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OCTOBER 2012 ISSUE

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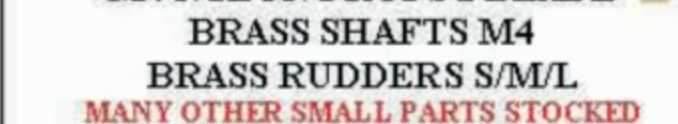
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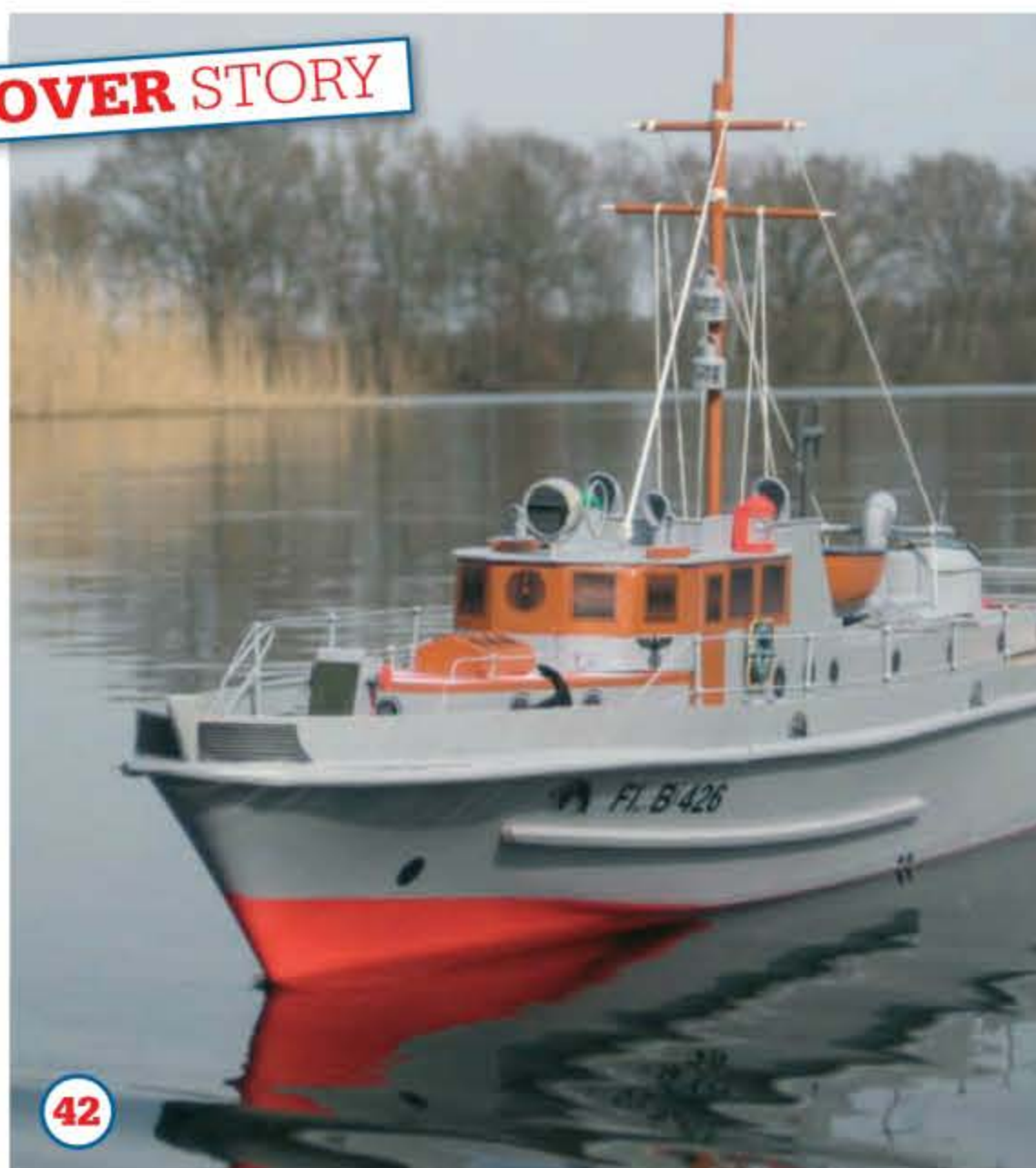
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COVER STORY



COVER STORY

The FL.B series was designed to pick up downed aircrew or tow seaplanes. This model is of the 4-series of Flight Operations Launches and is in the Mediterranean and Black Sea markings. The red and white stripes helped reduce losses from friendly fire. The full article gives the history of the FL.B's and the story of FL.B 426 Seefalke. There are also some construction details of the model

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MESSAGE FROM THE BRIDGE

GREETINGS ALL,

With tinges of autumn in the air, us Brits are very envious of our fellow overseas modellers who I am sure have had a much better summer than here in Blighty. Being able to count the number of sunny days this summer on one hand and the dreaded economic climate that seems to be getting greyer and greyer, it is easy to become very despondent (did I say a few months ago I would NOT talk about the weather?) Talking to readers at shows it is sad to hear of some model sailing waters that are being withdrawn for model use and being used for more money making ventures like fishing or theme parks, etc. Can I just remind Maritime Model Club committees and members that if they do not own their own water it is imperative to maintain a good working relationship with the owners of the water and strictly adhere to any rules and regulations that are in place. I know I have mentioned it before, but following an email to me from a model club member asking why some model clubs are very secretive and seem to shun any publicity it may be an idea now that I have my assistant Chris Saunders fully established to TRY and get Maritime Model Clubs in the UK, AND OVERSEAS, to let us have short details of your club i.e. name, location, contact details including email address and telephone numbers. If the response is good I am happy to publish a list regularly as long as it is kept up to date.

This month we have two FREE plans, one of a simple LCS (Landing Craft Support), which is an ideal model to build if you are new or returning to our hobby after a few years away. The other FREE plan is of a Thames Lighter, which is an unpowered cargo craft usually towed by a tug and makes an ideal partner with a model TID tug. Another build article is of a Luftwaffe Flight Ops Launch Fl. B 426 'Seefalke'. Some of the regular features includes Sail Free which takes a look at some new and older yachts suitable for racing, Livewires



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.

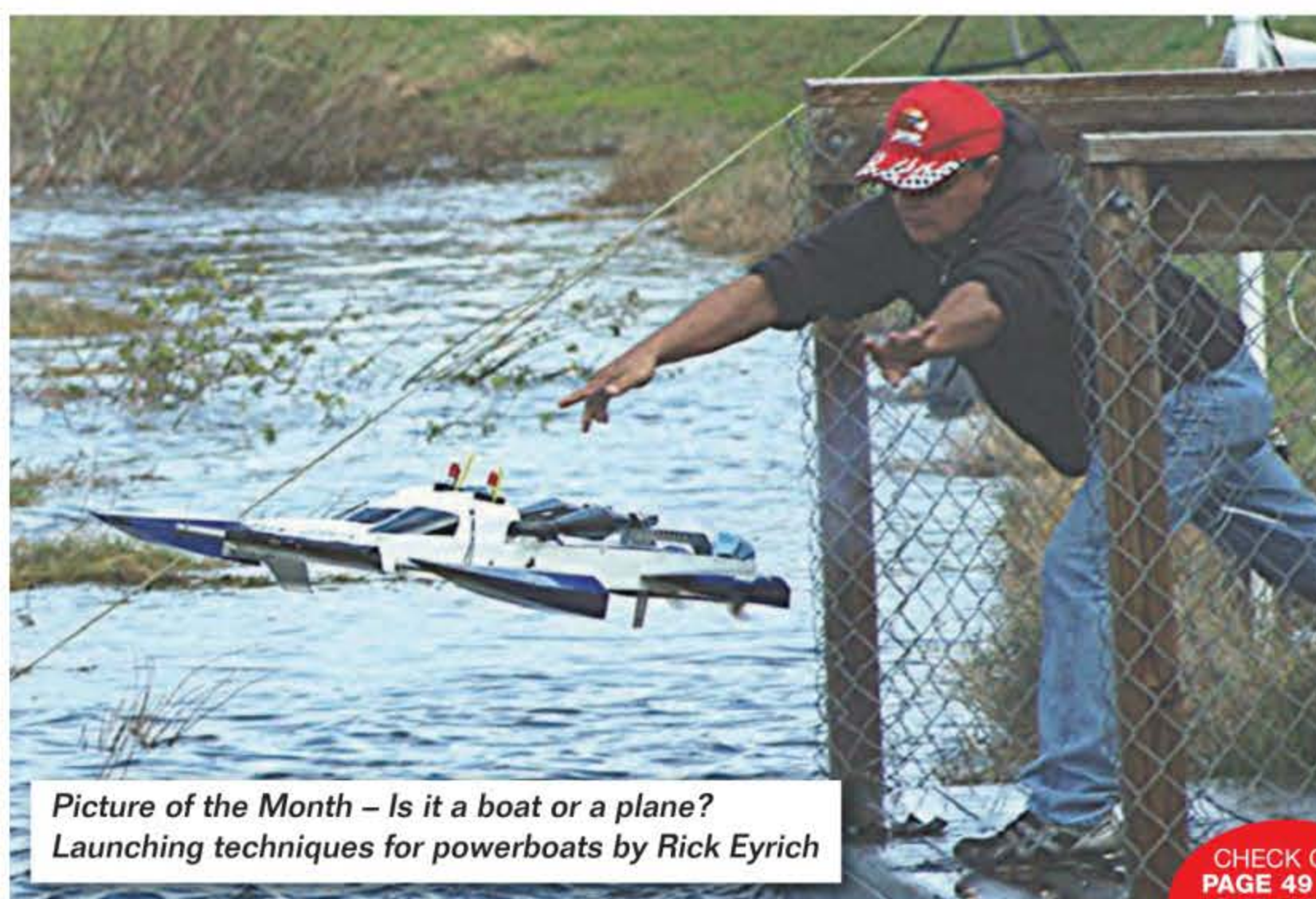
Barrie Stevens

which reports on the UK's Fast Electric finals and Waterlines with the story of the British India Steam Navigation Company – again, another bumper edition.

We will be venturing 'up north' to the Blackpool Model Boat Show over the weekend of the 20th and 21st October held at the Norbreck Hotel – if you are in the area I will be happy to have a chat, you should be able to find me on the Traplet stand.

Have a good model making month.

Barrie Stevens



Picture of the Month – Is it a boat or a plane?
Launching techniques for powerboats by Rick Eyrich

CHECK OUT
PAGE 49 FOR
OUR LATEST
SUBSCRIPTION
DEALS

MARINE modelling INTERNATIONAL

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MASTHEAD

LATEST NEWS AND VIEWS

THORNWICK BAY MODEL & CRAFT WEEK, 29TH SEPTEMBER – 6TH OCTOBER

Held at Thornwick Bay Holiday Centre 4 miles north of Bridlington in Yorkshire. A full indoor programme of sailing, flying and tanks etc. All for fun. For accommodation bookings and prices call 01262 850369 or for more modellers information call 01423 862971 (evenings only please).

GRAYHOUND LUGGER SUCCESSFUL LAUNCH

4th August saw the successful launch of the new three-masted lugger Grayhound watched by over 1500 people at Millbrook in Cornwall. The 50 ton lugger is the largest built in wood for around 200 years and is the result of 18 months' frantic building by a team of shipwrights under the leadership of Marcus Rowling, Freya Hart and baby son Malachi. The launch was designed for the high spring tide even so much manpower was required for her to slip gently into the water with Marcus traditionally breaking a bottle of champagne on her stern and draping a garland of flowers over her bow in the brilliant sunshine. During the next few months the lugger will be fitted out and the sails made, ready to start in May 2013 her sailing season with places available for paying guests, when she will be sailing to different destinations around the UK and distant shores.



Lugger Grayhound
successful launch

For details of the Grayhound sailing programme and prices visit www.classic-sailing.co.uk

IPMS (UK) – THE SOCIETY FOR SCALE MODELLERS

The Royal Navy will be attending Scale ModelWorld this year with a fully operational Lynx Helicopter over the show weekend of 10th-11th November. The Lynx will be flying into Telford International Centre and landing in the car park on Friday 9th November before being wheeled inside where it will be on display all weekend, with the crew on hand to answer questions.

For those of you with the new Airfix kit you are unlikely to have a better chance to check it against the real thing!

The attendance of the Lynx has been made possible by Airfix, who negotiated with the Royal Navy and are sponsoring the



Royal Navy Lynx Helicopter 02
(Copyright Chris Ayre and IPMS UK)

helicopter's attendance at the show. IPMS UK would like to thank Airfix and Marketing Manager Darrell Burge in particular for their continuing support for the world's premier model show.

Airfix have invited all IPMS members who have a completed model of the Lynx to bring it to the show and exhibit it on the special Airfix Lynx display in front of the actual aircraft.

Scale ModelWorld, the annual IPMS (UK) Model Show, is the largest plastic modelling exhibition in the World and takes place at The International Centre, Telford, Shropshire TF3 4JH. Full details can be found on their dedicated Scale ModelWorld website: www.smwshow.com Exhibitor List: www.smwshow.com/exhibitors.php

NATIONAL MARITIME MUSEUM CORNWALL – RITA RETURNS HOME!

Ben Ainslie's loyal Finn class yacht Rita, fresh from the Olympic Games, is returning to the National Maritime Museum Cornwall after helping Ben win his incredible fourth gold medal, cementing him as the most successful Olympic sailor in history.

DISCOVERY TALK – P&O: THE EARLY YEARS, 31ST OCTOBER, 6.30 PM

Discover the formative history of one of the world's most famous shipping companies. Join David Pollard, as he reveals how two young Scottish entrepreneurs formed a London based ship broking partnership in 1822, subsequently took over some Falmouth Packet routes and in 1840 set up the Peninsular & Oriental Steam Navigation Company. Explore the pioneering development of Liner Routes to the Iberian Peninsula and the fulfillment of the founding partners' dream to reach the Orient. Please call 01326 214546 for bookings.

SAD LOSS

Burton MBC member Peter Gregory sadly passed away on 30th July. Peter had been an active member for many years and was a very good model maker winning many prizes for his outstanding models at shows and exhibitions he attended despite being wheelchair bound and only had use in one arm. Club member Mick Knowles said, "I am going to miss my Thursday visits to see him and I know our club will miss this tremendous guy. God bless you Peter, RIP." **MMI**



DIARY DATES

WHAT'S ON, WHERE AND WHEN?

EVENT DATES FOR YOUR DIARY

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

OCTOBER 2012

MMI DIARY DATES

OCTOBER 7

Tug Towing, all day Freedom Sailing

Balne Moor MBC, Kingfisher Pond. Start 10.00. Arrival till 17.30. Frequency Peg £4. 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 or 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 welcome. We have a jetty and slipway for ease of access to our lake. 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. Bring your own lunch. For further information, Marie Burdett, Tel: 0116 2613959. Email: kinglearmbc@ntlworld.com Website: www.kinglearmodelboatclub.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

RG65 National Championships

Kingsbury Water Park MBC. Kingsbury Water Park, Bodymoor Heath, Sutton Coldfield, West Midlands B76 0DY. To find this lake you leave the M42 at junction 9 and follow the Waterpark signs. Park opens 8 am, entrance costs £3.50, café and toilets. Spectators welcome. For more information contact RG65 Race Co-ordinator Mark Beesley on 07828 129 505

OCTOBER 28

Dolphin Model Boat Club

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READER'S LETTER

Hello Barrie,

I noted in your editorial a request for feedback ref. 'Model Tug Towing' (MMI Message From The Bridge, August). I can only speak for the Mid Thames Model Boat Club, we have in the past two years started a tug towing section with currently 7/8 regular members and at least two more infrequent followers. We started with a 1.2 metre model of a coaster as a tow and last year we built a 3.2 metre model of a coaster with pumped water ballast tanks giving an approximate weight of 130 kg, this proved rather challenging to the tugs we had at that time thus the coaster named itself 'Challenger'. Also during the same winter a dock was made of square plastic down pipe in sections to provide a 3.7 metre square enclosure to turn the ships (the coaster is also self-powered and radio controlled as it has had to rescue the tugs attached after a variety of failures and sinkings, there is to be a special award at the end of the year for the tug tower voted as the best who unintentionally joined the submarine fleet).



Tug Wendy Ann and barge make a typical combination for tug towing competitions

In the past 12 months all of us have been building more modern powerful tugs, developing working winches to reduce the number of tow ropes wrapped around propellers and fitting bow thrusters. A personal observation is that tugs have been developing for approx 170 years and we have had to update our models in the past year to match, as we discovered the problems of handling single screw tugs was a challenge in itself before working closely with a towed ship.

We have a relatively simple buoyed course we can deploy quickly for each monthly meeting including a 4 metre long set of parallel pipes to navigate between, as expertise increases we will reduce the gap and increase the number and complexity of buoys. This year we are in the club calendar for eight scored sessions, it is all very informal and light but provides an interesting challenge in good company in excellent surroundings.

It is my impression this aspect of the hobby has a healthy following in the north but in the south I am struggling to find clubs in reasonable distance to offer competition, this said, when watching YouTube clips of Ellesmere Port etc. we have a lot more practicing to do before we would dare turn up with a model to compete.

Three of us commute each year to Ellesmere Port model show as it offers the museum, an excellent show and access to tug users who are a mine of information, Mobile Marine Models open days are also an annual trip again giving access to many tug towers and useful information.

I noticed recently on a tug towing forum that one person speculated that the cost of travel to other clubs may be an inhibiting factor, it can't be denied this may be an issue.

Thank you for an excellent magazine.

Kind regards,

Tony Simons **MMI**

Another one not to miss!



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SAIL FREE

CHRIS JACKSON CATCHES UP WITH SOME OLD AND SOME NEW BOATS

AUTHOR: CHRIS JACKSON  GREAT BRITAIN

chris.jackson43@btinternet.com

In my last column in the August issue of MMI I concentrated on the Footy class with suggestions for building a simple 'down to earth' model suitable for local sailing at low cost but remaining within the Footy class rules. Whilst the models in this class are small and therefore relatively cheap to produce the broad and open specification does allow all sorts of materials and rigs and this is not to everyone's taste. There are quite a few modellers who would prefer something more closely controlled to avoid their model becoming obsolete or out of date in design terms. This 'one-design' concept is by no means unique in the world of sailing and we believe that the idea of limiting costs by standardisation is in fact quite an old one. In 1886 Thomas B. Middleton of the Shankill Corinthian Sailing Club (near Dublin) wrote:



The Thunder Tiger Victoria is a good size for general use and benefits from good displacement to give excellent value for money

"The great cost of racing craft, their uselessness for other purposes, their great depreciation in value, from the moment they were beaten and their chance of being a failure from the start has caused the writer of these lines to start the idea of a useful model. It has been suggested to get a number of punts built 13' 0" long and 4' 10" beam with the double bow or 'Scotch stern' and centre board, each boat built on the same lines and with the same amount of canvas (not more than 75 sq ft in fore and aft sails and a spinnaker only to be used as such and not as a jib not exceeding 60 sq ft)."



On its kit supplied display stand you can see the moderate keel depth and classic hull lines of the Victoria



The foresail boom is simple to rig and maintain

The outcome of this initiative was the world's first one design dinghy – the Water Wag. The first boat, Eva, was launched on 1st January 1887 and a number of this design are still to be found sailing competitively. Since then there have been many initiatives to try to control costs and offer value for money sailing boat designs, some more successful than others. In the radio controlled sailboat world there have been a great many 'one-design' classes started but many founder in their primary objective in the face of different ideas on what constitutes reasonable modifications within the spirit of the class. To some extent taking a basic kit provided for the 'toy' market and trying to use it for racing will always expose any shortcomings in design or for reasons of cost control.

THUNDER TIGER VICTORIA

This kit has been in production for a number of years and it is testament to the original design that it appears to sail very well in most conditions so that there has been little effort to 'modify' the hull or appendages. The boat is 31" (780 mm) in overall length,

4.5 lb (2 kg) in total weight, has a mast height of 43" (1090 mm) and sail area of 430 sq in (28.6 sq dm) which makes it a very good choice for sailing on a moderate size or even larger lake as opposed to many of the kit type boats on the market which tend to be smaller all round. The current UK sales price is still very competitive and I was recently able to spend some time sailing a boat completed exactly in accordance with the kit instructions to check it out.

As you can see in the photos the basic hull is very smoothly moulded in plastic and the fin is secured by a long metal rod and nut and held in a neat slot moulded into the hull bottom surface. The rudder is of the same material and locates in a metal tube at the stern and linked to the rudder servo. The radio gear is fitted inside a timber box left open to the top but which protects all the equipment from any water, which might enter the hull whilst sailing in rough weather. The metal tube mast is located on the deck and provided with two sets of shrouds and a fore and backstay to give it the required rigidity. This format has been successfully used on a number of low budget plastic hulled designs and is pretty foolproof for the numerous model boaters who buy one and then find it easy to complete the assembly and enjoy sailing, either on their own or as part of a local group of like-minded skippers. I spent several hours sailing the example I tested, built very much to exact kit specification, and found that she handled quite a wide range of wind speed very well, indeed a great deal better than some much more recent designs. At one time there was a manufacturer of a longer fin moulding which could be purchased and used in place of the original kit item, giving, if I remember correctly, an extra 50 mm of fin depth, but I was unable to contact their organisation during July 2012 so perhaps this has been withdrawn from sale. It would be quite easy to make some adjustments to the rig details to 'improve' performance at virtually no cost. The kit supplied sails were really very good quality and the mast and boom material light enough but very sturdy and not likely to be damaged in general model use. One could easily see how the basic parts could be retained but a few adjustments to rig and control lines made to give an edge in sailing.

A number of clubs in the UK have purchased Thunder Tiger Victoria kits and sail them at different levels of intensity but little has been done on a regional or national basis. There is an existing class association listed for the UK, and the class secretary is Graham Reeves, Arcadia, Pool Close, Welford on Avon, CV37 8QB, Email: graham@reevesmail.co.uk

Whilst this is fairly dormant and acts mainly to provide information on the boats there has been a much more active racing scene in the USA for a number of years. The US Victoria One Design Class has a very good website at <https://sites.google.com/site/classvictoria1/> from which it is possible to view and download their very complete class rules which we understand were first formulated in around 2007 to bring together different opinions as to what and how much the skipper might adjust, amend and replace and yet maintain the 'one design' and low cost appeal of the basic boat. This is so well written that it would make obvious sense to follow the wording and avoid hours of discussion if ever the competitive end of the fleet felt that a clear set of rules for UK racing is required! The opening clauses include the statement:

"Unless a modification is specifically allowed by these class rules it shall be prohibited" which is pretty clear. This rule does allow for alternative makes of sails in place of the kit supplied items and also quite extensive substitution of spars and rigging but at least it is well written and very comprehensive.

RG65 CLASS PROGRESS

This time last year the number of owners of registered boats had grown to the point where it was felt worthwhile to form a formal National Class Association and in November 2011 an NCA was formed with the committee mainly comprising members of the Kingsbury Water Park MBC near Birmingham, stalwart sailors of the class. The aims of the NCA for the year 2012 were quite modest and were to register their existence with other countries



The mainboom has a cord kicker, which works acceptably and is very sound in design



The R/C gear is held in a timber box to avoid water ingress and is located under a long sliding hatch cover



The double spreaders hold the aluminium mast well, and offer insurance against failure of any single cord shroud

where there are fleets, to run some regattas for the class and to represent GBR owners at the International Regatta which was run near Paris over the weekend 31st August to 2nd September. At the time of writing four GBR skippers had entered this event.

On the home front a first Open Regatta was run by the Wicksteed club at their excellent Wicksteed Park Lake and this produced 14 entries on a blustery and overcast day. The fleet was treated to a lesson in quality building, rigging and sailing by Agustin Moreno,



The SWAMBC fleet has had some excellent 'one-design' sailing this year

an Argentine now living in the UK and working alongside Graham Bantock at SailsEtc where he has been developing some superb quality mouldings. The Argon design he was using won every race and he was followed quite literally by Mark Dicks sailing his Ice and Chris Jackson sailing his Rogue. They were equal on race score and count backs and were declared equal second place.

The next item on the agenda is the Fiesta/RG65 challenge match, a replay of last year's day at the Springbok Mariners MBC's home lake at Alfold, Surrey, which took place on 2nd September. Originally Southwater Dabblers intended to host this event but the intention to run a triathlon event at their club lake and ground area led to a move back to Alfold for this year.

The final event for this year is a National Championships to be held on a single day, Sunday 28th October at Kingsbury Water Park MBC, Kingsbury Water Park, Bodymoor Heath, Sutton Coldfield, West Midlands B76 0DY. To find this lake you leave the M42 at junction 9 and follow the signs towards Kingsbury on the A4097. At the roundabout turn left on to Colton Road signposted 'Kingsbury Water Park'. The main entrance is 1/2 mile on the right off Bodymoor Heath Road. There is an entry fee on the park gate barrier (£3.50 in change required) but this allows full access to all park areas and facilities, which include toilets and a cafe. After barrier keep right and take first right signed 'Model Boats'.



This is the Wee Nip fleet at Looe in Cornwall, at the edge of their sailing water, photo courtesy John Mandale



Denes High School in Lowestoft chose the Wee Nip as a class project and produced a good fleet

WEE NIPS MULTIPLY

After the review article in December 2011 MMI which mentioned the strong following in Scotland for this little boat we have since come across a number of other club fleets in parts of England. The Droitwich MBC has a small fleet only just up the road from Traplet's HQ, and for some time there has been a fleet at the Weymouth MBC. Add to that a new fleet at Looe MBC in Cornwall which now has ten boats sailing regularly and I am sure that there must be more elsewhere.

As far as I am aware all the fleets mentioned have resisted the temptation to change any key part of the design and stuck to the original una-rig concept and timber building methods. This has also stood up well for the pupils of the Denes High School, Lowestoft where Alan Bright, a long time dinghy and model sailboat builder, has encouraged a large number of pupils to build Wee Nips and sail them at a local lake as a school project.

Alan called in some favours from old friends including help, advice and discounts from Peter Wiles (PJ Sails) who also made a new lead pattern for the ballast and supplied all the sail-making material as well as the ballast weights. Ken Binks (www.Kbits.com) supplied



The official launch at the local lake for the Denes High School fleet was very satisfying for teacher Alan Bright

The RG65 skippers at the first UK open regatta for the class at Wicksteed Park Lake



new servos and bits and Graham Bantock of SailsEtc helped with mast material. Alan went for 1/4" diameter aluminium to keep costs down and it performs perfectly even in strong winds. A local model shop, Pegasus Models in Norwich, supplied all the timber with a very generous 25% discount to the school. The project also used old R/C equipment donated by clubs as far afield as Broads RYC, Cambridge, Coventry, Lee Valley and a number of private donations.

In Alan's opinion the Wee Nip is just about the perfect size for such a project; not too big as to cause storage and handling problems yet impressive enough for the students to show off to friends and family. If he decided to repeat the project he would however try to build a jig to make it easier to achieve a perfectly shaped hull, as it is very hard until everything is locked and bonded together to ensure everything lines up properly. He would also do away with the fin box and bond the fin permanently into the hull, cutting away the aft portion of the fin to allow a full size radio pot to be mounted centrally on deck, thereby ensuring perfect watertight integrity for the radio equipment. The students, to his surprise, had absolutely no trouble making their sails, something he was not looking forward to, as he had never made sails himself!



This Laerke design was built and sailed by Barrie Norman and is typical of the 'scaled down' IOM style of many RG65 class boats

SAILSETC KEEL BALLASTS

For many modellers the prospect of casting and completing the lead ballast for a model yacht project is quite daunting and up to recently most commercially available items have been of quite high weight more suited to the larger designs. SailsEtc have now responded to the demand for smaller items and introduced two lighter castings.



SailsEtc have produced these two new ballasts for the RG65 class, but they can be used on any other design for which the weights are appropriate

Principally aimed at the RG65 class, they can also be used on any model for which the weight is appropriate. The smaller casting weighs 550g and the larger 750g, and each ballast has a 2 mm brass rod running down its centre. This serves to strengthen and stiffen the fine ends of the ballast and protect them from damage. It also reinforces the ballast where it will be drilled to take the attachment bolt or studding in the middle of the slot. The ballast has a slot 44 mm in length, 10 mm deep and 4 mm width. The slot is rectangular and is positioned approximately at the longitudinal centre of gravity of the ballast. This accommodates the normal arrangement of fin and ballast, which is designed to minimise fin twist and deflection. These slot sizes will accommodate most fin sizes across a range of both racing and sport boat designs. SailsEtc also produce a very informative Technical Information Document, number T123, which gives a great deal of helpful information on fixing and finishing your ballast.

For more data on these new items you can go to the SailsEtc website: www.sailsetc.com or contact the company at 141 High Street, Kelvedon, Essex CO5 9AA.

FOOTY FACTS

Unfortunately a number of errors crept into my comments at the footnote end of the August feature on Footys, and the key one was that the new website address was incomplete and should be: www.sailfootyuk.com. The site has been developed by Peter Shepherd of the Wicksteed club and not as stated in the text his friend Peter Jackson, who is a fellow member of the same club and also a keen competitor in the class. Finally, the photo caption of one photo was wrong and we have the opportunity to use it again following the recent Footy Gold Cup sailed in Italy. The event was won by Rob Vice sailing his Stollery Ice



This photo shows CJ Vice on the right and his sister Hayley Vice on the left, and was the one which was incorrectly captioned in the August issue (for which my apologies). All the more regrettable as they are both young skippers able to out sail many other Footy skippers, as demonstrated by their third and seventh in the recent Gold Cup event

design. UK skippers won top prizes in the Footy Gold Cup, this the most prestigious Footy event, held 2000 metres up in the Italian Alps against 26 competitors from eight European nations. Rob Vice won the event, his son CJ, finished third and won the Junior Trophy and his daughter Hayley, also a junior, won the top lady's prize by finishing 7th. Rob reports that the event was sailed in fabulous surroundings and with winds that varied considerably throughout the two days needing both the biggest and the next up from the smallest rigs. This was the most competitive of these international events that he has attended, with four or five boats that could have won. France and Slovenia were the 'new' countries entering this Footy Championship. Other UK entries finished 5th Scott Wallis, 13th Gary Sanderson and 22nd Andrew Halstead. Rob's full report including a video clip and results can be seen on the Footy UK website: www.sailfootyuk.com **MMI**



POWERPLUG

NOTES ON LAUNCHING

AUTHOR: RICK EYRICH riciric99@tampabay.rr.com USA



Running smoothly and capable of stable cornering this gasboat has benefited from the careful keeping of notes regarding its engine, control and drive line settings

Due to the ever-increasing need to stay abreast of our daily schedules, having and using shorter and shorter hobby time can make it very difficult to stay on top of your nitro/petrol boat's overall set-up. Now factor in the possibility of having a couple of I/C marine craft and/or doing some needed handling modifications to these vessels and you can easily end up unable to correctly maintain any power craft in your fleet. Luckily, it can be relatively easy to keep track of your boat's on-board systems, handling patterns and its regular service needs and this month's column will overview your tracking options and their uses. After that we'll then look at hull-launching techniques you wouldn't normally consider, especially if you're just getting into the world of I/C powered marine craft.

RUN NOTES

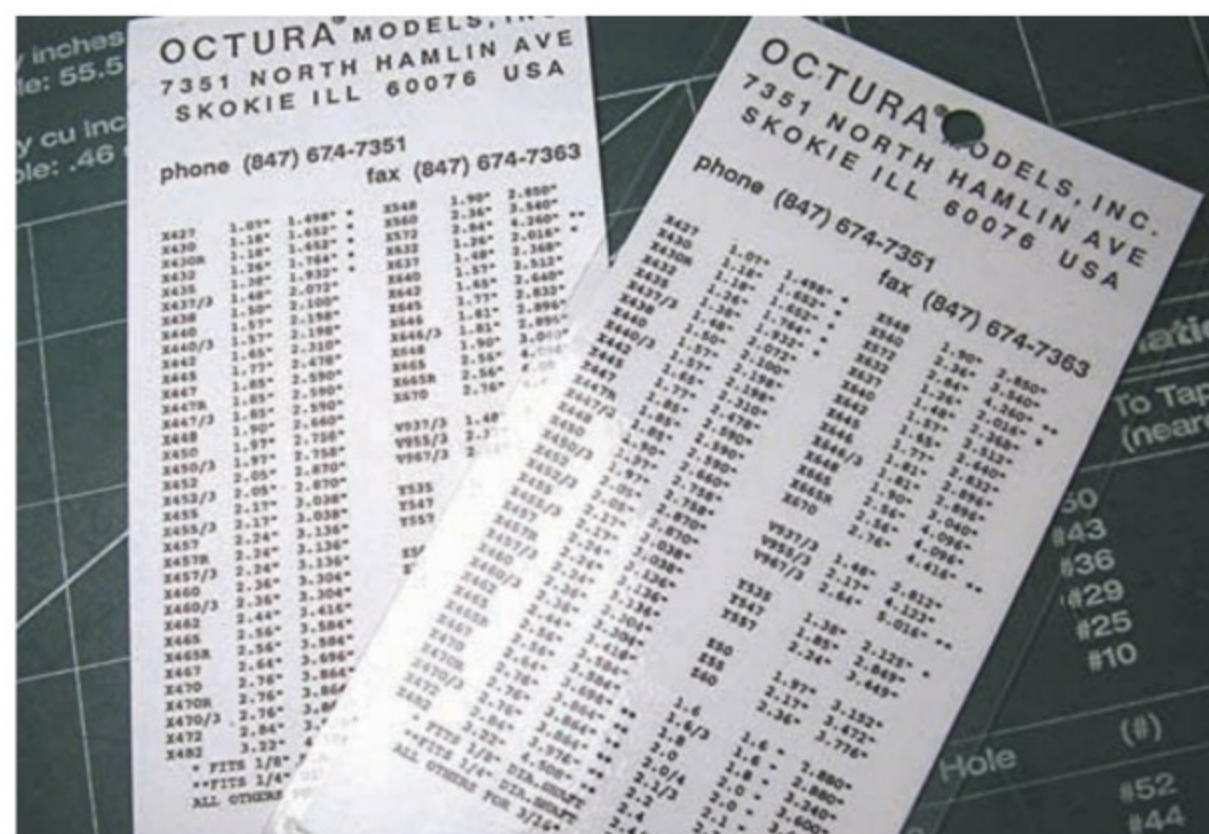
As an 'experienced' (read OLD) I/C boater, I've found it's mandatory to record any changes I've made to whatever nitro/petrol hull I've recently tinkered with whenever I get to the lake. Having been told many times that this note-making trait carries over to all aspects of my daily life, I've found that it really does help keep my marine craft reliable at all times. In digging in my junk I've found a handful of old, pocket-sized paper notebooks I've kept over the years and many of their worn-ended pages still contain useful information for any R/C power craft I encounter today. Covering such things as exhaust pipe lengths, nitro fuel content, propeller size/pitch usage, glow/spark plug condition and heat ranges and

other engine/drive specifications you can generally keep track of your boat's energy source over the course of each year's run season. Should you begin to see any sudden changes in your notes, it's a likely sign that something might be amiss in the power plant and by quickly addressing the glitch the modeller can avoid a badly damaged engine.

