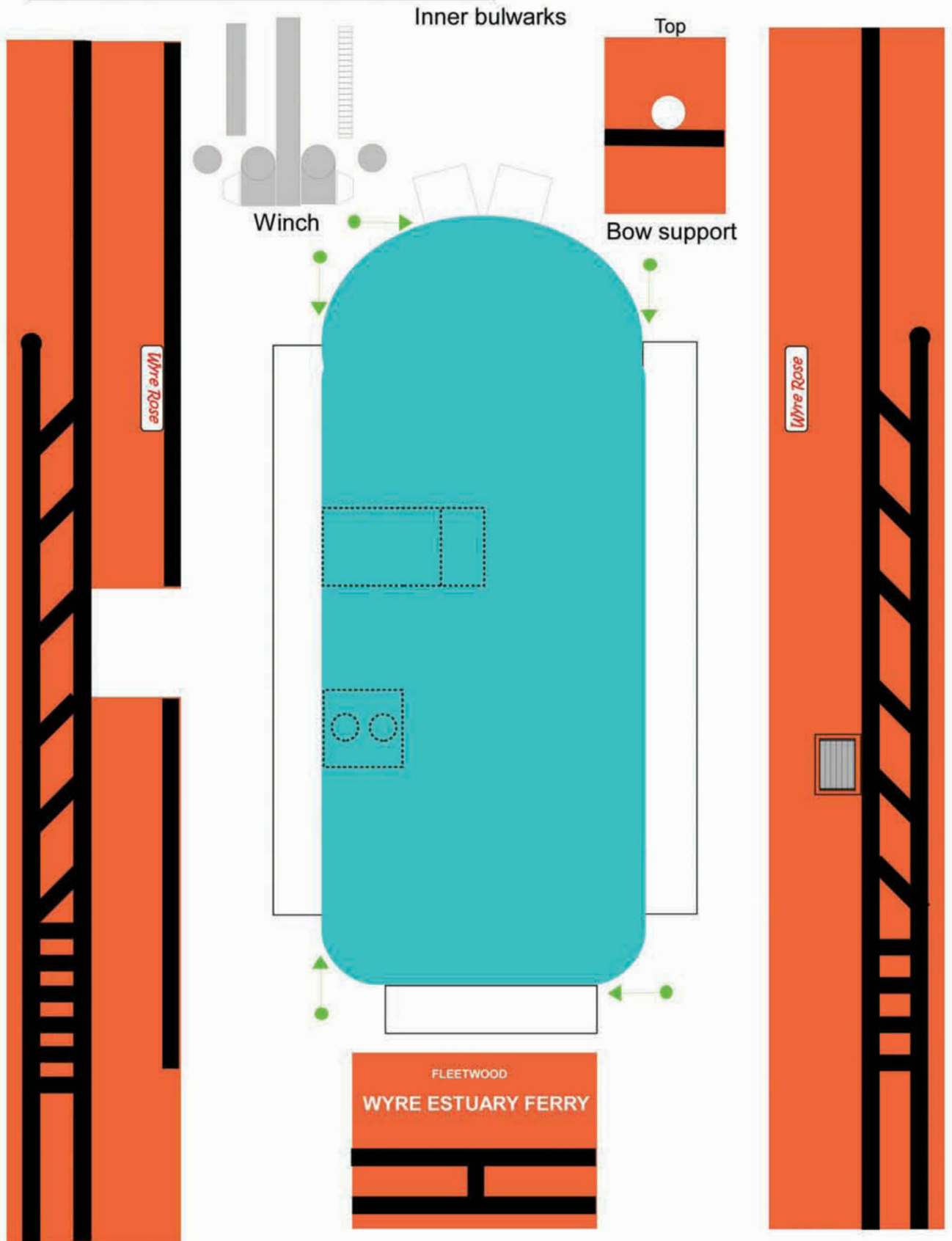
For those who may be intending to include this vessel in a diorama with the ramp down I will include a brief description. As you step aboard, on your right hand side (aft) a square section trunking runs from deck to deck head, the uptake for the twin exhausts. To the left (for'd) is a vertical ladder leading to the steering position. This structure also contains the access to the engine compartment, I think, with a small

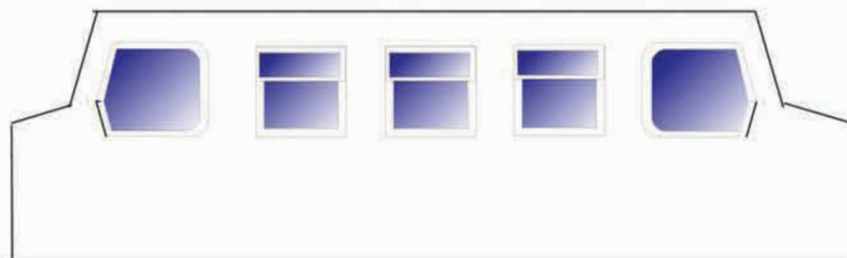
door on its for'd facing bulkhead.

(The dotted rectangles on the plan indicate the footprints).

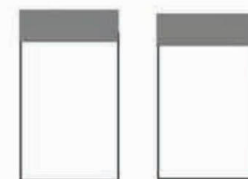
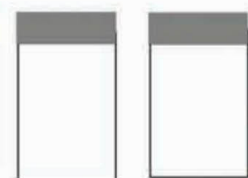
Note: The small deck areas in front and behind the main cabin are not for public use, except as emergency exits; no chance of sunbathing during the voyage!

Seating is on simple bench type seats around the perimeter of the cabin. Passengers remain seated for the journey, are instructed to check the emergency exits, and informed that there are lifejackets under the seats (a bit like flying!).

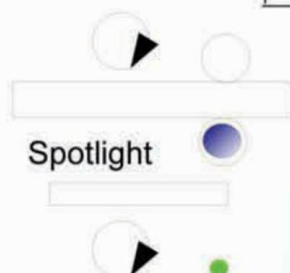




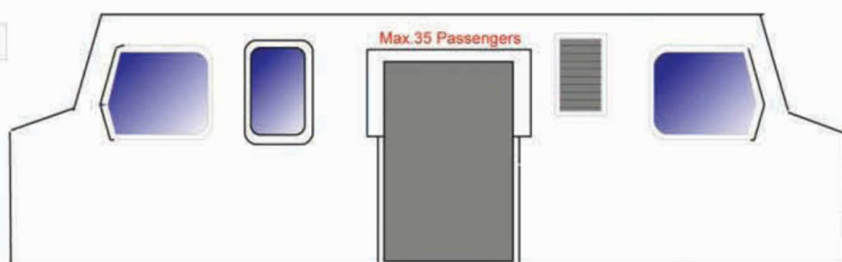
Starboard Side



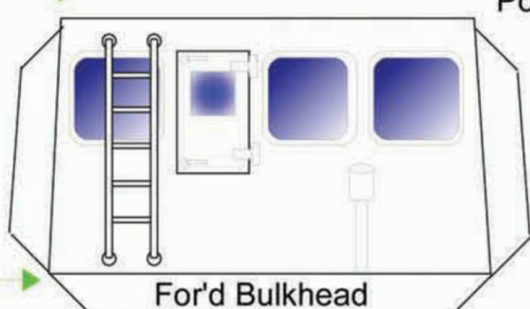
Mooring posts



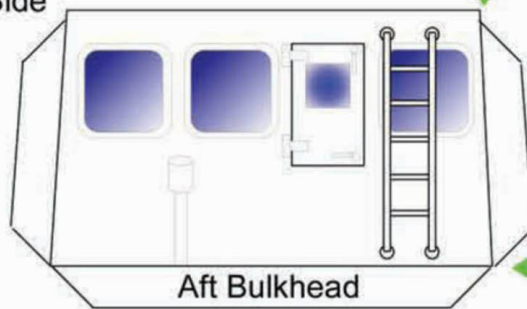
Spotlight



Port Side



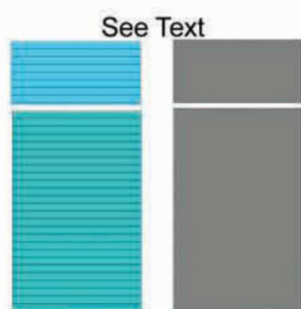
For'd Bulkhead



Aft Bulkhead



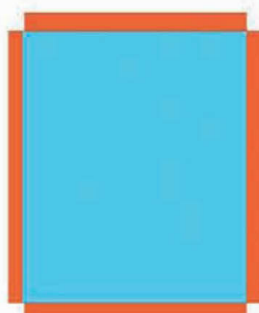
Life rings



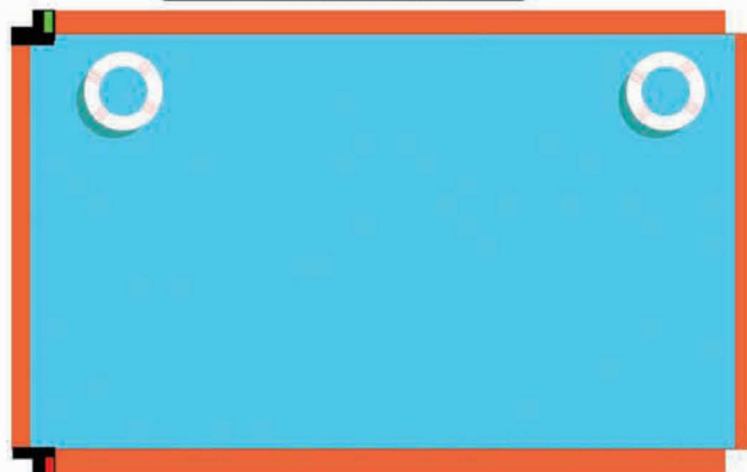
See Text

Top
Boarding ramp

Bottom
ramp



Bridge
roof



Main cabin roof



Radar dome

Bracket



Mast

Funnels



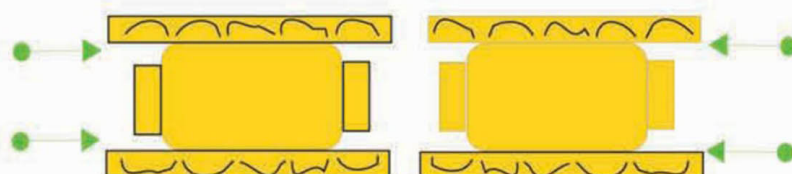
Front



Port

Rear

Starboard



MARINE
modelling INTERNATIONAL

MCM 005

Wyre Rose

Fleetwood to Knott End Ferry

Designed by Clive Halliwell

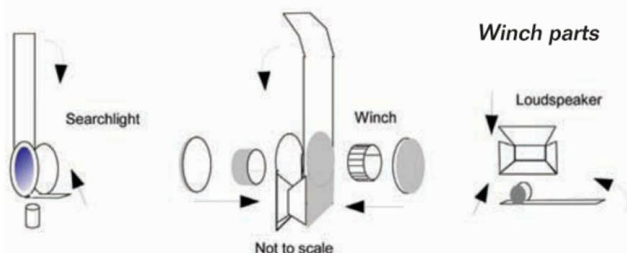
Scale 1:72

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STEP 7

WINCH AND ANCHOR

Used only in emergencies. The two sections of the anchor were cut out and glued to card then trimmed to size, the white edges of the card being coloured in with a black felt tip pen, the winch being made up as per drawing. One drum for ropes, the second for the anchor chain.



