

SEASONAL IDEAS FOR MARITIME GIFTS AND INSPIRATIONS

MARINE modelling INTERNATIONAL

www.marinemodelmagazine.com

DECEMBER 2012 ISSUE



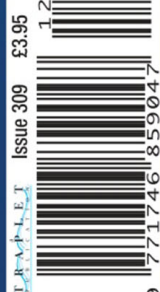
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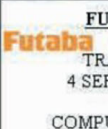
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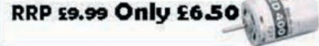
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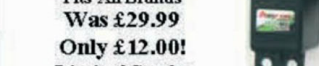
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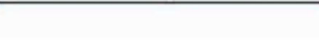
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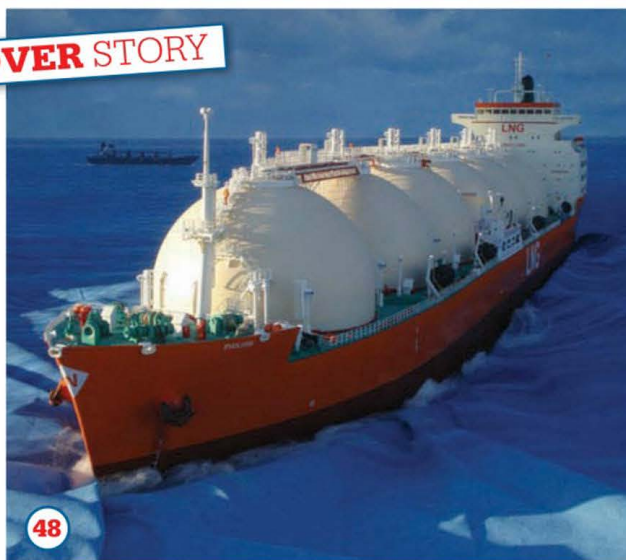
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COVER STORY



COVER STORY

Merchant ships for some reason are not a common subject for maritime modellers – but with many modellers keen on watching full size shipping this seems a rather strange phenomenon. This model is based on a full size Liquid Natural Gas tanker seen while the model maker was on holiday and from the detail it is very hard to appreciate that this is a model – even the crew climbing the walkways around the tanks look real. The article details the build using a GRP commercial hull and the build of the deck re-liquefaction plant into a fully operational R/C model.

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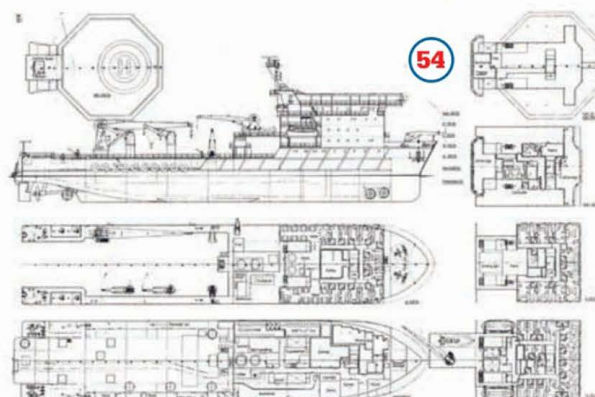
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MESSAGE FROM THE BRIDGE

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.

SEASONAL GREETINGS ALL!

It is always a sign of old age when you look back at the year and say "where did that go?" With the many high profile events here in Blighty (UK) this year like HM the Queen's Diamond Jubilee Celebrations and the Olympic and Paralympic Games it is easy to overlook some of our modelling achievements. Sadly, many events have been cancelled this year due to that magic 'word' – weather – and some of the larger shows are suffering from the economic climate. The good news is that you the readers are still buying and enjoying MMI each month, I try to look into my crystal ball and select articles for publishing that will interest the majority of readers but as I have said many times before, you cannot please all of the people all of the time with a hobby that has so many diverse interests as ours. Hence a big thank you to the readers who continue to support the magazine and to the contributors who supply me with many of the interesting articles readers enjoy reading.

Talking of articles, in this month's edition, as part of the much-publicised 50th anniversary of the James Bond films, we have an excellent article on the build of the model James Bond 'Q' boat. Another stunning build article is a modern merchant ship of a Liquid Natural Gas ship. Many of the regular articles like Plastic Kit Scene, Airwaves and Scale Scene have some ideas to put on your Christmas present wish list. If you want a bit of festive lighthearted reading the Taylor's Model Shop report may bring a smile to your face!

As many of you are aware we welcomed Chris Saunders on board the good ship MMI a few months ago as my assistant editor who is giving me some useful help in the editing of the mag and also an asset to bounce some ideas around for future editions. It just leaves me to sign off this year by wishing you all a Happy Christmas and I will pass you now to Chris down in the engine room.

Barrie Stevens



MESSAGE FROM THE ENGINE ROOM

Well, I have made it through my second month as assistant editor and have to admit I have thoroughly enjoyed it. It is really exciting to see the articles begin as word documents and pictures from the author and end up as the colourful pages in the published magazine. The only difficulty I have encountered is trying to work out the months. This may seem a bit odd, but it is early in October, I am carefully checking the proofs for the November issue, while doing the final adjustments to the articles set for December and sorting the main articles for January. I have to remember that when you read this, Christmas will be just around the corner. It is a bit like a juggler and as with any skilled practitioner, Barrie makes it all look so easy!

Having been dropped in at the deep end with checking the October proofs right at the start, I would like to say a special THANK YOU to all the contributors and readers for the messages of support (and sympathy) and the care they took in checking their articles. I don't believe it is common practise to allow contributors to check their proofs in this way, however, it does give an opportunity to sort out errors, correct spellings and make minor adjustments. Finally, I hope you all have a safe and prosperous Christmas with plenty of time for model making.

Chris Saunders

Many clubs attend festive events with suitably decorated models; this one was seen at Shepton Mallet Collett Park Lake during the Christmas night sail



CHECK OUT
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OUR LATEST
SUBSCRIPTION
DEALS

MARINE modelling INTERNATIONAL

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MASTHEAD

NEWS AND VIEWS FOR THE
MARITIME MODELLERS

TITANIC II

This year has been swamped with information commemorating the sinking of RMS Titanic 100 years ago. This ship still raises interest amongst the public with the opening of specialist museums many with the Titanic experience. On 4th December it is expected that an



announcement will be made in New York that Australian billionaire, Mr Clive Palmer, will unveil his plans to construct a replica of Titanic at 1/1 scale! The new Titanic II dimensions have been listed as 270 metres in length, 53 metres high and a gross tonnage of 40,000 tonnes. If all goes to plan the ship will be built in China for a launch in 2016 and

after a voyage to Southampton she will sail across the Atlantic to New York. A very bold and adventurous project we will watch the progress of with interest here at MMI.

HOW ABOUT A WINGS & WHEELS CHRISTMAS PRESENT?