Moving to the area of I/C hull handling, another section of your trusty notebook will normally be devoted to the vessel's important steering, ride and tracking abilities. The details regarding your hull's rudder blade will/can include its angle in relationship to the transom plate, its depth in the water, its total swing from side-to-side and its actual movement at speed, which are all important for boat performance. Even a small change in any of these areas can greatly effect a hull's on-water actions and your notes will allow you to cure/backup any modifications done to the blade or its servo/linkage set-up. Trim tabs on your monohull will also take up a page or two of a small paper notebook and if you have a large gas deep-vee you could be documenting the angles of two sets of tabs instead of just one pair of tabs. Due to the bottom shapes, strake locations and available transom space, a second set of adjustable trim tabs may be necessary on your monohull and once set, each tab's angle should be written down in your notes. In extreme cases each of those four trim tabs will have two separate adjustment screws; so, paying special attention to any minor tweaking of their dual angles will need to be detailed in your records.



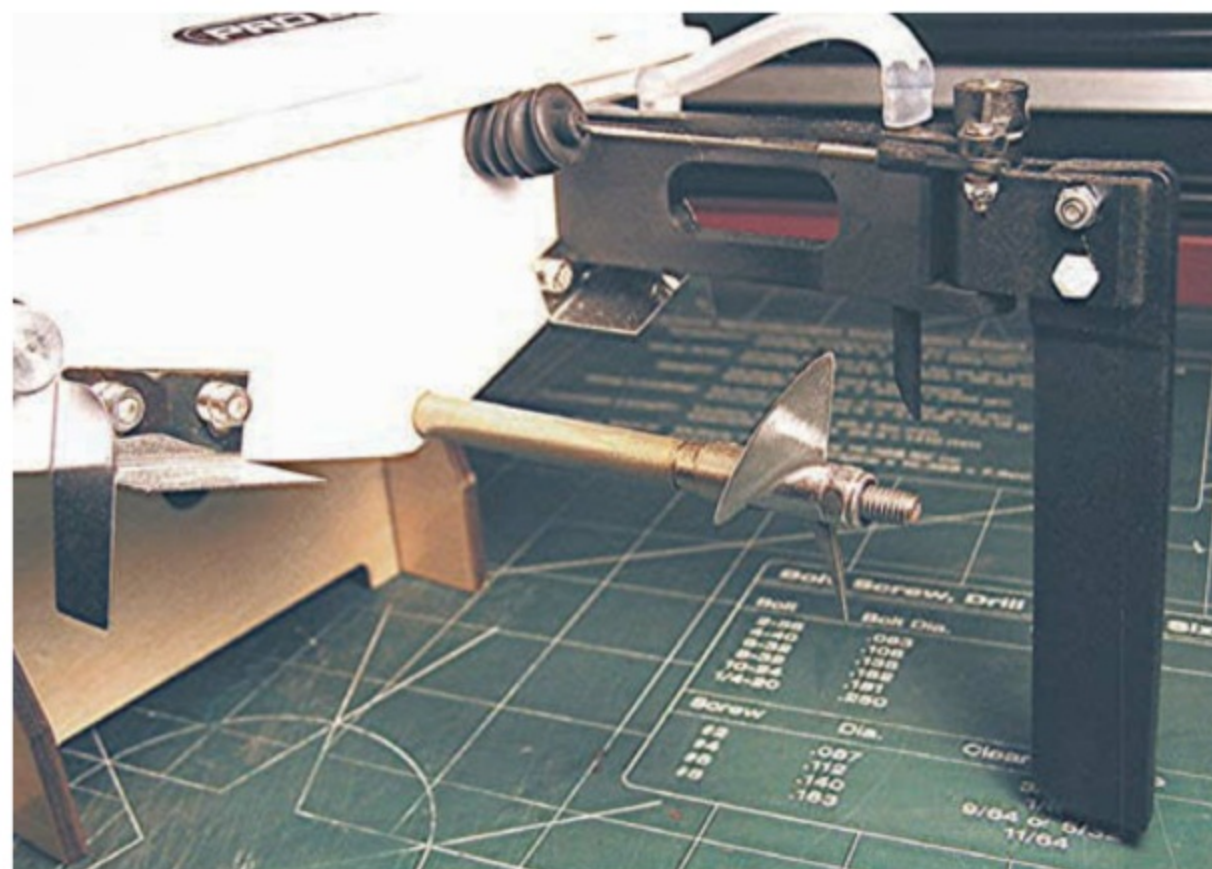
No matter what manner of recording media you rely on your goal will be to note any/all changes you make to whatever number of I/C marine craft you have in your fleet



Laminated with clear vinyl these Octura propeller charts are waterproof and greaseproof; so, they stay in my lake day toolbox to help keep track of the blades I use on a particular hull

Now on a hydroplane or outrigger-style I/C hull, there aren't usually any trim tabs on the transom; however, the hydro's prop strut angle setting will largely determine how the hull rides on the water. Adjustable in both its angle and depth, the prop strut and its stuffing tube/shaft settings should be in your notes as a change in propeller size, pitch or number of blades can all demand a switch in the strut position. Having a copy of the brand listing of the metal props suited to your hydro, cat or tunnel hull can be especially helpful when you're considering trying some alternative blades on your hull. Long ago I took a full paper version of the Octura proper information sheet and 'modified' it to easily fit in my lakeside toolbox; plus, some protection was added to the two small paper sheets as well.

Laminated with clear vinyl the charts were now water and fuel proof and even after bouncing around inside the box for several boating seasons, they're still easily readable (and useful) when tinkering with propellers. On those occasions when I do switch out a blade at lakeside I use a grease pencil to write down the new prop's model number on the backside of the laminated chart as my scribbles can be simply wiped-off later due to cleanable nature of the cards. This technique keeps me clearly informed on any prop-work done during a lake day and I add my 'grease memos' to my paper notebook to ensure that I always remember what worked (or didn't) at the pond!



With its mainly rudder/trim tab adjustment set-up, this hull will need notes on the rudder blade and tab angles along with the size/pitch of its metal propeller should any of these handling points be changed by the modeller

ELECTRONIC NOTES

Due to the latest in mobile phone and notebook computer technology many I/C boaters now have the option of recording their power craft's important set-up information on these portable devices. Transferring your backlog of hull tweaks into your cell phone file space will create a quick reference you can keep in your pocket; that is, if you remember to put the phone on your person prior to heading to the lake. Moving-up to the more massive hand-held notebooks or laptop computers you'll likely want to keep them as far away from your pit space as possible as nitro/petrol fuel residue could damage the cases or screens on these units. Being a



On an I/C hull like this large shovelnose hydroplane, there will be no trim tabs to help stabilise its ride angle, which means that your notes on the boat's strut/prop angle and height plus the turn fin setting will be critical to keep the hydro happy out on your local pond

major Nervous Nelly, I always print out the latest info on the boat or boats in my fleet just so I'd have a paper backup of notes telling me the current transom, prop and engine/drive settings on each hull. Data on your I/C marine craft, in any paper or electronic form will be beneficial to keep all of the vessel's on-board systems in check; so, the smart boater will learn to keep notes from the first time his/her marine craft hits the water.

LAUNCH POINTERS

Unlike most other types of R/C boats, I/C power craft can require a special launching method to ensure that nothing bad happens while the hull's just beginning a run. A lot of ready-to-run nitro and petrol boat owners can get very frustrated when they first attempt to get their running hulls moving easily across the water; so, let's now discuss several ways to smoothly launch an I/C boat. Since the majority of the I/C marine craft you'll be situating in the lake will be under power during the process, the first thing to remember is that there's no need to add a lot of height to the boat's launch toss motion. Dropped from a high level without any forward motion in your toss can place a lot of unwanted stress to the hull's spinning propeller and this in turn could snap the drive shaft or cable once the vessel contacts the water. The more massive the hull the greater problems associated with a high drop launching technique as the torque of the high-revving spinning propeller could bend the stuffing tube/strut, damage the on-board radio components or in extreme cases, crack the underside of the hull.

Moving to how you should actually grip your vessel to launch it, your goals here will be to have a secure hold on the hull and still be able to safely clear all of your body parts when you toss the hull onto the water. Removing any excess fuel/exhaust residue from the outer hull surfaces will be your first action, after which you can experiment with your boat to determine its best launch grip positions. Many modellers choose to hold their hulls via the vessel's deck/hull mating joint; or, you can also use any gunwale or sponson junction area as well. 'Solid' hulls like deep-vees, catamarans and some older design hydroplanes will have these handy launch grip locations; but, on a three-point outrigger design, a different holding method will be required to launch the rigger. Grasping the outrigger's centre tub section while also holding one of its extended front sponsons creates a good launching stance as this will keep your arms and body away from the boat's hot exhaust pipe and its various transom hardware pieces. Tunnel hulls will have a similar hold/launch layout; yet, if there's an outboard motor affixed to the tunnel's stern gripping the hull's top canopy and one sponson should provide a clean release without any contact with the OB motor.



This petrol outrigger hull has been launched low, flat and at an angle to the race circuit it's about to blend into which means it was released correctly by the racer's designated launcher



Dock-launching an I/C vessel could end up adding a bit too much altitude to the toss and the result could be an engine stall out or a snapped drive cable once the running hull contacts the water

Another consideration when releasing your I/C boat will be the bow angle it's at as it contacts the water. Not unlike launching the hull too high off the pond's surface, adding too much tilt to the vessel's toss can cause problems. Allowing the bow to go too high can cause the hull to 'dig in', and on submerged prop drives and/or those hulls running high-pitch props the boat could do a 'wheelie' or a complete back flip before it's travelled only a few feet! As for the effects of an extreme bow-down launch,

a low-decked power craft can 'submarine' and in the case of a really quick outrigger it could disappear under the water's surface and maybe stick its nose in the lake bottom. With only a bit of practice anyone can safely get an I/C marine craft underway from shore and the average modeller will always have a friend launch his/her boat as well. Attempting to both hold your transmitter and slip the hull into the lake can lead to such things as a stalled hull, a wet transmitter or a wayward boat that could run-up on shore or cross directly into the path of another boat running at speed.

RACE DAY LAUNCHING

Referring back to that last statement regarding the chances of launching your boat into the way of another vessel, the subject of getting a powerboat up to speed at a race event needs to be addressed in this column. Having a fellow competitor get

your boat on the course will be mandatory under race conditions; so, there's a couple of factors he/she will have to consider when launching under the heat race time clock. With the boat started-up and under full control of its throttle/rudder functions, the helper can proceed to the designated launch area, which can be either a dock or just a weed-free spot on the shoreline. After closely checking that there's no boats closely approaching the dock/shore area and/or any other boat launchers in the helper's toss zone, the hull can be released at a slight angle to the course line. Depending on the circuit's shape and the distance to its first turn buoy, the launch angle will vary; plus, you may have to change the path on your transmitter to merge smoothly with the rest of the pack. Altogether, you now have an overall view of the basic ways to launch an I/C boat; but, if you're having a problem launching your hull, please feel free to contact yours truly via the email address on the column's masthead.



Dropping a boat stern-first, especially on a hull sporting a large-diameter surface drive propeller can result in a 'wheelie' or a quick torque roll each of which means a non-start during your day at the races

TRICK OF THE MONTH

Following the theme of note-keeping in this article of the various settings on your I/C boat there's a neat little way to easily establish that your hull's trim tabs are still set properly at all times. Due to such things as a sudden debris contact or just a solid bump in the boot of your automobile the trim tabs on your hull's transom could be tweaked out of their proper angles. Should this malady occur between your heat races trying to duplicate the correct tab angles quickly can be done by making a tab gauge out of regular plasticard. During a time when your boat's trim tabs are properly adjusted a few measurements will yield you a simple gauge for each trim tab. Due to the sometimes different settings on each tab pad, you may have to make up separate gauges for each of



Although this launch attempt was a bit bow-high, the launcher did show an excellent stance that kept all of his body parts well away from the boat's sharp hardware edges



Made up from pieces of scrap plasticard a set of trim tab angle gauges will allow the boater to quickly/correctly determine if his/her hull's trim tabs are set correctly at all times



Both mono-filament (left) and braided (right) fishing line can be used on a rod/reel recovery set-up; however, the extra-strong braided fishing line will be a lot more difficult to remove should it get tightly wrapped-around a boat's prop shaft/stuffing tube area

the components and mark them to match up with the trim tab on your boat. Using a mark placed down the centre of each tab's ride pad will give you a contact point to set the gauge against, thus aligning the two components quickly for tweaking them back to their correct angles. Finally, to ensure that the right homemade trim gauge is used on each tab marking the plastic gauges will eliminate placing the wrong gauge on the boat's transom-mounted ride tabs.

TIP OF THE MONTH

Besides being a serious R/C boat modeller your Powerplug scribe is also an avid fisherman and as such I always take a rod and reel, as a simple recovery system should a boat stall-out close to shore. With the current popularity of braided fishing line I thought that using this product on my recovery rod would be a good idea; however, a recent incident has changed my thoughts on the use of braided line. Following a close-in shunt a fellow boater asked if he could borrow my recovery rod and during his attempt to retrieve the vessel another modeller decided he could launch/run his boat while the rescue was still underway. Unaware of this very bad idea, I was unable to stop the launching and the result of this was that the boat ran between the stalled marine craft and the shoreline and as it did, it caught the rod's braided line in the prop shaft. A couple of seconds later, launched hull's powerplant stopped abruptly; so, the recovery boat was now deployed to rescue both boats!

Back on shore, the cause of the sudden engine shutdown was quickly noted: about six yards of the 60-pound test braided fishing line was tightly wrapped around the propeller, the stuffing tube/shaft and even the prop strut. After cutting away the line (no easy task), no real damage was noted on the drive line as the flex cable managed to slip in its collet after it brought the engine to a stop. This said, it's likely that a few more feet of line or a stronger collet would have snapped the shaft, twisted the stuffing tube or sheared the engine's flywheel key; so, in the future, I'll be taking a rod/reel combination equipped with mono-filament line that has a lot more give than the braided line. **MMI**

WATERLINES

BRITISH INDIA – KELVIN RECOUNTS THE STORY OF THE BRITISH INDIA STEAM NAVIGATION COMPANY

AUTHOR: KELVIN HOLMES  GREAT BRITAIN

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Back in 1964 the author was lucky enough to participate in educational cruise no. 45 on British India's (BI) Dunera, not realising at the time that this was a 27-year-old converted troopship. Back then my waterlines were all warships and it was probably at least another 20 years before merchantmen began to join the collection, maybe even with Albatros's model of Dilwara (Dunera's sister ship) which was released in 1985. Subsequently we had Len Jordan's fine version although somewhat disappointingly there are only a dozen models of BI's ships, approximately 2% of the entire fleet.

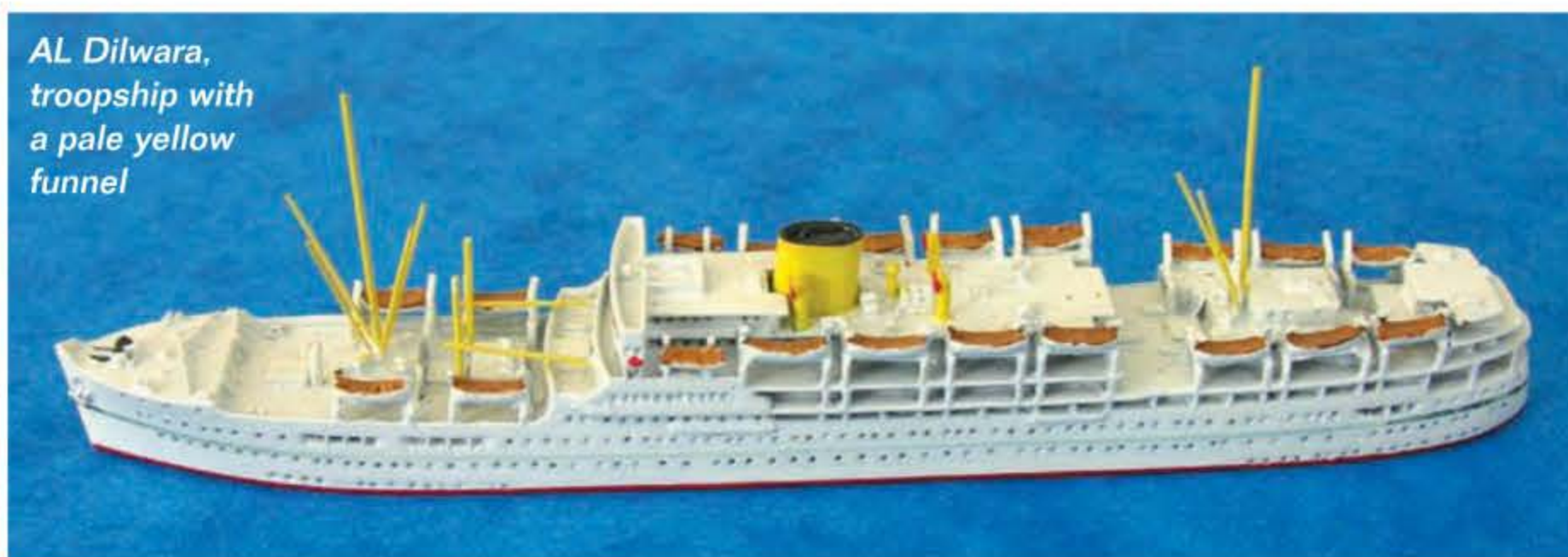
Established in 1862 by a change of name to the 6-year-old Calcutta & Burma Steam Navigation Company, British India went on to become one of the largest shipping companies in the world. My 'Haws' (which is the nautical equivalent of Michael Portillo's "my Bradshaws") lists an astonishing 520 vessels from the Cape of Good Hope (1856) to the small containership Zira (1972).

Albatros model of Kenya

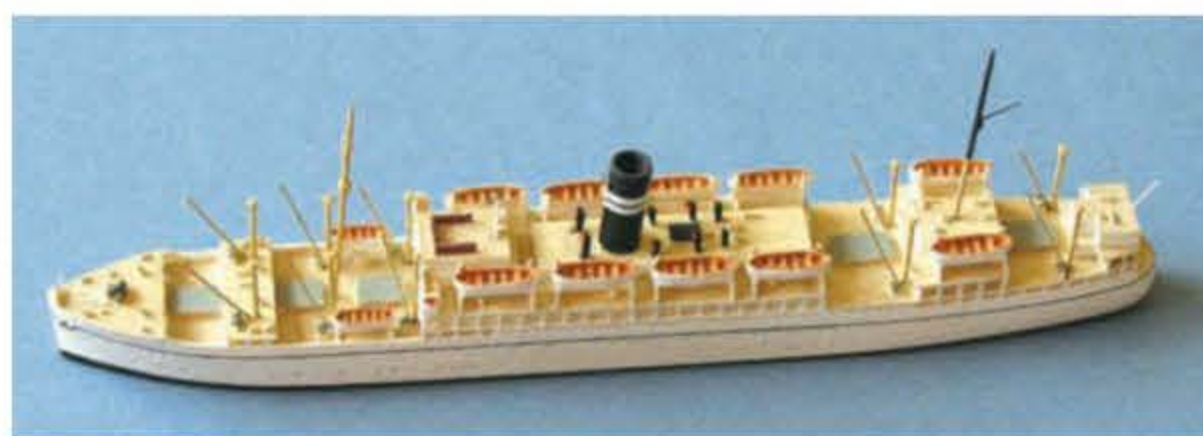


Initially operating around India, services expanded to Singapore and the Persian Gulf and in 1863 trooping to New Zealand. The latter activity was to form a major part of the BI story over the years. In November 1869 the Suez Canal opened and BI quickly established their first so-called 'trunk' route between the UK and India, sharing trooping duties with P&O. 1872 saw the inauguration of a route from Aden down to Zanzibar leading to a raft of East African services. BI was geographically somewhat sandwiched between Union (Castle) and P&O but formed a good working relationship with both companies to the extent that they later merged with P&O.

AL Dilwara, troopship with a pale yellow funnel



Nevasa by Albatros



Len Jordan's Rajula – very nicely assembled and painted

In 1876 the UK – Colombo – Madras – Calcutta route started becoming the main trunk route connecting with all the local services. During the 1880s regular services extended to Australia. During this decade ship operators were attempting to reduce the fees for transiting Suez which were based on deck area by developing the turret ship – in 1905 BI joined in with three ships of the Queda type said to be the largest turret ships ever. As far as is known there are no waterline models of turret ships.

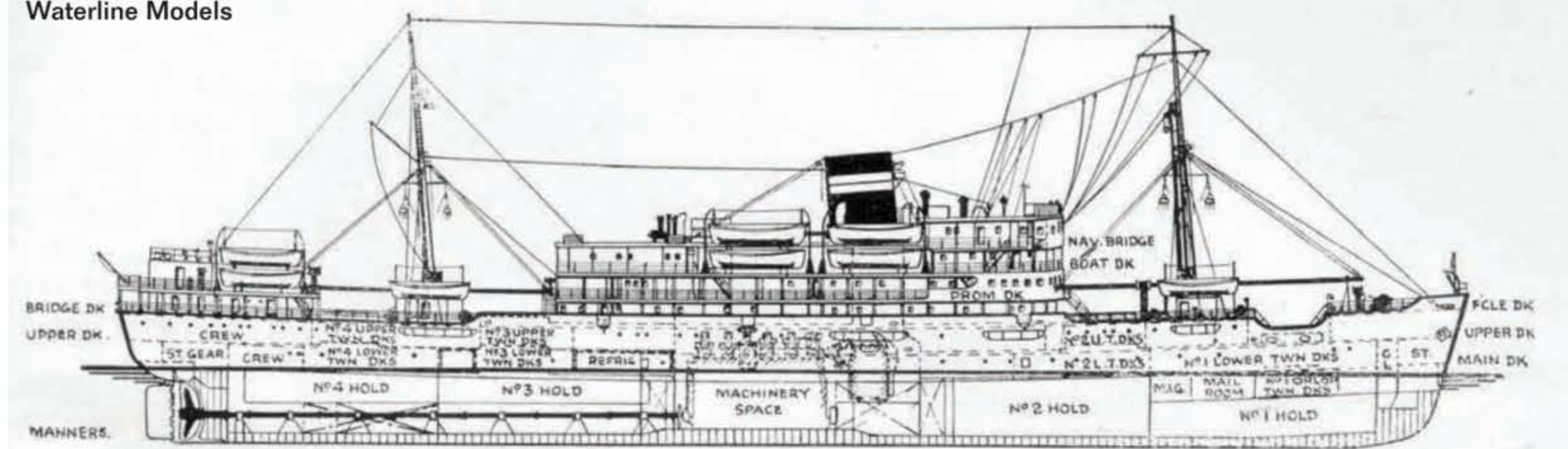
The merger with P&O occurred in 1914 although BI operated in their own colours to the very end. An interesting footnote is that eight original BI shares were unaccounted for – someone still has them (not me) and they could be worth a fortune. During WWI the line was heavily involved in trooping and lost a total of 24 ships, the first of which Chilkana being sunk by the German cruiser Emden. By 1922 post war re-building had restored the fleet to 158 ships. In July 1932 the Neuralia (in 1912 BI's largest ship yet), which had previously served as a troopship and hospital ship, undertook BI's first educational cruise to Scandinavia. On the outbreak of WWII BI possessed 105 ships, 51 of which were lost. Reconstruction of the fleet began during the war continuing apace thereafter with for example Chinkoa, the 13th of the C type completed in 1949.

The first new passenger ship was the Dumra (III) (1946) with a fourth sister Daressa completed in 1950. In 1947 two new ships were ordered for the East African service becoming Kenya (II) (completed 1951, scrapped 1969) and her sister ship Katarina which was completed in 1952 as the Uganda. In 1955 in common with BI's other ships she was repainted with a white hull.

Nevasa (1956) was the last troopship but with the move to air transportation she only served in that role for six years. In 1964 she became an educational cruise ship completing her final such trip in

Ship	Type	Depicted	Model	Notes (* = illustrated)
Mulbera	Liner	1922	RG	+ Five more in class
Tairea	Liner	1924	NM904	Sister ships Takliwa & Talamba
Rajula	Liner	1926	LJ L24*	Sister ship Rohna
Dilwara	Troop Ship	1936	AL95*, LJ L11	Sister ship Dunera
Orna	Freighter	1938	AL160*	Sister ship Ozarda
Garbeta	Freighter	1941	LJ M55	Doxford economy type
Ismailia	Freighter	1941	LJ M19	+ Four more in class
Pundua	Freighter	1945	LJ M56	Doxford economy type
Kenya	Liner	1951	AL221a	Black hull, AL221* as in 1955 with white hull
Uganda	Liner	1967	AL88	ALK71* as a hospital ship in 1982
Nevasa	Troop Ship	1956	AL 223	AL223a* as school ship in 1965
Devonia	Liner	1962	AL210	Ex Devonshire AL174 (acquired 1962 and converted to school ship)

Waterline Models



Dumra profile may inspire the scratch-builders amongst us (more soon)



Albatros's Orna showing the black hull used by cargo types



Uganda, 1982 in the Albatros 'K' series

1974, being scrapped in 1975. In 1968 Uganda was converted to a school ship by Howaldtswerke Hamburg. In 1972 the entire BI fleet was absorbed into P&O's new organisation with Uganda for example joining the Passenger Division, albeit in her BI colours. The very last ship to operate a line service for BI was Dwarka (III), this ship surviving until 1982. Called up for service in April 1982 Uganda became famous as the Falkland Task Forces' hospital ship. In September she returned to school cruising but this was not to last when in January 1983 she came under MoD charter as a troopship; this lasted until April 1985 and the following year she was sold for scrap.

The table details all the BI waterlines known to the author, the manufacturers being in 1/1250: Albatros, RG, Navis and in 1/1200: Len Jordan, the latter being resin kits available via Wirral Miniature Ships.

COLLECTING NEWS – SOLENT MODEL SHIPS

Solent Model Ships intends to produce a range of metal hand painted 1/1250 models mainly of vessels to be seen in Southampton between approximately 1955-1965. Rather than

liners the range will focus on freighters, coastal craft, ferries etc. with possibly some warships or RFAs. Currently available is the SS Winchester, a British Rail (BR) cargo ship of 1947 retailing at £25.00, with BR's Hythe of 1925 due next. The models will be produced in 'one off' runs, not to be repeated. The first two are in 1/1200 scale but all subsequent models will be in 1/1250. If collectors and interested individuals have any photographs or plans of ships that used Southampton in this period, John Pomeroy, the model maker, will be pleased to hear from them. Anyone interested in purchasing the models can contact John at 5 Montreal Rd, Brighton BN2 9UY (john_pom@hotmail.com). Purchasing is solely by PayPal (via same email address).

REFERENCES AND FURTHER READING

Merchant Fleets in Profile: #11 'British India S. N. Co' by D. Haws, 1987 and the rather rare 'The British India Steam Navigation Company Limited' by W. A.; Perry, F. W. Laxon, 1994. **MMI**



Solent Model Ship's first release, the Winchester



Latest CM-KR is Orcades in P&O colours, circa 1964; an AL version is also imminent, but still no Oronsay

SCALE SCENE

IAN COMPLETES HIS LOOK AT HOME WORKSHOP POWER TOOLS

AUTHOR: IAN WILLIAMS  GREAT BRITAIN

Having looked at cutting power tools last month I am going to turn my attention to rotary tools this month. These include drills and accessories and sanding machines etc.

My personal 'must have' items are a decent bench drill press for drilling accurate holes larger than about 3 mm dia and a mini drill with stand for holes under 3 mm. A large size Draper bench drill is shown here, almost as capable as a full size pillar drill. One of the photos shows two Buffalo drills in differing stands. The one to the left is very rigid but has only height adjustment. The right-hand one has much more adjustment but can be very wobbly if incorrectly set-up.



Draper bench drill. This one is as powerful as a full size pillar drill

If you are short of workshop space then a Dremel tool can power a lot of smaller accessories and can be included as the power source in such things as a drill press, or when used with a flexible shaft the Dremel is good for grinding, cutting and sanding etc. The list of attachments is almost endless, so for many people it is a good choice. Another useful accessory to the Dremel is the foot pedal speed controller. This is almost essential if you intend to base your whole workshop tooling around the Dremel or a similar power tool. One failing of the Dremel without the foot controller is the inability to use the machine single handed once the speed control is adjusted and the machine turned on. It also means the machine is running when you touch the tool tip on the work piece, with the foot controller the machine is still stopped and is therefore a better and safer control feature. Also, stop is available with a simple movement of the foot, essential in the event of a problem. In essence the foot control is considered essential if that is your only power tool. Be aware that Dremel tools and accessories are expensive and there are cheaper alternatives out there that are almost as good and many offer a similar range of attachments.

Along with Dremel several manufacturers make a great range of accessories and tool bits, such as cutting discs, sanding drums and arbours of various sizes. A good range of dental burrs for power wood carving, grinding stones for final finishing and reaming out holes etc. are also included, all extremely useful for most types of modelling.



Two mini drills and stands (see text)

Sanding drums, for whatever type of mini drill you have, are necessities for all sorts of sanding and shaping jobs. Larger sanders, such as a disc sander can be a very useful addition to a workshop, although not a necessity by any means. Although I have access to disc sanders, I don't have one at home and I tend to use hand-held sanders such as my Black & Decker 'Mouse' shown in one of the photos and a Minicraft orbital sander, also pictured.

The Mouse is a very useful tool as many different grades of sanding sheets and even polishing sheets are available. The sander even has a removable tip extension, which effectively turns the machine into something resembling a power file. These handy gadgets are available online for around £20.

I'm going to get shot at here! Most modellers don't need a lathe! Unless you are going the whole model-engineering route you will find it a white elephant. I have access to several good lathes, but have probably used one no more than six times in the last ten years.

Finally, some kind of dust extraction is essential if you are using power saws and sanders. This may be as simple as an old vacuum cleaner; the cylinder type or a 'Henry' would be fine. Most modern bench top power tools have some kind of vacuum port incorporated into the design.



The two sanders described in the text

Right then, what did I recommend to my friend Andrew and what did he actually buy?

My suggestions were to buy either a good vibrasaw/scroll saw, or a small band saw, a small hobby drill with stand and various accessories and perhaps a small disc sander. Add to that a reasonable bench drill and with all the hand tools that most modellers accumulate, you would have a pretty well equipped workshop.

So Andrew went out and bought a Hegner scroll saw, as he liked the ones we have at school, he also managed to get a small band saw with a disc sanding attachment as well. A Dremel with a load of kit came next and he bought a Draper bench drill like the one in the photo here (but a size smaller). To top it off he even managed to get a small hobbyists lathe very cheaply and ordered the chop saw I mentioned last month (so have I) – must have been a good win, but he won't tell me how much in case I ask for a consultation fee. As if! **MMI**



A fairly large size disc sander, small hobby types are quite cheap on eBay



Believe it or not, this is a hobby lathe. Quite an upmarket one to be fair. Cost around £500

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LIVEWIRES

MPBA FE NATIONALS 2012 – ALLAN REPORTS ON THIS YEAR'S UK FAST ELECTRIC FINALS

AUTHOR: ALLAN SHILLITTO  GREAT BRITAIN

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The calm before the storm

Suddenly it was that time again and with too little testing and running it was off to the Nationals. We started off early on Thursday morning to make the annual pilgrimage to Bridlington. With myself, the Hickmans and Torran Hayward, two tents, supplies, numerous boats and spares it was a bit of a logistical nightmare but we were on the road by 0900. With just the one break we arrived in Bridlington about half past one to find that we were nowhere near the first there! Pitching the tents and sorting our pit area came next prior to some limited testing on the lake, with other people trickling in until we were finally complete in our little corner. Once again there was a good Belgian contingent who although they do not compete for the UK titles give us something to chase!

There were a few changes to the site this year. A new team provided the food from Friday mid-day and there is no way that I can understate the importance of this service and the happy and jovial staff that supply it, whilst still not wanting to belittle the efforts of others – but they do say an army runs on its stomach! New power outlets were also evident and these make things so much easier for all during the weekend. The biggest plus was the lack of weed, for which we have to thank a few fish, which had been introduced. The MPBA FE section AGM was also held on the Friday night and for those of you that have an interest the minutes can be found here: www.mpba-fes.org.uk/agm/agm2012.htm

Having settled in it was time to renew old friendships. This is a championship meeting but as it is over two days (and many were there for 3, 4 or more days) it is also a big social event with barbeques, our immense Friday chilli, and of course a little of the fermented apple juice etc. So a gentle wind up to the weekend with the course being laid out at Friday lunchtime and open for practice Friday afternoon. Before Friday afternoon the Bridlington club rules apply which means scale on the half hour and power on the hour... and club membership is required.

NEW PROJECTS

This is still a time when testing can be done and of course some fun running with new projects. There were a few including my 1/8th Atlas and a Twin Cat in Red Bull livery sporting some huge motors in it.

The usual classes were all represented with Eco, Mono and Hydro's represented as mini's 'normal' and 'large' boats. Yet again this year for safety reasons the Eco classes were run around an 'M' course and this, in my opinion, gives a better racing environment for the Eco's. In addition we now have the regular appearances of Super Mono and Super Cat.



Red Bull Cat



Atlas Van Lines 1/8th scale

The racing started early on Saturday and with a record entry it was destined to run late with 136 boats competing in standard class racing, plus Team Eco and Team Mono 1 competitions. Last year there were some issues with getting people to do marshalling duties, this year there was a tweak to the method which should have made things run more smoothly but did not, as a consequence Saturday was a very long day with racing running past 7 pm. A suggestion was made that car racing practices were adopted, from experience this would ensure duties are done, we will have to see next year. As with last year I will not go through every result but the full results are available here: www.mpba-fes.org.uk/results/natscores2012.htm if you are interested.

ECO CLASSES

Eco boats are quick and very manoeuvrable, they are normally run around 30 metre triangle but as noted above for the last couple of years have been run around an 'M' course. The triangle makes for



Mini Eco's start to line up



Eco boats at speed

tight, fast racing but has also been the cause of some spectacular crashes and arguably makes it harder to pass. The 'M' course is ultimately the larger course and racing does spread out, additionally the right turn seems to be difficult for some boats/drivers resulting in overtaking opportunities. The long straights play to the strengths of the faster boats allowing clean passes.