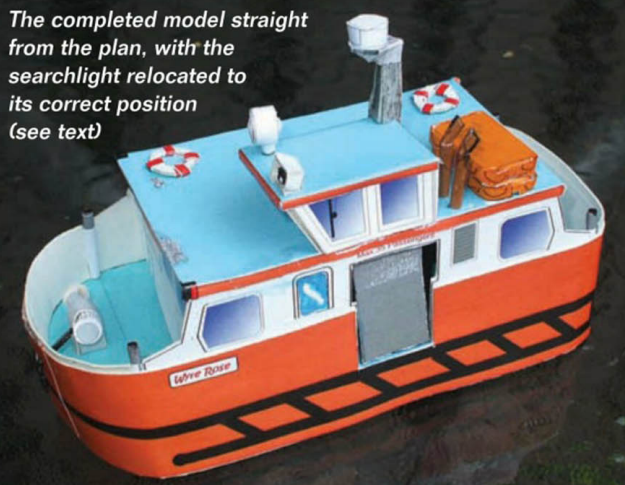
FUNNELS

The two funnels should be rolled around a cocktail stick, or similar. Cut a small 'V' in the after side, roughly level with the roof of the bridge and cant backwards, glue in place. (I left a short length of cocktail stick protruding to go through a hole in the roof to support them)

SEARCHLIGHT AND LOUDSPEAKER

The eagle-eyed may have spotted that in one photo the searchlight is mounted on the main cabin roof, and in another, on top of the wheelhouse. The latter is correct I rather rushed its first fitting, without checking my research! Anyway, the searchlight and loudspeaker sit at the front edge of the wheelhouse. (See drawing above)

The completed model straight from the plan, with the searchlight relocated to its correct position (see text)



Stern view. The twin funnels can be seen, and one of the lifebelts, made up and glued down over the printed version

STEP 8

RUBBING STRAKES

A prominent feature on the original; heavy, 'D' section, rubber. The printed version on the plan should suffice for a quick, easy build. But for a more scale effect, perhaps for a serious diorama, thick card, suitably blackened and cut in to strips, could be applied. Maybe some small 'D' section rubber could be sourced for the real enthusiast?



You could enhance your final result with additional 'rubber' fendering

STEP 9

FINALLY

As with all the models so far, the scale is around the same as the OO railway scale, and crew and passengers are available commercially, as are items like lifebelts from model boating outlets at this scale. I used a small coil of blue electric (-ve) wiring to represent a flexible fuelling hosepipe. A couple of coils of cotton for mooring ropes, it all adds to the final effect, especially if it is alongside in a diorama! **MMI**



Completed model on the water!

Model Slipway R/c

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PLASTIC KIT SCENE

ROBIN BUILDS USS KEARSARGE LHD-3 AND LOOKS AT THE LATEST MODEL KITS THAT HAVE RECENTLY BEEN RELEASED

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

Earlier this year Revell released a model of the USS Kearsarge LHD-3 (Model No. 05110), which I gave details of in the April issue of MMI. I have now built the review sample that they had sent me, and what a detailed 1/700 scale model it turned out to be.

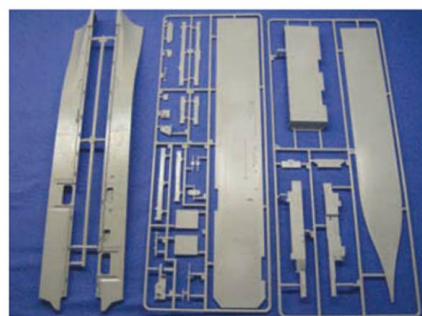
It comes as a waterline model not full hull as many of their models. The assembly instructions are on 14 pages which is split into 33 stages and are very easy to follow. I first spray painted all the parts in light grey as a primer and also as the main base colour for many parts, lots of the parts that need painting were painted completely while still attached to their sprues, this helped as you can see from the photographs being 1/700 scale they are very small.



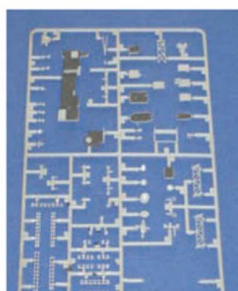
The image on the box is terrific

An example is the strips of moulding that represents the life canisters that are to be attached around the hull of the ship. These I painted completely in black and when dry were dry-bushed with white paint to make each canister stand out. This saved a lot of time not having to paint each one individually.

The build began with the assembly of the hull which is in two sections, a base plate and the stern ramp which can be shown in the closed or open positions. The assembly is straightforward



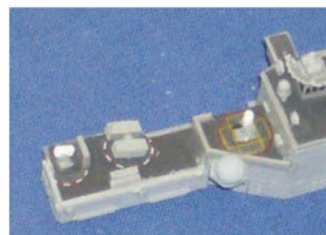
Some of the many parts



The smaller parts were painted on the sprues



Bridge windows made easy by first painting black then gently scraping away from frame



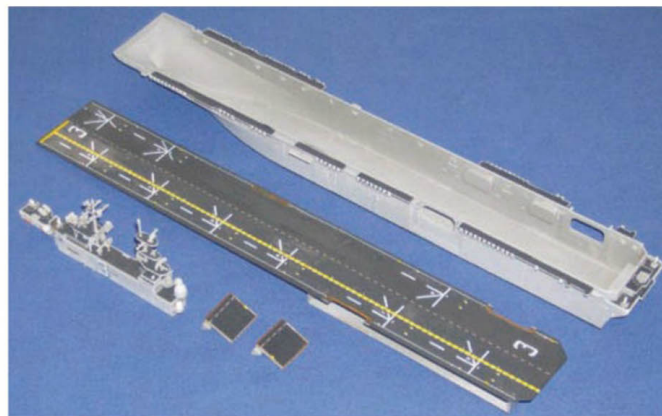
Attach decals before fixing parts into position



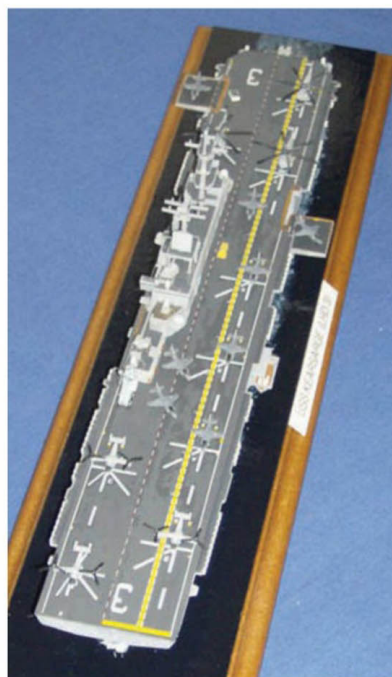
These flight deck decals are some of the best I've seen



Island superstructure completed



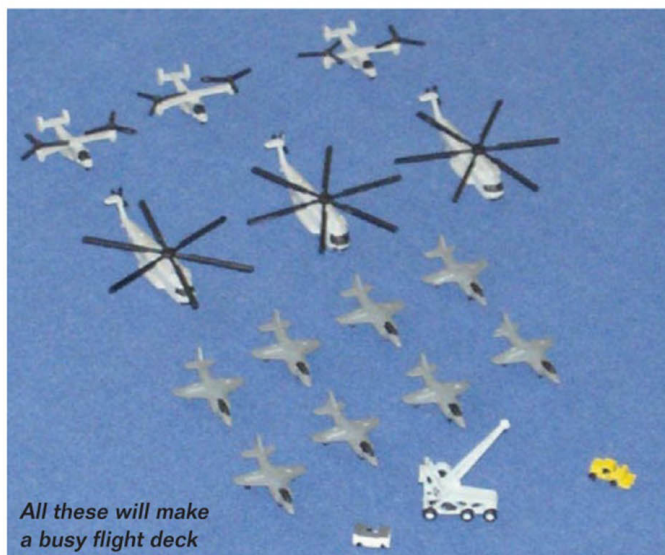
All sub-assemblies completed



The finished model from above

but at stage 12 the flight deck should be attached to the hull, but this is where I deviated from the instructions by building all the rest of the model as sub-assemblies.

The flight deck I painted and then added the wonderful set of decals that come with the kit, these were fixed in place using Humbrol Decal Fix (the new improved formula that is very good) this was left to dry thoroughly. The deck island superstructure was now completely assembled as a sub-assembly not as the instructions indicated attaching each piece to the flight deck.



All these will make a busy flight deck

There are several decals that need to be fixed in place on the superstructure before certain parts are attached; these are the red warning rings that go on the deck around the gun and missile positions. All the aircraft, helicopters and deck vehicles were painted and decals added to them, this was all the parts now painted ready to be all attached to the hull. By building it this way it seemed easier and quicker to build and it made it a lot easier than trying to fix the flight-deck decals in place with the island superstructure already attached, which could have got damaged in the process of trying to get the decals lined up correctly.

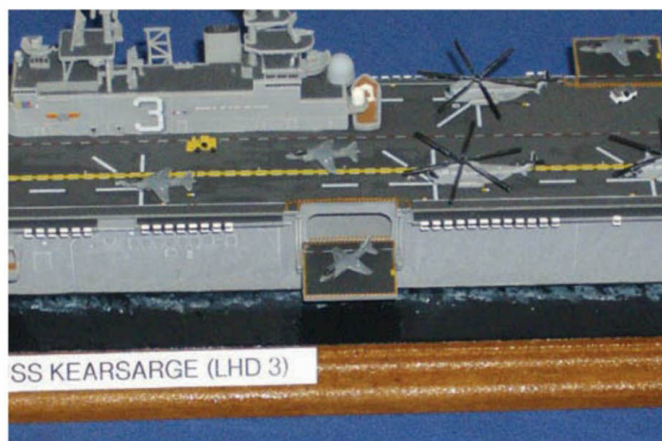
Even the deck elevators I assembled painted and added the decals separately; these have the option of being attached level with the flight deck or the hangar deck openings. All assemblies were now fixed in place and the aircraft and vehicles added to the deck to complete the model.



A fine image of the bow wave

To emphasise the detail of the moulding the model was lightly dry-brushed with white paint, this makes the detail stand out. There is no display base or stand with this model so I had one that was just the right size, I painted a seascape to it and fixed the completed model in place and added a nameplate.

This kit was a very enjoyable build with no problems and looks great mounted on the display base. A very good model for collectors of modern naval warships Revell also produce this Wasp-Class amphibious assault ship in 1/350 scale (USS Wasp LHD-1 model No.05104 and USS Iwo Jima LHD-7 model No.05109) – for those who like the larger scale models the detail on these is exceptional.



View of flight elevator in the down position



The stern area



Close-up detail is very good for this scale



Revell 1/700 scale RMS Titanic

REVELL

Revell have also released another model this month to their popular, ever-expanding list of ship kits.