Dare we mention Christmas? Not long now, and what better present for your modelling friends and relatives than to buy tickets for next year's Wings & Wheels Model Spectacular on 29th and 30th June 2013?

MODEL WINGS & WHEELS SPECTACULAR

Est. 1986

Still held at the old WWII North Weald Airfield in Essex, UK, Wings & Wheels is the longest running R/C model show in the country – year 27 will be better than ever! With a huge model boat section expertly organised by the Leighton Buzzard Model Boat Club, there is a 40 ft square temporary pool, and large marquee for displays there is plenty to offer for the boating enthusiast.



Advanced Purchase of tickets is available from 1st November, for Daily Entrance and Weekend Camping at www.wingsnwheels.net then click on 'Buy Tickets Now'. If you don't have the wonders of a computer, no worries, just give us a call on 01242 604126 and we can take your order.

The show also enjoys non-stop model aircraft flying, helicopters of all types, jets, trucks, cars, tanks, Daleks, rockets and more new attractions. Traders are already booking their favourite space and we have many new enquiries too. Wings & Wheels attracts visitors from all over the UK and Europe who come to enjoy what is offered.

To take part, whether as a trader, model flyer, boater etc. or even helping us to run the show please contact us in the first instance by email: admin@wingsnwheels.net

LONDON MODEL ENGINEERING EXHIBITION

Planning is well underway for the 2013 London Model Engineering Exhibition which will be held from Friday 18th to Sunday 20th January at Alexandra Palace, London. 2013 will mark the 17th year for this spectacular modelling extravaganza which brings together the very best from the modelling world.

The exhibition will feature over a thousand stunning models from over 50 national and regional clubs and societies and many clubs will be offering demonstrations of their skills. A wide range of locomotives will be on show ranging from 00 to 10 1/4" gauge including the fabulous '00' scale model railway layout, Abbey Road, built to commemorate the 150th Anniversary of the London Underground.

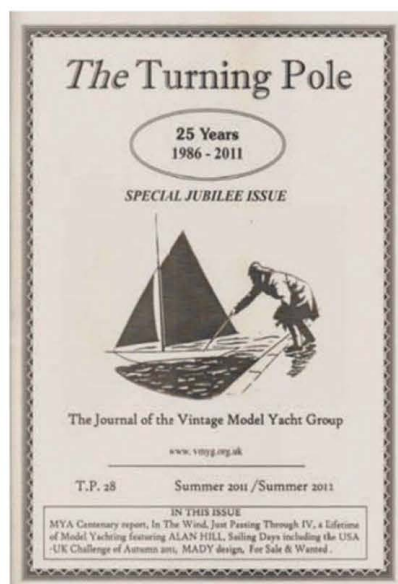
Over 60 of the UK's leading specialist suppliers will be attending allowing modellers to see all the latest products and stock up on vital supplies. There will also be plenty to see in the popular Model Active Zone.

Returning popular exhibitors will include the Gauge 1 Model Railway Association, Epping Forest Horology Society and the Gas Turbine Builders Association. Following a break last year UKRA (UK Rocketary Association) will make a welcome return with action packed demonstrations and workshops. Marine based exhibitors include A Team Boatyard who will be bringing along their model of the Type 45 destroyer HMS Daring built to a scale of 1/32nd. The team regularly takes part in World Record attempts – speak to them about their endeavours at the show. New exhibitors for 2013 include the Napier Power Heritage Trust and the Society of Ornamental Turners who will be giving demonstrations at the show.

There will be plenty to see and do for all ages – don't miss out on a great day, advance tickets are on sale now at www.londonmodelengineering.co.uk – book before 7th January for a discount.

VINTAGE MODEL YACHT GROUP

The latest journal of this well-respected modelling group 'The Turning Pole' has been published and is billed as the Special Jubilee issue. This 35-page publication is excellently presented with many interesting articles on vintage yachts and boats with many images in colour. The journal is distributed to all members, for further details visit the VMYG website: www.vmyg.org.uk



TAYLOR'S MODEL SHOP

IT'S NO PICNIC BEING AN INDEPENDENT MODEL BOAT RETAILER IN THESE HARD TIMES, BUT THIS LIGHT-HEARTED JOURNAL, KEPT BY ONE OF THE UNSUNG HEROES OF OUR HOBBY, SHOWS WE CAN STILL FIND SOMETHING TO SMILE ABOUT

I'd just finished my breakfast egg when my assistant Dave rang from the shop to say we'd been burgled. My first reaction was to wonder what they could possibly have found in our Christmas display that was worth nicking.

Dave had called the police and a policeman who looked about 14 was standing by what had been our special festive promotion. And what a sad sight it looked.

Dave had spent most of the previous day on it and I must admit it had looked pretty good, particularly the centrepiece, which was Dave's Airfix model of the Ark Royal with 'Merry Christmas' on the side in Morse code.

I particularly liked Santa landing on the deck in his sleigh surrounded by a selection of garden gnomes in Wolverhampton Wanderers colours and Snow White and the Seven Dwarfs, which Dave's wife had carved out of polystyrene at her prenatal activities class.

Now someone had stubbed a fag out on Grumpy and the Ark Royal looked as though it had been trodden on by a very large foot.

"It took me two years to make," Dave said. I thought he was going to cry. "Why would anyone do a thing like that?" "Perhaps it was a scratch-modeller who hates plastic," I said but no one thought it was funny.

"My granddad was on the real Ark Royal before it was sunk," the policeman said. "It went 17 ft on a gallon of fuel. Not many people know that."

Apart from the Christmas display, there was surprisingly little damage and the sturdy Victorian safe I inherited from my dad had resisted all attempts to open it with a can of WD40 and a bent spoon.

By now, the policeman had been joined by a young woman detective and I suggested we all had a nice cup of tea, and Dave handed round the Hobnob biscuits, which were the only things we actually kept in the safe.

The lady detective said she had just come from arresting a man who had admitted doing his Christmas shopping with a fistful of counterfeit fivers. Asked how he became a forger he said he got the idea from seeing an advert, which said: "Make money at home."

The young policeman said that on the way to the shop he'd been approached by a man whose house had been burgled, and who asked to speak to the thief.

He said: "I just want to ask him how he got into the house without waking the wife. I've been trying to do that for years."

By now, Dave had conducted an inventory, which meant trying to remember what was on the shelves and decided we had lost half-a-dozen belt-drive reduction units, and a Luftwaffe flight operations boat which we'd taken in part-exchange for a half-built model of Captain Nemo's bathyscaphe.

Then there were various shaft assemblies, nylon gears, digital mini-servos. Oh, and Dave's packet of high-protein energising flapjacks free of hydrogenated fats. He's trying to lose weight.

Things moved fast from then on. Next day a community liaison officer delivered a bulky folder of victim support literature and suggested I try to have a happy Christmas and not take the matter personally.