Mini Ecos are getting more and more popular and because of that there is continuous development. Despite that Aran Bond returned and defended his title from last year with two laps more than his nearest competitor and starting what was a clean sweep for the SWAMBC team. In contrast the Eco Expert class was dominated by Electra members with Stephe Hart putting in consistent 27 lap results and winning again by 2 laps. FM1 is a UK class, which is essentially for 4S-powered boats, Stephe again showed the way but even with more power struggled to match his Eco Expert score.

MONO CLASSES

Mono's are challenging and that certainly proved so for me. I had only two runs with my M1 and M2 before the Nationals and that proved that preparation is everything! Apart from my woes, this is where the largest increase in competition occurred with 17 Mini Monos, 26 M1s and 23 M2s. Racing was tight among National competitors but our visitors showed the way with a clean sweep of these three classes. Mini Mono was won by Buby Bertels with

4th placed overall Martin Marriott taking the UK title. Over his best two races Martin was 5 laps short of the winner – how do they do it? Mono 1 was no better with Bart van Geyt taking the class win and overall in 5th place, 4 laps adrift Paul Heaton took the UK championship. In M2 we were again shown the way by the visitors, this time Tom Feyen took the overall win with Simon Mitchell in overall 5th and 9 laps adrift taking the UK championship after not competing for a year! Notably Tom could not quite match David Nieuwland's 32 lap, single heat effort from last year, or his 62 lap score.

Super Mono is for boats with up to 8S LiPo power and they are impressive tearing towards you down the straight but the results show that they are slower than both the M1s and the M2s. Their size and cost mean that this class has limited support with only four boats, Phil Miller came out as UK champion.

Team Mono 1 is for teams of three boats/drivers and had two UK entries this year, Team GB and Team Torbay. Team Torbay came out as the winners, their 70 lap total would seem to leave some room for improvement but the safety boat is always on the water and picks up 'dead' boats by rotation, that introduces an element of luck and the team event always seems to invite the gremlins.



Start of the Mono race



Tom Feyen's pretty Mini Mono



M2s at speed



Paul Upton Taylor's H2 (I think!!)



Own design Mini Hydro

HYDROPANES

Hydroplanes are potentially the fastest boats there are but they do not self-right so you have to keep them upright, and that can be a challenge. There was a fair assortment of designs including some older boats, wooden plan built and own design as well as commercially available hulls. Mini Hydro was won by Chris Osman with an own designed and moulded boat and continuing his run from Moers where he came 2nd. Hydro 1 was once again won by Pete Barrow who had a bit of a disaster in the first heat but then picked up with a best of 26 laps; surprisingly, that is 4 laps down on the M1s. Hydro 2 was won by 2 seconds by Jelle Pierre, Russel Chilcott took the UK title, ran the fastest lap (27 laps 10 seconds) whilst driving a really old design boat. Last year's winner had two disastrous heats and could only manage 5th. Once again the scores were short of the Mono's. Some work to do I think!



Phil Miller's small Super Cat



Paul Upton Taylor's self-build Super Cat (left) and Ken Bullough's self-righting F1



The outgoing chair getting his H1 trophy from the incoming chair (Peter Barrow and Chris Osman)

SUPER CAT

This is a small class but is hugely spectacular to watch mainly due to the unstable nature of Cats in general but also, like Super Mono, due to the size and speed. This year Phil Miller came out on top with his smaller version of the Red Bull Cat. Well worth a mention

was the F1 Cat of I think Ken Bullough, which survived as it did have self-righting.

Last but not least a big thank you to the organisers, staff and competitors one and all for yet another brilliant weekend's racing. Also a big thanks to Jenny Hickman who once again organised the raffle which raised over £150 which will go towards more equipment for next year. Lastly, you can find more pictures of the Nationals here: <https://astecmodels.co.uk/gallery/thumbnails.php?album=73> and Mark Thompson's superb pics can be found here: <https://picasaweb.google.com/nospmohtkram/2012MPBAFastElectricNationalsMMI>

WARWICKSHIRE EXHIBITION CENTRE

Over 3000 visitors are expected to attend the **The International Model Boat Show** which is now regarded as the premier model boat show in the UK. For enthusiasts the show is the ideal opportunity to network, see the latest models on the circuit and preview new lines available from suppliers.

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Features include the fantastic Royal Spithead Review which will be at the exhibition celebrating the Queen's Diamond Jubilee. The display, suitably decorated for the occasion, comprises of nearly 600 1:1200 scale model ships covering 3000 years of maritime history from ancient Egypt to the latest Type 45 destroyer HMS Daring. Both Britain's Royal and Merchant Navies are represented, as well as vessels from 25 other nations. Alongside this the exhibitor, Jack Snary, will also be demonstrating the construction methods involved in scratch building a ship model in 1:1200 scale from plastic.



New this year will be a demonstration by John Hanson who will be showcasing his skills in construction using aluminium. Aluminium can be pre-bent to shape and when heat is applied will keep its shape without adverse tension and can produce realistic looking models.



Action at the poolside will include a 'children's hour' from 1pm to 2pm over the weekend allowing them 'hands on' fun.

The Surface Warship Association will again lead a poignant sailing tribute during the 2 minutes silence on Sunday 11th November, this Remembrance 'parade' is becoming very popular with visitors to the show.

There will also be an opportunity to cast your vote for the 'Best Boat in Show' award which will run alongside the annual 'Society Shield' award which is voted for by the clubs and societies at the show.

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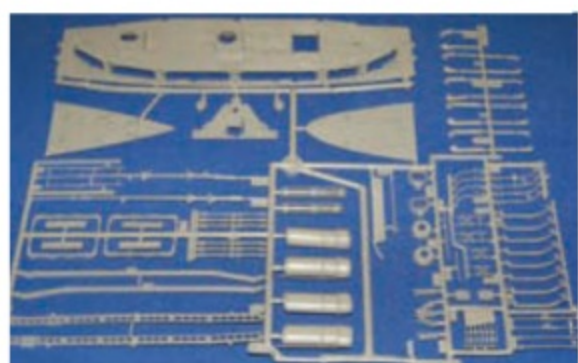
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PLASTIC KIT SCENE

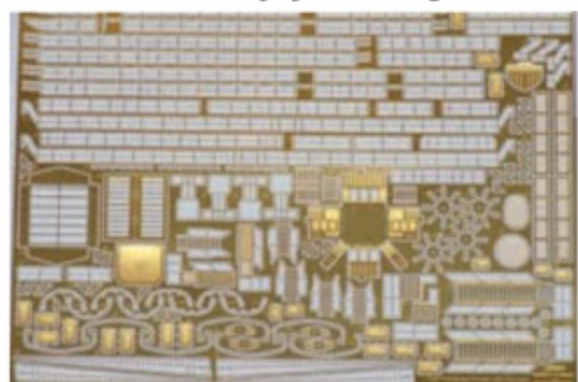
ROBIN COMPLETES THE BUILD OF USS OLYMPIA AND UPDATES US ON SOME RECENT KIT RELEASES

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

USS Olympia



These parts are from moulds made over fifty years ago



New parts for the Encore kit



One of the detailed etched frets

then to standardise the size of the box to fit on the shop shelves, not the model. Encore has now released the model again from its original moulds but have now added their own photo-etched parts, resin parts, turned brass gun barrels, white metal parts, anchor

chain and wooden decking to enhance the detail of this model. This model happens to be the only large-scale kit available of the USS Olympia. All these extras replace a lot of the original plastic parts that show the problems entailed with casting plastic kits many years ago including heavily moulded detail, thick railings and incorrect sizes just to name a few. Details of the model were in the March issue of MMI when it was first released so I will not repeat the details again in this issue. I have now finished building the review sample; it will be difficult for me to give details of every part of the build within the space of this article so I will give some brief details and as many photographs of the assembly as I can.

As I have mentioned all the plastic parts come from the original old moulds so there are many to be removed and replaced with resin and etched parts, some have to be cut away others sanded to remove the plastic detail. It is not a model to be rushed; a lot of care and patience is needed and some modelling experience using etched parts is definitely required. A careful study of the instructions and parts is imperative to build the model correctly. The etched parts are quite exceptional in detail and quality;

Encore box image

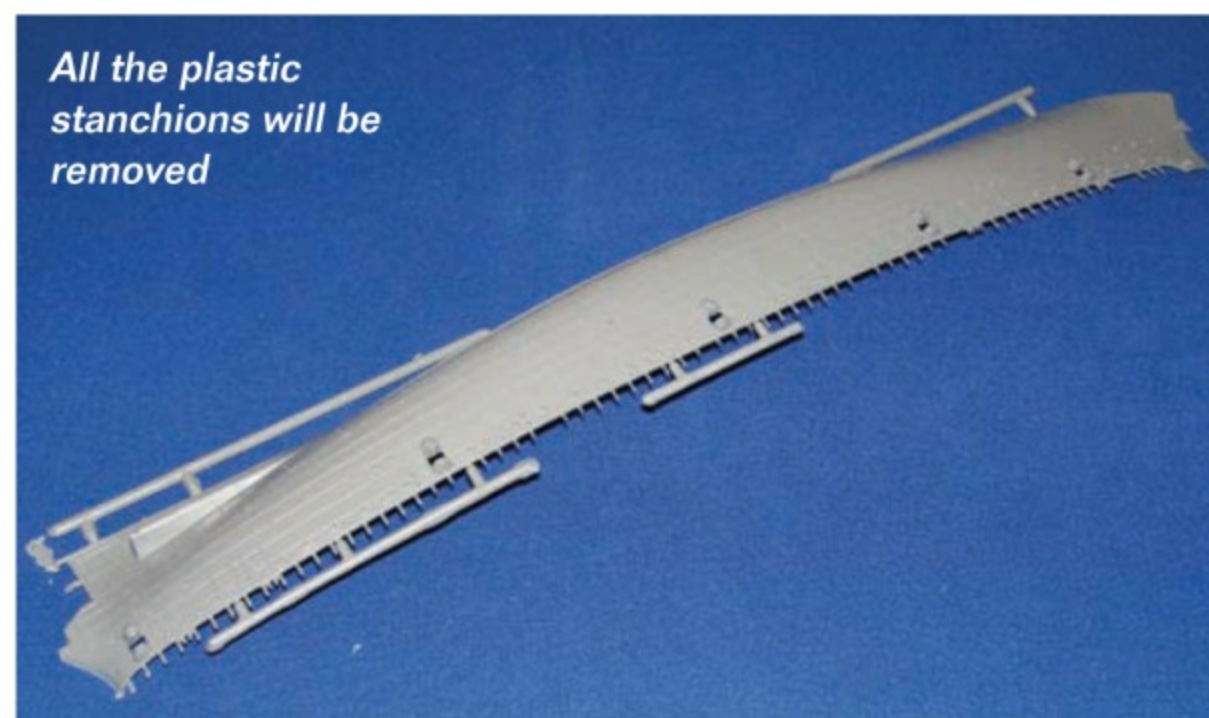
this is seen as they are gradually added to the model. The instruction booklet is very good, it shows the build of the kit in its original form with instructions at each step for the new parts to be added and what parts are to be removed; these are shown with photographs throughout the booklet. Also, the booklet gives the history of the ship and a full colour painting guide. The painting guide gives details of three different paint schemes; this has to be chosen at the beginning of the assembly, as



USS OLYMPIA

Squadron Products is a well-known mail order company from the USA who supply modellers worldwide; earlier this year they sent me a new sample model of the USS Olympia produced by Encore Models, which is a company within the Squadron group. But when I say new it is a merger of old and new, the original plastic kit of USS Olympia was produced by Revell more than fifty years ago, its scale of 1/232 was decided at that time because of the need

All the plastic stanchions will be removed



Film being removed to allow self-adhesive deck to be securely fixed



All decking in place, deck fixtures and armament being attached



The detail builds as the assembly progresses



Build complete now for the rigging

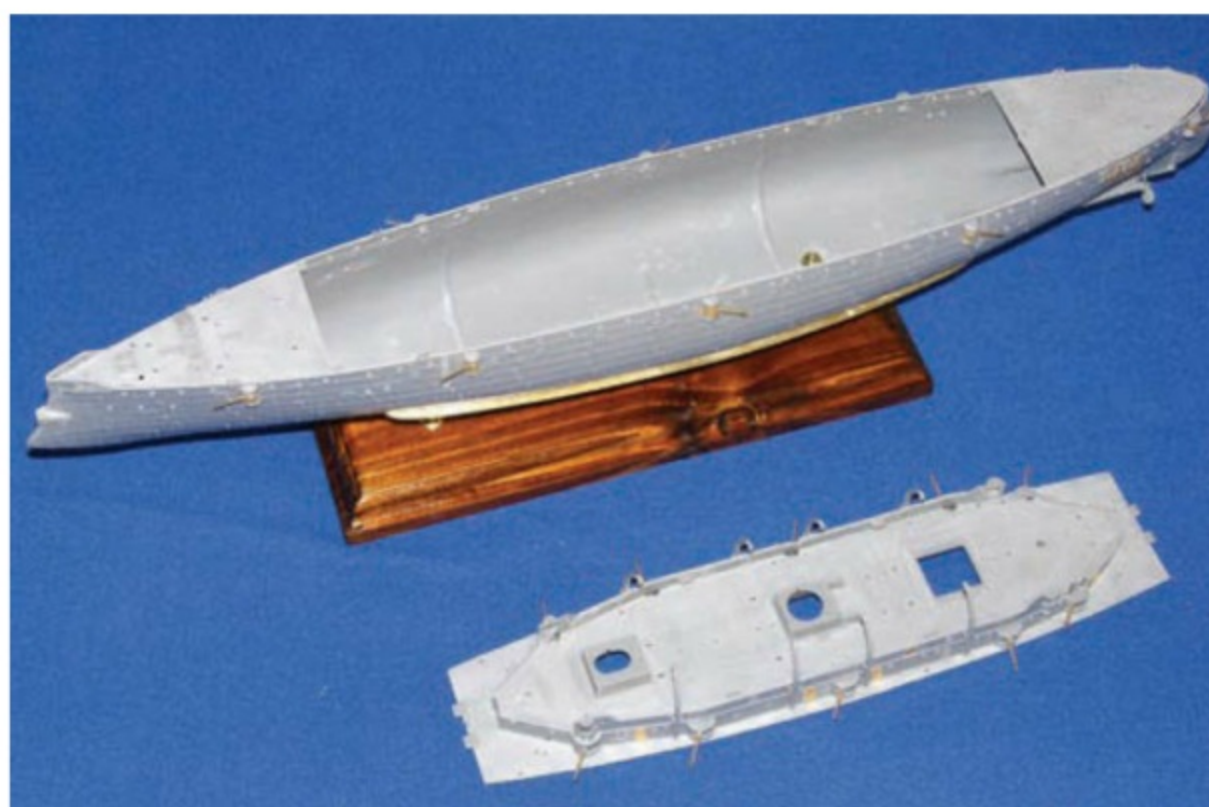


Some of the old heavy moulding being removed

much of the model was painted as I progressed with the build and some parts would have been inaccessible once built. I chose the colour scheme of her in May 1898 at the Battle of Manila Bay.

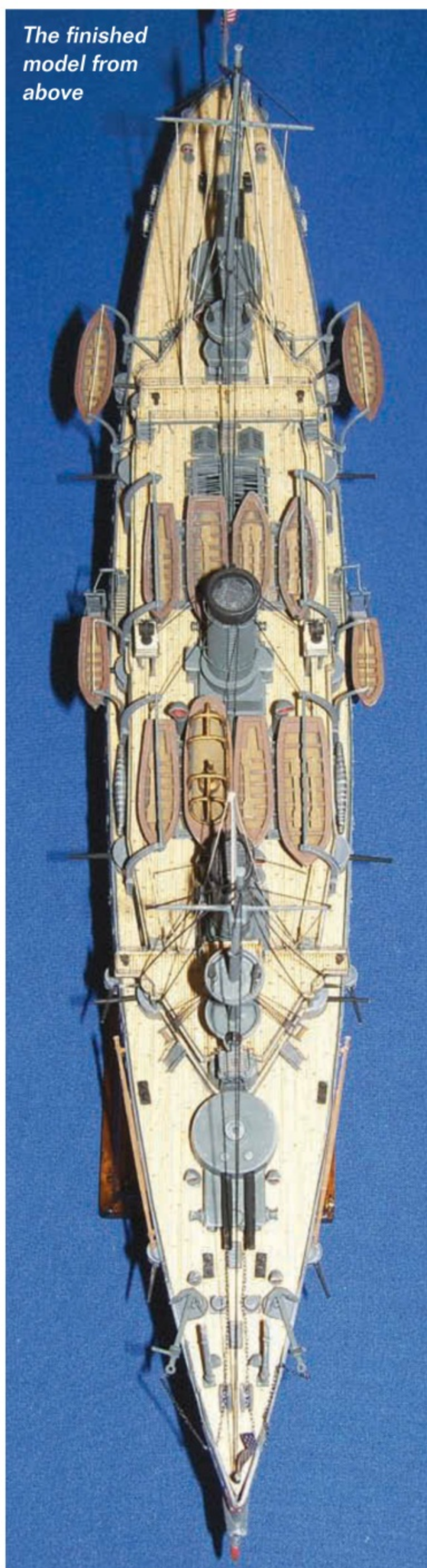
The build begins with the hull, which is in two halves, but from the very start certain parts need to be removed. These parts are easily recognised highlighted in red with written instructions on the assembly guide. Once the two halves have been glued together two holes need to be drilled in the bottom of the hull, this is for attaching with bolts the lovely wooden base and brass pedestals that come with the kit. Before I attached the base I stained and varnished the wooden base. This was then covered with a soft cloth with tape once dry to protect its finish; the base now became a secure handle to hold the model during assembly.

As I have said paint the model as you go, this also allowed the pre-cut wooden deck pieces to be fixed in position without the chance of paint being inadvertently splashed on the wood deck.



Build started: some etched parts in place, plastic decking lines have been sanded away, base to be covered to protect finish

The finished model from above



These wooden deck sections are very accurately reproduced and fit with no problems; all that is needed is the raised plastic decking detail to be lightly sanded away.

As I worked through each step of the assembly guide I kept referring to a set of photographs at the end of the booklet, these show where many of the etched parts are to be fitted – a lot of them are not mentioned and can be fitted at various stages of the assembly. Careful studying and identifying the etched parts before you begin helps tremendously so you can recognise where each piece goes. All parts on the etched frets are numbered; these numbers correspond with numbers on the guide.

The fitting of the brass gun barrels call for the removal of part of the plastic barrels, a small hole is then drilled in what is remaining of the plastic barrel to allow the brass ones to be attached. The rigging was made from stretched sprue; its positioning is shown in the assembly booklet, to the rigging were added paper flags that accompany the kit.



Rigging in process made from stretched sprue



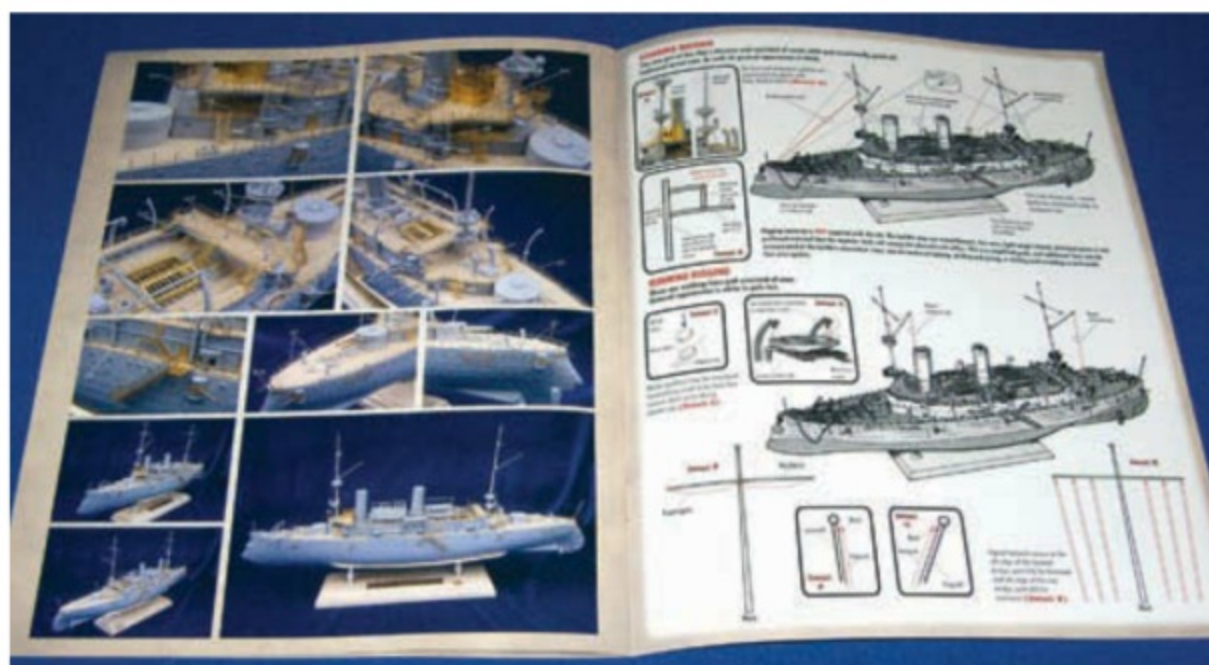
View of the bow and bridge



The finished model's detail is impressive



The stern with old glory flying



Pages from the detailed assembly booklet



Components of one of the deck guns



Wooden decking fixed in place
I did not realise holes had to be filled or I would have done this before attaching wooden decking

After many hours of work the end was in sight, I removed the cloth that was protecting the polished wooden base and added the etched brass nameplate that was supplied with all the other parts and now the model was complete.

This was a tremendously enjoyable model to build showing what a very detailed model can be produced using the old and the new. My congratulations to Encore and Squadron for bringing them together, I hope that this type of production will bring more model kits back from the grave for a new generation of modellers to enjoy. I would like to say thank you to the people at Squadron for sending me this review model and giving me a chance to build this classic kit with all the extras.

Further details of this review model, Premium Edition No.EC85001 (it is also available as a Standard model without the wooden deck panels, turned gun barrels and wooden display stand No.EC80001), and all the models that are available from Squadron can be found on their website, this is a vast range covering all aspects of modelling at: www.squadron.com

REVELL

Two more models have been released from this well-known plastic kit manufacturer.

HMS Tiger Helicopter Cruiser

Model No.: 05116

Scale: 1/700

Length: 24.5 cm

Parts: 75

HMS Tiger's keel was laid in 1941 as a Minotaur class light cruiser but construction work was halted during World War II, eventually being launched in 1945. But her design was to be completely changed so she did not actually enter service with the Royal Navy until 1959. In 1968 it was decided to convert her to a helicopter cruiser by removing her after 6" gun turret and two 3" gun turrets and replacing them with a helicopter deck and hangar with room for up to four helicopters. This was brought about by the threat from submarines during the Cold War. The refit took until 1972; a few years later she was decommissioned in 1978 and placed in reserve.

Revell HMS Tiger (courtesy Revell)



At the start of the Falkland's War in 1982 it was decided to bring her back into service but the length of time needed to refit her for service and the end of the war halted this decision. She was sold for scrap in 1986.

This is a waterline model that has well detailed decks and superstructure, radar equipment, helicopter deck and hangar, one helicopter, ship's boats and well moulded armament. This will make into a very collectable model of a warship from the Cold War era.

German Heavy Cruiser 'Admiral Hipper'

Model No.: 05117

Scale: 1/720

Length: 29.5 cm

Parts: 74

Launched in February 1937 she entered service with the Kriegsmarine in April 1939 before the start of World War II. She was used successfully during the German invasion of Norway in 1940 and by the end of 1942 had been used in many operations in the North Atlantic and the Arctic Sea against Allied convoys. At the start of 1943 she was damaged in action and withdrawn from active service to be sent to the Baltic for use as a training ship. In January 1945 she was used to transfer over 1500 refugees from Kiel away from the advancing Russian forces. On 3rd May 1945 she was severely damaged by RAF bombers while at Kiel, the damage was so great she was scuttled by her crew.

Revell Admiral Hipper (courtesy Revell)



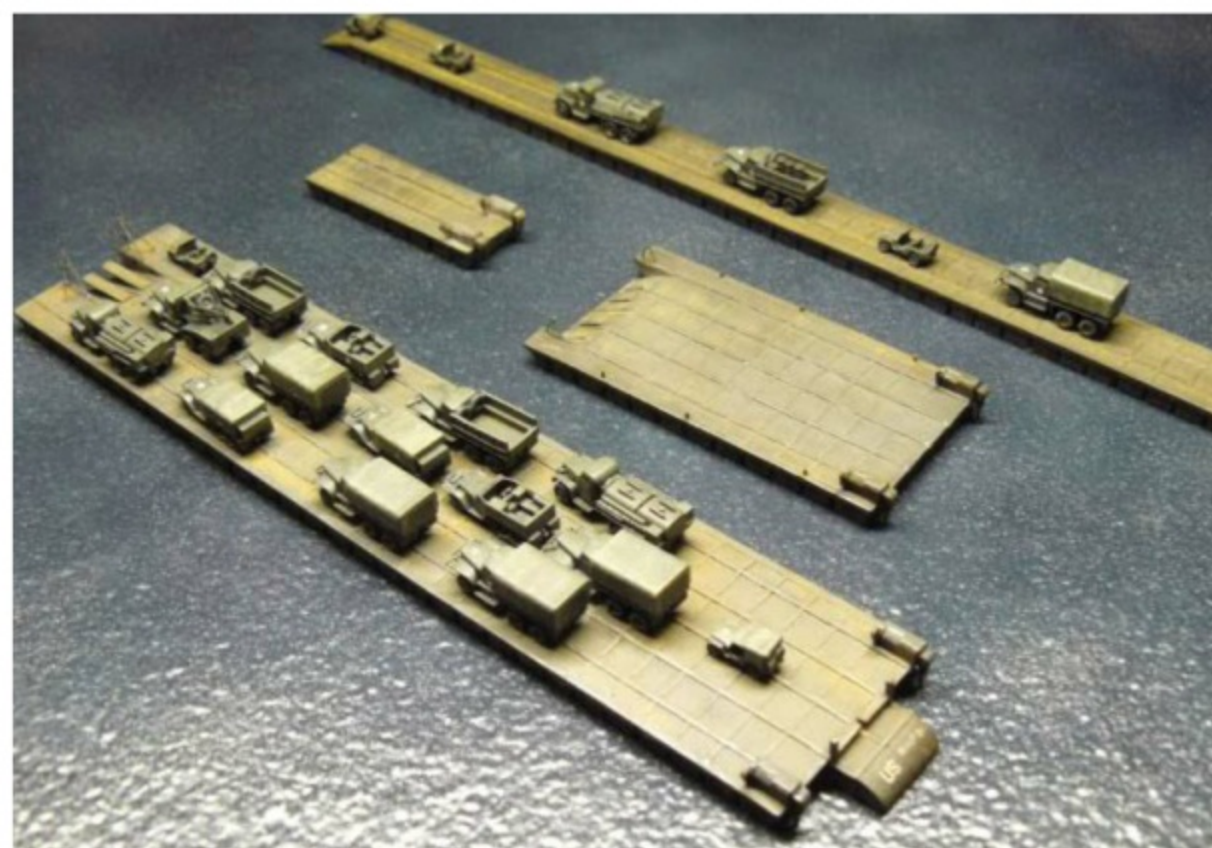
The kit, although only 1/720 scale, is a full hull model, with many detailed features including detailed deck and superstructure, moveable gun turrets, Arado 196 reconnaissance sea plane, display stand and details for two camouflage paint options.

Revell model kits are available from all good toy and model retailers, for further information visit: www.revell.eu or email ukbranch@revell.de

BACK-AFT MODELS

This next company hails from the USA and is newly established so will not be known to many although the man behind the company is very well known at modelling shows in the USA, and I suspect his reputation for detail is known by people in many other countries including the UK, his name is Carl Musselman. He regularly appears with his work and show reports on www.modelwarships.com The company is called Back-Aft Models.

The models that came to my attention are called Rhino Ferries, they were used very successfully during World War II on the D-Day beaches in Normandy where they were used to ferry tanks, vehicles and supplies from the transport ship straight to the beaches. They were long, wide rafts 200 ft in length and 70 ft beam, built of steel pontoons joined together and powered by two engines mounted like outboard motors on the stern. They were designed by the US Navy's Civil Engineering Corps, without these ferries much of the equipment needed during the D-Day landings may not have made it ashore.



Back-Aft Models' Rhino Ferry set – vehicles not included
(courtesy Carl Musselman)

These little 1/350 scale models are beautifully cast in resin together with brass rod for adding detail. As well as the Rhino Ferries, pontoons and wharf sets are also available. I will give details of two of the sets but there are ten sets of this type listed on the Back-Aft website.

WWII Rhino Barge and Causeway – Full Set+2

Set No.: Baft 350-01B

Scale: 1/350

Contents: 1 large and 1 small Rhino Ferry, 1 pontoon tug, 3 pontoon causeways, 1 miscellaneous pontoon, 12 small detail parts (cramps, outboard motors), 2 lengths of brass rod

WWII Pontoon Wharf Set

Set No.: Baft 350-06

Scale: 1/350

Contents: 7 Wharf sections

The images from Carl Musselman show the Rhino Ferries and Pontoons finished by himself, all the vehicles, oil drums and ship are not included with the sets. The 1/350 vehicles are available from L'Arsenal Models.



The Wharf set – ship and vehicles not included
(courtesy Carl Musselman)

With these sets I can see some wonderful detailed dioramas of beachheads being built with model transport ships being unloaded and other ships tied up alongside the wharf, the possibilities are endless.

Many thanks to Carl for supplying me with a sample set, when I have built my own attempt of a diorama I will include the pictures and details in one of my articles.

Back-Aft also have other model ship conversion and detail sets on their website, I suggest a look at the site to see more details of the sets I have mentioned and all other sections of the site:

<http://shop.back-aft.com> **MMI**



A beautifully finished large Rhino Ferry built by Carl (courtesy Carl Musselman)

VINTAGE MOTOR SHED – 20

DAVIS ELECTRA

The subject of this month's Vintage Motor Shed is a rare member of a very small group of model motors that carried the imprint 'Made in Australia'. It is also one of my favourites, though not just for this reason; I like its solid construction and sombre colours. I purchased it from a New Zealand auction website on the basis of a fuzzy photo and only on unpacking it did I realise it had just made its second crossing of the Tasman Sea, for it was made by the Davis Electra Company of Sydney, New South Wales.



The Electra motor with its box



Close examination shows the motor to be well made

It came in a nice box covered in leatherette paper and was fitted to a Bakelite base measuring 5.5" x 2.5" x 0.5", the same size as a Meccano flanged plate and with matching corner hole spacing. The shaft was not Meccano sized, however, being a smaller 1/8" nominal diameter and fitted with a brass pulley. It is a series connected wound field motor, quite heavy and nicely made with brass terminal posts and very neatly wound coils. The quality of construction is let down by the crude design, for the unshaped pole pieces are far from the armature and the armature shaft has only a single bearing, with the armature and commutator carried on one side and the drive pulley on the other. Fortunately this bearing is a close tolerance die-cast post and the motor runs smoothly with barely a trace of bearing slop. A stamp on the underside of the box reveals the motor is suitable for 3-4.5 volts DC or 6-10 volts AC.

It looked like it had been made in the 1950s, but I had no evidence to support this other than its general design. There was a design

registration application number on the box that might have helped date it, but it was too blurred to make out. Years later I had a stroke of luck. At a country fair, fate led me past hundreds of bric-a-brac stalls to the only one that had anything of real interest, a pile of rusty Meccano and some old Australian Hobbies Illustrated magazines that I bought. In one of these I found the advertisement reproduced here, showing my motor in four variations 'Power Models – Drive Boats' and a more serious 12 volt type intended for trains. The date of the magazine was November 1947.

So the manufacturers had model boats in mind as well as Meccano models. This was borne out later by the only other piece of information that has come to hand concerning this motor.

Looking at a photo of a tatty old model boat at an online auction site – I hope I can be forgiven for reproducing it here – I saw another of these motors fitted to the engine bay. The boat itself was apparently an Australian made commercial item, so the motor would have been original equipment. When it came to the bidding, sadly I missed the boat.

MMI

Advertisement for
Electra motors,
November 1947

Electra
MODEL ELECTRIC MOTORS

Power Models.
Drive Boats.

Illustrated is
type GDC-B.