RMS Titanic

Model No: 05210
Scale: 1/700
Length: 38.2 cm
Parts: 132

I do not think I will have to give any details of the history of the Titanic here, as this year is the 100th anniversary of its sinking. There have been many programmes, news reports and articles in papers and magazines, MMI included (April 2012, issue hope you didn't miss it!!). You might say yet another model of the Titanic from Revell, but this one is in 1/700 scale. The detail of this model is as usual to Revell's high standard so you really do have a choice as to what size model to add to your collection now.

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

ZVEZDA MODELS

This is another First World War warship from this well-known Russian company.

Russian Battleship 'Sevastopol'

Model No: 9040
Scale: 1/350
Length: 52.7cm
Parts: 432

This Gangut-class battleship was the first Dreadnought type warship built for the Russian Navy. Her hull was laid in the St



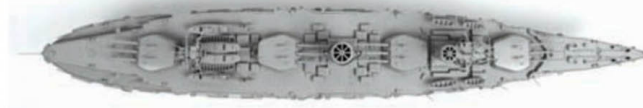
Zvezda's colourful box art of the Sevastopol in action (courtesy Hobby-Pro)

Petersburg shipyards in June 1909 and completed to enter service during the First World War in November 1914 and joined the Russian Baltic Fleet in 1915, she saw action against the German forces until her crew mutinied during the Russian revolution later in the war.

Between the wars she was modernised and was used again against the Germans during the Second World War. She survived the war and was eventually scrapped in 1957. Her armament was impressive mounting twelve 12 in guns, triple mounted in four turrets. Sixteen 4.7 in guns were carried for defence against torpedo boats and submarines; she also had four underwater torpedo tubes.



Image of the completed model (courtesy Hobby-Pro)



View of the Sevastopol from above (courtesy Hobby-Pro)

The model is as usual with Zvezda models very detailed and well moulded. This kit with over 400 parts will build into a superb model, which will be welcomed by many modellers of ships from this era. This includes me as I think warships of this period really show the shape and power of the battleship at the beginning of their reign. I hope there will be many more to follow in the future.

I would like to thank Pepi Zelger from Hobby-Pro Marketing (the worldwide marketing company for Zvezda) for sending me the images and sample of this model. Further details of this model and the complete Zvezda range of products can be found at:

www.zvezda.org.ru

MT MINIATURES

Yet another model has been added to increase MT Miniatures' fabulous range of Royal Navy post-war warships.

Royal Navy Frigate HMS Relentless (F185) Type 15, 1953

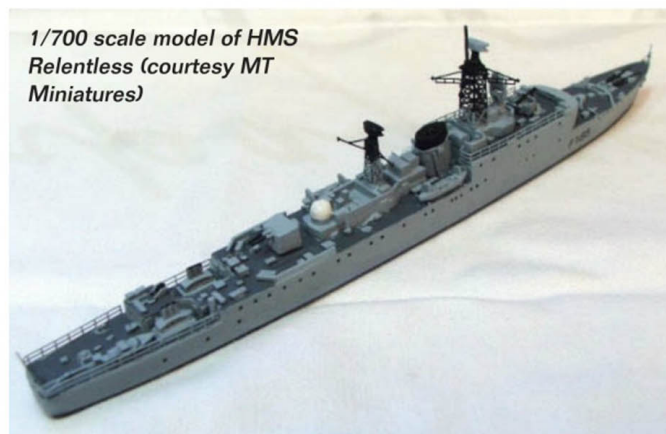
Model No: MTM030
Scale: 1/700
Length: 15 cm

The Relentless is one of 23 ships in the Type 15 class of Anti-Submarine Frigates. They are all conversions based on the hull of the World War Two R-Class destroyers; Relentless originally had the pennant number H85 and was converted in 1951 and given the new number F185. She served for the next twenty years until she was scrapped in 1971, this was the fate of most of the Type 15 class.

As with all MT kits the detail is very good, the hull and superstructure is cast in resin together with white metal fittings and etched parts to increase the detail. Decals are included for the Relentless but decals for all the warships in this class are available separately from their range of accessories.

Details of this model and the entire MT range can be found at:

www.mtminiatures.com



1/700 scale model of HMS Relentless (courtesy MT Miniatures)

NIKO MODELS

This is a new company from Poland for me to review in Plastic Kit Scene, although the company itself is not new.

Dutch Light Cruiser 'De Ruyter' 1942

Model No: 7082
Scale: 1/700
Length: 24.5 cm
Parts: 130+ resin, etched fret, wire

De Ruyter was launched in March 1935 and entered service before the start of the Second World War. Her active service was in the Dutch East Indies trying to stem the advance of the Japanese invasion forces. During February 1942 she had several encounters with Japanese aircraft and warships, but it was at the battle of the Java Sea on the 27th February that she was attacked by Japanese heavy cruisers. A torpedo fired from one of them struck her a fatal blow and she sank three hours later on the 28th with the loss of over 340 of her crew.

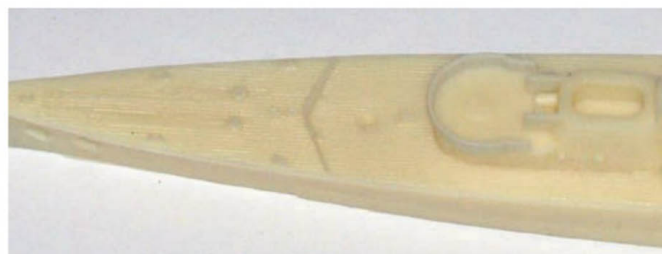


Niko model of the Dutch Light Cruiser De Ruyter

This is the first time I have had the opportunity to see a Niko model close up, and there is nothing I can say but that it is fantastically well detailed and how they manage to cast the smallest resin parts I have ever seen is unbelievable! A lot of resin kits have large pieces of resin that needs to be removed from parts from the casting process, but this kit has none of this.



All these parts come well packed in its box



Close-up image of the detailed decking on the De Ruyter

The kit is a waterline model; the hull section is well detailed with very fine deck planking visible and minute portholes. The kit comes well packed in a stout cardboard box with a colour photograph of the completed model on the top. Inside are all the parts packed in six, small, plastic reseal bags, the hull carefully wrapped in bubble wrap and taped to the inside of the box so it cannot move, the etched fret packed in a separate bag and the instructions complete with a full colour painting guide.

I will enjoy building this model and will be giving details of the build in a future issue.

Thanks to Niko for supplying the details and sample model. Niko have a very detailed website with images of all the models that they produce so make sure you have a browse: www.nikomodel.pl

HUMBROL PRODUCTS

Humbrol have now released their latest improved formula DecalFix.

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Code No: AC6134
Size: 28 ml



DecalFix is used with decals to improve their adhesion and help conceal any traces of the decals' carrier film that is sometimes visible as silvering around the decal. I have always used this Humbrol product but this new formula is even better, it is easy to use. When it has fully dried (approx 6 hours) it will have sunk into any curves or raised surfaces so there is no sign of any gaps under the edges of the decal, which is

Humbrol's new improved formula DecalFix (courtesy Humbrol)

usually found when just using water.

Care must be taken in some cases as not to rub any excess away too hard, just a gentle dabbing is sufficient. I have used the new formula on the Revell model of USS Kearsarge, mentioned earlier, and as you can see it worked perfectly well on the flight deck decals. I wish to thank Dale at Humbrol for supplying the details and sample.

Full details of all Humbrol products can be found at: www.humbrol.com **MMI**

MTB 102

BARRIE GRIFFIN MODELS A MTB 102 USING A MMI LASER CUT WOODPACK HULL (WP3505)

AUTHOR: BARRIE GRIFFIN

THE IDEA

Having completed the DVD of MTB 379 (article, MMI April 2011) I was left with a spare MTB hull unfinished. This seemed a pity, so I started to think of other possible applications for the hull. This woodpack hull is in fact quite versatile, so I considered customs launches, pilot boats, police launches etc. However, leafing through my book of coastal patrol boats, I came across some pictures of MTB 102.

MTB 102

The 102 is quite unique in patrol boat terms since she started life in 1936-37 as a private venture by Vosper, who were trying to interest the Royal Navy in ordering fast torpedo boats from them. Vosper had seen some boats built by Whites that were, in Vosper's opinion, inadequate and they thought that they could do better.

Although the Navy would not place an order at this point, Vosper managed to obtain ideas from the Navy about possible requirements, such as speed, armament etc., a so-called 'Ghost specification'. After successful trials the Navy bought the boat and it became something of a test bed for methods of torpedo launching.

One of these trials was forward launching through a bow tube and the 'hump' in the foredeck is a remnant of this. The method was not successful and, after other ideas had been tried, the deck mounted offset tubes were fitted, with the Torpedo being launched by compressed air. This method, pioneered by 102, became the standard method for later MTBs.

102 made eight round trips to the beaches at Dunkirk, on the last trip bringing home General Alexander and Captain Tennant, the Senior Naval Officers at Dunkirk. 102 still exists, very well restored, at one time being owned by the Sea Scouts and has been used in a film, 'The Eagle Has Landed'. She is now owned by The MTB 102 Trust, based at Wroxham, Norfolk and is at Newson's Boatyard, Lowestoft, Suffolk.



The restored full size MTB 102 seen at the Queen's Diamond Jubilee Pageant on the River Thames in June (image credit to Mark c/o Wiki commons)

THE MODEL

Because 102 is shorter and narrower than MTB 379, I can only call my model semi-scale. Also, since at various times her deck layout, fittings and armament varied, I felt that I had some licence in how I decided to plan her. I based my deck design partly on a picture of 102 in a book by M.P. Cocker, 'Coastal Forces Vessels of the Royal Navy, from 1865', but added the Oerlikon cannon and fitted raised sides to the cockpit as per recent practice. My intention was to build a boat that would look reasonably interesting without being too complicated.



Deck view, finished

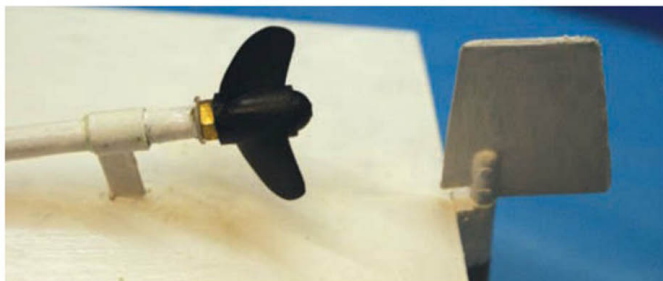


102 port side

SHAFT AND RUDDER

The hull being already built I decided to fit the prop tube and shaft before fitting any fiddly detail. I decided to try a single engine since I planned that the finished boat would be lighter than 379. This meant boring a largish hole through the keel, so before doing so I 'beefed up' the central part of the keel with 6 mm balsa either side.

I decided on an MFA Torpedo 500 motor, fitted to an alloy mount and suitably angled inside the hull. I acquired a lightweight 6 mm OD prop tube from Model Dockyard with a stainless steel shaft. I cut a largish slot in the keel and also a shorter slot for a home-made 'P' bracket. I experimented with engine tube and 'P' bracket and when satisfied, fixed the engine into the hull.