He said he would be back with a crisis counsellor named Rachel who would help me through the post-traumatic conflict that inevitably accompanied the violation of personal space during the festive season.

Crime, it seems, is everywhere in the model world at this time of year. My friend Kev, who runs a shop in the next town, caught a bloke actually nicking a top-of-the-range variable frequency heavy-duty speed controller from the display case on the counter.

"Tell you what, squire," said the bloke, "What do you say I just buy it, then you won't need to have all that bother with the police? It's for my nephew's Christmas stocking and I don't want to disappoint him."

Kev, always happy to avoid bother, agreed and gave him an invoice. "Unfortunately it's more than I wanted to spend," the chap said. "Can you show me something a bit less expensive?"

This morning there was a parcel on the shop doorstep containing all the stolen items, apart from two pieces of flapjack, and a note saying we should be ashamed of selling such rubbish in the season of goodwill.

How was I to know the reduction-units were fakes from North Korea, the Luftwaffe boat would only go backwards, the mini-servos all shorted-out and numbed your arm up to the elbow and the flapjack stuck to your teeth like superglue and had extracted two fillings?

Our anonymous correspondent added that unless we mended our ways we could expect another visit – this time from the Office of Fair Trading – and concluded: "Just because I'm a habitual and unrepentant criminal doesn't mean I'm not a serious modeller."

To cap it all comes news that Rachel, the crisis counsellor, is calling in on Christmas Eve to talk us through a programme of constructional rehabilitation. I'd better send Dave out for another packet of Hobnobs.

Merry Christmas.

R. E. Taylor



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The original vessel was built by Richards Shipbuilders at Lowestoft and launched in 1965 as a development of the Plumgarth/Avongarth class. The success of her design lead to a further four ships of almost identical design.

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TYPE 45 Destroyer



HMS Daring

HMS Daring was the first of six Type 45 air defence destroyers to fly the white ensign when she was formerly accepted by the Royal Navy on 10th December 2008.

The Type 45 represents a significant increase in the air defence capability of the Royal Navy in comparison to the class she and her sister-ships are replacing.

She is also used in a variety of other roles.



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SAILFREE

CHRIS JACKSON WITH NEWS
FROM THE RADIO CONTROLLED
RACING SAILBOAT WORLD

AUTHOR: CHRIS JACKSON  GREAT BRITAIN

chris.jackson43@btinternet.com



A good start at the Radio A class nationals, with Darin Ballington's Sword (98) in leading position

After recent articles which concentrated on some of the smaller classes within the wide spectrum of R/C racing sailboats, this month we look again at the radio A class which is the largest class sailed across a number of countries, including the longstanding fleet in the UK. A visit to the 2012 MYA Nationals held at Longham Lakes near Poole, Dorset where the long established Poole MYC was running a three-day event allowed us to watch some exciting racing and take a look at some of the current designs with both commercial and individual boats being represented.

BELOW: A view of the startline from the bank of the very large lake at Longham just outside Poole, ideal for A class boats

RA NATIONALS

The Poole club has suffered a catastrophic problem with its home water in Poole Park since a group of ecologists decided to reconfigure the lake and plant reed beds and other ecologically friendly things in what had been a saline and largely weed free lake. As a result the model boat section with its excellent clubhouse and a sailing water enclosed within a boardwalk has now weeded over so badly that it is scarcely possible to run a screw driven electric boat let alone a radio sailboat. The club now has access to a lake at Longham Lakes about 5 miles out of town, which has to be booked in advance but normally offers a very good venue for radio sailing competitions. Unfortunately even the large water there has drifting weed and this affected many of the competitors during this event. The fleet was smaller than the last time this event was held at Poole, with only 17 entries, but every one of them was superbly built and rigged and this provided close racing over three days.

The winner was Graham Bantock sailing his own design and built Sword, followed by Ken Binks and Darin Ballington sailing their Sword designs. Indeed only Trevor Binks sailing his Venom to fifth was able to stop all the Swords making a clean sweep of the top six places. The sole foreign entry Arjan Van der Cingel, from the Netherlands placed eighth sailing a Sweet 9 only two points ahead of Roy Stevens from Middlesbrough, sailing a similar design who I think was the only entry from anywhere north of the Midlands. The Race Officer was Peter Wiles, giving up his weekend to officiate alongside the usual Poole stalwarts who laid on a well-run event.

LIGHTWEIGHT RADIO A CLASS BOATS

One notable and very original boat in the fleet was the Skip design from Richard Wills which looked a bit like a giant Wee Nip (see photo) and was very light at around 9 kg. This boat showed great speed from time to time but his results show several poor results and DNS scores, which left him in twelfth position overall. There was another 'lightweight' boat in the fleet, which looked at first sight like a Gunboat from the design by Graham Bantock. In fact builder Martin Raishbrook has planked a hull in balsa, which has marginally reduced frames and frame spacing so that the boat now weighs around 11 kg instead of 12 kg. Traplet has in their plans range the Orca designed in the late 1980s by Canadian Bob Sterne, which is presented as a



series of options as to frame spacing and thus waterline/sail area options and is also very light. If my memory is correct Martin built one of these a few years ago. There has been a constant search for high performance lightweight boats over the years but the A Class Rule has clever limits on extreme developments, which is one of the reasons it has remained popular over many years.

Charles Detriche is the latest designer to work in this area and after the one designs such as Farfadet which MMI covered he went on to design three lightweight A class boats which were featured in the April and May 2011 Sail Free column. In those issues we also refereed to the boats built by Australian Brian Dill and Roger Lang in the USA, showing that home built A class boats could still be built down to competitive weights. They shared some of their methods with readers, and confirmed the practicality of balsa planking even for so large a hull. Martin Raishbrook's boat is both light and has a very fine finish and it will be interesting to see how the design fares on other lakes. With the Editor's co-operation I have assembled the principal drawings for Charles Detriche's MinimA which is about as light as you could get at 9 kg displacement and has very attractive lines based on his combination of flat ply sides and planked convex bottom panels which will allow readers to visualize the sort of size boat you are going to get if you build a minimum weight radio A class boat.



There was weed even on this expanse of water which affected almost all boats at some point

CHINE LINES?

We are often asked about the use of chine style hulls in this class and there are a number of designs available. Both Frank Russell and Adrian Brewer in Australia have produced a fair number of single and double chine boats at the lower end of the displacement spectrum and Traplet has published Adrian's Vapour Trail which has a multichine/panel form. Although such designs have been built and sailed over the years I suspect that if a modeller is confident enough to build a boat of the size and complexity of an A class, including casting a substantial lead ballast and so on, then they are not likely to be put off by the thought of planking and glass fibre cloth skinning a hull. There is also the question of classic appearance, which is a key factor for many skippers in this class and here again there are bonus points for a round bilge form hull!