Electro magnetic field enables operation on either A.C. or D.C. Two styles:

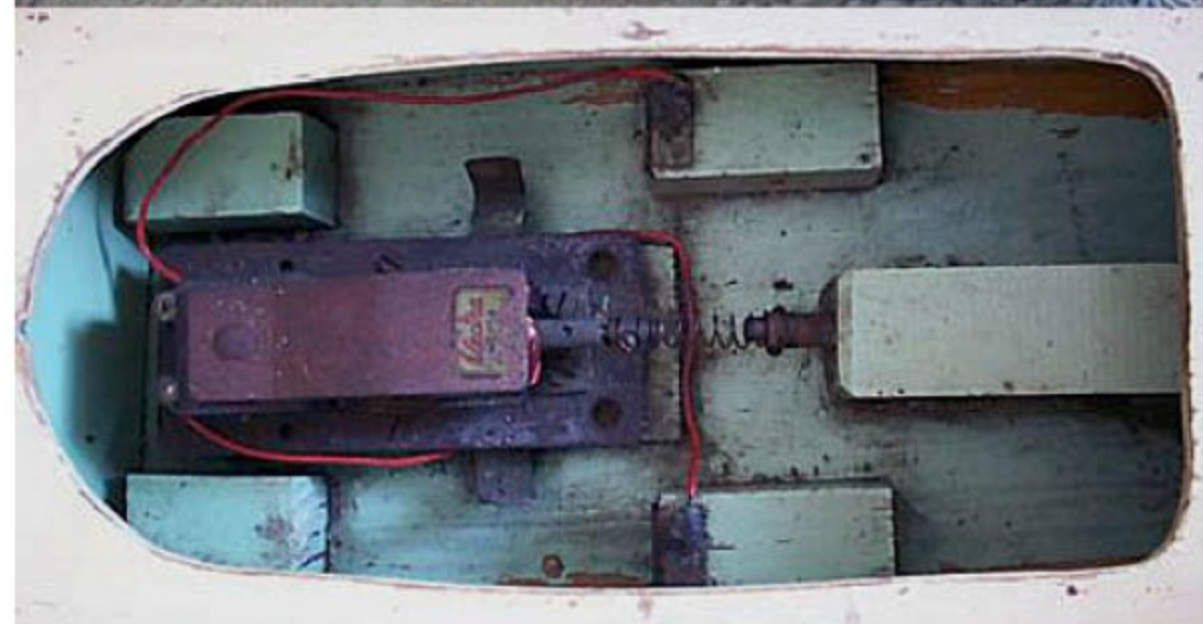
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Type 6DC-B 6-volt plastic base.	25/-

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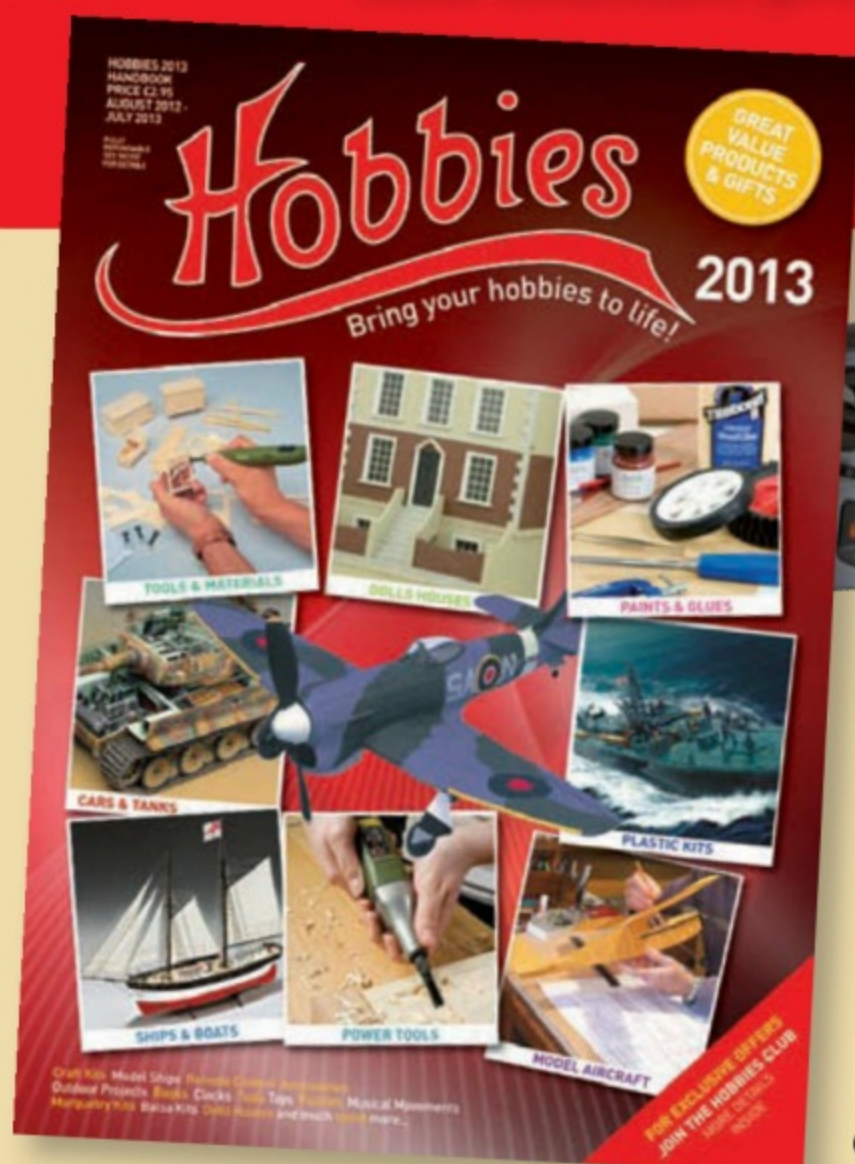
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AUTHOR: CLIVE HALLIWELL

LCS

(LANDING CRAFT SUPPORT)

CLIVE DESCRIBES HOW HE BUILT A SEMI-SCALE MODEL OF A LANDING CRAFT SUPPORT VESSEL FROM HIS OWN PLAN, WHICH IS THIS MONTH'S FREE PLAN, MAR3351

Most people will have seen newsreel footage, or a movie of WWII, showing the amphibious landings, with sometimes hundreds, or thousands, of LCAs (landing craft assault) grinding up on to a beach, their ramps dropping open and the troops pouring ashore. What is not often depicted is the myriad of support craft needed for a successful landing. There were control and communication craft, FLAK (anti-aircraft), gun and rocket craft, tank, mechanical (vehicles), infantry craft etc.

Although a huge naval barrage usually precedes any landings there was always the distinct possibility that the defenders will still have some destructive ability left and these support craft were designed to provide locally coordinated offensive firepower.

There were even a couple of sizes of support craft, medium and large, with different marks of each one! All rather complicated, however, this is a semi-scale model of the LCS(L) fitted with a tank type turret, a couple of 20 mm cannons, machine guns and a mortar well for firing smoke bombs. Fairmile Marine were famous for their range of pre-fabricated wooden boats (A, B, C and D) and their less well known 'H' class, which were 104 feet (31.7 m) long troop carriers and these were the basis for the conversion to support craft; I believe ten were built.

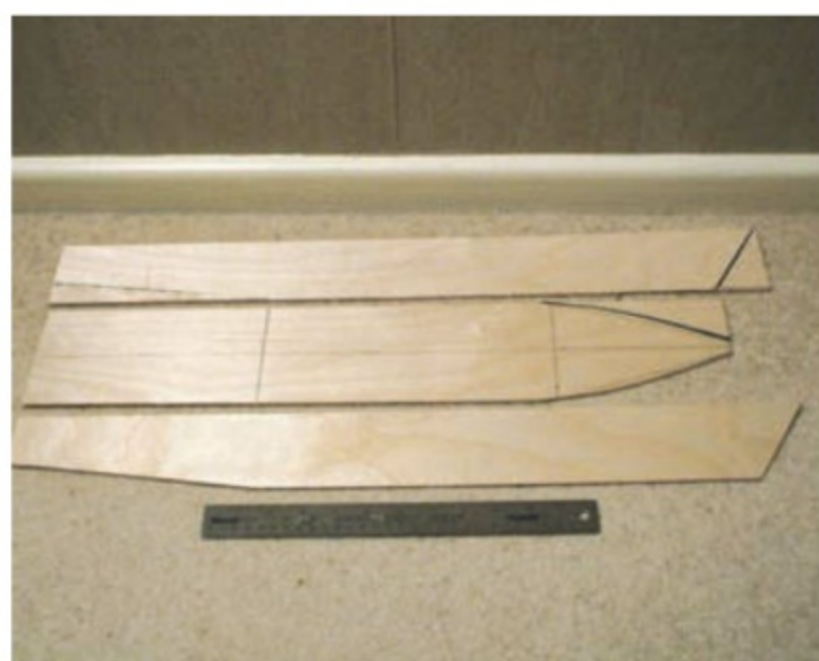
THE HULL

As stated above these vessels were built of wood, which helps the modeller considerably when trying to model the prototype. As these projects are aimed generally at the newcomer to the hobby I wanted the hull to be fairly easy to build but look reasonably like the originals. We have the advantage that landing craft tended to be rather 'boxy' (see details later for a more scale plan).

The hull bottom and sides were cut out of 1/16th (about 1.6 mm) plywood. Incidentally, much use was made of plywood in these pre-fabricated boats, frames, decks and superstructure; but not the hull planking, that was double diagonal mahogany.

Each time one section was cut away the off-cut was used as a template for the opposite section. The theory being we should finish up with uniform shapes!

A shallow cut was made across the underside of the hull bottom where it cants upwards; this was just to give a clean bend. To support the joint between the hull sides and the bottom section, lengths of beading were glued along the edge of the central section (see photo). The first side was then glued to the edge of the hull bottom and the upright face of the beading making sure there was enough length to fit round the curve of the bow portion.



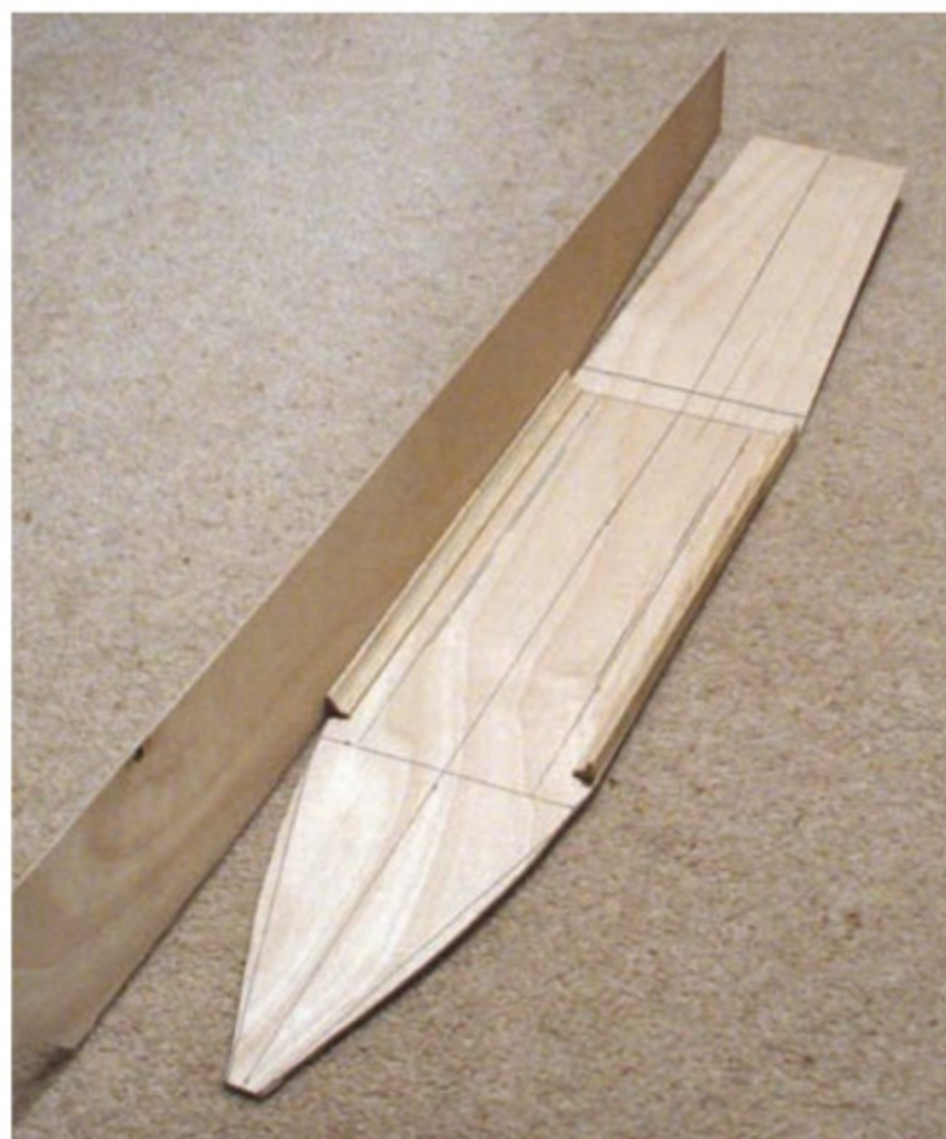
The thin plywood being marked and cut out



A bow section cut out being used as a template for the opposite side



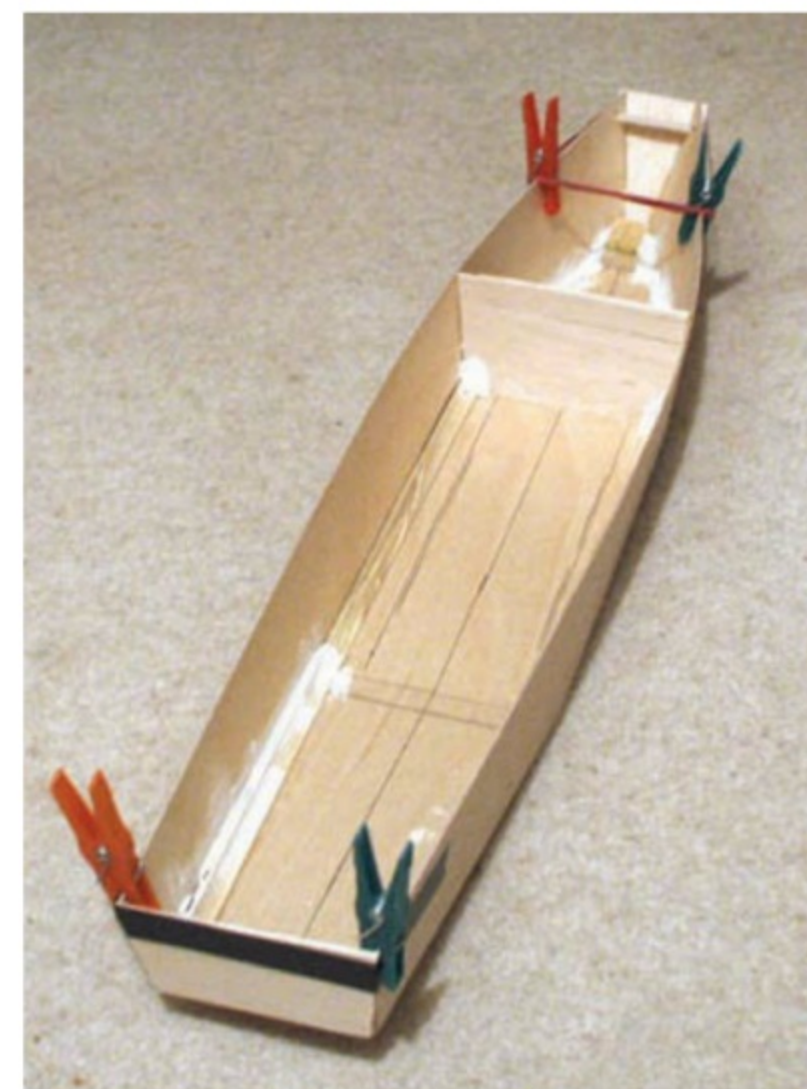
The two hull sides with the hull bottom, its after portion canted up



The first side is glued in place, supported by the beading



With the main bulkhead in place the aft sections of the hull sides are glued to the bottom (the crossbeams aft are temporary)



Tape, pegs and rubber bands hold the transom and stem piece in place whilst the adhesive and filler dries

The second side was fitted in the same manner. In a similar fashion more beading was glued along the after section of the hull bottom and the sides then glued and pulled in. The adhesive was white PVA wood glue. Plenty of rubber bands held them in place with temporary crossbeams holding the top edges in shape. The hull bottom was kept weighted down on a flat surface during all this to keep things square. I discovered at this point that, because of the intended curvature of the sides at the bow, which had been allowed for, the hull bottom was a little too long and so about 5 mm was trimmed off across the stern. That is one of the problems going from a two dimensional plan to a three dimensional model; but only a minor problem.

Note: I used thin plywood, but balsa could be used in much the same way though I would recommend using 1/2" (12 mm) thick sheet for the hull bottom, with say, 3 mm sheet for the sides, transom etc. These articles are guides to the newcomer; you may even want to build a static waterline model and good quality card could be used. What I am doing is recounting how I built my model.

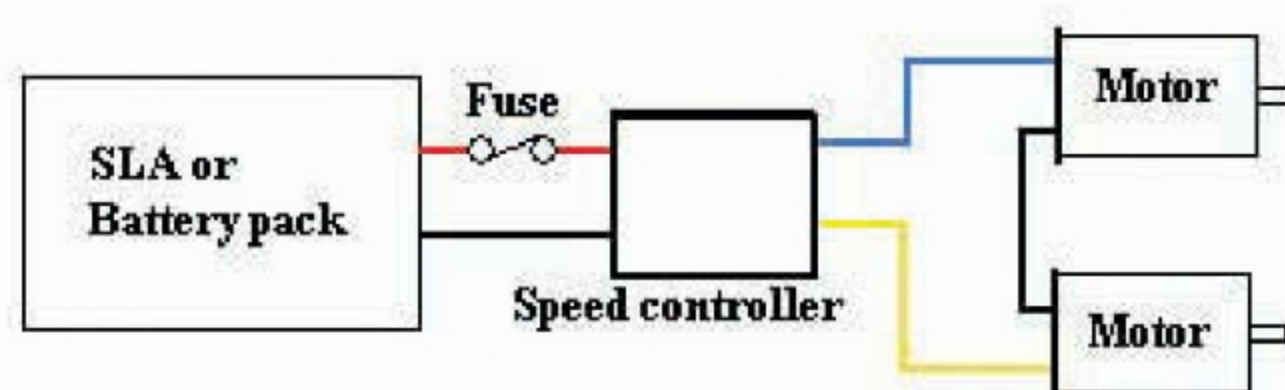
The transom was cut to shape and glued in place. A small block of scrap wood was fitted at the foot of the stem, cut and sanded to fit between the forward bottom corners of the hull sides (see plan) to help strengthen this area. This block also allowed me to use two small screws and washers to pull the hull sides in at the bow for a dry fit. When satisfied all was well the screws were released, plenty of adhesive applied, and then the sides screwed back to the block. When the glue has fully set the screws can be removed and replaced with adhesive coated treenails (cocktail sticks) sanded and filled if necessary. A short crossbeam was cut and fitted across at deck level, just visible in one of the photos, to force the sides out a little

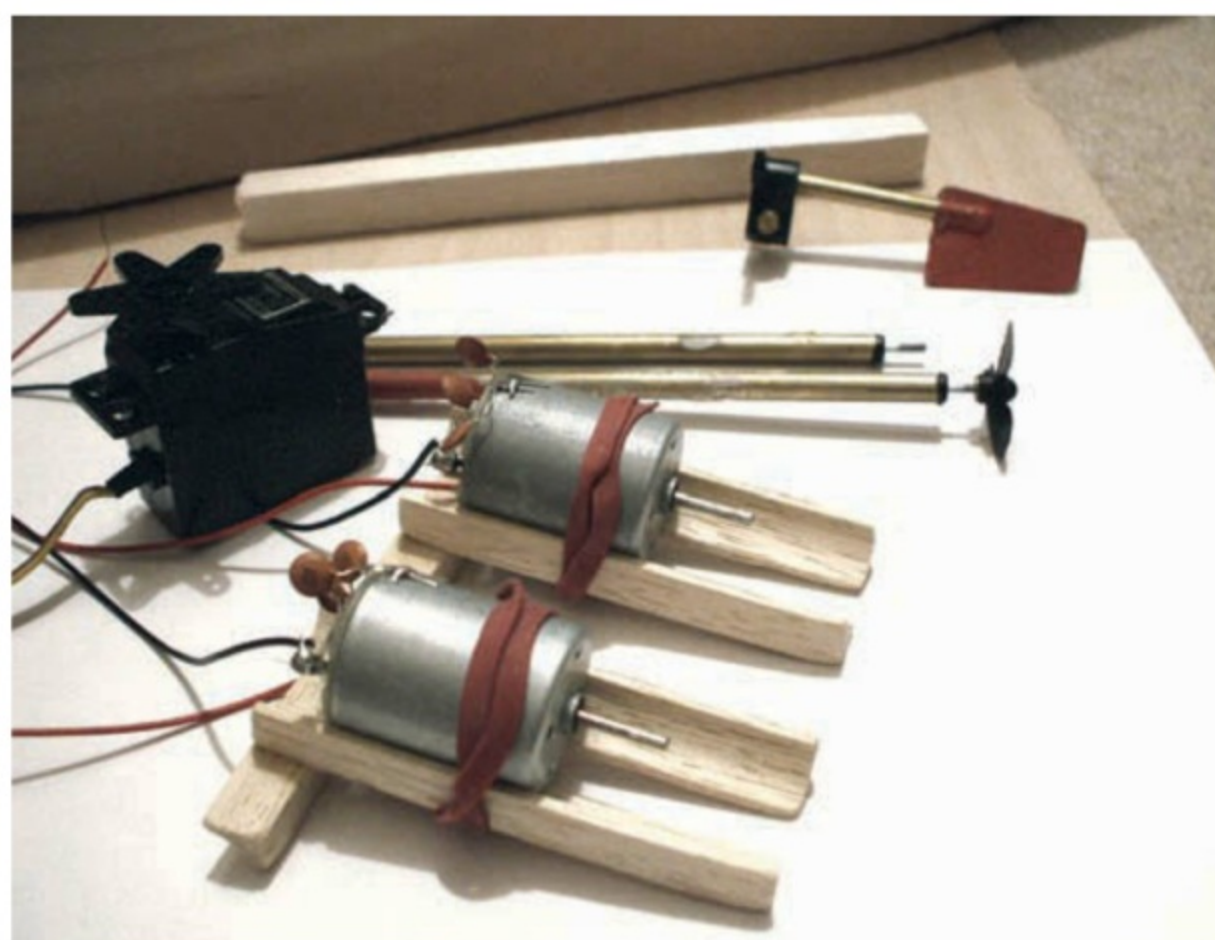
and then the triangular shaped stem cut out and fitted. Once secure, filler was applied to reinforce all the joints throughout the hull.

Note: The shape of the transom and stem piece are not shown on the plan. It is probably better to cut both a little oversize and glue in place, add any support fillets and/or filler and then trim to the correct fit.

HARDWARE

Before fitting the deck it is generally suggested that the motors, shaft tubes etc. are installed. Again we have options, the easiest being single motor, prop and rudder but there is room for twin motors and props so I took that path. I had a couple of 385 size motors, already wired and suppressed, but no motor mounts so the remnants of the beading mentioned above were pressed into service. The concave section was an almost perfect fit for the motor casing (see photo). The rubber bands would be replaced by cable-ties, but first was a dry fit of everything. Slots were cut in the hull bottom, shown on the plan, to a push fit for the prop tubes and the prop shaft connected to the motor output shaft with a simple plastic tube coupling (domestic wiring insulation). By judicious filing out of the slot and/or wedging up the motor mount assembly a



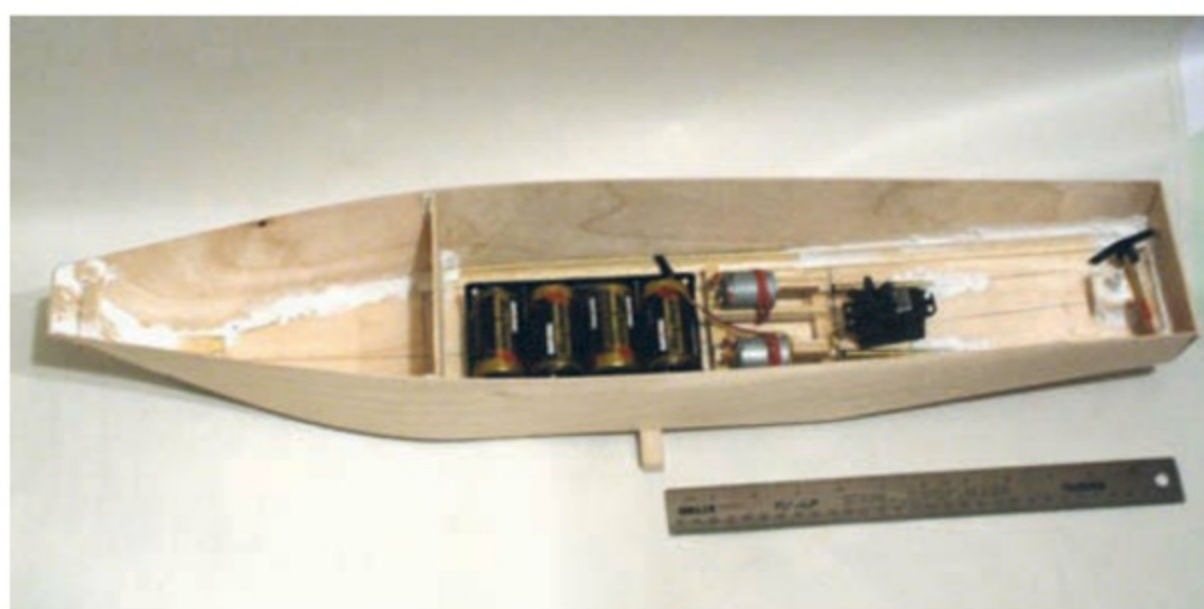


Twin motor mount being fabricated. Twin shafts, rudder (commercial) and its servo in the background

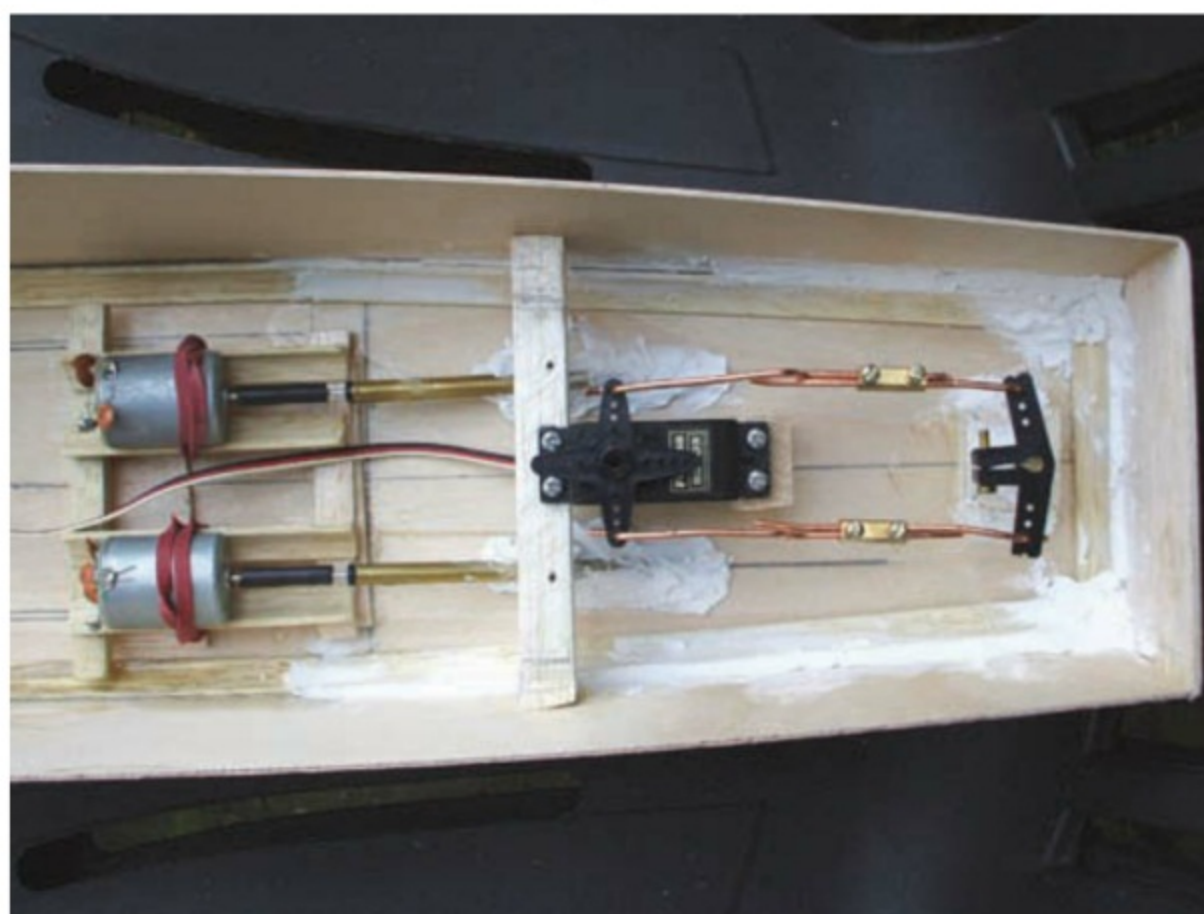
straight driveline is aimed for, making sure the prop does not foul the underside of the hull! Repeat for the second motor etc. Also at this time I sorted out the rudder controls. A small block of wood was glued on the centreline aft and a hole drilled through to take the rudder shaft tube. The block supports this tube and increases the strength and water tightness at this point. The top of the shaft should be well above the waterline! With the twin shaft arrangement the servo can be fitted on the centreline, supported by scrap blocks and/or a crossbeam. Using a double tiller arm allows a push-pull configuration for the control rods. I make my rods in two sections, overlapping in length and secured by a 'stripped out' electrical connector. This connector is one extra thing to check before sailing but I find it much easier to set up, rather than trying to produce two identical push rods. The plan and photos should help here. (There are commercial solutions). If simply fitting a single shaft arrangement one of the many low drain 540 motors should suffice.



Slots cut in hull bottom and one shaft being lined up. Rudder tube and support block glued in place



With most of the major weight aboard the hull balances on a narrow section of wood amidships



Rudder servo mounted with push/pull linkage. Motor to shaft couplings upgraded to commercial items (see text)

Selecting the battery power can be a minefield for the newcomer with an ever-increasing number of high tech battery packs and chargers on the market. If this is your first attempt, a simple and initially inexpensive option is a dry cell holder and four 'D' cells. This will get you going and if you get hooked you can upgrade to a rechargeable SLA (sealed lead acid gel cell) or one of the NiCad type battery packs or similar. Whichever option you go for the general rule with securing your battery is to use some temporary means, Blu-Tack or similar, until your on the water trim is sorted out and all weights have been added. Then secure permanently, i.e. build a box around it whilst in its final position (still allowing it to be removed of course!)

Wiring motors in series reduces the voltage and current per motor, wiring in parallel will increase the current taken and you should check speed controller rating, fuses etc.

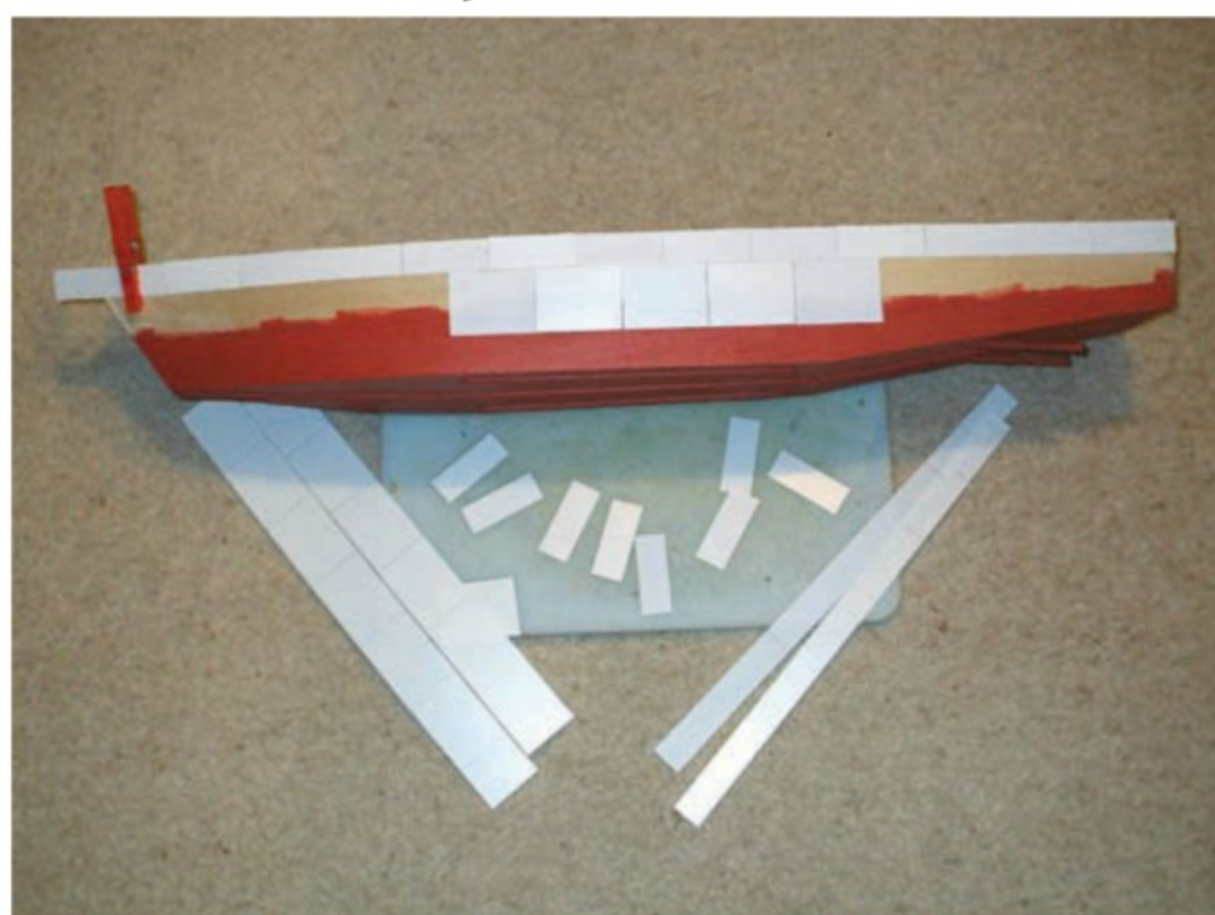
ARMOUR PLATING

For this rather attacking role these boats had their hull and bridge armour plated. A picture I have of one of these craft (LCS(L) 257) distinctly shows the plating along the hull and I wanted to replicate this. This section is optional and can be omitted for an easier build.

I had purchased some 0.25 and 0.5 styrene sheets and these were cut into suitable lengths and then into individual 'plates'. So that the butt joints would not disappear completely under the paint I cut some narrow upper plates from the thicker material and some of the larger lower plates from the 0.25 sheet. There were even some larger plates cut from some scrap 0.75 sheets. An evening was spent with a good contact adhesive sticking the plates on in a random pattern. Random in thickness that is, not in size! Where the plates come together at the corners of the bow section and transom I ran Plastic Weld along the joints. This magic solvent welds styrene joints to become one and as strong as the sheet itself (use it sparingly; it can seriously melt the sheet). I also ran some solvent along many of the joints between the hull side plating



Starting to paint the hull. Keels are optional. Choice of one or two shafts. Rudder mandatory!



Styrene sheet armour plating, cut out and glued in place

(edge to edge joints) to generally strengthen the whole hull (Plastic Weld does not fill gaps). The intention was that after rubbing down and painting, the joint edges would merge but never disappear altogether. I will have to wait and see what the end result is!

SUPERSTRUCTURE?

You will already have seen the photos, there is very little in the way of a superstructure. There is the bridge, or conning position, basically an armoured box, the turret and its base and a couple of



Styrene sheet also used to construct the bridge and turret with its base



Starting the decking

shields protecting the 20 mm Oerlikons. The rest is deck clutter, various vents, bollards and fairleads, lockers etc. and the sunken well forward for the smoke bomb mortar.