'P' bracket and rudder

I then slotted the 'P' bracket loosely into its hole and made sure everything lined up. I held all in place with sticky tape and then glued up tube and 'P' bracket using a combination of Araldite and car body filler (Araldite first). If deciding on a single engine early, it is much easier to cut the slot for the prop tube before assembly. This is illustrated in the DVD Vosper MTB 379, obtainable from Traplet.

I built up the simple stand in the woodpack and rested the hull in it.

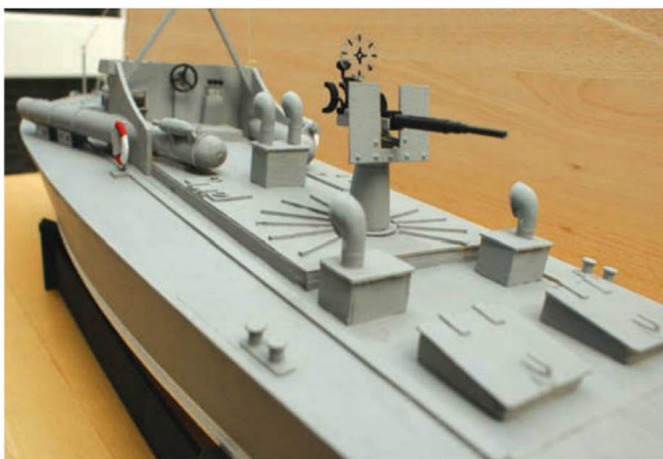
THE DECK AND FITTINGS

Deck beams and deck were provided in the pack and already built, so I was left to fit a shelf under the carlins for this to sit on. This I did with 12 mm wide strips of ply. I then fitted 5 mm by 1.5 mm lime strips along the sides of the deck aperture to discourage water ingress.

I could now turn to the deck fittings and wheelhouse and will deal with these starting at the bow.

First was the flagstaff. Since I wanted this to be strong, I used a length of 3 mm O.D. brass tube with a 'spike' of brass rod glued into the bottom. This was glued into a hole in the deck. Another removable piece of rod with a 'truck' glued to it was placed in the top. This would be the anchor point for the forestay and could be taken out when lifting the deck for access. A similar piece was fitted to the stern, but this time with wire supports.

Either side of the bow, I glued two commercial plastic fairleads. 80 mm from the bow either side close to the deck edge, I glued commercial plastic bollards. Next I made the 'hump' which would have concealed the bow torpedo tube. I made this from strips of solid balsa rounded off and sloped towards the bow.



Close-up of after deck

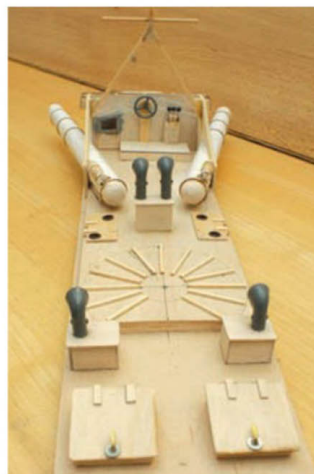


Hull painted, top being assembled

Either side of the hump are sited hatches, the bases being made from 6 mm square balsa strip, the tops from scrap 1/32 ply. There is plenty of odd ply left over in the woodpack for this purpose. The handles to all hatches and the cabin door are made from brass wire bent at a right angle, put in the vice and one half hammered flat. The 'hinges' are from ply strip.

Down the centre of the hump are seven stanchions. These are made from 2.2 mm O.D. alloy tube, brass screw eyes glued into the tops and brass spikes into the bottoms to be glued into the hump. The rail is .6 mm soft brass wire.

Continuing along the deck, there are the torpedo tube mountings, made from small pieces of solid balsa and 1/32 ply (These are glued to the deck but not the tubes). Do not fit these until the tubes are glued into place. Halfway along are stands either side for lifebelts, made from scrap lime strip, the lifebelts being made from 3 mm obeche. 100 mm from the stern either side are commercial plastic bollards. On the stern are commercial fairleads.



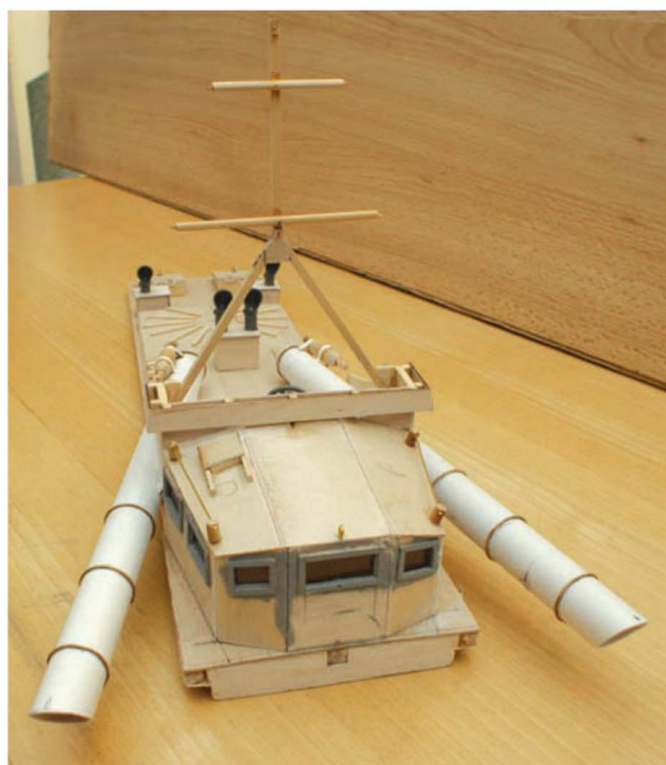
Removable deck from aft

THE REMOVABLE DECK

All the other fittings and structures are fitted to the removable deck, starting with the wheelhouse. On top of this deck is a platform formed from 6 mm balsa strip and 1/32 ply commencing 75 mm from fore edge of deck and 255 mm by 95 mm in size. I fitted this first so that the aft end of the cabin could be fitted next and would have some support. It would also give support to the cockpit sides.

Do not fit the cockpit sides until you have cut the long slot for the torpedo tubes and are happy with them. Build the cabin up piece-by-piece and do not cut

all the cabin pieces at once. Cut the aft cabin bulkhead and glue it; then the top centre piece and front centre piece. Fit and glue these sections.



Removable deck from for'ard

A handy way of joining the roof sections is to use paper 'hinges' cut from card. With these three sections in place the other six sections can be measured off and cut. Remember to cut out all apertures before gluing the sections.

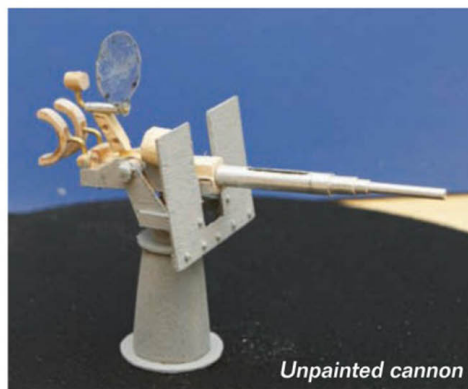
With this done, next cut the sides of the cockpit from 1/32 ply. This can be stiffened along the top edge if required with 1/16 ply.

Now trace off the tube aperture from the plan and transfer it to the ply. Cut and trim as necessary.

Try the tube, made from 18 mm plastic tube, and when satisfied glue the cockpit side in place. The next bit is trial and error. Use pieces of scrap balsa, centre scooped or sanded out, as supports for the aft end of the tube. Glue these firmly in place and fix the tubes to them. With this done you can fit the deck in place and make up rests for the tubes to be fitted to the side decks. Do not glue the tubes to these rests!

WHEELHOUSE DETAIL

Now the detail can be fitted to the wheelhouse and cockpit area. Make up a platform for the helmsman as per plan and glue it in place. I used a commercial plastic wheel: this should be mounted on a shallow board attached to the aft end of the wheelhouse (if you are using the woodpack hull, there is one in there for you). Use some scrap timber to put some levers on, to starboard of the wheel. Make a hatch for the wheelhouse top using 3 mm by 1.5 mm strip and 1/32 ply. I suggest you leave the mast until last.



Aft of the cockpit but on top of the raised platform, are the following: a pair of vents, fitted on top of a box made in a similar manner to the foredeck hatches, the cowl vents are commercial, cut to a suitable

length. Either side of the vent box are engine room hatches made from rectangles of 1/16 ply and with commercial portholes fitted as scuttles. Hinges are from strips of 1/32 ply. Aft of these the 20 mm Oerlikon cannon is mounted. This is built up from 1/32 ply, balsa, lime strip, a piece of clear acrylic for the sight, dowel and alloy tube. It looks complicated but taken slowly it is not difficult.

The foot grips around the base of the gun are 2 mm by 1.5 mm lime strip radiating out like the spokes of a wheel.

Aft of the gun but still on the removable deck are two more vent boxes with cowl vents, again cut down to size. Aft of these are two hatches made in the same way as the others.



Finished boat top unpainted without rigging



Finished boat from fore'ard



Side view, finished boat

THE MAST

Making up the mast is not difficult but requires some care since it must sit neatly between the sides of the cockpit. I think the best way is to draw a mast plan onto some paper, using the exact dimensions of the cockpit that you have made.

Cut and trim some 3 mm square lime or pine strip laying them out on your drawing so that you can see that they fit together. Then glue the pieces together fitting the web as shown on my drawing. When this is dry fit a web to the other side to strengthen. Make grooves across the upper mast with a file and glue and pin crosstrees to it. You will need screw eyes in the ends of the crosstrees, fore and aft at the top of the mast, in the web forward of the mast and in the cockpit sides and on the wheelhouse roof for the shrouds and fore and back stays.

ELECTRICS ETC.

The engine is already fitted so it is wise to fit a deck over the keel and bulkheads. I usually screw these in place so that I can still have access to the inside of the hull. On this can be fitted the radio, speed controller and battery. These can be held in place with a Velcro type strip. My radio is a Futaba 2.4 GHz, 6-channel type, the speed controller a Mariner ESC 35 amp type. This ESC does not need setting up – it really is plug in and go. The battery is an 8.4 volt 3300 mAh NiMH.



THE RUDDER

The rudder is commercial but I avoided the rather bulky plastic tube that comes with a bought rudder: I used a length of 6.5 mm O.D. brass tube. First I cut a piece of 6 mm by 1.5 mm lime strip and made a groove in it with a file. This I glued to the centre of the transom. Then I glued the brass tube to the lime strip with epoxy glue. I cut a 20 mm by 6.5 mm slot in the transom. I fitted a push-fit arm to the top of the rudder shaft and connected it to the servo with a model aircraft type servo connector.



View from aft, showing rudder

PAINTING

So far the only painting I have done is the hull. I gave it three coats of Halfords grey spray primer, although Flair, Spectrum cellulose primer from your model shop would do the same job. A rub down and then three coats of Tamiya matt acrylic paint XF19 Sky Grey. For the white I used a small tin of ordinary exterior paint. Almost all of the upper works are Sky Grey except for small amounts of matt black for trim.