GAMES 8 AND MIDLAND MARBLEHEAD RANKING

With the Marblehead World Championships only weeks away this ranking event at Watermead on 16th September was the last major event for competitors to sharpen their sailing and get the best out of their boats. The 17 entries included several new recruits to the class, which has increased in popularity over the last year as a result of the Worlds and the GAMES series. PRO, Clive Bardell, with his race team from Watermead Model Boat Club near Aylesbury did a very good job running the event and sailed 22 heats over a simple windward/leeward course with a leeward gate. Winds at the top end of 'A' rig increased towards the end of the day to become a 'B' rig wind. The wind was gusting between 4 and 10 mph and there was some marginal planing on occasions on the off wind legs. Brad Gibson was eager to try out his 'A' swing rig in what were ideal



Skip, Richard Will's experimental design which sailed very fast at times but required more development



Martin Raishbrook's superb balsa planked 'reduced volume' Gunboat, as described in the text



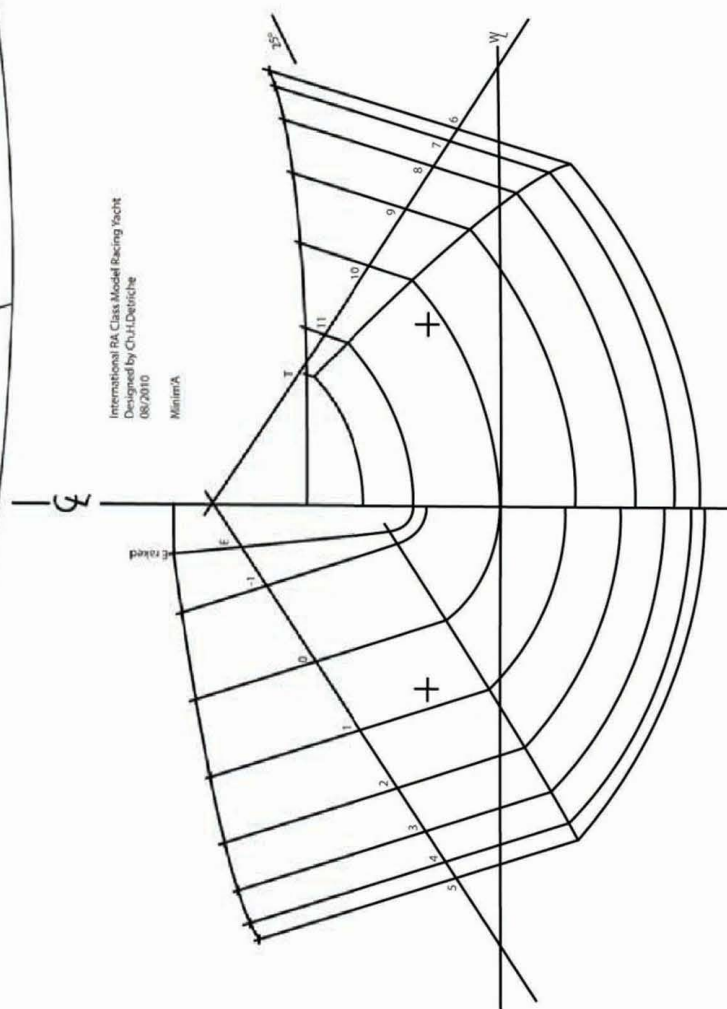
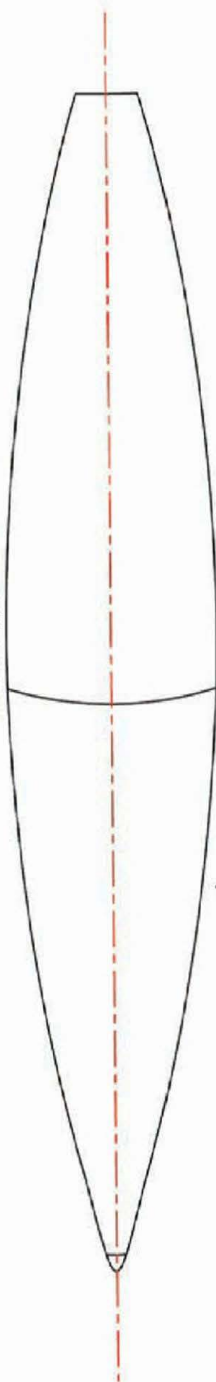
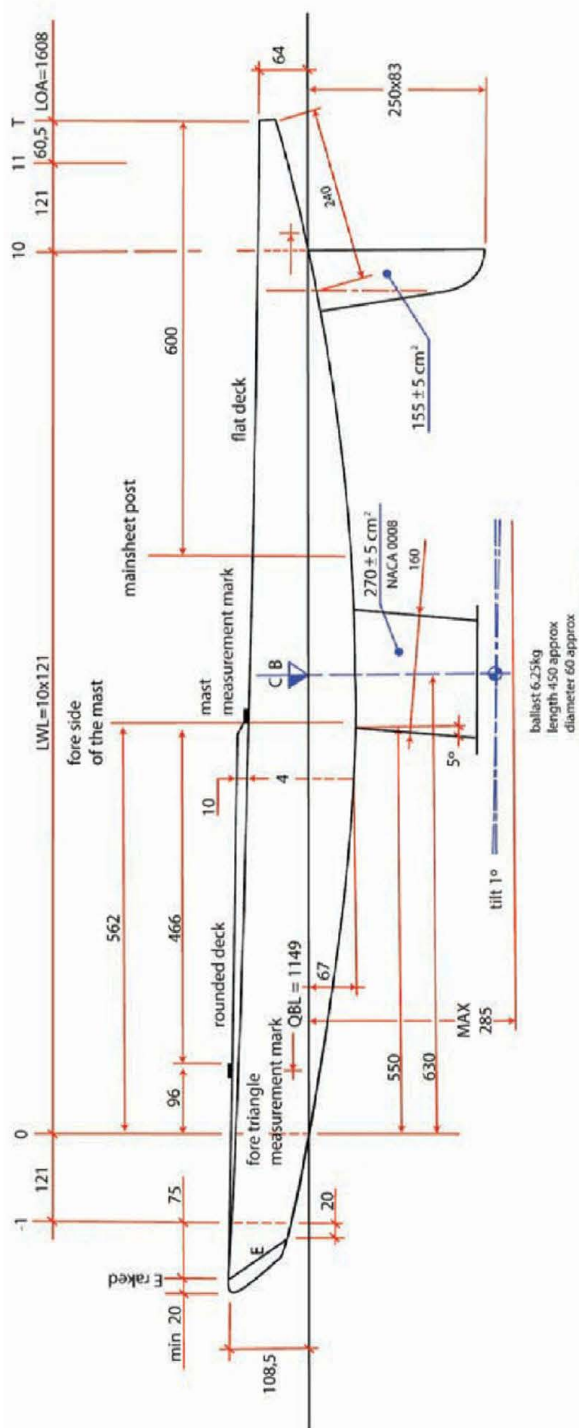
Chris Durant's Gunboat, produced off a CNC cut styrene plug and male moulded shell, lots of hard work to produce this quality of finish