The bridge was built around a balsa block shaped to match the 'footprint' and styrene panels were added, glued to the block, with the vertical joints 'welded' together (see above). The rear panel was a single section with a door opening cut in it, as per plan, and a door, with hinges, latch etc., glued in place, sorry welded in place! The bridge looked a little flimsy so I retrofitted bulkheads around it, inside the armour plating. It would have been easier to build up the bulkheads around the balsa block base, and then add the armour plating around them! (One of the problems of building freelance from scratch). I added a steering position, a rectangular box, with a compass repeater on top and a couple of gauges for engine revs, and the ship's wheel.

The turret was made in a similar fashion though its floor was cut from styrene sheet. With the base and sides welded in place the joints were strengthened with filler before a plastic tube barrel was added and finally the roof was cut to shape, in sections, and welded in place. I left the barrel at a fixed elevation, but made the turret so that it would traverse. The circular base side was styrene sheet wrapped round a former, an aerosol paint can top, and Plastic Weld applied. Be careful, the plastic cap could become part of the base if the solvent spreads! A styrene disc was then welded on top.

There are many other solutions, you may find a plastic tub that fits the bill for the turret base, and you may find a toy tank from which you could utilise the turret. Think outside the box.

DECK

It may seem strange that I went through the building of the turret etc. before this section, but the bridge and gun are separate projects in themselves and can be built and painted long before actual fitting, it is usually easier that way.

Back to the decking, I fitted a section of deck on top of the bulkhead and across the hull. I had decided to deck this model with balsa and because the hull was wider at this point than the standard sheet balsa I ran this bit with the grain across the hull. This gave me a lip under which I would push the securing tongue of the lift-off deck (aft) and a securing point for the mortar well box (forward). The lift-off section of deck was cut out, 75 mm (3") wide, and long enough to go from the after edge of the section of deck just fitted



Decking complete. Smoke bomb mortar pit installed and mahogany rubbing strip fitted around deck edge



Generally all fittings etc. were painted off the model. Those shown on deck are temporary for the photo

right back to the transom. Using this as a guide, two over wide lengths were glued along the hull sides and on to the transom (see photo). Two narrow lengths of balsa were then glued under the side decks for their whole length to provide a shelf about 5 mm wide for the lift-off section to sit on. Scrap balsa was glued to the face of the transom to support the deck aft and take a couple of small screws to hold it down. This and the two shelves are to be coated in Vaseline when on the water.

The mortar well was simply an open top box. Using contact adhesive and a couple of pins this was fixed to the front of the cross section deck and a supporting bracket of balsa glued to the box's front face and down to the hull bottom. Its top edge should be proud of the hull side by the thickness of your deck material. I say 'your deck material', I used 3 mm (1/8th) balsa sheet, you may well still be using the thinner ply used for the hull.

The forecastle was then finished off with more widths of balsa. With the plywood and styrene sheets I had ordered some 2 x 3 mm mahogany strip and this was now glued along the deck edge, both sides, transom and bow, as a rubbing strip (just visible in the completed hull and deck photo). As mentioned above, there are other solutions i.e. a one piece deck with cut outs in the appropriate places. This is how I built my model.

ON WITH THE BUILD

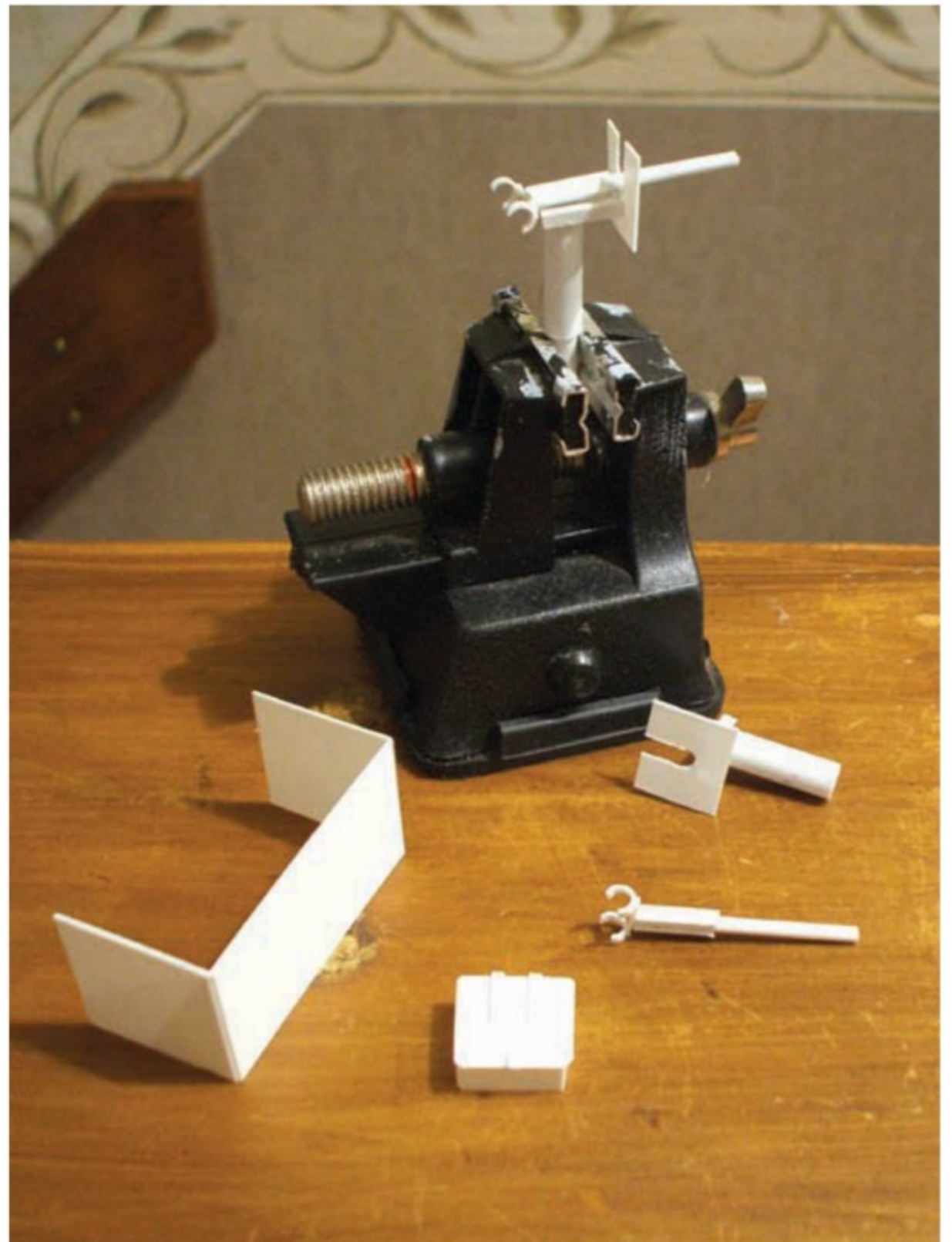
A lot of the items visible on deck are what we term fittings, and because we are building to a specific scale, 1/48th, many of these are available commercially, from model shops, at shows or by mail order. Many are quite easy to make yourself; lockers (either the cupboard type or trunk type) are readily constructed using styrene sheet or card. Deck hatches are similar, squares or circles of thick card or plastic with thin card hinges.

Cowl vents I always buy in, but swan neck tank vents are easily

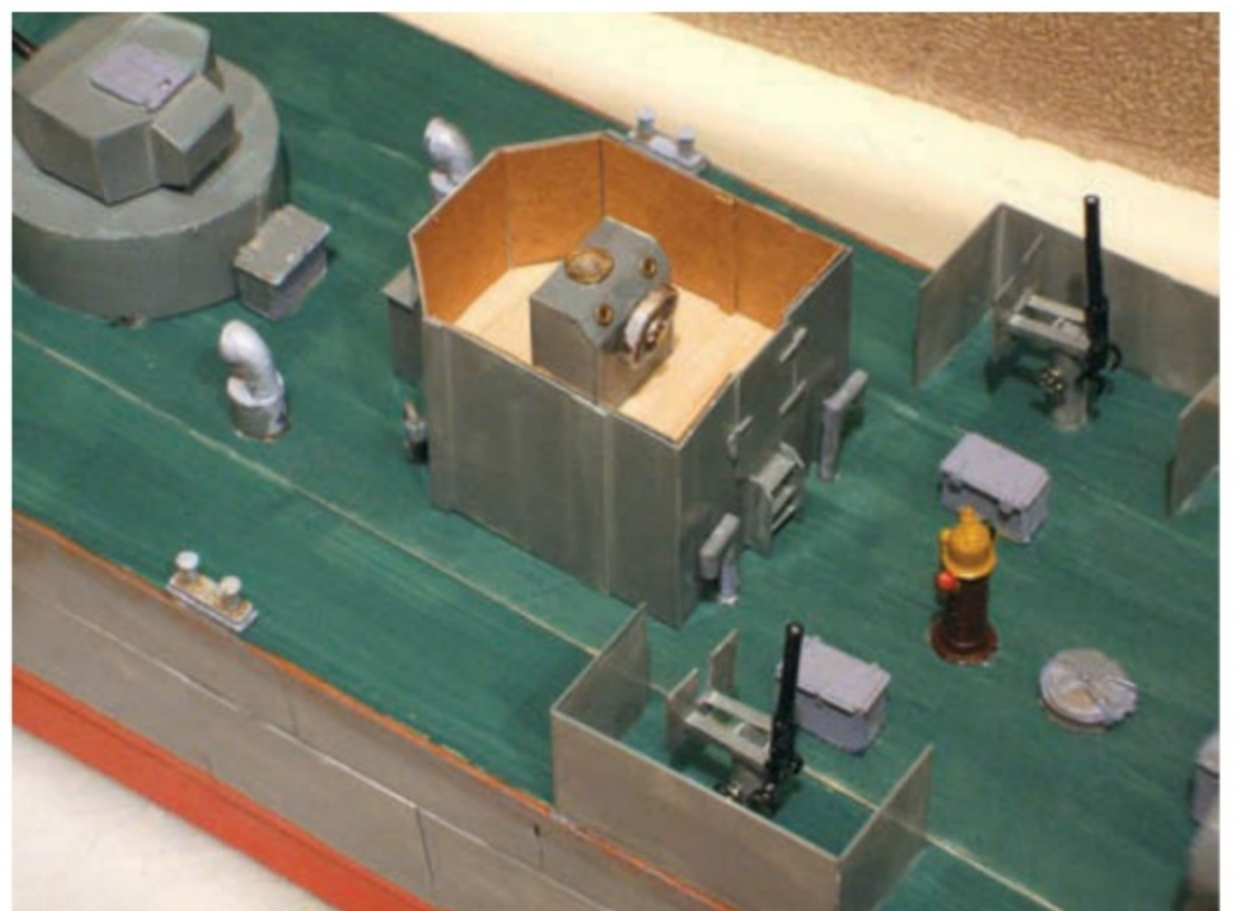


made from domestic electrical wire (the solid drawn version), The wire is stripped and bent to shape with small lengths of insulation slid back on at deck level, with maybe a small washer, and at the upper end where it bends over and terminates.

Several fittings around the bridge and after deck just add a bit of clutter to your model at not much expense. I made the 20 mm cannons though they are readily available commercially, as are the crew (mine are on passage routine, not action stations).



The two 20 mm cannons being made up, one armoured shield and home made hatch in the foreground



Some midship detail. Much more could be added, eventually!

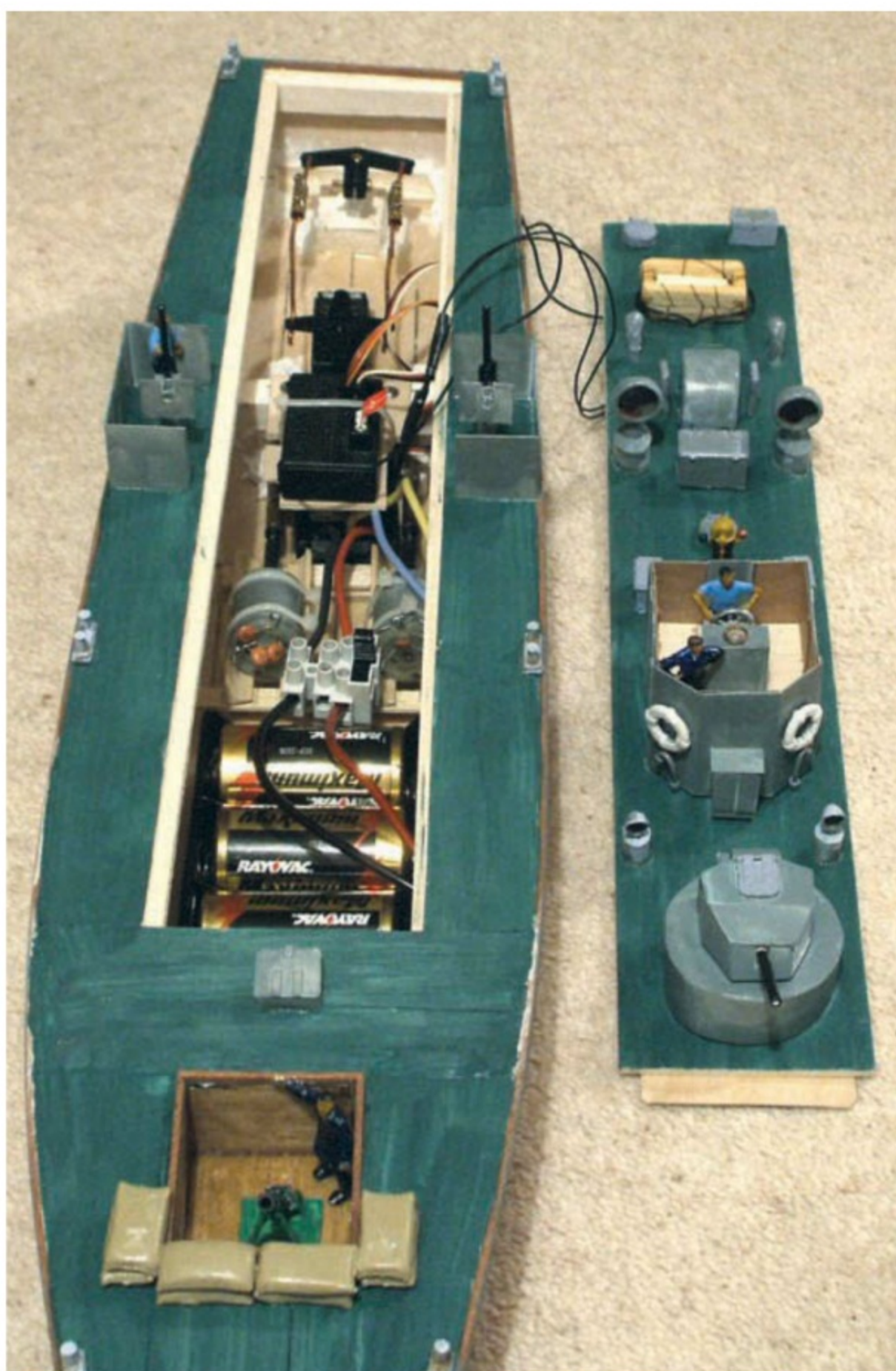
Life belts and life rafts (Carley floats at this period) can be purchased, or made. My life belts were bought, but I made the floats out of scrap balsa with cotton grab lines.

RADIO CONTROL

The waterproof Mtroniks Viper 15 amp ESC (electronic speed controller) fitted in the bilge between the shafts just forward of the rudder servo with the Rx (receiver) on a shelf above it. The Rx aerial was fed up through the deck and around the base of the Carley floats. The two, stacked Carley floats provided a cover for the off/on switch. The lower one was made up without the slatted floor and fitted over the switch. The upper one was made up as normal but its rope work was run through the rope work of the lower float, along one edge, forming a hinge. Vaseline keeps the two together under way, and helps keep any moisture out.



A small off/on slide switch is fitted inside the lower Carley float (the dummy under construction)



A bit of a squeeze, but everything needed is in there!

COMPLETING THE BUILD

The pennant number in my 'library' shot is as follows: LCS(L)257. Rather complicated, I leave it up to you (painted on the hull in white).

The finish is generally directly proportional to the effort put in, but these are not 'museum' standard and a couple each of undercoat, topcoat and varnish should give the hull a certain watertight integrity, just double check on your first outings. I also varnished the inside of my hull.

ON THE WATER

The model was pretty stable, for a relatively small boat, and I needed no extra ballast over and above the four 'D' cell batteries.

PLANS AND RESOURCES

A plan, from the John Lambert range, is available via this magazine. John's plans are very detailed but do not contain any construction particulars. I have avoided using the plan so as not to put off the newcomer with too much information! My plan shows the items I fitted, but as with any RN vessel of this period there is much more that could be included.

You can of course build the basic hull described here and get it on the water, adding the 'stick-on' details later. Plan MAR2256 (Fairmile H), visit www.traplet.com or Tel: 01684 588599.

My plywood, styrene sheets, mahogany strip, prop, shaft and tube assemblies were mail order from advertisers in MMI. **MMI**



Coiled ropes, scrambling nets and guardrails and stanchions could be fitted



On the water

THAMES LIGHTER

THE BUILD OF A 1/24 SCALE THAMES LIGHTER

AUTHOR: **BARRIE GRIFFIN**

Having finished my 'TID' Tug (MMI February 2012) I decided it would be interesting to have a lighter for it to tow. Since my brother and I owned such a craft during our boatyard days, I pretty much had the dimensions in my head, since we had to know the capacity, draft etc. for the various jobs for which we used the barge. This steel lighter had a busy time in our boatyard since we used it for carrying goods and for assisting with the mooring of ships on their arrival in the river.

This was a tricky and sometimes dangerous job: there were no fixed moorings in the river and the ships lay to their own anchors, which meant the chains had to be 'broken' and a swivel fitted so that the top half of the chain could revolve round the bottom half. Not a nice job in a force six!

THE MODEL BUILD

I drew a plan with an eye to simplicity, so the only aspect of the barge, which is not completely correct, is the lack of sheer in the central part of the hull. I felt that this would not really detract from

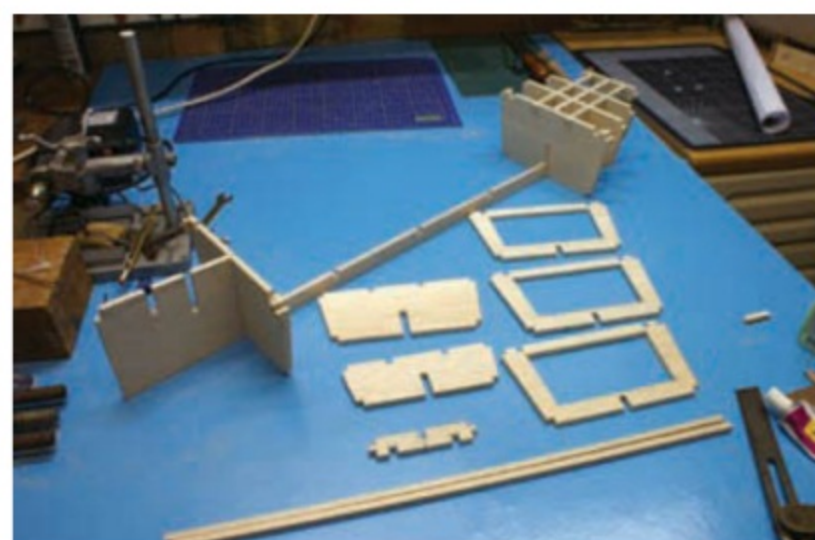
the look of the craft and would simplify the build.

I used my usual method of a central spine/keel and formers/bulkheads, similar to the fuselage of a model aircraft: I then covered it with 1/32 ply.

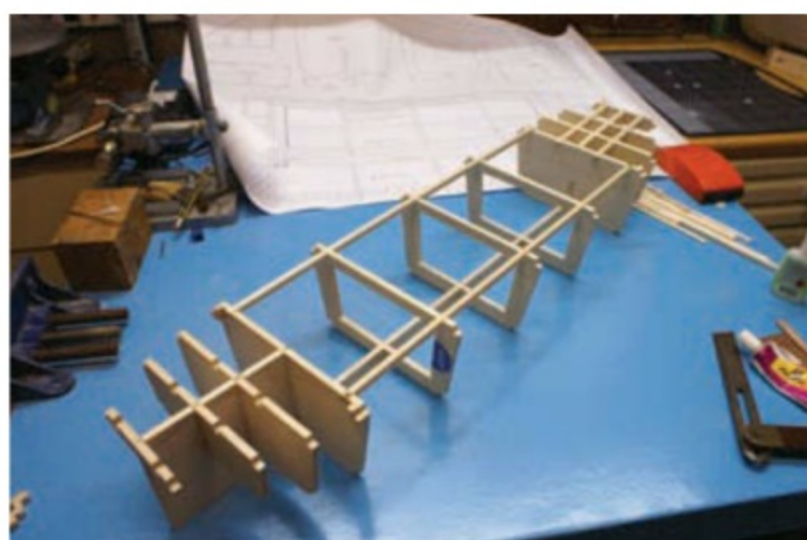
As usual, I started by marking out some 6 mm balsa for the keel section and frames. Since they are all straight lines, I did the marking out by measurement from the plan, instead of going to the trouble of tracing them out.

There are eleven frames: sounds a lot but since they are all straight lines they do not take long. The extra number of frames at either end make it much easier to form the curves of the hull for'ard and aft.

All except the three central frames can be slotted in and glued, then the three central ones; then the carlins can be loose fitted and the hull checked for straightness. Next all can be glued up. I pinned a length of 6 mm square balsa strip down the centreline to keep the hull straight. Incidentally, I used aliphatic resin glue, which I find to be very good.



Frames cut and ready for fitting



Start of framing up



Frames ready for skinning



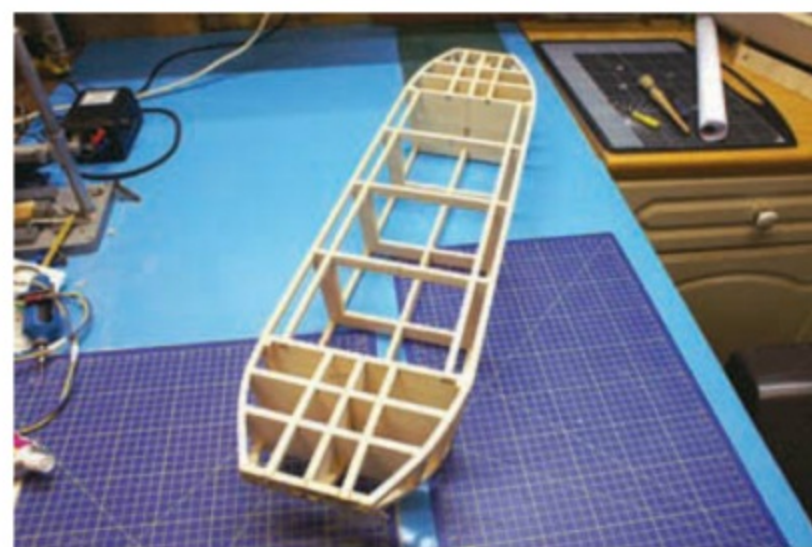
Lighter being towed by the TID Tug



Aft end showing fixed rudder



Fore end part finished



Top view of frames

STRINGERS

I could then fit the stringers, the central part being straight; these were simple lengths of 6 mm square balsa. The end stringers were 3 mm by 6 mm, doubled. I fitted pieces of 6 mm square balsa to the fore side of frame 4 and the aft side of frame 8 so that the fore and aft stringers could be fitted separately. Remember to shape the slots in the frames to the shape of the hull before fitting the stringers.

When all was glued up, I could fit the panels, fitting the main side panels separately from the fore and aft panels since the latter have some curve in them and are better fixed on their own.

With all hull panels fitted I cut strips of 1/32 ply 7/8" wide for the coamings. To support them I fitted small pieces of 2 mm square hardwood in the corners and some 1.5 mm by 2 mm strip along the top edges.

DECK FITTINGS

These are few, six bollards, the four side ones made from 8 mm dowel and brass wire, the central ones from 9 mm dowel and brass wire. The hatch on the foredeck is made from 1/4" hardwood, the hatch top from 1/32 ply, the hinges from 1/32 ply and alloy tube,

the hinge straps from 1/32 ply and chrome pins for the bolts.

The floorboards are 5/16 strips of 1/16 ply.

PAINTING

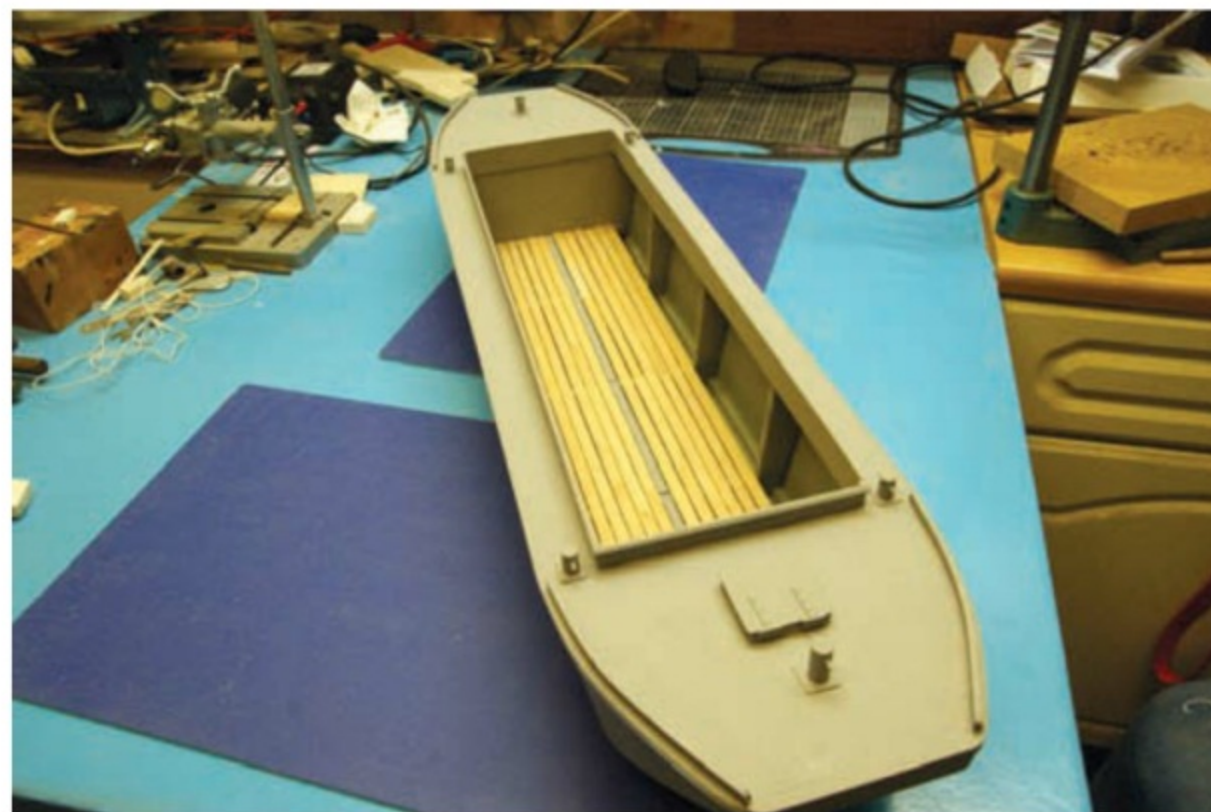
The whole was rubbed down and painted first with Halfords spray grey primer – you could use Spectrum grey primer if your model shop has it – followed by Tamiya acrylic Flat Red up to the waterline and Tamiya Sky Grey everywhere else except the floorboards which I left unpainted. There are Humbrol paints that will do the job if your model shop does not have Tamiya. Black for the topsides or even a dark rusty brown might well be more authentic. I think ours was mainly rust!

This is a load carrying craft so you will need to ballast it to get close to the waterline. The scale is 1/24 like my TID Tug so it is not hard to work out that the real thing could carry 70-80 tons fully loaded. For towing I used a 'bridle' or loop of rope attached to the two fore and side bollards, with a single line then attached to the tug. The fixed rudder keeps it quite straight when towing.

Off to the lake, attached to the tug, ballasted with several pounds of lead and I found it towed nice and straight, as it should. **MMI**



Side view of completed and painted Lighter

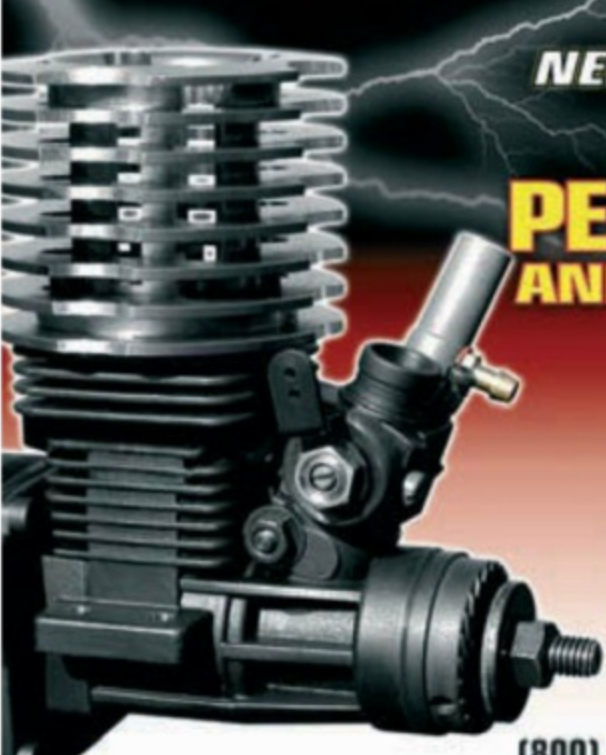


Inside view showing the bottom of the hold



On the water sea trials

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LUFTWAFFE FLIGHT OPS LAUNCH FL. B 426 'SEEFALKE'

CHRIS KOENIG PROVIDES A HISTORY OF THE FL. B AND THE BUILD OF HIS MODEL

AUTHOR: CHRIS KOENIG

In order to carry personnel, pick up downed air crew or tow around seaplanes, German Luftwaffe ordered a mosquito fleet of so called flight operations boats and launches shortly before the outbreak of WWII. MMI featured Fl. B 5505 in the fall of 2008; here I try to complete the Fl. B-range by adding a '4-series' boat.

The wheelhouse of Fl. B 426 sports many details easy to build



THE DEVELOPMENT OF THE 4-SERIES FLIGHT OPERATIONS LAUNCH

When producing flight ops launches of the 2 and 3-series (in German, these boats were designated Seeteufel II and Seeteufel III, comparable to Sea Devil II and III respectively), Gebrüder Kröger Yacht-und Bootswerft based at Warnemünde, Germany, experimented with enlarging the power plants and changing the layouts. The German Luftwaffe was interested in these new boats and allowed a new class to be formed. While Kröger named them Seeteufel IV (Sea Devil 4-series), the Luftwaffe designated the new boat Flugbetriebsboot Fl. B IV (Flight Operations Launch IV). The craft largely resembled the type III boats: wooden hull and decks, with vertical and horizontal stringers made from steel. The wheelhouse and all superstructures were also steel, while the power plant included two six-cylinder MWM-diesels of the RS 125 SU-type. Both engines received chargers and were rated at 800 hp. Technical data and personal accounts reveal these power plants



allowed for a top speed of up to 32 knots and a surveillance range of 1,500 miles. This is doubtful as official sources published a top speed of 21.5 knots and a range of about 530 miles; definitely more realistic. However, with fuel tanks capable of holding 4,400 litres of diesel fuel, the boats may have covered large areas, if driven at low speeds. Seaworthiness was essential as the engineers thought about operations in the North Sea area. Withstanding a force six (Beaufort) was guaranteed by Kröger.

Differentiation between a 3-series and a 4-series boat was relatively easy as the charger required more air vents installed aft of the mast. Identifying them in pictures is, however, sometimes difficult: their dimensions had been 23.50 metres in length, a beam of 4.50 metres and a draught of 1.30 metres. Her outside appearance resembled earlier types, and her crew consisted of eight men.

A main difference was the armament. The majority of early flight ops launches did not sport any weapons – which you would not necessarily expect on a ferry or auxiliary tugboat anyhow. Luftwaffe asked Kröger yards to think about a gun position for a machine gun, although these usually were not installed in peacetime. By 1932, Rheinmetall-Borsig redesigned the existing machine gun 30 ('MG 30') and came up with the machine guns MG 15 and MG 17, both in 7.92 mm calibre. These weapons were very similar, although the cocking and firing mechanisms differed. MG 15 was a classical weapon, which could be operated manually, while MG 17 could be operated manually or pneumatically, making use of either electricity or compressed air. In addition, the latter could be fed with belted ammo, while the MG 15 gunners relied on drums or double drums containing 75 rounds each. By 1934/35, the mass of craft in existence received the new weapon and thousands of gunners started to practice firing the MG 15. Quite exposed in their battle stations, many craft received a circular gun mount equipped with a small seat, called Drehkranz mit Wiegesitz (Dr. 30). The gunner then mounted the weapon in this special mount and took a seat, thus increasing the accuracy of his weapon. The Luftwaffe was also eager to implement MG 15s with their flight ops launches, but did not make the circular mount mandatory. Instead a light tripod or a single pole could be installed up front or on the aft deck of the boats, to mount the weapon. (You may have built the 1/72 scale e-boat model that Airfix has been selling for decades. This model carries a MG 15 in front of the bridge, as was common practice in 1939/40.) In addition, the crews of the flight ops launches carried a small hold of ammo and infantry weapons, such as the standard carbine Mod 98 k or machine pistols of the Schmeisser or MP40-type.

THE VARIETY OF BOATS IN THE 4-SERIES

Kröger received an initial order, but this did not totally satisfy the crews of the boats. Also the MG 15 on its tripod was not sufficient. As a result the production design of the boats was changed in minor details. By dividing the product line into three batches this allows us to differentiate between them:

Fl. B 401 – 403. 1st series, subtype A. The design resembled Fl. B III (3-series), but incorporated stronger diesel engines. The hut in front of the wheelhouse was raised, as was the case aboard Fl. B III-boats. Aft of the fly bridge two large vents had been installed for the charger, while another small hut was added separately aft of the main superstructure. Up to two Rheinmetall-Borsig MG 15s could be carried utilising a light tripod.

Fl. B 404 – 415. 1st series, subtype B. The hut in front of the wheelhouse was lowered to allow a better view for the helmsman and the lookouts. Two large vents for the Büchi-made charger and a small hut were added aft of the main superstructures. This was changed during the construction and the aft hut was integrated into the main superstructure, thus allowing for more space. Light tripods were often permanently fixed. During the Spanish Civil War three boats of this subtype received additional firepower. One 2 cm Flak C/30 in a naval mount C/30 was given to each boat, and all three assisted Legion Condor and Spanish sea plane operations in the Med. These weapons significantly hindered the operation of the boat and so were declared unsuitable for the craft.