ON THE WATER TRIALS

To Maldon lake for trials and photographs. I found I had to adjust the angle of the rudder slightly to allow for the throw of the propeller but apart from that all was fine. The single engine gives the boat a good turn of speed. It turns extremely well and planes at the right attitude. The all up weight of the boat including battery is 12 oz lighter than MTB 379 and it shows. I can count the project a success.



RESEARCH

Pages 21-28 of John Lambert's Allied Coastal Forces Volume II show several different deck arrangements for this boat and there is a good picture of 102 in Coastal Forces Vessels of the Royal Navy by M.P. Cocker. There are many pictures of 102 on the Internet in later rebuilt guise.

TECHNICAL DATA

Engine: MFA Torpedo 500 4.5 – 15 volts. Over about 8.4 volts you will need to fit cooling pipes
Radio: Futaba 6-channel 2.4 GHz
ESC: Mariner 35 amp for brushed motors
Battery: 8.4 volt 3300 mAh NiMH
Prop: 35 mm two-blade high speed plastic
Shaft: M4 SS
Tube: 6 mm OD lightweight with oiler tube

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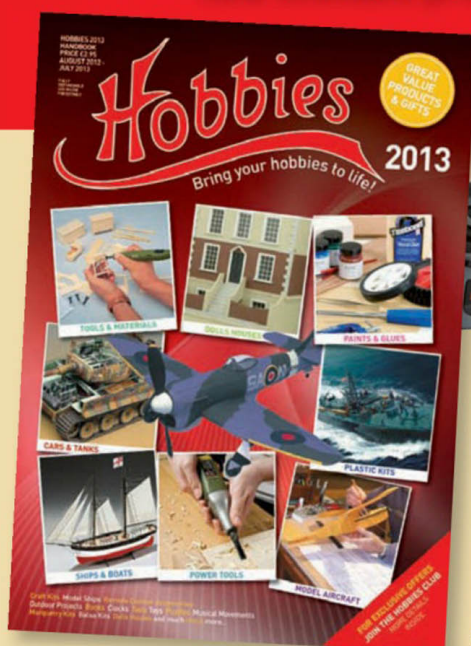
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MV VENTURE

JIM DESCRIBES HOW TED POLSON BUILT A MODEL OF MV VENTURE, BASED UPON HIS PLAN FEATURED IN THE SEPTEMBER 2005 EDITION OF MMI (REF: MAR3160)

AUTHOR: JIM POTTINGER

Full size boat taking on fishing gear after a repaint



THE HISTORY OF MV VENTURE

Completed by Millers at St Monans in Fife in 1991 for previous owners she now fishes under my nephew and his partner skipper on near and distant water grounds of the North Sea being based in Shetland.



The original MV Venture at sea

Whilst I only had a general arrangement drawing to work from I was able to take numerous photos afloat and on the ship lift at Peterhead to facilitate the generation of a lines and body plan. Following my usual practice I did not show any model construction, but instead include numerous detail views and sketches to enable the model maker to develop or use their own modelling methods.

THE MODEL

The only model to date, that I am aware of, has been built by Ted Polson of Lerwick, and he has achieved a degree of realism, which is just about perfect, and will be difficult to match.

My first impression on seeing the model, albeit with details unfinished, was its size and volume, a characteristic of the modern fishing boat a two dimensional view on paper can sometimes fail to convey.



MV Venture model under construction

The first stage of construction was to cut an outline profile backbone from 9 mm ply. The shape of the frames was then photo copied and pasted on to 6 mm ply, which after cutting to shape were glued to the keel profile. A metal strip

was then fitted full length along the bottom edge of the keel to form the support for the rudder heel bearing, and also stiffened the whole partial assembly. A 9 mm dia tube for the stern tube was then fitted into a slot in the backbone at the correct rake.

The frames were cut extending up to the top of the shelter deck, and the main deck was then made in three sections. The two sidepieces had cut outs in the outboard edges to accommodate the frames, and the centrepiece of the deck was added last.

The planking material was cut from knot free 25 mm thick shelving to give 1.5 mm thick planks. The first layer was fitted starting at the keel and working upwards, gluing and stapling, the staples being removed when the glue was dry.

After a quick sanding another layer was then added at 45 degrees to the first layer, again gluing and stapling. Again the staples were removed when dry.

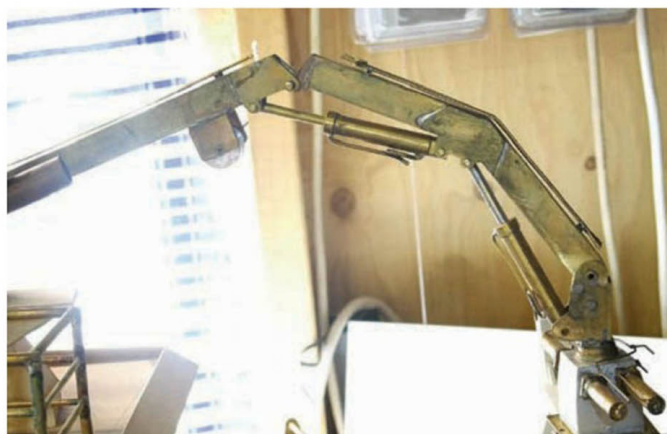
Some additional wood sections were added and carved to shape in the area of the bulb under the stern, forward of the propeller shaft. The inside of the hull was coated with some West System resin to give added strength. Some additional filler was added to the outside of the hull before final sanding. When happy with the result the hull was sprayed by high build primer followed by sanding, this was repeated several times until a satisfactory finish was achieved.

Next the main deck and shelter deck were fabricated from 1.5 mm ply, in the sequence noted above. The positions of the guardrail stanchions were marked out on the shelter deck top and small cut outs were made in the deck to allow the stanchions to project down through for additional strength. All the wear and rubbing strips were made from half round plastic. Bilge keels were formed from ash, glued and then pinned. The outside was then coated with the West System resin followed by ten coats of high build primer, with sanding between coats, to give a perfect finish.

The wheelhouse was made from two laminations of very thin ply, plenty of clamps being used to form the rounded corners and cowl on top.



After deck



Power block crane



After deck showing the trawl winches

CONSTRUCTION OF THE FITTINGS

Next stage was the manufacture of the various deck fittings: winches, power block and crane, guardrails etc., all from aluminium and brass. A small milling machine was used to form many of the smaller metal items including the crane, from brass, and the curved cheek plates of the power block sheaves from aluminium. These fittings took no less than a weekend each to form.

Tools used included a small 300 mm lathe, with designation CJ0618, a small mill, a Draper belt sander, a small Jet band saw (24 teeth per inch for brass and aluminium and thin wood), and a larger Dewalt saw for cutting the frames. Up to 300 clamps were used, ranging from small crocodile type to large sash clamps.

Carplan Auto Paint was used for most parts except for the smaller ones where Humbrol in the small pots was chosen (some last used over 40 years ago, but after a good stirring were still usable).



After deck complete with trawl winches and net drum

COMPLETING THE MODEL

Spray painting began with the red lower half, next blue, and finally white top section. Port numbers, name and rigging were then added to complete the model. The lettering was supplied by the local Lerwick company Art Machine using photos of the prototype for guidance.

The korth nozzle and propeller was sourced from Mobile Marine Models and life belts and small radar scanners from Cornwall Model Boats. The model was completely built in a 12 ft x 7 ft garden shed.



Ted Polson's completed model of the MV Venture



Jim Pottinger's painting of MV Venture in her natural element

MV Venture ready for launching

This is a static model and does not have any power units fitted, and is displayed on a depiction of a slipway. Not surprisingly the model has won a number of awards in the craft sections at local exhibitions and shows.

ACKNOWLEDGEMENT

All photos courtesy of Ian Leask of Lerwick. **MMI**

UNITED KINGDOM GREAT BRITAIN

DESPERADO JUNIOR OBL

REVIEW OF THE DESPERADO JUNIOR OBL RTR FAST ELECTRIC BOAT

AUTHOR: CHRIS SAUNDERS

The Desperado Jr OBL is a scaled down version of the Desperado OBL which itself was an electric version of the original Desperado 7.5. The catamaran hull is of a very similar shape and colour to its larger brothers.

CONTENTS

The original box was rather plain as it was the packaging for an Outlaw Jr OBL turned inside out with two Thunder Tiger Newsletters advertising the Desperado Jr OBL taped to the lid. I can only assume that this model is in the early stages of production and does not yet have its own packaging sorted out. The boat seemed to be fairly well held in place and looked to have a fantastic paint job.

The box contained the boat, transmitter, stand, instructions and a useful spare prop, band for securing the rudder and spanner. The boat is available in two versions with the RTR version having everything offered in the ARTR version with the addition of the radio control system.

It is important to note that there are no batteries provided. This is not a problem for the 6 x AA's needed for the transmitter, however the main power battery is a bit more of a problem. As the power battery must fit into the radio/power box it has to be of a very specific size.

As I was not supplied with the required 3S1P 2200 mAh 25C LiPo battery I tried some of my own 3S1P batteries and found them all too big in that the cover to the radio/power box could not

be closed properly to ensure a watertight seal. In the end I purchased two batteries of the correct specifications from the Component Shop (www.component-shop.co.uk) which also came fitted with the correct, Deans Marine, connector, and what's more they were on special offer!

The box my review model came in



The LiPo is a tight fit in the radio/power box



The damaged rudder assembly on the first blue model

CONSTRUCTION

As I was working with the RTR version there was very little work to do on the boat. An aerial tube had to be inserted into a hole in the deck and the aerial from the receiver pushed up into it. The only construction job was to put together the laser cut stand. This slotted together nicely and then needed the addition of sticky backed foam to the edges where the hull rested in the stand.

It was while removing the boat from the box and placing it on the stand that I noticed that the rudder was at a strange angle. Assuming this was because of the flip up feature of the rudder I gave it a closer inspection. To my surprise I soon realised that the tiller arm, attached to the rudder servo, had broken off the rest of the rudder assembly. Such damage was not easily repairable and so I had to arrange for a substitute model to be sent.