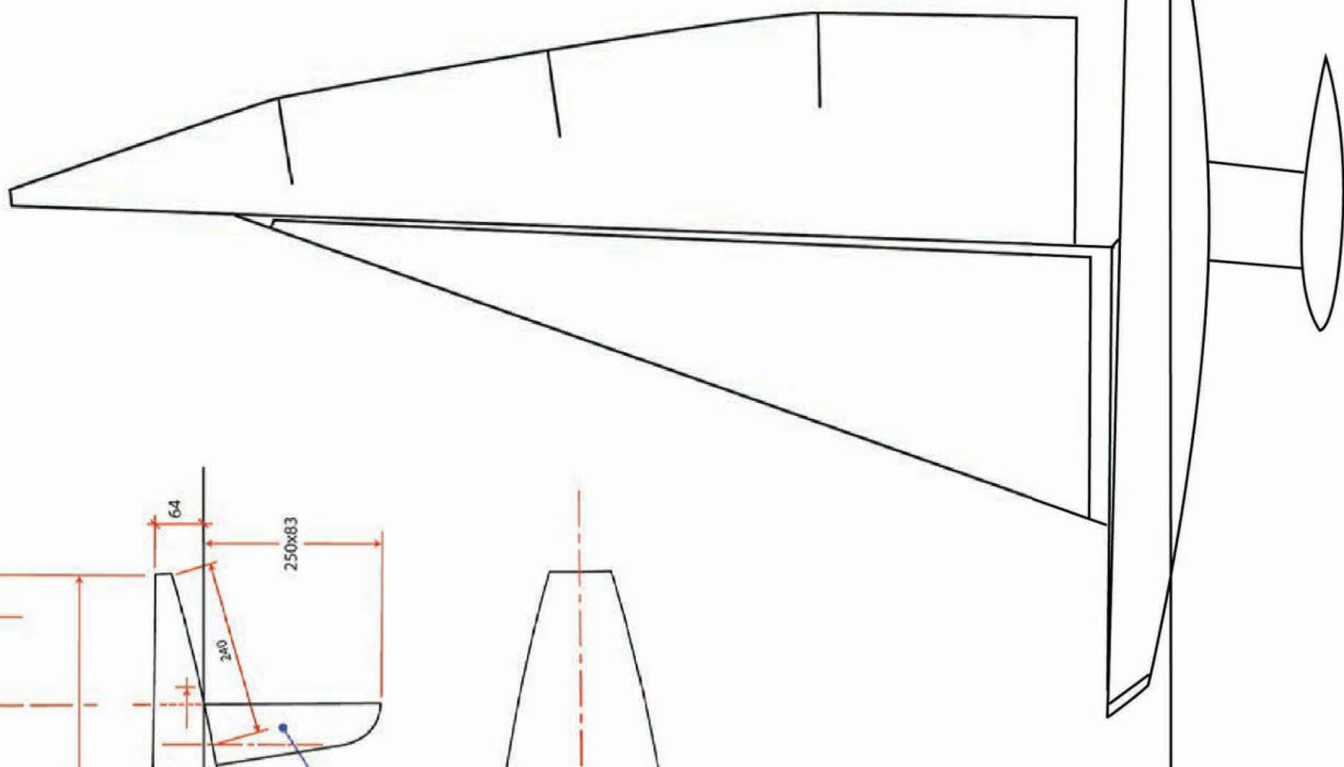
Roy Stevens was sailing this Sweet 9, now with a replacement hull shell after major collision damage to the original

Diagram Page Legend

MinimA is one of Charles Detrich's designs developed from several previous freelance essays which fits the A class rules in all respects and yet is very light overall at 9 kg. It has 6.25 kg ballast and a design sail area of .782 sq m which should allow it to be competitive in moderate winds. Even if it does not set the world alight you would still end up with a very attractive and manageable radio sailboat!



International BA Class Model Racing Yacht
Designed by Ch. Detrich
08/2010
MinimA





The RM fleet at Watermead, the last ranking race before the Worlds in France



Not content with producing the Britpop IOM design, Brad Gibson has now produced his new RM design Grunge, seen here at speed at Watermead

testing conditions for his new design GRUNGE. It was good to see newcomers to the Marblehead scene including Darin Ballington, who finished second, Paul Stubbs and young Josh King from the IOM fleet. The GRUNGE was again very quick and although he did not win every race, he did have to count a second in his score of 10 for 11 races with 2 discards! Brad reinforced the superiority demonstrated in strong winds at the National Championship when he won all but one of the races. The GRUNGE is a beautifully made boat, narrow, lightweight with high stability and carefully set-up rigs and well cut sails, as might be expected from one of the world's top sailmakers and Brad must be favourite for winning the Worlds in Ploermel, France in October. The prize-giving started with a belated presentation of the Marblehead Classic Cup to Josh King for his performance with a classic boat at the Marblehead nationals. This was the best performance with a boat more than 10 years old. Competitors thanked the Watermead Model Boat Club and Clive Bardell in particular for running a very enjoyable event.

RESULTS

1st Brad Gibson, Birkenhead, GRUNGE, 10; **2nd Darin Ballington**, Manor Park, ROK, 31; **3rd Roy Stevens**, Killingworth, PRIME NUMBER, 34; **4th Hugh McAdoo**, Guildford, PRIME NUMBER, 39; **5th Josh King**, Windrush, STARKERS, 44; **6th Paul Stubbs**, Manor Park, STARKERS, 47; **7th Martin Crysell**, Guildford, PRIME NUMBER, 51; **8th Tony Guerier**, 3 Rivers, STARKERS, 51; **9th Roger Stollery**, Guildford, CRAZY TUBE FREE, 69; **10th Victoria McNulty**, Birkenhead, PARADOX, 69; **11th Peter Popham**, 3 Rivers, STARKERS, 74; **12th Agustin Moreno**, Chelmsford, PRIME NUMBER, 76; **13th John Shorrocks**, Reading, STARKERS, 96; **14th Terry Rensch**, Guildford, PRIME NUMBER, 115; **15th Richard Buxton**, Broads, COMPOSITE, 116; **16th Peter Dunne**, Guildford, CRAZY TUBE TOO, 134; **17th Alan Viney**, Guildford, PRIME NUMBER, 154.

ALL CHANGE AT THE MYA?