The model sports a grey hull and dark green horizontal surfaces, with a wooden deck aft. To avoid the wood from looking too even, its pieces were dyed in coffee



The arrangement of vents at the aft end of the boat deck is a characteristic of later Seeteufel IV-boats



German Luftwaffe Flight Ops Boat Fl. B 426, as she appeared in 1942-1943 during her Black Sea service



Despite its role as a tug and lifeboat, Fl. B 426 carried a MG 15 machine gun



Searching for downed aircrews was difficult due to the low silhouette of the boat. A flybridge increased the visibility



To gain space needed for the machine gun position, the vents for the Büchi chargers had to be redesigned

FI. B 416 – 442. 2nd series, subtype B. The final production series had a stretched superstructure and a weapon position installed aft. A circular mount Drehkranz mit Wiegesitz (Dr. 30) was incorporated to mount a single MG 15. To avoid vents obscuring the machine gun, both charger vents were replaced by a single (slightly enlarged) vent.

When WWII started the Luftwaffe had already received FI. B 401 to 427. German Luftwaffe High Command was so pleased with the launch's performance; they instantly ordered another 100 to be built! However, by 1940 the order was reduced. When production ceased in 1941/42 only 14 additional craft joined those that existed in September 1939. The production batches had been FI. B 401 - 417 (1936/39), FI. B 418 - 427 (1939/40), FI. B 428 - 439 (1940/41), while the rest appeared in 1941/42. Enemy aircraft posed such a threat to the launches that MG 81 and MG 81 Z twin barrelled machine guns were added for additional protection. Even MG 151/20 in tripple mounts could be installed.



Crew aboard FI. B 426 in 1943, possibly at Constanza, Black Sea



Luftwaffe Flight Ops Launch FI. B 426 at Constanza, summer of 1943

THE HISTORY OF FL. B 426

The launch I opted to model was FI. B 426, which entered service shortly after the start of WWII. Although names were not common for these vessels, FI. B 426 was named Seefalke and was used by Seenotbereichskommando III (SNB III, or lifeboat commando III). Based at Wilhelmshaven, Germany, the boat transferred into the operational area of Seenotführer der Luftflotte 3 within SNB II (commanding officer in charge for lifeboats within 3rd Air Force), based at Cherbourg in July 1940. By 25th February 1941, the boat left the English Channel to add strength to a similar command in Sicily, called Seenotzentrale (Luft). German records indicate that other boats, such as FI. B 405 and 430 (previous port: Boulogne sur Mer) and the fast motor launches FI. A 302 and 303 (previous port: Parow) had also been sent there.

By April 1941 FI. B 426 arrived in the Italian port of La Spezia, and later that month sailed for Civitavecchia. To avoid friendly fire, the German craft received a colourful special marking: diagonal red and white stripes. This had been common practice with Italian boats and was adapted by all Axis craft, instead of displaying a swastika. These stripes add to the appearance of the boat, which made me decide to build the boat in this livery. After the defeat of DAK Deutsches Afrika Korps, the boats were hastily reorganised and left X. Fliegerkorps. By July 1941 FI. B 426 arrived at Athens and, shortly after, travelled on to the Black Sea. Bulgarian waters became her new haven, with Constanca serving as an operational base between 1941 and 1944. The defeat of the German Wehrmacht and the advance of Russian forces resulted in many local movements, and Bulgaria decided to join the fight against Germany. FI. B 426 was confiscated by local forces on 27th August 1944, and is thought to have been used subsequently by a Bulgarian crew out of Varna, but this is not established.



R/C access is easy: the main superstructure may be remove



The rear side of the wheelhouse had two windows, which could be opened to ease communication between helmsman and spotters

BUILDING THE MODEL OF FL. B 426

This model also uses a GRP hull made by Peter Torz (www.modellbau-liegau.de/). When talking with Peter he indicated that a GRP deck would be available that would possibly shorten the construction time. I chose this deck but was amazed when I weighed both the hull and the deck. While the hull was only 286.10 grammes, the deck weighed almost 268.20 grammes! To keep the model's weight and centre of mass as low as possible, the deck simply was too heavy. Instead I used its shape to cut a fairly thin and lightweight version from spruce, which was glued in place. Once more the famous book 'Die Schiffe und Boote der Deutschen Seeflieger 1912-1976' (Jung, Wenzel, Abendroth, Motorbuch Verlag, 1976) became my primary source for designing the model. As had been the case with Flusi 'Krischan der Grosse', Fl. B 5505 and 308, the book provides the principle layouts, which can easily



Cut from 0.5 cm plywood, two frames support the main deck



Twin shafts are glued in place after alignment with aft frame



Since the original GRP hull came without any sheer rails, these had to be built from balsa



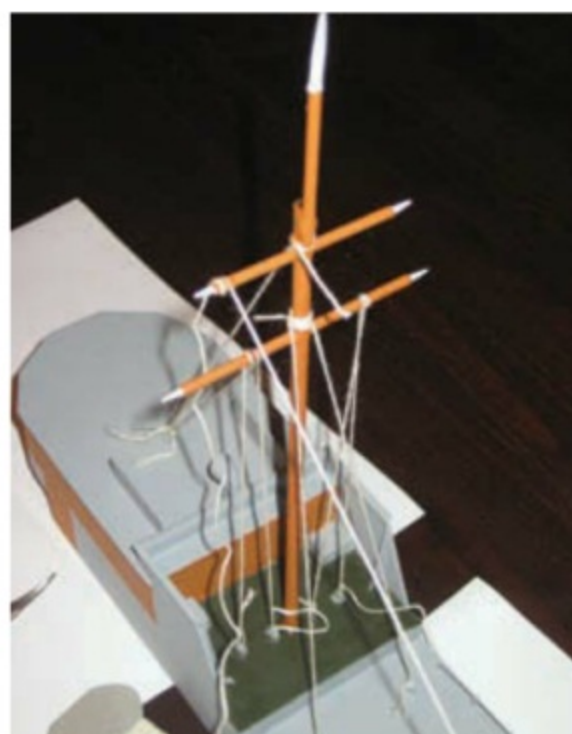
Main superstructures are assembled and await a layer of Glasurit filler before the final paint job is applied



In Med and Black Sea operations, axis craft utilised red and white stripes to avoid friendly fire. In this case, the pattern has been printed on paper, cut to shape and glued to the forward hut



When the paint has dried, antennas and shrouds are added



If producing tiny knots is not your top skill, use superglue



After applying Glasurit filler, usually used in automotive body shops, grey spray paint was used for vertical surfaces



Old pictures revealed the boat sported a falcon's head as personal insignia during the Black Sea service

be enlarged. Plans were then drawn and the parts cut out from ply and balsa. The forward hut is attached to the deck while both the main superstructure and the aft hut may be removed to access twin Graupner Speed 400-engines and batteries. Most of the details are built from scratch, although a few items have been obtained to shorten the construction time. A three layer paint job was accompanied by homemade decals for stencils, numbers, windows, national insignia etc. In the end a final application of a matt clear coat finished the job.

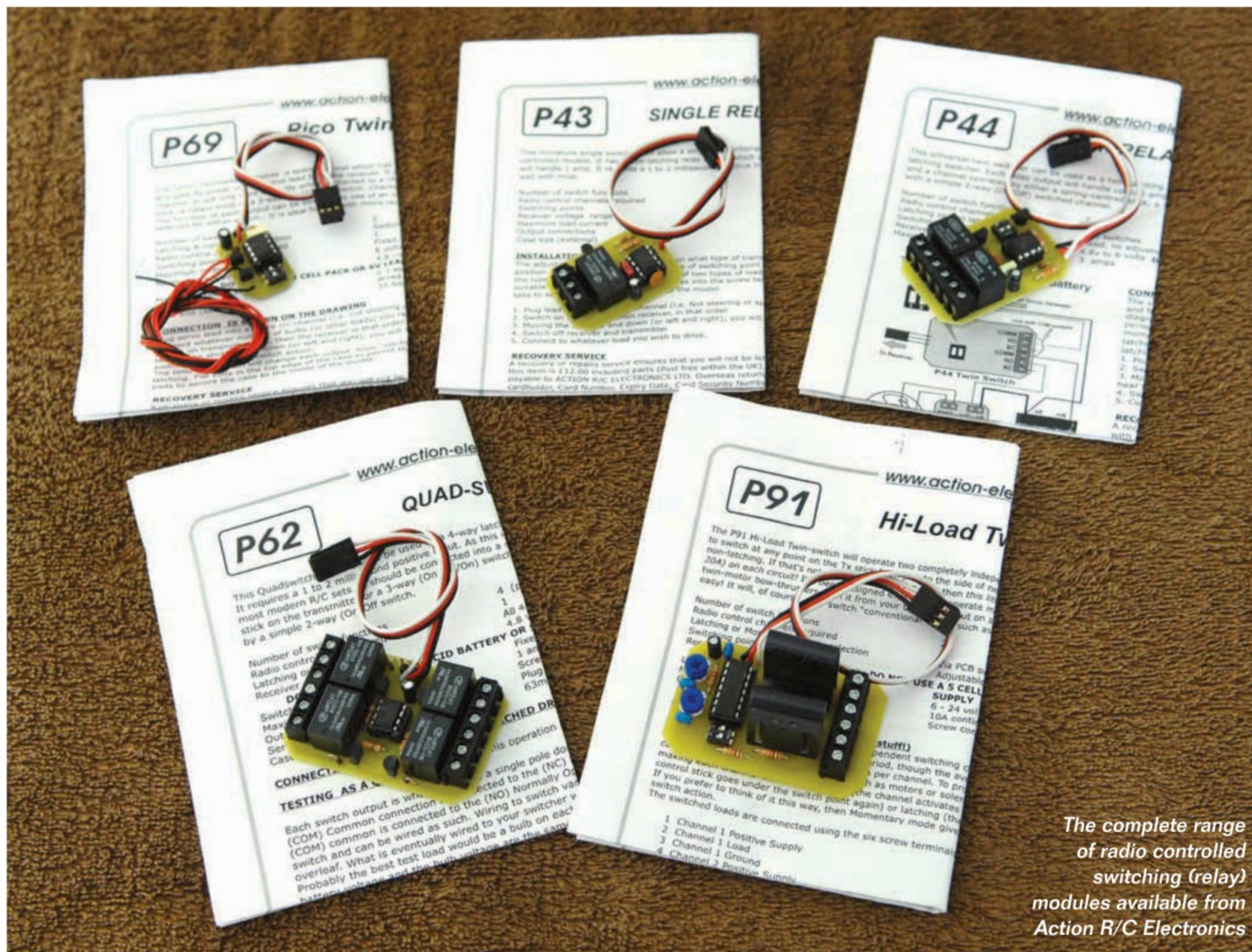
Any questions? Email me: Christian.Koenig@BTC-Europe.com
MMI



ENLIST IN THE R/C RELAY TEAM

AUTHOR: STEVE DEAN

STEVE RETIRES TO THE SECRET HEATED ELECTRONICS DUNGEON (SHED) TO TAKE A DETAILED LOOK AT RADIO CONTROLLED SWITCHING (RELAY) MODULES



The complete range of radio controlled switching (relay) modules available from Action R/C Electronics

Many models now have a host of working features including navigation, cabin and deck lights, smoke generators, water pumps for fire monitors and even deployable anchors. The possibilities are only limited by the prototype and the modeller's imagination. Some of these functions are often activated by a slide or toggle switch before the model sets sail, whilst others are triggered by a cam on a servo operating a micro-switch. Wouldn't it be rather impressive if all these functions could be turned on and off via radio control without a servo in sight; even more so if this could be achieved without going into credit card meltdown by investing in the latest 16-channel wibang R/C system? If this idea appeals to your fiscally challenged marine activities then read on.

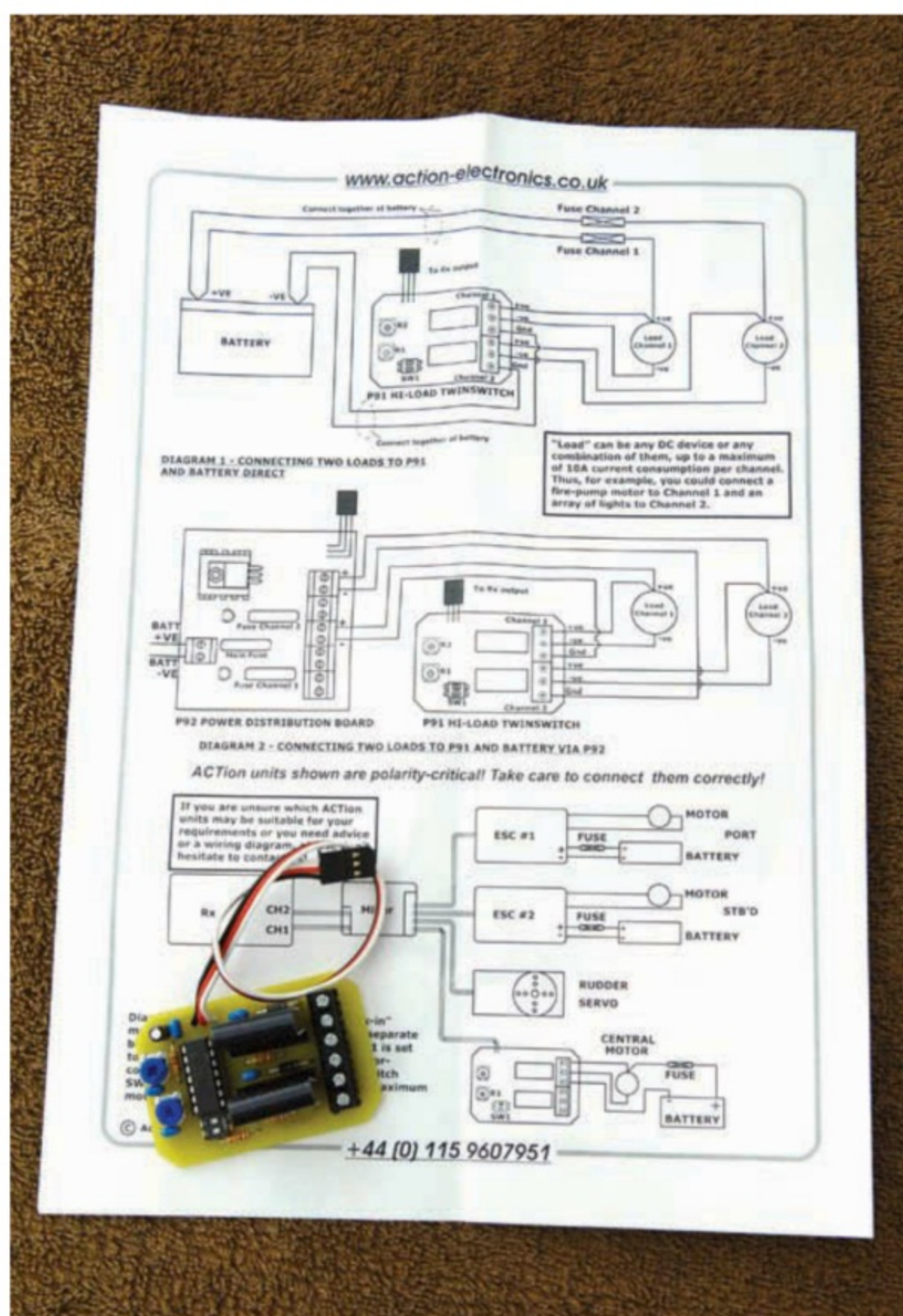
UNDERSTANDING THE BASICS

Before getting into the technical detail of the products being looked at in this article it is worth clarifying the terminology used to describe them. Some people call these products Radio Controlled Switches and others use the phrase Radio Controlled Relays. Both

descriptions mean the same thing, however it should be noted that some of the products in this review are entirely solid-state and do not use a mechanical relay.

The other terminology used is Latching and Non-Latching. In Latching mode a movement of the transmitter stick will turn the relay ON, the stick can then be returned to its central position and the relay will remain ON. A further movement of the stick will be required to turn the relay OFF. In Non-Latching mode (also referred to as 'momentary' operation) a movement of the stick will turn the relay ON but it will only remain ON whilst the stick is held in this position. Releasing the stick back to its central position will turn the relay OFF.

It is also worth noting that some of the products tested that feature more than one relay operate in a different manner. For example the Technobots Double Switch activates both of the relays with one stick movement, whereas Action R/C Electronics' Universal Twin Relay provides independent control of each relay. Therefore it is important to make sure that the product you use is suitable for your application.



The P91 Hi-Load Twin Switch with some of the application diagrams that are provided with the instructions

LET'S GET SWITCHING WITH ACTION

As 'A' comes first in the alphabet we'll begin with the products from Action R/C Electronics and then look at the variants available from Technobots.

First in the Action range is the Single Relay (P43). This is a simple non-latching device that can switch a maximum load of 1 amp. Movement of the transmitter stick will turn the relay ON and releasing the stick will turn the relay OFF. This is ideal for the momentary turning on of some lights or for triggering a sound unit that has a single sound, i.e. a horn. It is NOT suitable for activating a pump, as this is highly likely to have a current consumption greater than 1 amp.

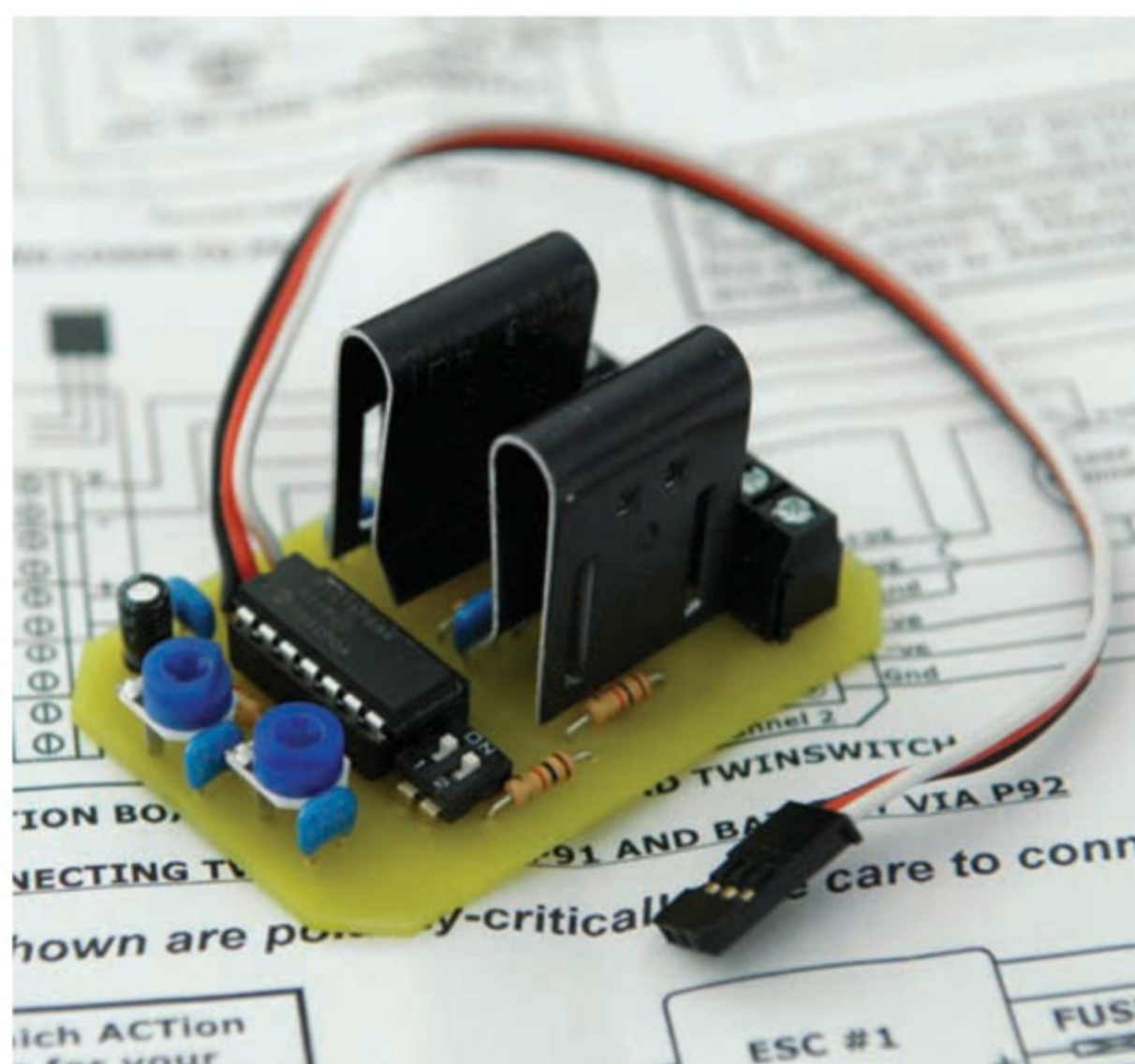
Next in line is the Universal Twin Relay (P44). This product as the name implies provides two relays, however both of the relays can be independently set for latching or non-latching operation. In addition each of the relays can be operated separately from one proportional transmitter channel. Movement of the transmitter stick to the right switches one of the relays and movement of the stick to the left operates the other relay. This is very useful because it enables you to turn either relay ON or OFF in any order you like. Each set of relay contacts is rated at 3 amps thus making the unit capable of operating small motors and some smoke generators.

We then come to the Quadswitch (P62). This product only operates in latching mode, however it features four independently controllable relays each rated at 1 amp. The Quadswitch is very clever in its operation. A quick, single blip of the transmitter stick in one direction turns the first relay ON and a single blip in the other direction turns it OFF. As you have no doubt guessed, two blips operates the second relay, three the third and four the fourth. In this manner you can turn any relay ON or OFF in any order you like! This means that even with a low cost 3-channel transmitter/receiver

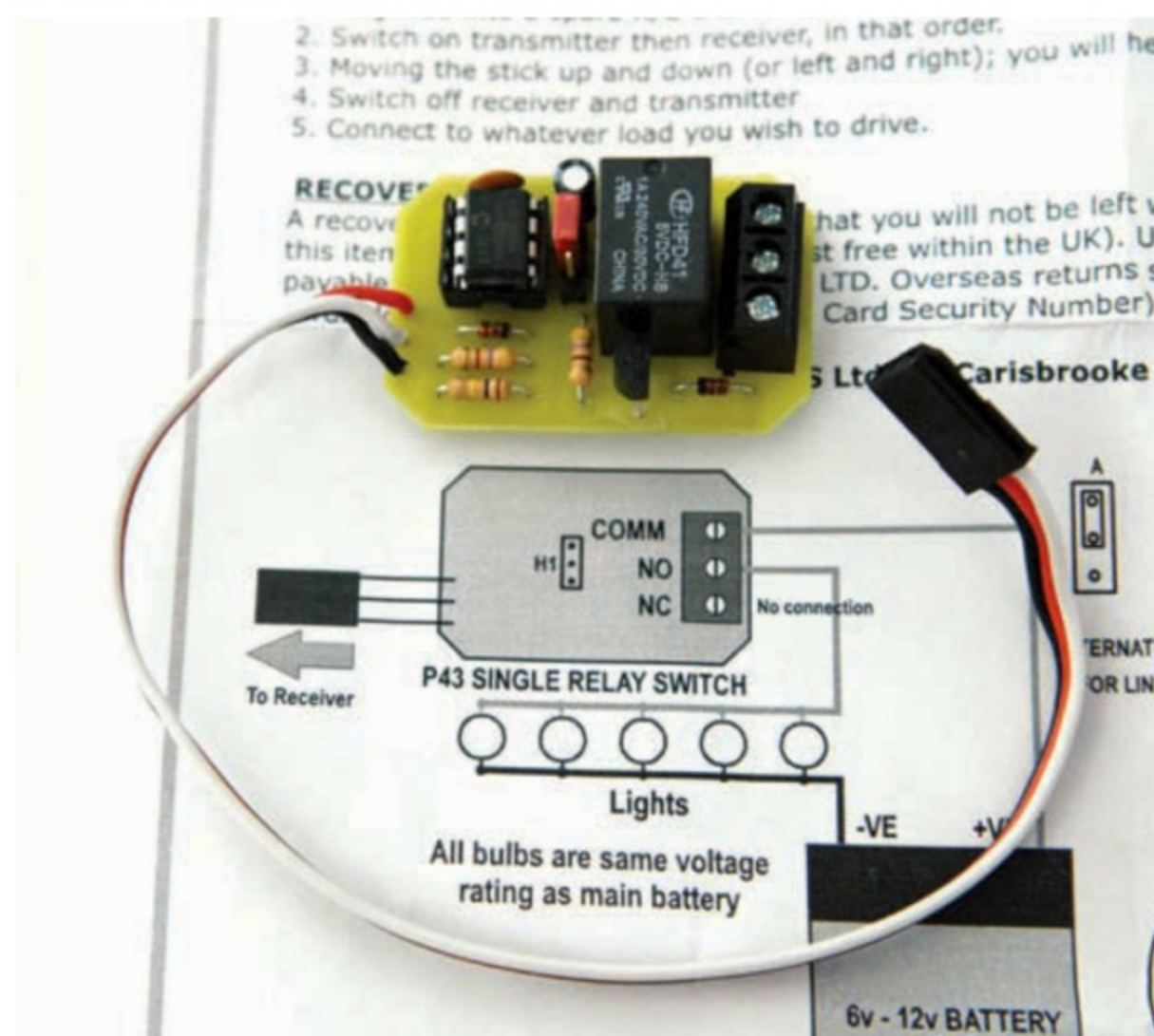
you can use one channel for throttle, another channel for rudder and the third channel can be used to switch four functions in the model. Just keep in mind that the maximum current consumption on each of the relays must not exceed 1 amp.

The Pico Twin Switch (P69) is a very small circuit board and uses solid-state switching instead of relays. It provides two switched functions from a single radio control channel with either being selectable for latching or non-latching. The maximum current loading is 0.3 amp (300 mA) for each function. This may not appear to be a very high current rating but is sufficient to switch up to ten LED's. Due to this unit's small size it is ideal for small models or use in confined spaces.

The final unit in the Action range is the Hi-Load Twin Switch (P91). This is the 'big daddy' of the family and features two completely independent solid-state circuits operating from one R/C channel. Each circuit can handle a continuous load of 10 amps. Both circuits are selectable for latching or non-latching operation and in addition there are potentiometers on the circuit board that enable adjustment of the switching point relative to the transmitter stick position. With its high current rating this



Close-up of the P91 showing the cooling fins attached to the 10 amp switching transistors



The P43 Single Relay Switch is ideal activating a single function, i.e. lights or a simple sound module

module is ideal for operating pumps for fire-monitors, current hungry smoke generators and bow-thrusters. Another interesting application is with high-speed models such as a Motor Torpedo Boat (MTB) with three motors/propellers. The two outside motors could be run from an Electronic Speed Controller (ESC) in the usual manner and a Y-lead connected to a P91 with the potentiometer set for around 75% of throttle stick movement. The boat would accelerate away as per normal until you pushed the throttle stick up past the three-quarter position and then the third motor would 'kick-in'. This could provide an exhilarating way to liven up dull Sunday mornings at the lake!

As usual with Action R/C Electronics all of the modules are supplied with detailed instructions that contain connection diagrams and application notes.

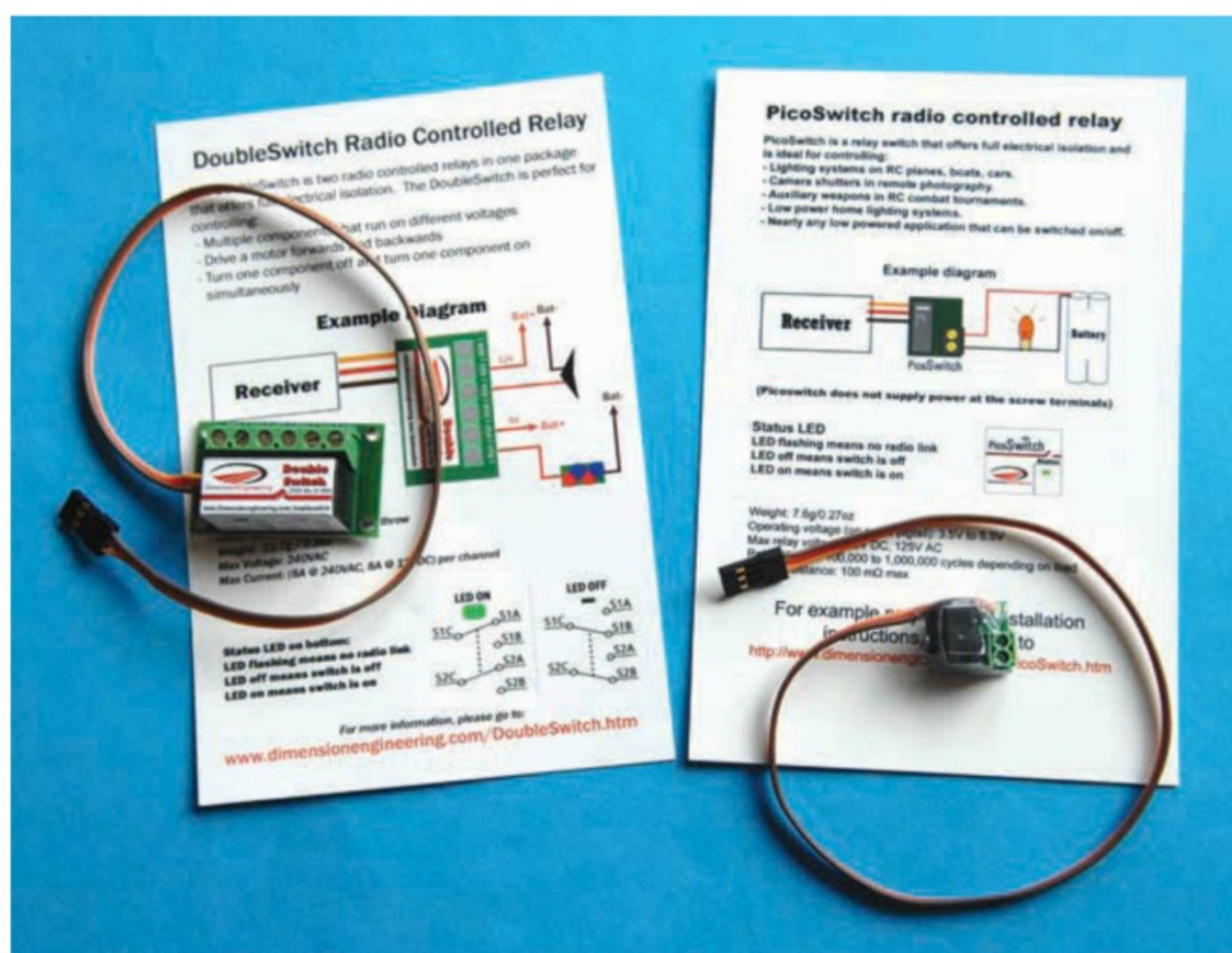
GETTING TECHNICAL WITH TECHNOBOTS

Technobots is predominately an online business with a very extensive website. They describe themselves as 'The Electronic and Mechanical Components Superstore' and with over 8,100 products available for online ordering this seems a fitting description. There is much to interest the model boater in their huge product range including a new programmable engine sound system but this article is about radio controlled switching (relay) modules, therefore we'll have a look at the four products that meet our requirements. Three of the products are manufactured by Dimension Engineering for whom Technobots are the UK distributor and the fourth product, Dual R/C Relay, is a relatively new introduction designed and manufactured by Technobots in the UK.

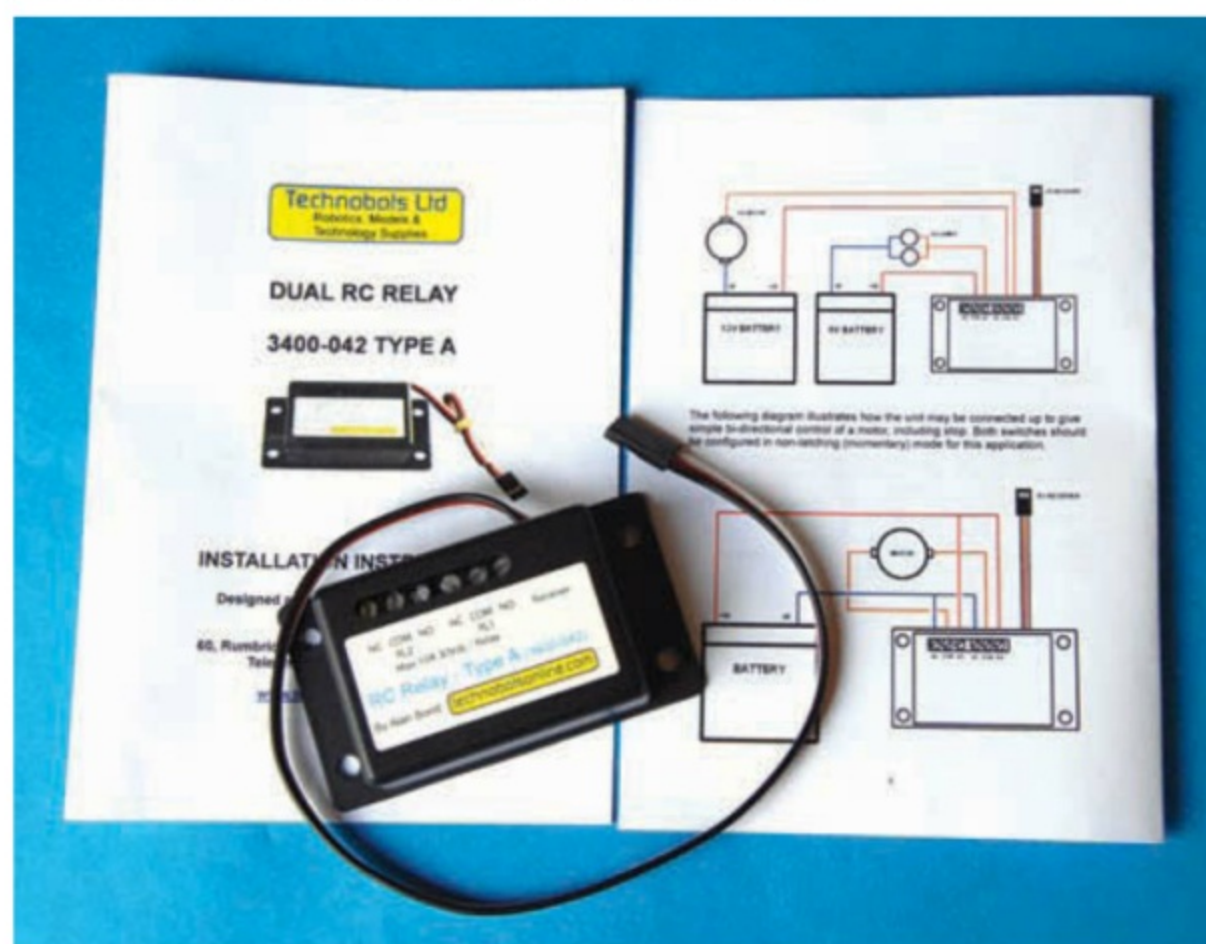
The PicoSwitch is the lowest cost module in this article and is a latching single function R/C switch rated at 1 amp. Movement of the chosen transmitter stick turns the relay ON and a second movement turns it OFF. It is ideal for operating lights (particularly LED's) and is very small.