The green model on its stand



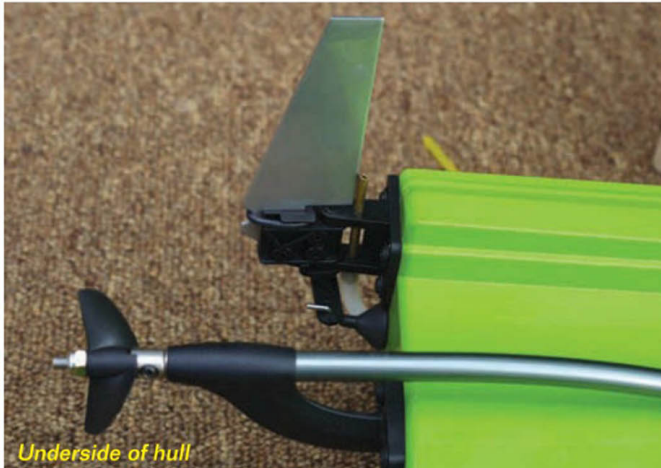
The magnetic top removed revealing the brushless motor and sealed radio/power box



Both covers removed revealing the electronic speed control



Underside of hull



THE HULL

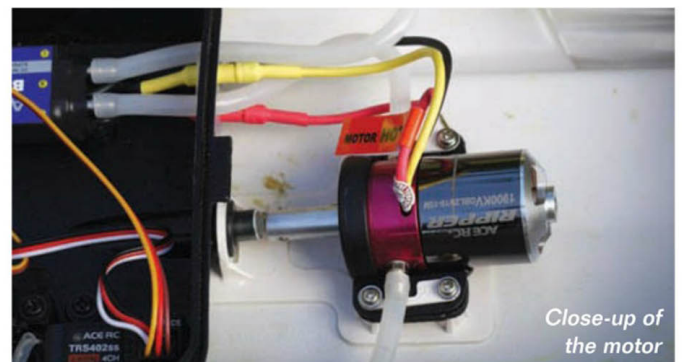
The hull is formed from Blow Moulded ABS and is very nicely done. It measures 690 mm in length (just under 28"), with a beam of 185 mm and height of 155 mm. The overall weight of the craft is 1.21 kg (2.7 lb). The advantage of returning the first boat is I have seen both the colours available. The first was a very pleasing blue with white transfers, while the second was a vibrant green also with white transfers. Both are very eye-catching and easy to see when out on the water.

Having mentioned the damaged rudder, I should point out that examination of the same joint on the second boat revealed no signs of weakness in this area. The boat has run a number of times in different conditions and I have had no further problems. I can only assume that rough handling during transportation was the cause of the damage. Interestingly, Amerang inserted a number of foam sheets into the second model before dispatching it to me.

The catamaran hull has plenty of room inside for the motor and radio/power box. These are accessed by lifting off the main hatch which is VERY firmly held in place by four magnets. The firm fit and carefully moulded surround makes this hatch very water tight, which is useful in choppy water or if the boat turns over.

MOTOR, CELLS AND CONTROL SYSTEM

The motor is a 1900 kV Outrunner Brushless motor (hence the OBL in the name) and is remarkably powerful for its small size (about the size of a 380). It is twin ball raced and water-cooled. The cooling water surrounds the main bearings and allows the motor to run for longer at high power.



Close-up of the motor



The radio/power box layout



View of the stern with offset rudder and prop shaft

The waterproof radio/power box sits at the stern and contains the Ace RC water-cooled 40 amp ESC, the mini servo for steering and the 2.4 GHz receiver. The LiPo fits down the middle and has just enough space if the specified battery is used.

The connection to the ESC is via a gold plated Deans Marine connector, while the motor is linked by gold plated 3.5 mm plugs and sockets. A very neat grommet at the 3.5 mm connector ensures the water tightness of the whole box.

The ESC is a water-cooled 40 amp type which is optimized for LiPo use and features under-voltage cut off and temperature protection. The cooling water is piped in silicone tubing which is a sufficiently tight fit entering and leaving the radio/power box to maintain the watertight seal.

RADIO SYSTEM

The radio is an Ace RC, 2-channel 2.4 GHz Cougar PS2 with a pistol grip Tx and a 4-channel mini Rx. The Tx required 6 x AA cells to get it functioning. Having everything ready to go I switched on the Tx and connected the power battery expecting to start trimming ready to sail. Unfortunately, the Tx and Rx had not been bonded together so absolutely nothing happened. Thus I had to find the instruction manual for the radio system and carry out the binding process.

It is a pity there is no standard binding method as every manufacturer seems to have a different sequence to follow to achieve the desired link between the Tx and Rx. This process is, however, a small price to pay to overcome all the issues associated with frequency control at 27 MHz and 40 MHz.

The pistol grip Tx is quite comfortable to hold and easy to use. It has trim knobs for both throttle and steering and Hi and Lo ATV controls for the throttle. There is also a separate steering rate pot situated at the top of the pistol grip. This I found very useful during the initial runs as the steering can be reduced to almost trim levels thus preventing erratic turns. Being a lefty who has always used stick controls it took me some time to get confident with the Tx and the steering rate control certainly helped.

DRIVE SHAFT AND TRANSOM HARDWARE

The motor has a rigid coupling to a curved flexible shaft. The shaft exits the hull and then bends to become horizontal to the surface. The flexible shaft terminates in a dog clutch and 40 mm propeller. The latter is held in place by a 4 mm nyloc nut. The outer casing of the prop shaft is fully sealed to the hull and supported by a strong plastic bracket, which is bolted to the transom.

There is a slight offset of the shaft to the left in order to compensate for the torque of the engine. I have already mentioned that the rudder has a flip up mechanism to prevent damage if an obstruction is hit. The aluminium blade is mounted on a moulded plastic support and kept in place by a rubber 'O' ring. One very nice addition at

the stern is a drain hole fitted with a tight rubber plug. Very little water ever gets into this hull, but if it does then this drain is a very effective way of removing it.

ON THE WATER

Having checked everything worked on the bench at home, I was confident that my first outing would be a success. Unfortunately, on the trip to the lake the rudder got caught

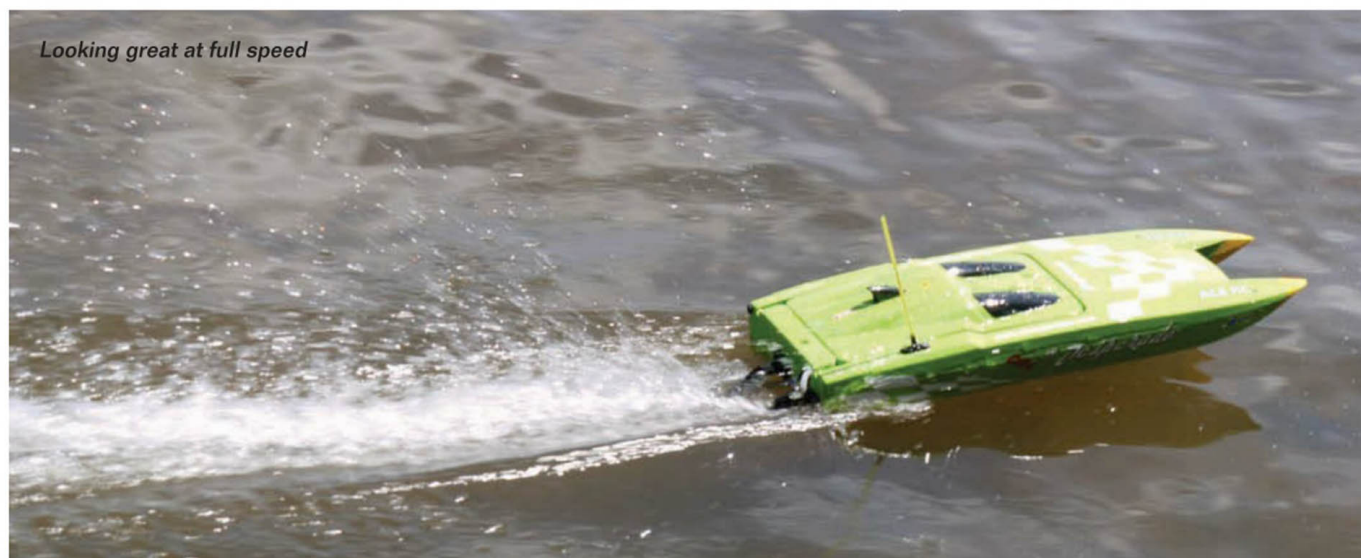
in a seat belt and snapped the 'O' ring. Luckily the kit comes complete with a spare 'O' ring, so it was just a matter of undoing a few screws and positioning the new ring. I did notice that the edge of the rudder was quite sharp where the 'O' ring acted and was likely

to cause excessive wear and so I rounded the edge slightly before reassembling (why I had a file with me I can't remember).

Thus I had my first run. With reduced steering and gentle throttle the little boat zoomed out into the lake in perfect control. A slight adjustment of the trims on the Tx and she was steering well and would maintain a straight line perfectly. With confidence I began to open her up and give myself more steering. It was at this point that things went a bit wrong.



Pistol grip Tx



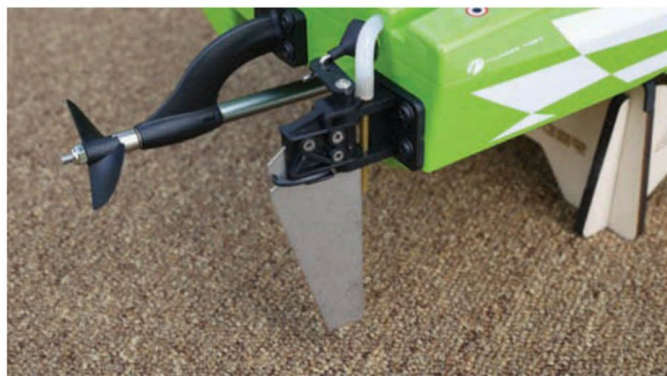


Viv in his waders to the rescue after she turned over

As I have said, I am more used to sticks rather than a steering wheel on my Tx and so when another fast electric came close I steered the wrong way and got run over. The poor Desperado turned turtle and lay dormant in the water. A rescue was quickly organised with Viv putting on his waders and walking out to get it.

A close examination of the outside of the boat showed how tough the hull was for it was completely unmarked. As for the inside, it was perfectly dry and everything still worked! So it was only minutes later the Desperado was out again. Now I could open her up fully and experience the thrill of controlling what could best be described as a very fast boat with few bad habits.

One thing we did notice was the lack of water coming out of the



The water intake pipe moved to correct position

side vent. Clearly insufficient water was being passed through the ESC and motor to keep them cool. An examination of the pick-up pipe, attached to the rudder assembly, soon explained the problem. The tube was both facing the wrong way and was not deep enough in the water. This was quickly fixed, as the tube is a push fit in the mounting and was easily adjusted with a pair of pliers.

It is vital that anyone purchasing this model should check this coolant feed as it would be easy for the motor or ESC to overheat and possibly get damaged.

After about 14 minutes of running the battery was flat and the motor stopped. Rather alarming the first time it happens as you think something is wrong. It is possible to get the craft back to shore by waiting a few minutes for things to cool and then very gently running her into the shore on the lowest throttle setting.



Plenty of wake when under power

Having a second battery of the correct size I was out again within minutes and having a great time. I even gave control to other club members to get their reaction. All agreed it was a great model which behaved exceptionally well straight out of the box. They were also very impressed by its speed.

Now I have run the Desperado Jr a number of times I still find it a very exciting boat to take to the lake. If it has any faults it is a bit 'glitchy' when running at high speed with the full steering throw available, and in rough water (i.e. bow wake from other craft) she tends to dig her left or right hull into the wave and flip over.

CONCLUSION

This is an impressive model. To get it to run as well as it does straight out of the box is certainly a credit to Thunder Tiger. It is very fast and here in lies my concern with it. This appeals to all ages but particularly the younger members of the club. Even with considerable experience with fast electrics I found this model a challenge to run safely and avoid all the other craft on the lake.

With more inexperienced operators I can foresee many mishaps. Thus I would recommend this to anyone with experience but would have reservations if a newcomer to the hobby. I would think that a race made up of a number of Desperado Jrs. would be a sight to behold!