Most MYA members have been contacted recently by their President, Derek Priestley with the news that both Chairman Peter Stollery and Vice Chairman Tony Edwards, will be standing down at the AGM after many years of service. As he says in his notes we all owe them a great 'thank you' for their work and wish them both well with their future sailing. However, the MYA now needs to find replacements and although someone may come forward from within the MYA Council there may be others not currently involved with the MYA who could make very good candidates. With that in mind Derek has asked all MYA members to put their thinking cap on, speak to fellow competitors and send any nominations, suggestions etc. to Secretary to Council Chris Durant, 5a Cockoo Lane, Stubbington, Hants PO14 3PJ or Email: Secretary-12@mya-uk.org.uk

RACING RULES OF SAILING 2013-2016 ONLINE!

Every four years, timed to synchronize with the Olympic Games, the ISAF issues a revised set of the RRS which apply to all forms of sailboat racing from radio controlled boats right up to the America's Cup levels. Proposed changes to the RRS are suggested in Submissions (which can be made by ISAF Member National Authorities, International Class Associations, the ISAF Executive Committee, ISAF Committee Chairmen and the ISAF President) to the ISAF Annual Conference. These are then evaluated carefully by the ISAF Racing Rules Working Party and during the meeting of the ISAF Racing Rules Committee at the Conference, that committee passes its recommendations on to the ISAF Council. Approved changes then comes into force in the next edition of the RRS. So the 2013-2016 RRS reflect rule changes approved by the ISAF Council over the past three years.

The publication of the RRS on the ISAF website marks their first release ahead of their worldwide date of implementation on 1st January 2013. The official RRS iOS Application, available on all mobile Apple devices, allows the user to quickly find information about all aspects of the rules that govern the sport on the water. It is available to buy now for £0.69 on the iTunes App Store. ISAF Secretary General Jerome Pels said, "The ISAF Racing Rules of Sailing iOS application is a fantastic way for sailors to reference the rules whilst on the go. With national and international race officials carrying mobile devices around the world the benefit of having rules within arm's reach at all times will be evident."

Designed for easy reference whilst on the go the application allows the end user to bookmark specific pages, refer to race signals and breaks down each part in an attractive manner. The new edition of the RRS is available to view on the ISAF Racing Rules of Sailing page at www.sailing.org/rrs and you can also order your hardcopy of the RRS 2013-2016 at www.sailing.org/merchandise.php

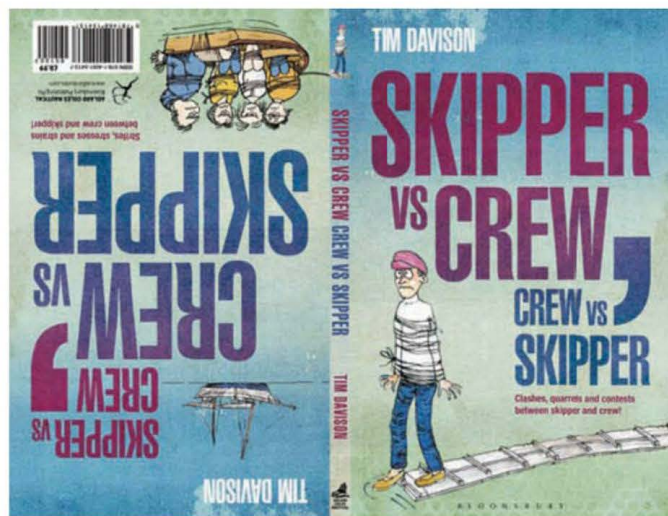


Brad Gibson gets his first place trophy from Clive Bardell of the host club Watermead near Aylesbury

The ISAF Racing Rules Committee is tasked with formulating, revising and publishing the RRS, with any changes ultimately subject to the approval of the ISAF Council, the final decision-making body of the International Sailing Federation.

SKIPPER VS CREW/CREW VS SKIPPER BOOK REVIEW

The inevitable war between skipper and crew makes scrummaging in the Rugby World Cup look like a picnic. After all, when the going gets tough ashore, one protagonist can go to the pub. On a boat there's no escape – you just have to slug it out. This book aims to take the conflict to a higher level, but is even-handed in its advice. The bumptious skipper will of course read from the front (casually assuming the book is written for him). Here he will find new and exciting ways to exploit those forward of the tiller, and much to reinforce his guiding principle (culled from Mushroom Grower's Weekly): 'If you want them to mature keep them in the dark, keep them wet and keep them away from home soil'. Meanwhile the crew, programmed to find more subtle ways round problems, will be reading from the back. Here they'll find an arsenal of weapons to turn the tide and win the war. Remember, from his position on Fantasy Island, the skipper is completely helpless. Shout as much as he likes, only the crew can hoist and lower sails, tend the sheets and fend off when it all goes wrong. Read on, you honest matelots, to gain the upper hand.



A little Christmas stocking idea, written by Tim Davison, a keen RC Laser skipper as well as the full size variety!

Tim Davison set out to be a nautical author, but slipped off the bottom of the learning curve. His boats have ranged from a converted dustbin lid (it sank) to a radio controlled RC Laser model yacht (it got stuck in the bushes). In between he has owned 19 Lasers (in the hope that the next one would go faster) several Laser II's and a 470 – in which he managed to come last in the Olympic Trials. Denied racing success he decided to apply his 'round the buoys and back to the girls' philosophy to the world of cruising. This caused innumerable disasters, since cruising should be a subtle and thoughtful occupation. Luckily his early boats had lifting keels or he would still be aground somewhere in Brittany. He hopes this book will help you avoid some of the hairier cock-ups, but is resigned to your finding new and interesting ways to embarrass yourselves. Adlard Coles Nautical, an imprint of Bloomsbury, publishes Skipper Vs Crew/Crew Vs Skipper. Priced £8.99, ISBN: 9781408154137, order your copy today direct from www.adlardcoles.com or from all good bookshops.

IRSA GENERAL ASSEMBLY 2012

IRSA is the Affiliated Member of ISAF with a mandate to look after World Radio Sailing on their behalf. This approach to our sport offers a new centralised and dedicated organisation for radio sailing,

incorporating twenty-nine Delegated National Member Associations and their skippers, and providing resources for world wide radio yacht designers, builders and equipment manufacturers, all of whom pursue a healthy and active outdoor sport without detriment to the environment.

Following the successful General Assembly (GA) Meeting in April 2012 at which a majority of the membership participated, the IRSA Executive Committee (EC) held a further electronic meeting to implement the resulting discussions. Nominations were accepted for the positions of Vice-Chairman, Publicity Officer, Racing Rules Chairman, Regional Officer Europe and Regional Officer Oceania. The officers elected were Des Fairbank (RSA) Vice Chairman, Robert Hobbs (GBR) Publicity Officer, Roy Granich (NZL) Racing Rules Chairman, Bernard Merlaud (FRA) Regional Officer Europe and Ken Dobbie (AUS) Regional Officer Oceania.