The Double Switch features two radio controlled latching relays in a single package and both relays operate simultaneously. This product is useful when you require two functions to be activated that are operating from different batteries. This could be a low voltage motor or 6 V smoke generator on one relay and the other relay could be switching grain-of-wheat lamps operating from a 12 V battery. Both relays can handle loads up to 8 amps.

If your requirement is to switch a single high current load then the Battle Switch could meet your needs. This is a single function relay capable of handling loads up to 10 amps. It is the ideal simple, cost-effective module for activating a high current load such as a large pump or smoke generator.



Shown with their laminated instruction cards are the Double Switch and the PicoSwitch from Technobots



The latest offering from Technobots is the Dual R/C Relay seen here with its instruction booklet

The latest product from Technobots is the Dual R/C Relay. This module provides two independent relays, which can be set for latching or non-latching operation. Movement of the transmitter stick to the right operates one of the relays and movement to the left operates the other relay. In a similar way to the Double Switch this module could be used to switch functions operating from two separate battery supplies but with independent switching.

PRODUCT AND CONTACT INFORMATION

(Prices correct at time of going to print)

Action R/C Electronics Ltd – 0115 9607951, www.action-electronics.co.uk

Single Relay (Non-latching 1 A)	P/N P43	£19.50
Universal Twin Relay (Latch/Non-latching 3 A)	P/N P44	£24.50
Quadswitch (4x 1 A)	P/N P62	£33.00
Pico Twin Switch (2x 300 mA)	P/N P69	£19.00
Hi-Load Twin Switch (2x 10 A)	P/N P91	£30.00

Technobots – www.technobotsonline.com

PicoSwitch (Latching 1 A)	P/N 3400-020	£16.90
Battle Switch	P/N 3400-021	£18.71
Double Switch (Latching 2x 8 A)	P/N 3400-022	£24.14
Dual RC Relay (Latching/Non-latching 2x 10 A)	P/N 3400-042	£22.96

THE PROOF OF THE PUDDING

The author was provided with samples of all of the products described in this article and can happily report that all of them functioned as described on the 'tin'. So much so, that a number of them have taken up permanent residence in the fleet and will be in use at a number of shows around the UK. If you see me 'stirring the sticks' at pond side and you want to know more, then stop by for a chat. **MMI**

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GERMANY'S AUXILIARY AIRCRAFT MOTHERSHIPS IN THE GREAT WAR

CHRIS DESCRIBES THE ROLE OF AIRCRAFT AND THE DEVELOPMENT OF AIRCRAFT SUPPORT SHIPS IN THE BUILD UP TO, AND DURING, THE FIRST WORLD WAR

AUTHOR: CHRIS KOENIG

THE EARLY HISTORY OF POWERED FLIGHT

It's less than a century since human's first exploits into the air. Back then aircraft were fragile constructions, and a great many of the early aviation pioneers perished when testing what was to become a new way of transportation. In those early days seaplane style aircraft had been designed, primarily, because water was plentiful and a calm lake seemed an ideal place to launch or land an aircraft, however, many such experiments failed badly. This giving way to land based aircraft with a pair of wheels or a landing skid.



Sadly of poor quality, picture depicts Answald in the summer of 1914. Note the two hangars

Exceptional calm waters in this summer 1916 shot of Answald placing an FF 33 e aircraft onto its natural taxi way



However, as soon as the thing itself stayed where it was supposed to stay (that is in the air), it drew lots of attention.

Military strategists, longing for a reconnaissance platform somewhat more mobile than balloons, undertook a thorough evaluation of these early aircraft. The best-recorded example for the utilisation of aircraft in the army reconnaissance role may well have been Orville Wright's 'Flyer A'. During a demonstration flight at Fort Meyer, West Virginia, Orville Wright and his spotter Lt. Thomas Etholen Selfridge, US Army Signal Corps, crashed on 17th September 1908. While Wright survived, badly wounded, Selfridge became the first USA citizen to die in a plane crash.

Despite all the woes early military experimental aviation experienced, it became quite clear that aircraft would play a role in future conflicts. All dominant military powers started their own developments in this new field of operations, although back then it was uncertain which means of flying would be most appropriate. Dirigibles, or airships, competed against fixed wing aircraft, with balloons being regarded as outdated but frequently used. Technology was developing at an awesome speed, but none of the vessels seemed to outrun their competition. This caused some difficulties in developing a sound strategy, especially within the armed forces of Germany. The Emperor of Germany, Kaiser

Wilhelm II, was promoting the Imperial Navy and tried to match his forces to the strength the British Commonwealth displayed. The utilisation of flying reconnaissance forces offered the unique opportunity to increase the area of naval operations.

The tail float identifies this shadow as a FF 33 b, attached to Glyndwr in 1915



Flugzeugbau Friedrichshafen FF 33 biplanes aboard Glyndwr

THE AVIATION TOURNAMENTS

A tournament was initiated in order to increase the speed of development and gain first-hand experience regarding the cooperation of waterborne aviation and ships. By September 1912, Germany's first national seaplane contest took place. It allowed for imperial German naval officers and aviation manufacturers to discuss the potential field of applications. The results achieved had been worthwhile and convinced the Imperial German Navy that an aviation section had to be founded immediately. As 1912 neared its end, the administrative office of the Imperial German Navy (Reichsmarineamt) decided to form a bureau of naval aviation. Early in 1913, this newly created bureau of naval aviation, (designated 'Abteilung Luft (Lu)'), was attached to the administrative office's shipbuilding and maintenance department, (Werftdepartement), within their organisation. This bureau of naval aviation was a precondition to form and arm corresponding naval aviation units, which was accepted by the German cabinet on 3rd May 1913. Unsure whether dirigibles or aircraft would provide greater benefits, they came to conclude that instruction units should be created for both types of craft. While the naval airship training command was established at Hamburg-Fuhlsbüttel, fixed wing naval aviation established a school at Kiel-Holtenau.

FIXED WING VERSUS DIRIGIBLES

The evolution of a new weapon had started, and under rather short notice both branches engaged into a fierce competition for supremacy. The most prestigious manoeuvres in 1913 had been



What a landing party! Pilot and spotter wade ashore after ditching their aircraft!

scheduled for the fall that year – a traditional sequence of such practices in the Imperial German Navy. Both branches wanted to gain first credits in these manoeuvres. Aircraft and dirigibles left their home bases for combined practice runs, serving as long-range lookouts. While the island of Heligoland provided offsite facilities for three seaplanes, the airships used their home base. Tragedy struck when the airship (Luftschiff) 'L1' became the first fatality on 9th September 1913, due to heavy winds. Without any radio devices, delivering recon reports was a bit tricky. Actually the spotters had to drop any sightings in tin cans when



After tipping over, this aircraft could only be salvaged in parts by the mothership



The size of the German national insignias and the camo applied indicate this picture was taken shortly before the armistice, most probably in the North Sea



Both floats have been destroyed when the aircraft hit the mothership during a hoisting exercise

to their jetties in Wilhelmshaven, while a somewhat smaller proportion was based at Kiel (Baltic Sea). Reconnaissance was seen as vital, but any such operations had been subject to flying conditions, weather, experience of the crew and the limitations of just about enough lift to get airborne and stay there for a short period – long range or enduring reconnaissance was by no means manageable. To achieve more presence within their respective field of operation, the German High Seas Fleet Command developed an auxiliary carrier, SMH Answald.

THE AUXILIARY CARRIER

Answald was a nearly brand new steam ship of 5,400 tons, launched in 1909. She was constructed at Bremer Vulkan yards and sailed by the Hamburg-Bremer-Afrika-Linie. At the Kaiserliche Werft of Danzig, the steamer was converted into an auxiliary mothership. Two hangars were added to protect two seaplanes from spray or mist, or to carry out maintenance and small repairs. Her speed of 13.5 knots was OK for a freighter, but it was obviously too slow for true carrier operations. Torpedo boats or destroyers were capable of much more speed, so Answald was at best an 'over-the-horizon' support ship able to launch seaplanes and thus increase the



Apparently these two gentlemen pose in front of an aircraft that tipped over. Answald, 1916



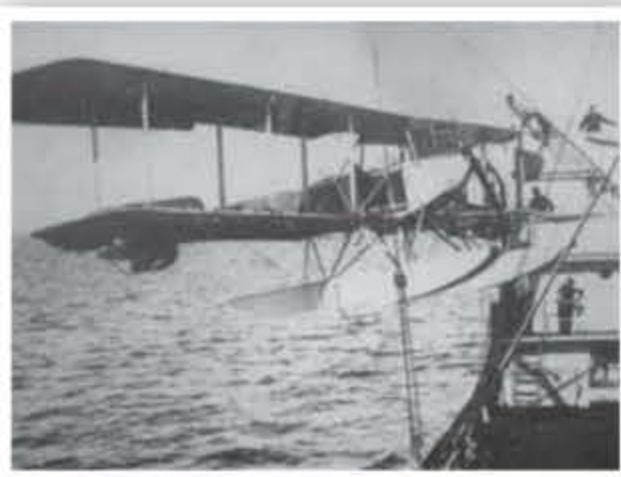
From the spotter's perspective: Answald as seen shortly after take-off

approaching a capital ship at low altitude; quite an inexpedient procedure. Dirigibles had been fairly slow but carried a crew consisting of several sailors, thus signaling any information to the next vessel was significantly easier. Without any aircraft carriers at hand, the Imperial German Navy lost their faith in aircraft operating over the ocean, while airships became their first choice.

Thinking about operations and a potential conflict with Britain, the port of Wilhelmshaven, situated in the Northwest of Germany, seemed predestined for British attacks. The majority of the High Seas Fleet was moored

reconnaissance range. Not surprisingly Answald became part of the auxiliary fleet and participated in the August 1914 high seas manoeuvres designated an 'auxiliary tender' for torpedo boats. Thanks to the three German authors Jung, Wenzel and Abendroth ('Die Schiffe und Boote der deutschen Seeflieger 1912 – 1976') we know how participating naval officers judged a launching sequence of aircraft based aboard Answald:

"The steamer has two hangars which allow two readily assembled aircraft to be attached to the ship. The aircraft may be rolled out of the hangars and onto a platform, which reaches the starboard side of the vessel. There the aircraft may be lowered to the surface of the



Driven by a 160 hp Maybach, only six FF 33 b entered service. Picture taken aboard Glyndwr shows launching procedure



Family reunion at Glyndwr in the summer of 1916: a FF 33 b meets her bigger sister FF 41 at (((????)))



Remains of a Friedrichshafen aboard Glyndwr

sea utilising a cargo boom. The cargo boom's clearance to the shell's plate is about 12 metres. Specially formed hooks attached to bamboo poles keep the aircraft clear from the vessel."

Another document, dating back into the late days of August 1914 and written by Kommando der Marinefliegerabteilung (Imperial German Naval Aviation Command) reflects critically on this procedure:

"In the case of strong gales neither the launching phase nor the reverse practice will be applicable anymore. The vessels used have relatively large surfaces for the wind and are subject to rolling. I have my doubts, whether an aircraft with its natural contact surface will be retrieved without being damaged."

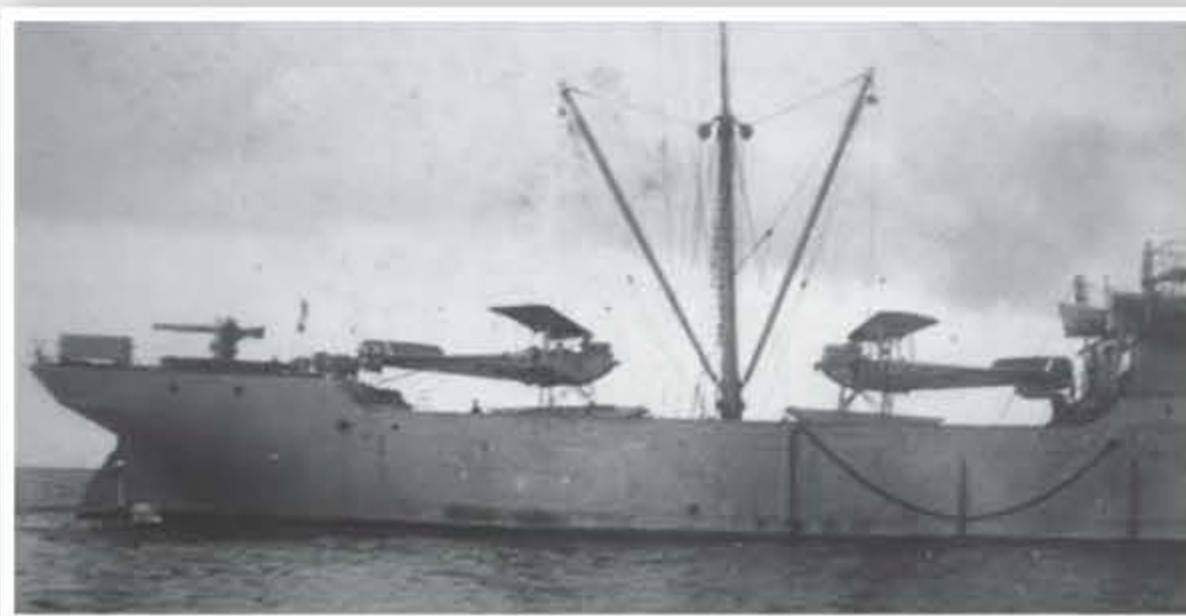
The shortcomings of deploying aircraft to ships were clearly identified. Since airships did not have to bother with these shortcomings and simply because of their very large range, airships further dominated naval strategy. Compared to central European attempts to utilise aircraft in various military

roles, Germany was eager to wait at least another year.

Encouraged by their first national seaplane contest, a second such event was scheduled for August 1914 in Warnemünde. While aircraft manufacturers, naval and army representatives and many interested Germans waited for this event to begin, hell broke loose after the assassination of the Austrian heir of the throne, Prince Franz Ferdinand, and his wife Sophie at Sarajewo, 28th June 1914. By 28th July 1914, the Emperor of Austria and Hungary declared war against Serbia, which provoked Russia to enter the conflict two days later. By 30th July 1914, Imperial Germany sent a formal note of protest to the Russian Tsar and entered the war to aid Austria and Hungary. The first advanced Russian cavalry forces entered East Prussia later that day – the Great War had started.

THE GREAT WAR BEGINS

The German Empire had to mobilize its forces hastily; the sea-plane contest proved efficient in increasing the Imperial Navy's aerial strength. In total 26 aircraft had been submitted for the contest, stemming from no less than eleven different manufacturers! Eight of these were confiscated right away, increasing the German naval fighters to a total of 35 aircraft. However, these had been regarded as "partially in operational status" and only 25 educated flying personnel were in existence. According to the historian Brembach (1962) the Imperial Navy of Germany consisted of 31 officers and 186 NCOs and crew by the outbreak of the Great War. None of them had been trained for the spotter's role. Their mounts had been subject to a great variety of demands, making them dangerously undependable constructions. The lack of appropriate operational bases meant that naval fixed wing aircraft had to sport both a fixed undercarriage with floats as well as wheels. Preferred take-off and



Flugzeugbau Friedrichshafen soon shifted production from FF 33 b to FF 33 e-series. Both aircraft gather in this 1916-shot aboard Glyndwr



The Imperial German Navy did not combine torpedo armed aircraft and ships. Thus WD 14 torpedo bombers were shore based, as this shot reveals. To the left of the picture is a FF 49 c. This type served Stuttgart in 1918

landing sites had been ashore, while of course taxiing and operations had to be conducted afloat as well. Compared to dirigibles, the distance flown to the target area and the time spent there were strictly limited; any unplanned water landing regularly ended with the loss of aircraft and crew. The whole weapon did not show promise of becoming a great success, but in the upcoming war there was no alternative at hand.

When hostilities started, a small British cargo ship by the name of Glyndwr was unable to leave the port of Danzig in time, declared an 'embargo ship' she was confiscated by German naval authorities. Glyndwr had been launched by 1904 at A. Rodger &

Co. yards in Glasgow and operated by Cardiff based Scarisbrick Steam Ship Company. She offered reasonable preconditions and was refurbished to become Germany's second auxiliary aircraft mothership. Quite interestingly: when entering service on 16th December 1914, the ship was called Seiner Majestät Hilfsschiff (His Majesty's Auxiliary Ship) Glyndwr. The next steps in the German history of ship-based aviation are very closely linked to this small freighter from Glasgow. Equipped with two aircraft, Glyndwr sailed the Baltic Sea. Naval aviation apprentices were sent to fly the aircraft and thus learn to operate aircraft based upon an auxiliary, but experienced



North Sea, 1918: FF 49 c of Stuttgart delivers urgent news to an auxiliary patrol



Auxiliary aircraft mothership Answald in late 1916, with FF 33 e visible in aft hangar



The Skagerrak, summer 1918: Answald and cruiser Hannover at their standby position



Baltic Sea, May 1915: auxiliary Glyndwr used to sail for Cardiff based Scarisbrick Steam Ship Company before WWI



The Skagerrak, summer 1918: SMS Hannover on position. Note the thin poles attached to the side of her hull, carrying steel nets to protect vessel from torpedoes!

pilots could also pass their flying exams aboard Glyndwr.

THE FIRST NAVAL ACTIONS INVOLVING AIRCRAFT

These young aviators were very much needed, as casualties were common. A fine example of the first actions in the war includes three reconnaissance missions of cruiser SMS Prinz Friedrich Karl. Starting on 15th October 1914, Prinz Friedrich Karl left Kiel to explore the Eastern stretches of the Baltic Sea. The cruiser carried two seaplanes on every voyage, but sadly several of them were lost without enemy actions, and with them their pilots and spotters. Storing aircraft aboard a cruiser was difficult, too. The German ships had powerful derricks to lift up aircraft, but they did not have any means to protect the fragile airframes against spray. Even worse: once the heavy artillery was forced to fire, the pressure of the salvos would have badly damaged or even destroyed the seaplanes. Confronted with Russian surface vessels, the commanding officer of Prinz Friedrich Karl had ordered the aircraft to be ditched to avoid them obstructing the battle worthiness of his ship.

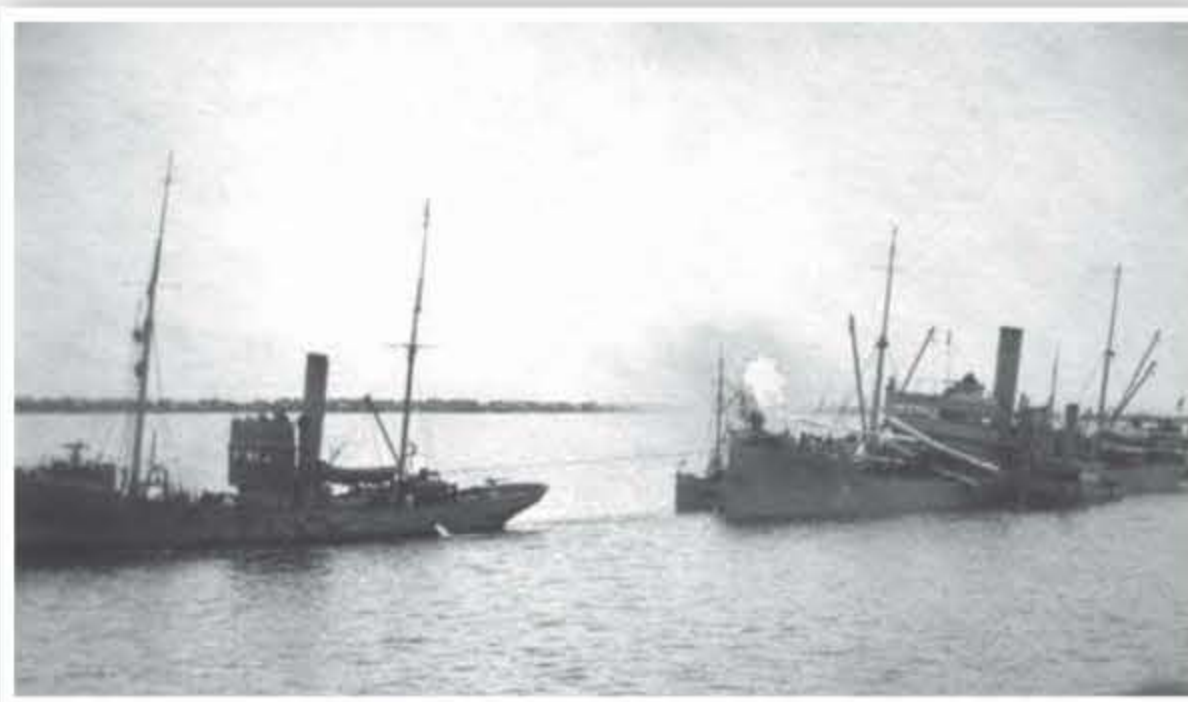
SMH Glyndwr in comparison seemed to be a lucky ship – even when things got worse. Underway in June 1915 to Windau, she hit a Russian mine barrier but remained afloat. Auxiliary patrol boats went to her rescue and managed to tow her to Danzig, despite



Steamer Cap Polonio, seen here in a 1920's shot, was predestined to be transformed into a real carrier, but work never started

being very badly damaged. There she was to stay until the end of that year, in order to be restored to her former status.

By July 1915 a third auxiliary mothership by the name of SMH Santa Elena entered service. At about the same time SMH Answald was modernized to offer hangar capabilities to four aircraft, thus increasing her operational value. Santa Elena immediately was attached to a reconnaissance group navigating the Baltic Sea to take over the position left vacant by Glyndwr. Reaching Libau by 14th August 1915, reconnaissance missions were flown six days later. Although the Prinz Friedrich Karl operations had shown the difficulties of carrying aircraft aboard capital ships, the German Imperial Navy clearly identified the value of such combined operations. Two battle cruisers – SMS von der Tann and SMS Hindenburg – were modified to carry Hansa-Brandenburg reconnaissance aircraft but the results resembled those of Prinz Friedrich Karl. It is uncertain whether the choice of Hansa-Brandenburg aircraft contributed to the outcome of the trials.



Danzig, June 1915: severely damaged by Russian mines, auxiliary patrol boats tow Glyndwr to safety



Glyndwr carried four aircraft when she was badly damaged by Russian mines in June 1915

THE DEVELOPMENT OF THE AIRCRAFT

The majority of airframes attached to auxiliary aircraft motherships used to be biplanes built by Flugzeugbau Friedrichshafen. Their design was old fashioned and did not improve substantially throughout five years of conflict, their durability was fairly high and a great many of them managed to keep up a respectable flying status even after 1919. The first model based aboard was a Flugzeugbau Friedrichshafen FF 33, powered by an air-cooled 120 hp Benz D.II six-cylinder engine. To increase the spotter's field of vision he was placed in front of the pilot, which resulted in endless difficulties when taxiing the FF 33 towards the auxiliary mothership's side. Construction ceased after just five aircraft were built. Next to appear was FF 33 b, powered by a 160 hp Maybach. The pilot was 'up-front' while the spotter became the 'back-seater', who could potentially use a light machine gun to fend off fighters on his tail.

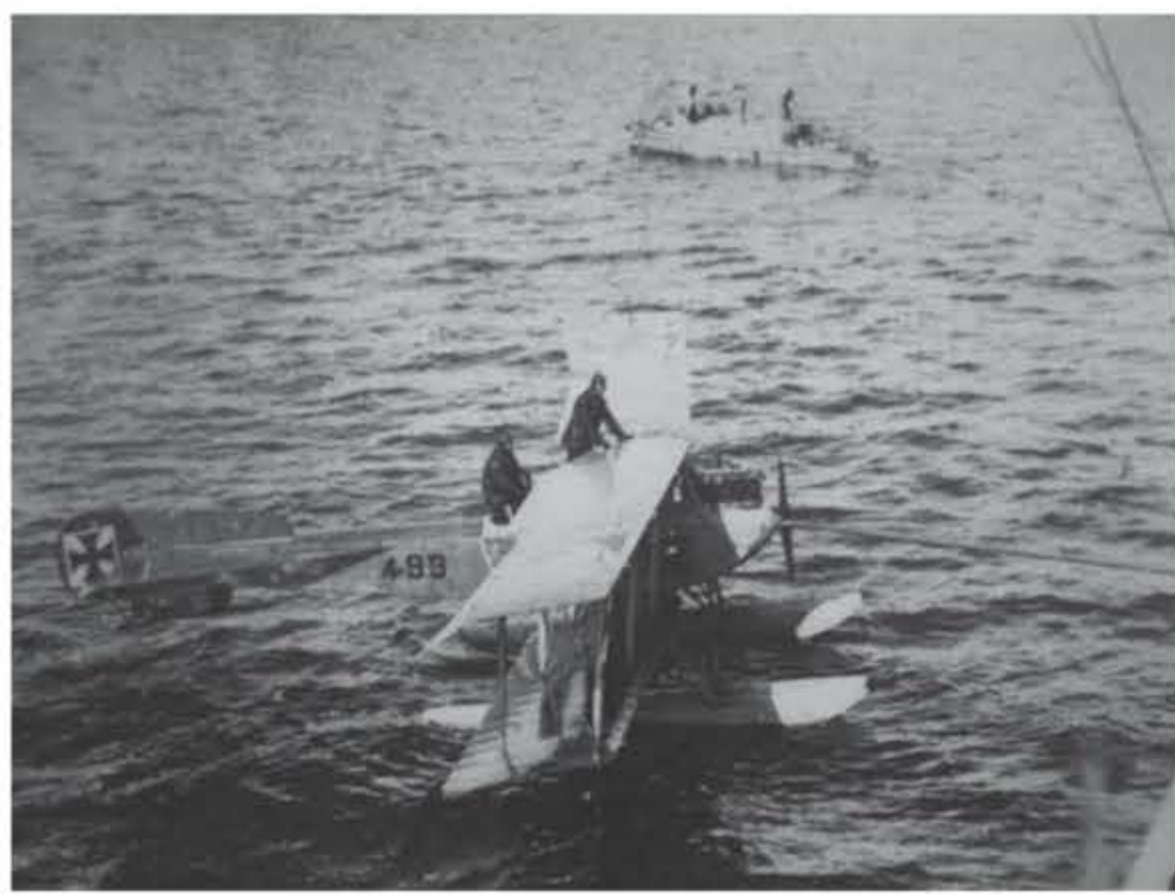


Broken eagle. A substantial amount of the 180 FF 33 e-series aircraft ceased existence without enemy actions



Flugzeugbau Friedrichshafen FF 33 formed the backbone of German ship-based aviation

Bitterly cold, the winter of 1915/16 forced naval powers to stay in their respective ports. Time needed to check the auxiliary motherships and carry out maintenance jobs. By the spring of 1916 SMH Answald was attached to a coastal guard division and based at Swinemünde. As long as visual flying conditions were to be found, aircraft patrolled the neutral waterways between Germany and the Nordics, while at night powerful search lamps provided 'light barriers' to detect blockade runners. Besides SMH Answald and her aircraft, SMS Hannover was detached and assisted by torpedo and auxiliary patrol boats. The aircraft of choice in 1916 was the newly designed Flugzeugbau Friedrichshafen FF 33 e, which actually was a development based upon FF 33 b. While



Baltic Sea, early 1916: FF 33 b shortly before being lifted aboard. Note the bamboo pole to keep the aircraft clear from the ship's side and a motor launch serving as crash tender



North Sea, late 1917: aircraft being hoisted aboard a torpedo boat

air-cooled engines had been common practice so far, the FF 33 e came with a liquid-cooled 165 hp six-cylinder Benz Bz. III in-line engine. Radio transmitters had become standard, as had been slightly prolonged floats and the abandonment of a tail float. The design proved so sea and airworthy that 180 FF 33 e saw service!

Sea and airworthy refers to the operational tasks, which largely were made up by the search for and thorough investigation of suspicious ships. Blockade runners or smugglers tried to ship iron to France or the United Kingdom. Often these vessels belonged to neutral states and carried several tons of logs or paper as a protective cargo. While the aircraft had a radio set, most of the 'suspicious vessels' had not. A tin can called 'Messenger box' or



Returning from a recon mission, a biplane rolls towards the mothership

'Meldebüchse' was carried aboard the floatplane, which contained a multilingual message: "Stop engines, deliver ship's papers to aircraft by means of a dinghy." The message reveals the reality of such inspections: at first the suspicious vessel was asked to stop, then the aircraft landed and taxied towards the vessel to launch an inspection. The aircraft's crew had a few small bombs, a machine gun and a carbine at hand, but any use of weapons was forbidden unless attacked. Once landed, the aircraft was subject to the risk of a dangerous ramming that often ended with the loss of the aircraft. If freighters did not respond, 50 lb bombs could be thrown – but their value was limited. If the aircraft mission failed, other auxiliaries had to be called via radio.

AIRCRAFT BEGIN TO COME INTO THEIR OWN

While operations in the Baltic Sea soon resembled a 'Merry Go Round' with blockade runners and occasional sorties carried out by British submarines, the North Sea offered anti mine warfare. Aircraft attached to the strength of Santa Elena once detected Royal Navy forces trying to intercept German mine sweepers off Heligoland. As these actions intensified, German auxiliary mine sweepers and blockade runners received their very own flying component, too. While such attempts had ended in disasters just two years earlier, they seemed to work out now. The size and the derricks aboard the craft



"A good landing is one you can walk away from." Six different styles of naval aviation uniforms are gathered in this late war shot of a crashed FF 33 e. The crew wears leather suits and survived unharmed



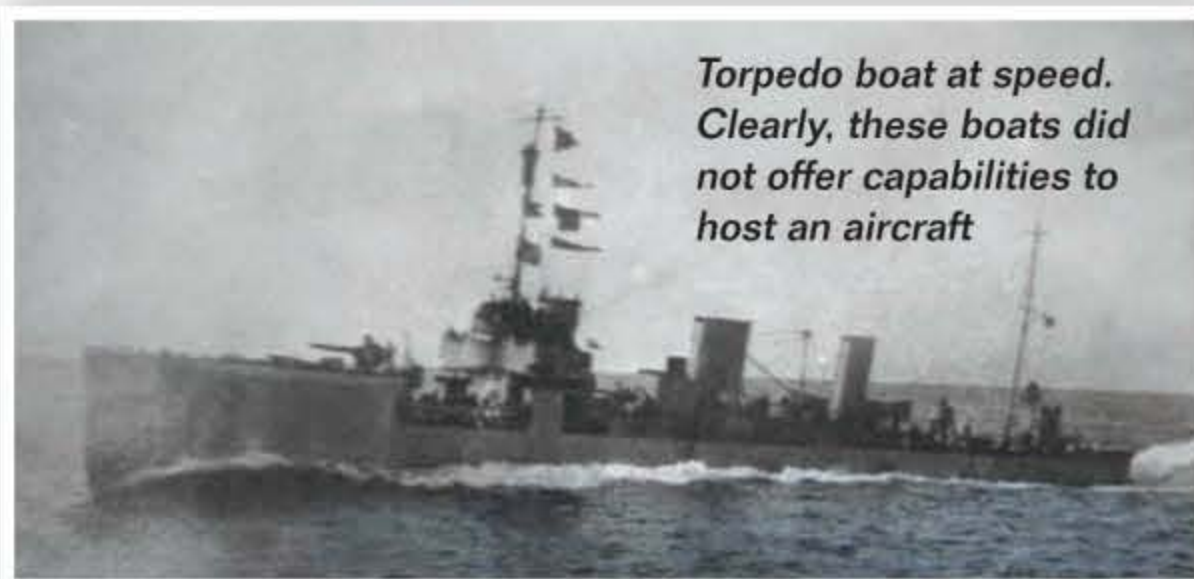
A British Sopwith Pup single seat fighter is launched. Sopwith Camels of HMS Furious delivered a daring raid against German airship installations in WWI

seemed to define the capability of carrying an aircraft. Torpedo boats carrying aircraft were not an uncommon sight in the summer of 1917, although space aboard was limited and action was avoided, if possible. By 16th November 1917, the knowledge gained was put into a fleet operation. At Wilhelmshaven's Schillig-Roads the cruisers SMS Königsberg, Nürnberg and Frankfurt awaited floatplanes to be hoisted aboard for a reconnaissance mission into the North Sea. Despite the calm sea the aircraft never arrived at Schillig: the visibility was referred to as too bad to fly, thus a simple fog kept the birds to their base. The operation was cancelled. In the final year of the conflict, two more auxiliary aircraft motherships entered service: SMH Oswald and SMS Stuttgart. The latter used to be the light cruiser Stuttgart, which was fitted with hangars and thus closed the speed-gap between auxiliary aircraft motherships and the cruisers of the High Seas Fleet. The next step towards the construction of an aircraft carrier was not made, although several plans had been developed. Cruisers SMS Roon and Stettin, as well as the liners Cap Polonio, Bremen, Königin Louise and Ausonia had been technically reviewed in depth. The modification plans e.g. of Ausonia did lead to an obstruction-free landing deck and capabilities for 13 big and 19 small aircraft with wheels!



The next generation was born in the UK. July 1917 shot of HMS Furious, which was converted to an auxiliary carrier for shore based aircraft

Differences of opinions and questions of authority within the High Command of the German Imperial Navy successfully prevented the birth of true aircraft carriers. In the end it was left to the Royal Navy to draw the necessary conclusions and head for the future: by 17th July 1918, the auxiliary carrier HMS Furious launched seven Sopwith Camels that successfully attacked the German airship hangars at Tondern. **MMI**



Torpedo boat at speed. Clearly, these boats did not offer capabilities to host an aircraft

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TID TUG

During WW2 there was a need for a large number of harbour tugs to handle the shipping and warships involved with the war effort. When the TID tug was designed it was one of the first vessels to be built using steel prefabricated construction in the UK and reputedly they were built at the rate of one a week with women performing much of the welding. The model build of a TID tug using MMI plans number MAR2447 is described in the February 2012 edition. It may take a little longer than a week to build, perhaps the men modellers should employ the women to help? To assist with the model construction using wood rather than steel in the full-size version a laser-cut woodpack is available of the frames and deck which will make construction much easier.