Amerang have confirmed that the box was a prototype used for the review; all future purchases will have the final finished box with attractive graphics of the model. **MMI**

KIT BOX DATA

Brand: Thunder Tiger

Product: 5126-F27G,L Desperado JR. RTR

Length: 690 mm

Beam: 1850 mm

Height: 155 mm

Weight: 1210 g

Radio: Cougar PS2 2.4 GHz system

Motor: Water-cooled OBL29/20-15M

Available from: Amerang, Amerang Limited, Lancing Business Park, Commerce Way, Lancing, West Sussex BN15 8TA, United Kingdom. Telephone +44(0)1903 765496, website: www.amerang.co.uk

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1ST PRIZE – Thunder Tiger Desperado JR OBL RTR as reviewed in this edition



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- ☐ BOAT
- ☐ BRUSHLESS
- ☐ CATAMARAN
- ☐ CLUTCH
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- ☐ COUGAR
- ☐ DESPERADO
- ☐ EXHIBITION
- ☐ FOSSE
- ☐ HATCH
- ☐ LEAMINGTON
- ☐ MAGNETS
- ☐ MERIDIENNE
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VIXEN

Designed by Hal Harrison.

A semi-scale Vosper style modern frigate 920mm long by 100mm beam of simplified construction from balsa ply and card intended for modellers who are less experienced and looking for an inexpensive scale type warship.



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SHADOW

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Card and balsa model of semi-scale stealth patrol boat. For 380 motor and two function radio control. Model is 650mm length and 155mm beam.

More information



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TYSTIE

Designed by Jim Pottinger

Single sheet plan for open steam launch. At 1:12 scale the model is 530 mm length and 62 mm beam and can be scaled up for steam power. Full details of original but no model construction data.



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Designed by Jim Pottinger

Specially built to supply pipeline material for offshore oil rigs now used for general duties. Unusual model at 1:125th scale length 710mm and 150mm beam. No model construction data.



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HMS PEACOCK

Designed by Jim Pottinger

Two sheet drawings for lead ship of five in class designed for RN Hong Kong Squadron. Scale 1:50 length 1255 mm and beam 200 mm.



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LITTLE WING

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FIJI MAGIC

Designed by John Spencer.

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'IN A CLASS OF THEIR OWN!'

KIM BELCHER EXPLAINS HOW MEMBERS OF BLACK PARK MODEL BOAT CLUB CAME TO HAVE A TRIP ON BOARD THE EX-RNLI ARUN CLASS LIFEBOAT 'MABEL ALICE'

AUTHOR: KIM BELCHER



INTRODUCTION

When I first joined Black Park MBC (situated between Windsor and Uxbridge) some few years ago I was immediately impressed by two things. Firstly, they had one of the most picturesque settings and cleanest waters that I have so far visited anywhere in the UK. Secondly, the members were seriously into supporting worthwhile charities from the proceeds of their annual Regatta.

With a handful of us possessing model lifeboats the inevitable happened. The members voted to move their support from a local hospital unit to the RNLI (Royal National Lifeboat Institution) and for the next two years they raised some £1,000, which they donated to RNLI Stations at Margate, Ramsgate, Walmer and Newhaven. They then supported the Mission to Seafarers (or to give them their previous titles – The Mission to Seamen and The Royal National Mission to Deep Sea Fishermen) for a year and subsequently during the past three years the Bucks Air Ambulance Service. A club that truly puts something back into the larger community.

Talks by Phil Locke and myself on lifeboats and their workings started to stimulate an interest into visiting a station or getting a trip on one. Now this is not as easy as it seems as they are working boats and all sorts of H&S (Health and Safety) issues arise! However, at the RNLI Poole H.Q. Open Days in 2009 I first met Andy and Pam Iannetta, who had recently purchased the ex-RNLI lifeboat 'Mabel Alice' from the Strathclyde Police Authority, to be used as a pleasure trip and chartered working tender boat. And as they say 'the rest is history'.

Tranquility – two club members enjoying a day's sailing on Black Park's very large, deep and clear watered lake. John is actually watching his yacht at this point!

THE CLUB

Black Park MBC currently has some eighty members, of all ages, sexes, sizes, interests and temperaments. They meet mainly on Tuesdays, Thursdays and Sundays on their home water. They have regular monthly (summer) and bi-monthly (winter) Club Meetings where business is dealt with in the first half and a guest speaker gives an illustrated talk in the second half.

Some of the talk subjects have been on the Napier Engine, laser cut component based model boat construction, the Launch and Recovery of the Margate Mersey Class lifeboat, 'Being an Extra at the Pinewood Studios' (their home water is literally in their backyard!), the attributes of the 'new' 2.4 GHz R/C system and the 'Methods employed by the Model Making team of Legoland – Windsor' (the Events Organiser for the Club, Guy Bagley, is Head of the Model Builders Team for this venture. You will have seen some of Guy's Lego brick constructed boats at many shows).

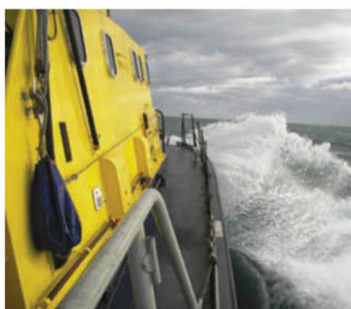
The Club has an Annual Regatta (2nd September, 2012) and an annual Fish and Chip Supper in September too. They also attend many model boat shows up and down the country, including, Alford, Beale Park, Mertsam, Weymouth, the Southern Model Airshow – Marine Section at Hop Farm, Brighton Model World and the International Model Boat Show at Warwick. All in all this is an active and thriving Club.



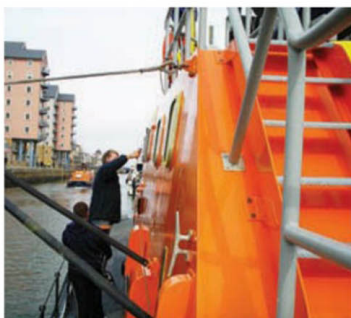
'Strathclyde' – the ex-RNLI Arun Class lifeboat in the Force's colours at Great Harbour, Greenock, Scotland



Andy's first ex-RNLI lifeboat, 'Archibald and Alexander M. Paterson' – a 52' Barnett Class, during restoration. Notice the work on the bow cross diagonal planking. The new anti-fouling coat is on – near to completion



'Strathclyde' on her journey south to Portishead, near Bristol



Andy and his son Jamie restoring 'Mabel Alice' with roller, brush and a distinctive orange paint!

THE BOAT

Andy Iannetta is an ex-RNLI crewmember from the Buckie RNLS (Royal National Lifeboat Station) in Scotland. He told me, "Ever since I first stepped aboard my first Arun Class lifeboat, I wanted one!" Now, most of us could probably buy one (look how much we spend on our models!), it's the maintenance and running costs that would stop us!

An annual anti-fouling, which means the cost of taking the boat out on a four post hoist and then putting her back in again. Painting (not just eight 300 ml cans of acrylic spray from Halfords – the automotive spares and accessories shop) and then there's the cost of the diesel fuel, let alone the mechanical wear and tear – there is always something which has now reached the end of its

useful life and needs replacing.

To say nothing of the repair and re-balancing of a 'dinged' propeller and its removal and replacement on dry land! Then there are the twelve sets of safety and weatherproof clothing...!

However, an Arun was not the first lifeboat Andy owned. That was a 52' Barnett Class RNLB 'Archibald and M. Paterson Alexander' which was first stationed at Stromness in Scotland, this he bought and faithfully restored. Most of us will know or have seen Andy on the Speedline Models website, holding one of their first models, the 1/12th scale Trent Class lifeboat 14-14 RNLB 'George and Mary Webb' from Whitby in Yorkshire. He is a keen and very accomplished model boat builder and made that original model.



Almost done – just the front wheelhouse window frames and flying bridge to be painted



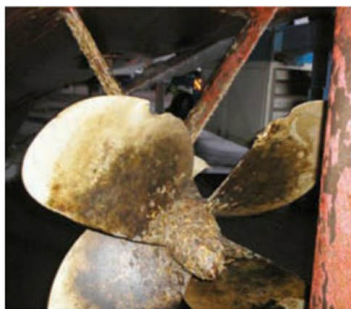
Lifted – an expensive removal to take off the starboard propeller for repair and anti-foul the lower hull

The 'Mabel Alice' is an Arun Class lifeboat, the first Class to have a cut-away freeboard, shown in the sheer-line at the stern steps on both port and starboard sides, for easier casualty recovery. Many RNLI coxswains swear this is the best boat the RNLI ever produced, of which there were 46 in all.

She was given a boatyard number of FM715 by Fairey Marine of Cowes, who fitted her out on a GRP hull made by Halmatic Ltd. Her official number from the RNLI was 1085 and her operational number was 52-24. She weighed 30 tons and 12cwt and was built at a cost of £345,467 in 1983.

She has 26 watertight compartments and has a self-righting capability. She also carries an inflatable 'Y' Class boat on top of the superstructure. 'Mabel Alice' was put on station at Newlyn in Cornwall on 8th May 1983 and served there until February 2003, being the boat that replaced the 'Solomon Browne' – a 47 foot Watson Class that tragically overturned and lost all hands at sea in 1981, whilst attempting a rescue from the coaster MV 'Union Star'.

'Mabel Alice' is powered by two Caterpillar marine V8 diesel engines, giving a top speed of just over 20 knots. She was sold out of service in 2003 to the Strathclyde Police Board.



One 'dinged' set of starboard propeller blades – just a bit too large for Simon at Prop Shop – but it was worth a try!

Whilst owned by the Strathclyde Police she was named 'Strathclyde' and her superstructure was painted yellow with two forward sloping lines either side of the hull on her bows.

When the lannetta family bought her they got permission from Sir David Robinson's family, the philanthropist who donated the money for her to be built and after whose wife she is named, to have her original name re-instated – 'Mabel

Alice'. She was then berthed at Portishead Marina, just south of Bristol.

During the summer of 2010 she was chartered by 20th Century Fox Pictures and Beatwax (a Promotions Company) to provide filming platforms, shore to ship provisions and film crew and actors transport for the film 'Voyage of the Dawn Treader', based on the C.S. Lewis book. This all took place around the South West Peninsula, calling in at places such as Ilfracombe, Padstow, Falmouth and Newlyn, her old and original working port in the eighties, nineties and the noughties.

In the latter months of 2010 and the first half of 2011 she was re-located to Brighton Marina, Sussex in the south of England, where she has been undertaking chartered survey work mainly for Natural England on the immigration and migration of sea birds. She then moved to Felixstowe for some chartered wind farm work and is currently at Cowes on the Isle of Wight.

THE TRIP

So having met Andy and his family to progress some professional work and see 'Mabel Alice' in the flesh, with a short trip during which I helmed her, I put a proposed visit and 2 hour trip before the Club membership. I immediately got ten willing members to contribute the agreed fee; I booked and off we went in three cars to Portishead Marina.