The election of a Chairman and the positions of Secretary, Organisation and Policy Chairman, Technical Chairman and Treasurer were discussed by the elected Executive Committee. Des Fairbank (RSA) agreed to step up to Chairman and the following were co-opted to serve on the EC – Bruce Andersen (USA) Secretary, David Coode (GBR) Organisation and Policy Chairman and Val Provoost (NED) Technical Chairman. The post of Treasurer currently remains unfilled. The revised Constitution was adopted and forwarded to ISAF, and has been posted on the IRSA website: www.radiosailing.org

The new and expanded electronic forums used by the EC are working well and enable quick communication throughout the World. To encourage the involvement of the IRSA Delegated National Members an additional thread will be set-up for the DNM's to raise and discuss issues from the membership and bring them to the attention of the EC. Concerns raised at the GA regarding the new constitution will also be discussed via the DNM Forum. The other major issue arising from the GA was the re-introduction of membership fees – it was agreed that any proposals would be submitted to the DNM for their consideration.

The Racing Committee under the chair of Roy Granich (NZL) has the following members – Lana Butler (CAN), Mike Judd (NZL), Paul Chisholm (AUS), Soren Andresen (DEN), Vinnie Zammit (MLT) and Nigel Winkley (GER). They have been working on the new Standard Sailing Instructions, which will now be called the Sailing Instructions Guide. Reviewing and updating all racing procedures and documents will form much of their future work.

The Technical Committee under the chair of Val Provoost (NED) has the following members – Gerd Mentges (GER), John Simpson (GBR), Remi Bres (FRA), Rob Bel (GBR) and Robert Hales (AUS). The Committee has been working on updates and rulings for the four international classes, with the IOM class creating by far the most work for this team.

The Organisation and Policy Committee under the chair of David Coode (GBR) has Ken Dobbie (AUS) working with him, they will be looking at updating policies to accommodate changes resulting from the expanding IRSA family.

The accounts show that we have a surplus. However, future demands on the finances may require the reintroduction of DNM's fees. To facilitate these discussions, budget proposals will be produced for the Committee and the ensuing proposals offered to the DNM's for their consideration.

There have been general discussions on the topics of the use of Umpires and Judges and the possibility of training specialists for our sport. The existing and the possible future cost of these officials at World and International Championships is a cause for concern and the EC welcomes proposals and comments on this aspect of our sport.

The website continues to develop and will be completely re-vamped this year under the watchful and helpful eye of Richard Rowan, who looks after our website and its forums and our electronic communication facilities.

Report written by Robert Hobbs, IRSA Publicity Officer, 16th August 2012 **MMI**

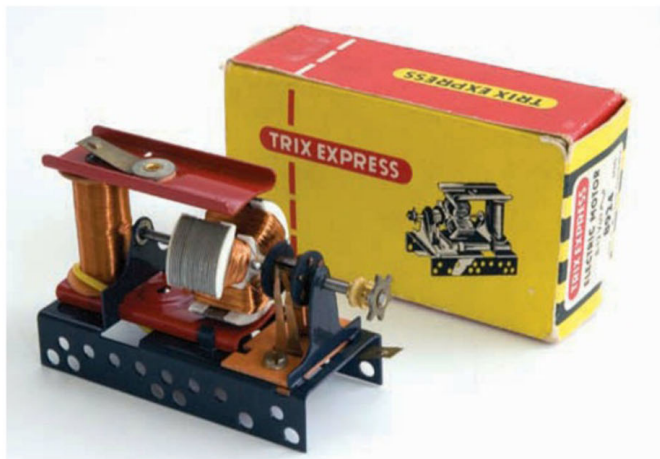
VINTAGE MOTOR SHED – 22

TRIX MOTORS

The German company Trix began to produce a patented Meccano-like metal construction set in 1931, and later also made model trains. Through an association with Bassett-Lowke, a UK branch of Trix was established in London in 1932. To provide power to their construction sets they produced a small electric motor that was the subject of British Patent 421924, 'Improvements in or connected with Toy Electromotors', granted in January 1935.



Pre-war UK-made Trix Permag

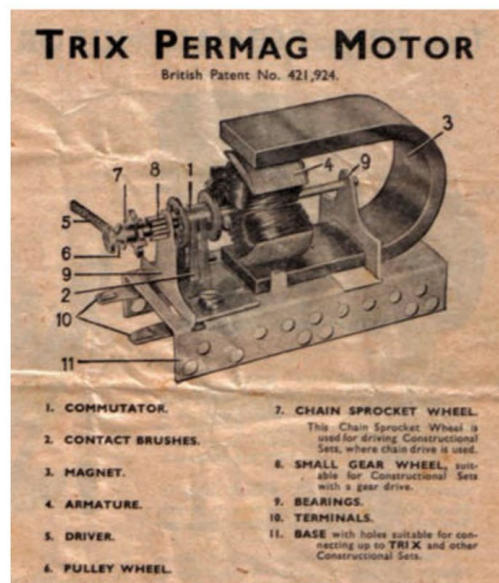


1960s German wound field AC/DC model



1990s German Permag with plastic base

There are no obvious signs of innovation when you look at one of these motors today, so the patent was probably granted for features such as the mounting hole pattern on the sides, which suited both Trix and Meccano hole spacing, and the 'quadruple' drive arrangement, a pinion and combined sprocket, pulley and crank. The motor itself is decidedly basic with a baseplate of thin steel from which tabs have been bent up to provide crude bearings. On my unused example, the armature-magnet gap is huge, some 2 mm at the top and 1 mm at the bottom and the performance, even allowing for a magnet weakened by age, is uninspiring. The motor also vibrates noticeably, helped in this by the unbalanced crank arm at the end of the shaft. It was intended for 4-8 volt operation from dry cells or accumulators, with connection made via two spade connectors on the end of the base.



Main features of the Trix Permag, taken from the instruction leaflet

mostly minor. The exception is the wound field version, which has the permanent horseshoe magnet replaced by a vertical electromagnet with long pole pieces extending to the armature. In this form the motor was suitable for 6-8 volts DC or 8-12 volts AC via a transformer.

Other variations relate mainly to the finish – the base plate may be silver or dark grey, or be made of brass with a brass cover or cowl to hide the moving parts. Later German-made examples are better quality, with tightened tolerances and carbon brushes and some even had re-tooled plastic baseplates and moulded clear plastic enclosures for the moving parts. The horseshoe magnet was replaced with a rectangular magnetic slug so that both versions of the motor (permanent and wound-field) could use the same shaped pole pieces.

It is not likely that many of these motors went to sea, though the leaflet I have claims that 'the Permag is fine for driving a boat', coupling to the propeller shaft being achieved through engaging the bent drive crank with a similarly bent end on the propeller shaft. I have seen in pre-war editions of magazines such as Hobbies Weekly simple model boat plans showing the Trix Permag as the power source, so for this reason and its long production life of nearly sixty-five years, I feel it has earned its inclusion in this series. **MMI**

The curious thing about this motor is that despite its basic design it had a very long production life, from 1935 to around 1998, when Trix construction sets went out of production. The motor was made in several different countries and the variations are many, though with one exception they are

AIRWAVES

ALAN MAKES A WELCOME RETURN TO CONTINUE WITH ELECTRICAL ISSUES!