TID Tug Woodpack

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p&p/s&h

TID Tug Plan

Ref: MAR2447

RRP: £11.00/US\$14.50
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TID Tug Set

Ref: SET2447

RRP: £45.95/US\$75.00
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The Flatiron Gunboats were a product of the 'Fortress England' movement and were designed to protect the harbours and coastal areas. With a relatively low silhouette they were difficult to locate from long distances by enemy warships. This relatively simple design, a 2 sheet plan (MAR3524), can be made as detailed as the builder requires. The basic hull construction can be made easier with this laser cut woodpack of the frames and deck.

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SCALE: 1:48

MOTIVE POWER:

Twin electric motors

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**AS FEATURED IN
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PILOT BOAT PLAN AND WOODPACK

Designed by Richard Webb

Semi scale river patrol boat model length 630mm and 190mm beam designed for construction from styrene sheet. Single motor and shaft. Ply sheet could be used.

Pilot Boat Woodpack

Ref: WP3062

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Ref: SET3062

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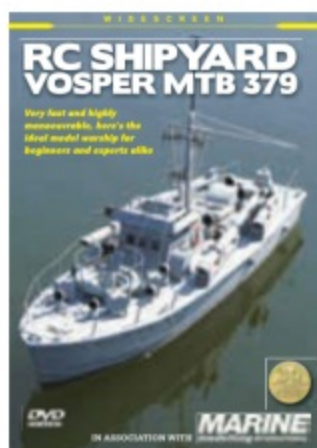
+ p&p/s&h

Pilot Boat Plan

Ref: MAR3062

RRP: £14.00/US\$18.00

+ p&p/s&h



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PUG THE TUG

Designed by Hal Harrison



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Featured in: MMI October 1995

Ref: **MAR 2480**

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E'LANCE

Designed by Peter Massey

Open river launch electric powered ideally mahogany planked on ply frames but could be balsa or spruce. Hull is 820mm in length and 120mm beam for two function RC.



Featured in: MMI March 2000

Ref: **MAR 2775**

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OSPREY

Designed by Sandy Cousins



Superb and detailed plans of a Scottish wooden fishing boat a model of 500mm loa and 140mm beam on eight pages packed with general information

Featured in: MM May/June 1995

Ref: **MAR 2476**

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CROWLEY 19

Designed by Bryant Thompson

Three sheet plans at 1:24th scale for a vintage gas-powered San Francisco tugboat built 1913. Full model data including hull frames and deck details for a planked timber hull single screw electric powered. Length 810 mm and beam 220 mm.



Featured in: MMI February 2000

Ref: **MAR 2753**

RRP: **£14.00/US\$18.00** + p&p/s&h

NORMAN MCLEOD ROGERS

Designed by J Pottinger

Icebreaking and buoy Tending Vessel



A two sheet detailed plan of an icebreaking, supply and buoy tending vessel for service with the Canadian Department of Transport built in 1969.

This is for the experienced modeller, as yet a model has not been built of these plans.

Ref: **MAR 3406**

RRP: **£11.00/US\$14.50** + p&p/s&h

SCAFFIE MARGARET

Designed by Mike Smylie.



Detailed 1:16th scale drawings of a Moray Firth Scaffie as research information for experienced modellers. Drawn by marine historian Mike Smylie and used by David Blinkhorn for the clinker planked model of 800mm loa.

Featured in: MMI Dec 1995/Jan, Feb, Mar 1996

Ref: **MAR 2519**

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PUMA

Designed by Maximo lange

Two sheet plans for round bilge planked hull RG65 class design. Length 650 mm beam 120 mm. Plans have full details of ALL hull rigs radio installation and sails. Length 650 mm beam 180 mm; complies with RG65 class rules.

Featured in MMI 2007 Plans Special Issue

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MEETING POINT

REPORTS OF MARITIME EVENTS
HELD OVER THE PAST FEW
MONTHS

DEAL CLASSIC CAR SHOW, 20TH MAY, BY PATRICK BONIFACE

Deal Classic Car Show may sound like a strange place to start a news item for Marine Modelling, but the show was organised to raise money for the local RNLI Walmer Lifeboat station and it seemed highly appropriate that model lifeboats be on display. Local model boat builder and collector Paul Parfitt brought with him his large collection of superbly detailed lifeboats, many drawing as much, if not more attention than the classic cars nearby!



Paul Parfitt and RNLB City of London

RNLB Haydn Miller



Another of Paul's fine collection of lifeboats



RNLB Lady MacRobert



RNLB The Hampshire Rose

16TH CHARITY MODEL BOAT SHOW, ALFOLD, SURREY – 9TH AND 10TH JUNE 2012, BY KIM BELCHER

Held at the Merchant Seamen's War Memorial Society's home on the Springbok Estate in Alfold, Surrey I find this the friendliest, most family centred and fun event on my model boat show calendar.

Having arrived late Friday afternoon, and booked into the 'big house', I was immediately invited to fellow Black Park MBC members Guy and Tony's family evening barbeque – and that is where the fun started; stories and banter galore, alongside so, so much food. Meanwhile there was much activity as clubs and traders alike set up their stands, before bedding down for the night in the tent and caravan village. Trevor Goacher, the CEO for the MSWMS Estate, was head of organisation and administration for the weekend's events, after Alan Colson had stood down last year (but Alan and his family were still seen getting very involved across the show!). The weather forecast from the Meteorological Office for the weekend was not promising. Due to our monarch's Diamond Jubilee Celebrations, the previous weekend, this show had been moved back another week, which meant it now clashed with another model boat show in Doncaster, where several clubs and traders were already booked to attend. Next year it will be back to its usual weekend – 1st and 2nd June, 2013.



Saturday's modellers and audience, both young and old, enjoy the weather and their hobby from the main operating platform!



The stern heli-pad of HMS Manchester, where the roller door has opened and allowed the Sea Lynx to emerge – awaiting rotor extension fixing and lift-off

Saturday saw the following clubs in attendance, Springbok Model Mariners, Southwater Dabblers, Vintage Model Workshop, Black Park, Southend, Southern Model Lifeboat Society, the Lifeboat Enthusiasts' Society, Portsmouth and District, Blackheath, West Hampshire Modellers, Broomfield, Association of Model Submariners, Moorhen and the Warship Squadron Model Boat Club. On Sunday Phoenix MBC and the Portsmouth Model Boat Display Team added to the numbers. All of this was ably supported by Tony of MUD (Chatham Dockyard), Hunter Systems, E&C Model Boats, Mark's Model Bits, DBH Services (Modelling Supplies) and Mastman. It augured well for the event.

Throughout the two days the small lake had a continuous display



Steph and Phil Abbot proudly display Phil's late father's (Ralph) Victorian Thames Steam Launch 'Lady Patricia'



The stern cabin copper tea urn – the complete model was scratch-built, the only commercial fittings being the pressure gauge and the propeller

engine of 1/2" bore and 5/8" stroke. The main cabin has beaded glass windows and is fully furnished and the aft cabin displays the traditional tea urn! All the brass and copper work had been lovingly polished by Steph, during time-off from teaching Phil how to steer a straight course – so I was informed!

On the Lifeboat Enthusiasts' Society display Kevin Annetts had a great double table display of RNLI (Royal National Lifeboat Institution) newly acquired models of the Trent Class and FCB2 (Fast Carriage Boat) lifeboats in 1/16th scale alongside his superb



Kevin Annetts' fully working 1/14th scale MAN articulated RNLI stores delivery lorry; an unusual, but accurate, subject on the Lifeboat Enthusiasts' Society's stand, alongside Phil Locke's 1/16th scale Rother Class lifeboat

of boats being exhibited on it, with an informative commentary over the PA system by Chris Eager throughout. There was a new build by Paul Chilcott from Broomfield MBC, a Type 42 Guided Missile Destroyer HMS Manchester at 1/72nd scale, it was started around Christmas and is now on the water – painted too! The added delight was the stern helicopter hangar with working roller door, allowing the Sea Lynx to come out onto the helipad and then start up and 'take-off' – ingenious.

Chris Scott of Black Park MBC had his scratch-built, water jet propulsion 'Q' boat from the James Bond film 'The World is not Enough' (hopefully to feature soon in this magazine as an article). Meanwhile, Phil Abbot (Steam Boat Phil) of the Blackheath Model Powerboat Club was displaying a new boat for him, his late father Ralph's Victorian Thames steam launch Lady Patricia, built in 1982. She is based on the Waterlily built by John Thornycroft in 1866. The model is to a scale of 3/4" to the foot, the hull being of plank on frame construction and powered by a double acting slide valve steam



Stuart Clements' simple, but effect, display stand for his 1/16th scale Speedline Models Severn Class lifeboat, based on the current RNLB David and Elizabeth Acland at Newhaven in Sussex

1/14th scale working RNLI MAN articulated distribution truck – all supported by informative write-ups and RNLI literature. On the 'brother' lifeboat stand of the Southern Model Lifeboat Society was another unusual model, this one built by Peter Henwood, of the Ian and Anne Butler RNLI training boat, used in the early days of crew training by the Lifeboat College at the RNLI HQ in Poole, Dorset. All the more wonderful, due to the fact that it was built using photographs and Peter's measurements of the actual boat, as no plans were available. Whilst talking of lifeboats, Stuart Clements on the Portsmouth and District Model Power Boat Club's display had a novel and simple way of displaying his well finished 1/16th scale Severn Class lifeboat – in a box covered with 'water' patterned paper, so that the model sat at its water datum line, as if in the sea! When removed and on the water it did look good, along with Tony Oliff's Tamar Class, Reg Woodcock's and Kevin Annetts' Trent Class boats and Kevin's FCB2 being piloted by Phil Locke – all at 1/16th scale, which made for a different line-up to the usual 1/12th scale ones we see.

Throughout the weekend the local Slinfold Guide Troop ran the entrance gate and car parking arrangements, whilst the Roffey Girl Guide Troop kept us fed and 'watered' with quality food, a good service and sensible prices. Due to the windy conditions on the Friday they set-up their marquee the other end of the site in the lee of the hill and trees – we still found it, due to the emanating smell of bacon butties! There was the usual Bring and Buy marquee where 10% of the sales went to the MSWM Society. Many left clutching their newly acquired projects – often at bargain prices.



Another unusual subject and presentation by Andy Wheatley of the West Hampshire Modellers, displaying models of HMS Swindon as she was built in 1918 – as a minesweeper and then as she became later – a passenger/freight coastal steamer Lady Cecilia, having been sold on in 1921. A well-documented and informative display. The models were built from John Lambert plans



For me the best presented club stand, that of the Moorhen Model Boat Club from Harlow in Essex. Strong, sturdy Gala Tents, a large and varied display of model boats, professionally laid out, with plenty of informative documentation and courteously manned – just what the public deserve and new members look for!



A modern international flavour from across the English Channel; this German 23 metre Class Lifeboat (DGzRS) Bernhard Gruben with its daughter boat Johann Fidi (II) in the background, awaiting retrieval at the stern of the 'father' vessel. Based on a Graupner kit at 1/20th scale



A very realistic and well-finished Harbour Defence Motor Launch from the Second World War. For me the crew on the bridge in their duffle coats bring the model to life!

Chris Scott's 1/6th scale scratch-built James Bond (007) 'Q' boat on the back part of the lake, completing a 'photo shoot' for a forthcoming MMI article!



Andy Wheatley and Bill Greaves receive their second award, to be followed by their third for Best in Show – for the Toisa Polaris Support Vessel diorama, from Trevor Goacher (CEO – Merchant Seamen's War Memorial Society)

Saturday was a fine day weather wise, whilst Sunday kept threatening to rain and at three o'clock it did, just as the Portsmouth Model Boat Display Team went onto the water! At four o'clock the usual excellently organised prize giving was held and MSWMS's CEO – Trevor Goacher – presented the twenty-five plaques, shields and cups to third, second and first in each class. The Best in Show was awarded again, déjà vu from last year, to Andy Wheatley and Bill Greaves for their diorama of Toisa Polaris, the Multi-purpose Dive Support Offshore Construction and Pipe-laying Vessel – which also gave them 1st prize in the Scale section too. Now, if I had had a trophy I would have presented it to the team from the Moorhen Model Boat Club who had the most

professionally laid out and set-up set of tents and models at the show, a truly good example of our hobby to the visiting public. They would have been closely followed by The Warship Squadron Model Boat Club. Maybe next year we could find a trophy for Best Club Display in Show!

I spoke to a family of three during Sunday afternoon, who had turned up for an event at Dunsfold Aerodrome (which sadly was the previous weekend) and saw the posters for our show, so came along. They were very impressed by the array of different boats, both on and off the water, and especially the display given by the two sections from the Portsmouth Model Boat Display Team.

In all, some £1,500 was raised for the host charity (MSWMS) across the weekend. Again, a great testament to the state of our hobby, the skills employed, the variety of ages across both genders and the teamwork put into it. Long may it and this show continue!

FLEETWOOD VINTAGE AND CLASSIC BOAT WEEKEND, 9TH-10TH JUNE, INFORMATION PROVIDED BY GRAHAM TAYLOR

Now in the third year, this event is one of the now rare events that permits I/C powered model craft to operate on model boating lakes. So if you wanted your fix of Methanol and Ether or better known as Glow and Diesel, this was the place to be. The event was excellently organised by Brian Carruthers, Mike Beesley and Peter Desoer. With a large range of models it was apparent that many of the classic designs from the stables of Veron and Aerokits have withstood the duration of time and can still put on a good performance. With many models like Sea Queen, Sea Commanders, Sea Hornets, Sea Urchins, Fire Floats, PT Boats,



The early birds at the lake at Fleetwood



Mike Beesley's OS 60 four-stroke Sea Queen



Mrs Dorothy Farrington watching Pete starting his model

Fairey Huntsman and some other scratch-built models from the Vic Smeed range of plans it was a nostalgic trip down memory lane. At times the weather was rather windy but Tony Bollard braved the conditions with his Fairey Huntsman 28, which is powered by two Honda 32 cc four-stroke engines! Apart from the speed of some of these vintage old

ladies of the sea the sound of a four-stroke OS FS60 engine from Mike Beesley's Sea Queen was music to your ears. This event was designed for all types of vintage models irrespective of the methods of propulsion and Graham Taylor won the award for the Best Vintage Boat in the show with his brushless powered Sea Queen.



Pete Dosoer starting his Remora



Some of the models on show waiting to perform



Graham Taylor's 24 volt Brushless Sea Queen

The facilities laid on by the Fleetwood MYPBC were excellent and a big thank you was extended to the catering staff. The judging and presentation of the Radco awards was performed by Mrs Dorothy Farrington, the late widow of Frank Farrington who was a contributor to Classic Motor Cycles under the pen name of Radco. The Radco trophy, a silver cup, was presented for the year to Marie Burdett and Graham Taylor for active promotion of classic and vintage model boats.

One Fleetwood engraved glasses award was presented to Peter Dosoer for the longest running I/C boat of the day, while the other went to Graham Taylor for the Best Vintage Boat in the show

A thanks was also extended to the Vintage Model Boat Company who supported the event. Now to look forward to next year's event!

For further details on this specialised side of our hobby visit: www.vintagemodelboats.com and for details on the Fleetwood Club visit: www.fleetwoodmypbc.org.uk



A well-turned out electric powered Aerokits PT Boat



Brian and Tony telling a few yarns with other modellers



Some of the models on static display



A close-up of the engines in Tony Bollard's 1/5th Huntsman 28



Pete Dosoer's I/C powered Veron Huntsman



Mrs Dorothy Farrington presenting Marie Burdett and Graham Taylor with the Radco Trophy

WINGS & WHEELS MODEL SPECTACULAR, 23RD/24TH JUNE, BY BARRIE GRIFFIN

This event claimed to be the longest running R/C model show in the UK show took place in the usual venue at the North Weald Airfield, Epping, Essex. For once the weather was kind and stayed dry till late in the afternoon. There was very high attendance on the Saturday, occasioning the use of an overspill car park. There was, however, a high wind, which caused a number of problems. For the model boat section this mainly concerned the boat pool, which at times actually had waves on it. One small boat sank stern first and undoubtedly the wind bothered some boat owners so that there seemed to be fewer boats on the pool than usual. Nevertheless, several boats made a good showing, notably a large hovercraft by Richard Bristow of the Model Hovercraft Association, John Albinson's well made paddle tug Glasgow (Great Yarmouth MBC),



Working hovercraft



Prinz Eugen



Thames Barge Westmoreland



HMS Manchester

and HMS Manchester by Paul Chilcott of Broomfield MBC. HMS Manchester was actually heeling to the wind at one point. Dennis Coe of Brightlingsea MBC sailed his Clyde Puffer, powered by a 12 V car fan motor – modellers are good at adapting things! A model of U7 by Eddie Cornwell of Southend Model Power Boats made a good showing, diving and reappearing on the pool.

Turning to the marquee, I noted slightly fewer models than usual, for instance only one Thames barge on show since the Association of Model Barge Owners was not there in force. I gather this may have something to do with illness. Nevertheless it was not difficult to pick out some superb and interesting models. Amongst these was a beautiful model of the Second World War cruiser Prinz Eugen, scratch-built by Pete French of Leighton Buzzard MBC. I was attracted by a group of lifeboats on the stand of Moorhen MBC. In the category of 'heroic' models has to be Keith Henley's Patricia. Patricia is a model of a Trinity House ship that I regularly see at Harwich or off the Norfolk coast. She



U7 surfaced

plastic kit. This model also performed well on the pool. Among the more unusual craft a model of Nanuq, a tractor escort tug and a model of a pusher tug on the Southend stand made from Perspex with all on show!



Elco 80 PT595 Torpedo Boat

A model of a Clyde Puffer by Dave Brumstead of Brentwood Model Yacht and Power Boat Club deserves a mention for its detail and quality of build. As last year there were very few commercial stalls catering only for model boats but as always there were plenty of stalls supplying goods suitable for all types of modelling. Indeed many of the stands appeared to be doing good business, in particular stalls such as the Balsa Shed were rushed off their feet and since they sell basic goods for the scratch modeller this must bode well for the hobby. Outside one of the stalls, I saw a model of a launch with an up-to-date purpose, wind farm support boat.

My final visit was to the bring and buy area, which is of course dominated by model aircraft models. Perhaps because I got there late in the day I found only one model boat on offer, a good model of a fishing boat. Perhaps all the others had been sold!

All in all it was, as usual, a good day out with plenty for modellers of many differing interests to look at. If I have a criticism, it is that the loudspeaker system spends all day commenting on the flying displays. It would be nice if occasionally it mentioned the boats so we would feel more included in proceedings. **MMI**



Clyde Puffer Anzac

is being scratch-built, with spruce planks on 6 mm ply keel and frames and has so far, I believe, taken fifteen years!

Carl Thursby of Southend Model Power displayed a small but nicely detailed model of Elco PT596, made from a considerably adapted

FLYING BOAT CENTRE

ROBIN DESCRIBES HIS VISIT TO THE FLYING BOAT CENTRE AT PEMBROKE DOCK AND GIVES INFORMATION ON THE DIMENSIONS AND MODEL OF THE SHORT SUNDERLAND FLYING BOAT

AUTHOR: ROBIN TROTT



Sunderland flying boat

THE FLYING BOAT CENTRE

If you are in the South Wales area, as I was last summer, there is a place of interest to visit, the Flying Boat Centre which is situated within the Royal Docks in Pembroke Harbour. A recent discovery in the waters of the bay, is the remains of a Sunderland flying boat, No.T9044, which sank during a storm in November 1940 and vanished without trace until decades later when the remains were located. This discovery led to the formation of the Sunderland Trust and the Flying Boat Centre. This is the only centre in the country dedicated to the Flying Boat and was opened in June 2009; it is completely run by over fifty volunteers working with the centre and the Pembroke Dock Sunderland Trust. The Centre is a treasure trove of information, artefacts and models of flying boats, especially the Short Sunderland Flying Boat. During the Second World War Pembroke Dock was the largest flying boat station in the world with nearly 100 stationed there.



The Flying Boat Centre is only a small building but has lots to see (courtesy FB Centre)



Information leaflets

THE RESTORATION OF THE SUNDERLAND FLYING BOAT

On display in the centre are some of the many remains of the Sunderland that have been recovered by divers from the Sunderland Trust; these remains are being cleaned – in the workshops

inside the centre by volunteers – of all the rust and mud that has formed on the parts after many years under water; the process of restoring some of the parts can be seen by the public visiting the centre. I had a long talk with some of the volunteers who are on hand to give details of what is involved and talk about the items on display. Without the help of these people the centre would not exist.

One of the exhibits is one of the four Bristol Pegasus engines that powered Sunderland No.T9044, this engine was recovered from the seabed and featured in a Wreck Detectives television programme several years ago. Many parts of this engine have been painstakingly restored;



Restored parts of the engine (courtesy FB Centre)



One of the many volunteers hard at work (courtesy FB Centre)



Before and after; what a difference



Parts are everywhere



Recovered propeller blades

and are of many different sizes, which are all very interesting, also included are models of RAF rescue vessels.

OTHER ITEMS OF INTEREST

One unusual model in the display is a radio controlled model of a German U-Boat this is on permanent loan; the owner still takes the model out of the display every so often when he wants to use it on the water – or under! He then returns the model to the display, so if it's not there when you visit that is the reason why.



The information boards are very interesting giving the history and details of the centre and flying boats (courtesy FB Centre)

a lot of the aluminium fabric that covers the flying boat has completely disintegrated by the action of the saltwater after being underwater for so many years. So the race is on to recover as much of the remains as possible before the ravages of the sea and time claims what is left. I was also informed that there are plans to dredge the area where the flying boat is lying to allow bigger ferries and shipping to use Pembroke Dock; this would definitely destroy what is left.

Many other items relating to flying boats, that have been donated to the centre are also on display; these include uniforms, medals, stories and models. The models are of various types of flying boats



Some of the models that are on display



Other models including the R/C U-Boat

I thoroughly enjoyed my visit to the centre and talking to the volunteers, entrance to the centre is free (you don't get this very often these days). Situated in the entrance is a gift shop selling books, models and many other items. Outside the entrance is a RAF Rescue launch on display, this is also awaiting restoration. As I have said, entrance is free but donations are very welcome as it costs a lot of money to keep the Centre running and to finance the recovery of the Sunderland's remains. Donations of memorabilia and artefacts are also gratefully received; also volunteers are welcome to join, just contact the centre.

INFORMATION

Here are the contact details for those that are interested in all aspects:

Website: www.sunderlandtrust.org.uk

Enquiries: enquires@sunderlandtrust.org.uk

Telephone: 01646 623425

CORRESPONDENCE

John Evans – Project Manager

Judith Davies – Project Administrator

Flying Boat Centre, C/o Pembroke Dock Sunderland Trust,
Sunderland House, The Royal Dock Yard, Pembroke Dock
SA72 6TD



A large-scale model of the Sunderland hangs from the ceiling

THE SHORT SUNDERLAND FLYING BOAT

Short Sunderland flying boats first entered service in 1938 with the Royal Air Force Coastal Command and remained in service for 21 years. They were used throughout the Second World War, the Berlin airlift and the Korean War.

The T9044 Short Sunderland is the only known Mk.1 version in existence; all other surviving examples are of the later Mk.5 version – that is why it is so imperative that as much of the T9044 is recovered to show future generations what an icon of British engineering the Sunderland was. It had many uses; reconnaissance, search and rescue, anti-submarine patrols and for attacking shipping.

Here are a few details of the Short Sunderland:

Length: 85 ft 4"

Wingspan: 112 ft 9"

Range: 2500 miles

Top Speed: 210 mph

Wartime Crew: Up to 13

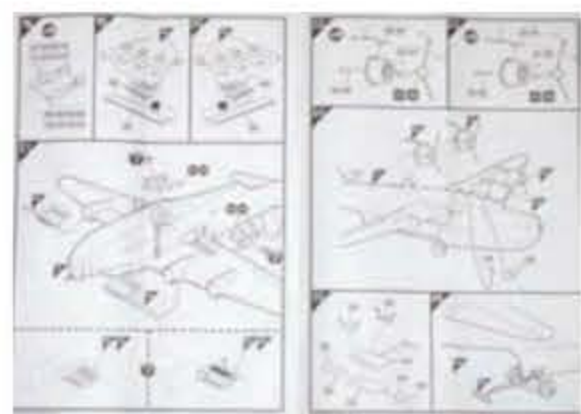
Armament: Eight .303 machine guns, 2,000 lb load of depth charges, bombs or mines



The Airfix model

MODELLING THE SHORT SUNDERLAND

For those wanting to model the Short Sunderland Airfix produce a model, it is the Mark 3 version not the Mark 1.



Easy to follow assembly guide

Short Sunderland Mk.3

Model No.: A06001

Scale: 1/72

Length: 36.1 cm

Wingspan: 47.7 cm

Parts: 160

It is a model that Airfix has been producing for many years and is a good representation of the Sunderland; detail is good although there is some flash that needs to be removed. The model comes complete with bomb load, moveable gun turrets, crew figures, beaching trolley, decals and full assembly instructions with painting guided.

Details of this model can be found on the Airfix website at:

www.airfix.com **MMI**



Some of the many parts



Detailed transparent parts are included



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STEAM TUG CERVIA

A POTTED HISTORY OF THE LAST BRITISH SEAGOING STEAM TUG

AUTHOR: PATRICK BONIFACE



Steam Tug Cervia at her homeport of Ramsgate, part of the Maritime Museum

The port of Ramsgate has a rich sense of history and for ship and model boat lovers, a rich source of ideas for their next projects – including the last sea going steam tug in British waters, the Cervia.

Cervia is preserved as part of the Ramsgate Maritime Museum, which is itself well worth a visit and at 350 tons displacement is the largest exhibit at the museum. So important is the Cervia, she has been designated by the National Historic Ships Unit as 'A remarkably complete and important ship, still in her original configuration.'

By 1971 the tug had been laid up at Sheerness and it appeared that the vessel was destined to be broken up at a scrap yard. The following year, however, in stepped Michael List Brain, a steam tug enthusiast who wanted to drive a steam engine right around the world and required a steam tug for the sea stretches of his epic plan. He purchased Cervia from London Tugs for £3,500.

In April 1973 Cervia received a refit and started steaming once more along the River Medway in Kent. It was hoped that the tug could become part of an ill-starred 'Medway Maritime Museum' project along with the Medway Queen and the TID Tugs Biddock, 164 and Solway. Unfortunately, the museum plans came to nought. 1974, however, saw Cervia put back into service as a commercial tug serving the growing demand from North Sea oil drilling companies, including the Medway based construction company Howard Doris. Cervia continued working and in 1977 made Ramsgate her homeport where she was also refitted. In 1978 she was one of a small flotilla of tugs that towed the last Royal Navy conventional aircraft carrier, HMS Ark Royal, from Plymouth to Cairn Ryan in Scotland for demolition. Cervia continued in trade until 1983 but not before she had had starring roles in the Monty Python film 'The Curse of the Claw' as S5 Greasy and with Peter O'Toole in 'Rogue Mate'.

Cervia has become part of the Ramsgate Maritime Museum, run by the East Kent Maritime Trust, who set about the considerable task of restoring the tug to her original William Watkins colours.

The steam tug Cervia is open to visitors on Saturdays and Sundays, 11 am - 5 pm, for further details visit

www.ramsgatemaritimemuseum.org **MMI**



Entrance to the engine room



Stern steam capstan



Tow hook

Cervia was, as Empire Raymond, ordered from Alexander Hall and Co of Aberdeen at the closing stages of World War Two and based on a 1928 designed ship, the Foremost, in order to get the tugs into service in the shortest possible time and to replace war losses with Cervia expected to be available for the D-Day landings in Normandy. Her role was to have been towing the vast supply chain to the beaches and to bolster the Allied beachhead. As it transpired the war ended before Empire Raymond was ready for service but she still retained an armoured wheelhouse and gun emplacement on her decks.

In 1946 Empire Raymond was bought from the Ministry of War Transport by William Watkins Ltd for £36,000. Soon thereafter she was employed in salvaging the mighty Cunard liner Queen Elizabeth and was in 1947 renamed Cervia, after the Italian Adriatic resort where the Watkins family kept a holiday villa. In October 1954, Cervia was undocking the P&O liner Arcadia at Tilbury when tragedy happened. To avoid a collision with another liner, Arcadia went full ahead swamping Cervia with her wash and sinking her, claiming the lives of four of the tug's crew. Cervia was subsequently raised and taken to Ramsgate for a refit and a return to service.



Stairway to the bridge



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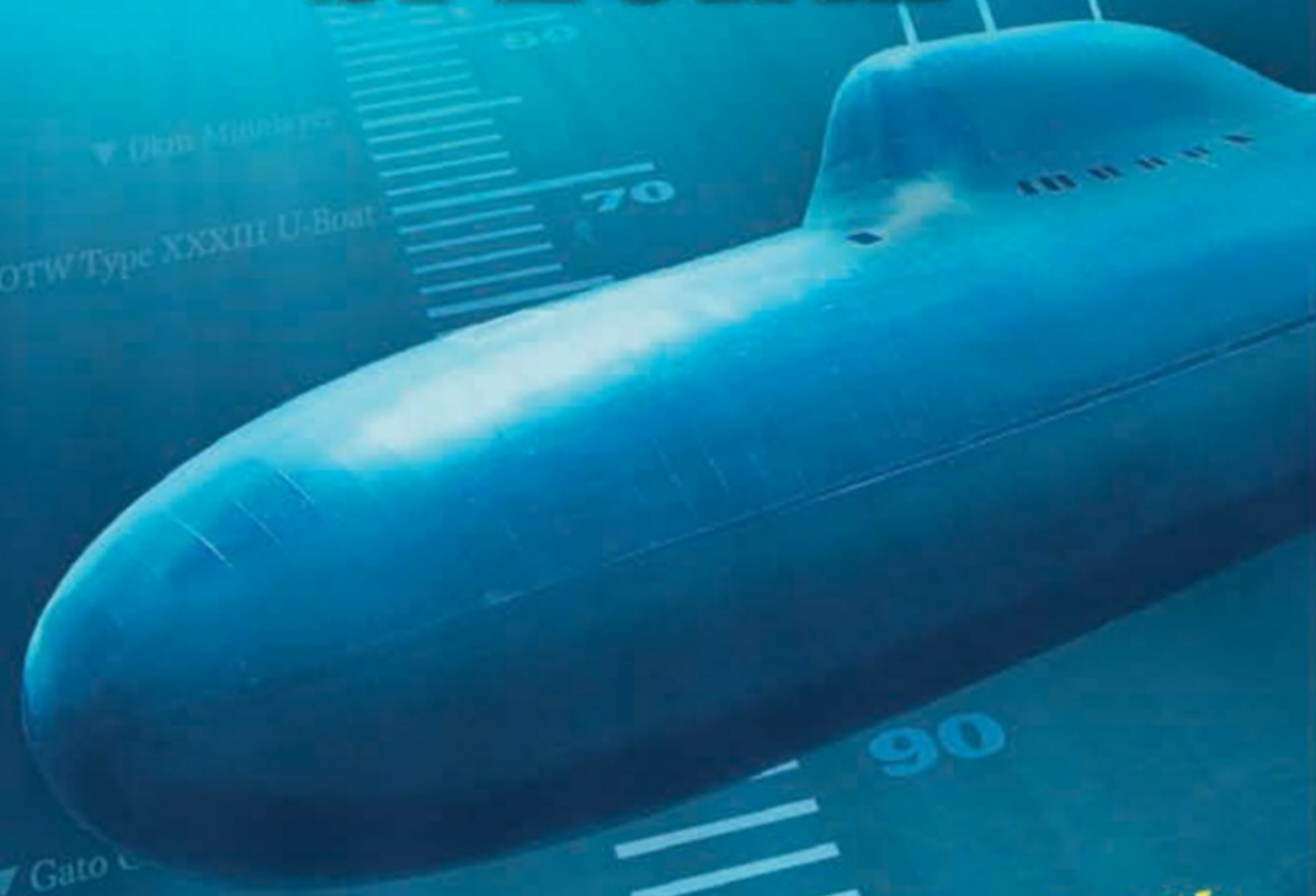
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Dremel EZ SpeedClic Sanding Mandrel SC407 and tool



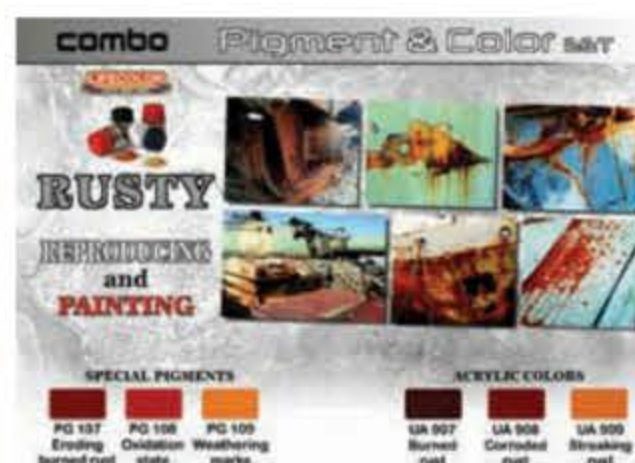
Dremel EZ SpeedClic Sanding Disc SC411



Dremel EZ SpeedClic Sanding Mandrel SC407

Nose Cap. On this tool, there is no need to use a separate spanner or wrench to tighten or loosen the collet when changing accessories. More tools will be launched in the future with this feature.

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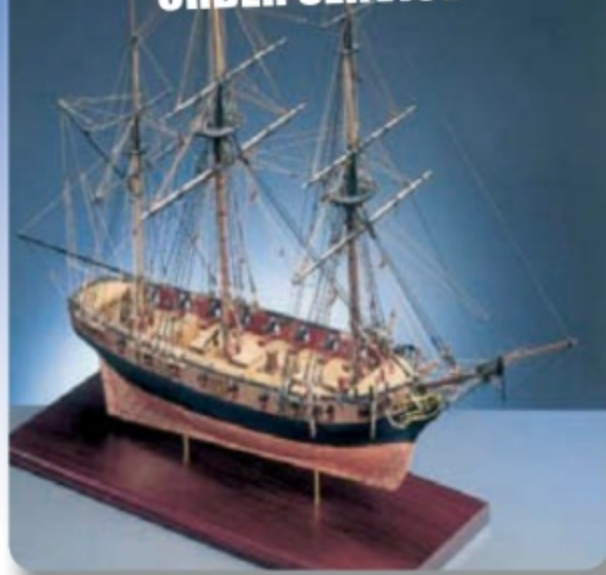
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