In the marina a privately owned ex-RNLI 48' 6" Watson Class lifeboat 'Pentland', preparing for a chartered trip in the Bristol Channel

A hearty breakfast was taken on the quayside, where there were three other lifeboats – two ex-RNLI classes, being the 47' Watson 'Pentland' (Civil Service No.31), Official Number 940 built in 1957 and the Solent 'Douglas Currie', Official Number 1021 built in 1973, both now run as private pleasure boats; also the Relief Tamar Class RNLB 'Edward and Barbara Prigmore', Operational Number 16-10.



Another RNLI ex-lifeboat out for repairs, painting and general maintenance, the beautifully restored and immaculate Solent Class 'Douglas Currie', the last of eleven to be built in 1973 by Groves and Gutteridge of Cowes



Part of the RNLI's Relief fleet temporarily stationed at Portishead Marina, a 16 metre Tamar Class – RNLB 'Edward and Barbara Prigmore'



Andy's father Brian and his son Jamie take on fuel prior to the trip, watched by club members Guy Bagley and his son Harvey



In the current climate my Volvo costs almost £100 for a tank of fuel, but this is ridiculous – £890.07 for 749.85 litres and still rising!



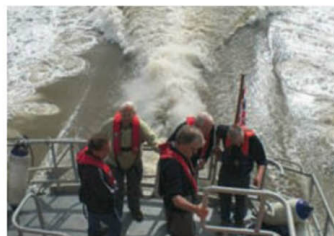
Out on the water, preserved and providing pleasure, but still a working boat



'Mabel Alice' leaving a good wake astern following her newly repaired propeller refit and some fresh anti-fouling, a respectable 22 knots being displayed!



Club members Guy, Harvey and Martin enjoying the view and sheer power of two 485 hp V8 marine diesels!



22 knots of wake fully displayed – while Brian explains to members Frank, Jack, Derek and Jeff the port side workings of 'Mabel Alice'



Quickly left behind – Clevedon Pier – but the public were entertained at our expense!



Prior to us leaving we had a safety talk through on board, lifejackets fitted and a fuel stop prior to entering the lock and then out into the Bristol Channel. Andy took us south to Clevedon Pier, where because of the relative calm conditions he took us in some tight turns and then 'jumped' us back over our own wake, much to the enjoyment of both club members and the sightseers!

We then set off across the channel and up the River Avon, past the Shirehampton Powder House (built during the Napoleonic Wars, around 1776, when an Act of Parliament required 'the removal of fire danger to shipping in the Port of Bristol'. Hence those product types, including gunpowder, were off-loaded prior to arriving at the Port and re-loaded on their outward journey. The building and crane were mainly constructed of wood and copper nails, including wooden door locks, to prevent ignition by sparks!) Then under Isambard Kingdom Brunel's famous Avon Gorge suspension bridge, until we reached the lock system for the harbour, where we turned and made our way back to Portishead Marina.

On the way we saw many different types of marine vessels, including the ex-RNLI lifeboat 'Pentland', now out on a charter trip too. We were well looked after by the Iannetta family members with hot and soft drinks, answering all the questions we asked of them. In all we got a three-hour trip. As the organiser of this outing, my day was made when a certain club member, sometimes known for sharing his disapproval when things are not quite right, said to me that it was the best £35 he had spent (however, this was slightly subsidised and with a recession in full flow and diesel fuel costs rising rapidly it would cost a little more for even 2 hours now!).

Under the watchful eye of owner Andy Iannetta, club member Jeff Carter becomes helmsman for a while, looked on by fellow club member Phil Locke



The ex-RNLI 48' 6" Watson Class lifeboat 'Pentland' passing us near Clevedon Pier with her trip members on board too



Harvey getting windswept on the bow, dreaming of having a go at steering the boat too!



Dream answered! Harvey was shown the way to helm by Andy on the flying bridge. Not something many small boys can report on at their Monday 'news' time at school!



A ketch rigged vessel heading down the River Avon for the Bristol Channel



The Shirehampton Powder House on our port board side as we make our way up the Avon to the Bristol Docks



Andy and son Jamie keep a lookout as we approach Isambard Kingdom Brunel's famous Avon Gorge suspension bridge



Having passed under the famous Avon Gorge suspension bridge, we prepare to turn, having reached the Bristol Harbour lock gates



A Colvic Craft style sea cruiser, passing us on our starboard side on the way back to Portishead Marina



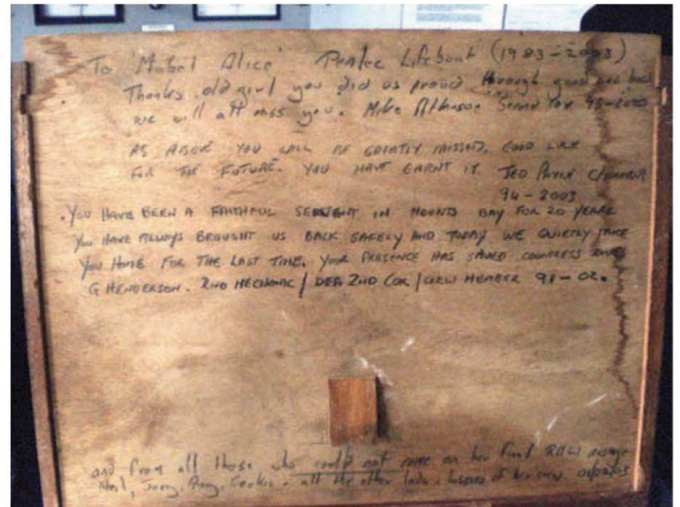
The fourth member of the family lannetta crew, Andy's wife Pam, getting ready for the homeward entry into the marina's lock. Club members Martin, Jack and Dennis reflect on their 'money well spent'!

CONCLUSION

I hope, by reading this article, you have enjoyed a different topic from the normal that we bring to you in this magazine. It might make some consider ways of supporting local worthwhile causes financially or even put themselves forward to promote our hobby locally with a talk. It might even make some want a trip on 'Mabel Alice' too. Just contact Andy and his family from the website address and see if they are in your area and have a slot available.

Black Park MBC is only one of the five boat clubs and Societies I belong to. Each play their part in both the local and larger communities at large, either raising funds for charitable organisations or by speaking at events and national meetings, alongside our hobby's regular entertainment and education at pond and lakeside. But, all in all, I do find Black Park MBC a 'class act'.

As for 'Mabel Alice' she was provided for the RNLI by those who were willing to share part of their material wealth. She helped to provide the means by which her crew would save many lives around the UK coast. She went on to help enforce the law in a maritime environment in Scotland and now, in the able hands of the lannetta family, helps us to understand our planet through the charter work she sometimes does for environmentally concerned ventures, such as Natural England.



The underside of the wheelhouse navigational charts drawer, with the RNLI crew's final day's comments inscribed at Newlyn on 1st February, 2003

However, I think this is all best summed up by the words written on the underside of 'Mabel Alice's' navigational chart drawer by some of her former RNLI crew:

"To 'Mabel Alice' Penlee Lifeboat from (1983 - 2003)

Thanks old girl you did us proud through good and bad, we will all miss you. Mike Atkinson - 2nd Coxswain 1993 - 2000.

As above, you will be greatly missed, Good Luck for the future. You have earned it. Jed Payne - Crewmember 1994 - 2003.

You have been a faithful servant in Mounts Bay for twenty years. You have always brought us back safely and today we quietly take you home for the last time. Your presence has saved countless lives. G. Henderson - 2nd Mechanic/Deputy Coxswain / Crewmember 1991 - 2002.

... and from all those who could not come on her final RNLI passage, Neil, Joey, Roy, Cookie and all the other lads and lassies of her crew.

1st January, 2003."

She and her crew (plus all of their colleagues, past and present) truly are in a 'class of their own'.

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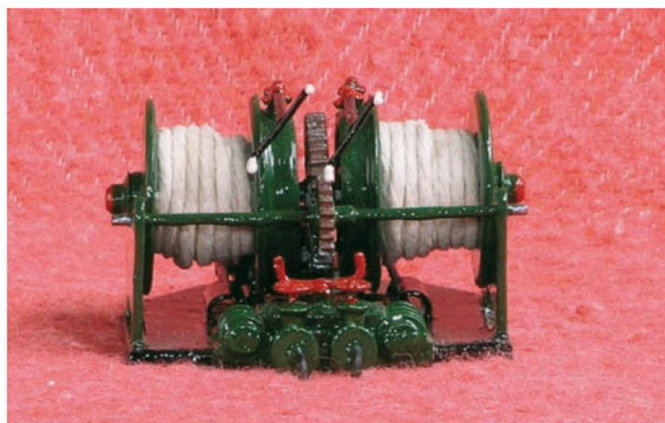
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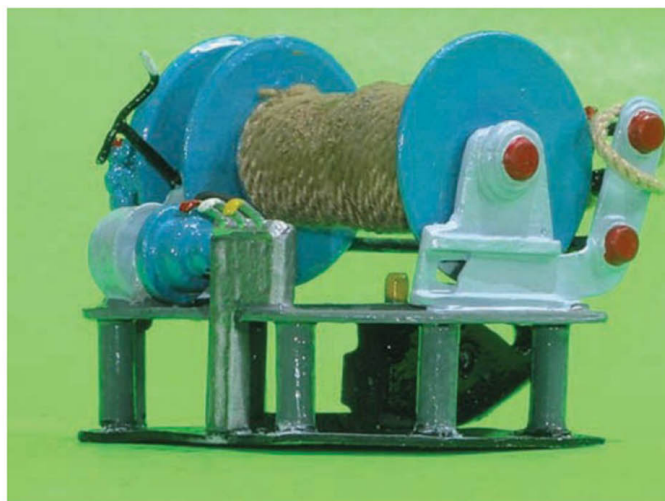
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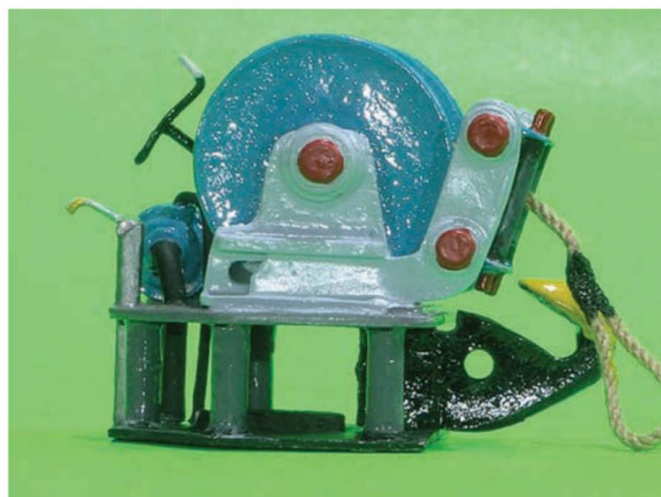
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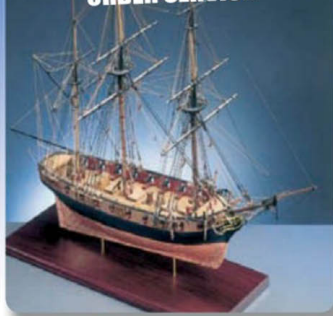
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