AUTHOR: ALAN SENIOR  GREAT BRITAIN
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The observant Airwaves reader will have noticed that I have missed writing an article for the last two months; unfortunately this is due to trying to keep up with work and family needs, which do have a habit of getting in the way at times! I would like to thank readers for the encouraging emails asking me to continue, be rest assured they have not fallen on deaf ears!

JET BOAT EXPERIMENTS

The main topic this month has been inspired by an email from Terry Burnett who has been experimenting with jet boats and is having some trouble with the model stopping due to nuisance tripping of the Low Voltage Cut-out (LVC) built into the Electronic Speed Controller (ESC). Here are some edited extracts from Terry's interesting emails:

The as bought Tear Into Jet Boat



"I have been fascinated with what these kids in the USA are doing with the Tear Into Jet Boat (see Google/YouTube) and thought I would have a go. I purchased a Tear Into (from China) threw all the rubbish away as I just wanted the hull. I modified the hull, purchased a Graupner Mini Jet drive, made new robust bearings, fitted a 3600K Brushless and made a water jacket for the same.

Now here is the problem. I bought a 35 amp Hobbywing Seaking water cooled ESC (from Giant Shark) and a 2-cell 7.4 V 3300 LiPo (from Component Shop) and the performance was amazing, however, even with a fully charged LiPo the motor goes into low power mode and it appears the ESC is going into low volt protection mode.

The way to correct this is to recalibrate the throttle each time the battery is connected or disable the LVC, which avoids recalibration but has the obvious dangers (comment?).

Searching through the Internet forums it appears many folk have this problem and the fix is to disable the LVC. The set-up is:

Black Mantis 3600 kV in runner brushless motor
Seaking 35 amp Electronic Speed Controller
2-cell 3300 mAh LiPo

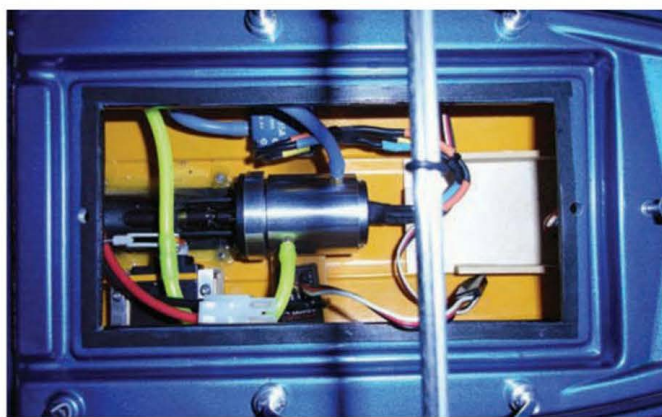
The present situation is that with the LVC disabled and several 'bathtub' tests, the model can hardly be restrained from leaping out of the tub!

At full load/throttle the voltage is 7.4 volts
Power is 134 watts
Current (calculated) 18 amps

I am replacing the Tamiya connector with a Deans, which I remember you have advocated in the past. I have fitted a separate Low Voltage warning system from the Component Shop."



Terry Burnett's Beady Eye version, following an extensive upgrade



The internals of Beady Eye, nice and neat but that Tamiya battery connector has to go!

The model Terry has adapted looks like a lot of fun and has rekindled my interest in jet boats! I feel a sudden urge to dash off to my workshop and start building one – but I must finish this article first...

LOW VOLTAGE CUT-OUT (LVC)

The Low Voltage Cut-out is a facility often built into modern ESCs; the idea is to protect the main drive battery from over discharge. This is an important feature because over discharging tends to damage some or all cells in the battery pack, the result is then a reduced charge/discharge cycle life and reduced energy storage capacity (lost mAh). When a battery pack nears depletion (starts going 'flat') the voltage output rapidly decreases, fortunately the battery voltage can easily be measured by electronics thus a protection mechanism can be built into the ESC. The rate at which the voltage drops is dependent on the battery technology (Lead acid, NiMH, LiPo etc.) and the current demanded by the model's motor. The voltage of NiMH cells tends to collapse quite quickly, this is likely to be noticed in an electric model by a rapid reduction in the model's top speed. The voltage of LiPo cells tends to decrease more slowly and the voltage is a good indicator of the state of charge. Some cell chemistries are more tolerant than others to being discharged below a recommended voltage, however LiPo's are particularly susceptible to internal damage and will not recover from abuse.

NUISANCE TRIPPING

Nuisance tripping can occur when a brief voltage drop is seen at the ESC, which is below the limit set. There are a number of reasons why the LVC may kick in before the battery pack has been depleted:

1. Too high a current demand. LiPo's have a 'C' rating, say 20C or 30C, in general the higher the rating the less the voltage drops on a particular current demand, low 'C' rating LiPo's are cheaper for that reason. I don't think the 'C' rating is standardised for voltage drop, so a cheap LiPo with a high 'C' rating may not be as good as another more expensive brand with a lower 'C' rating. As the cells age the drop on load will get worse. High and low temperatures also cause cells to drop more volts on load so don't wrap them in a blanket of heat insulating foam. The LiPo cell technology is optimised for consumer items so perform best at normal ambient (25 degree C) temperatures. Although the 30C rating of Terry's 3.3 Ah LiPo implies that it can deliver $30 \times 3.3 = 99$ amps, I suspect the battery and wiring may overheat and fail at this very high current level and very few connectors could cope.

2. Voltage drops in wiring, fuse and connectors. High current connectors are a must, e.g. Deans style. Use only one connector if possible. A fuse drops too much so I don't always use them... but there is then a risk, which I mitigate by good build standards and avoidance of potential short circuit scenarios. Use decent thick wires rated for a MUCH higher current to minimise the resistance and hence the voltage drop, always solder all joints thoroughly ensuring joints are properly 'wetted'. Warm wires drop more than cool ones so that is the reason why thick wires have a double benefit (lower resistance to start and then stays lower). Keep all the power handling wires as short as possible, including those to the motor as this can affect the electronic commutation detection in a brushless ESC. For the technically minded the common R/C brushless ESC senses the Back EMF (i.e. the voltage the motor generates when spun at a particular rpm) produced by the motor to work out the correct sequencing (commutation) of power to the coils.

3. Sudden high current demand. Brushless motors are almost a short circuit when started and a sudden increase in throttle demands much higher currents, albeit briefly, in a jet boat the motor itself must spin up and in addition the water in the 'pipe' must be accelerated to a high velocity. A normal propeller will 'slip' more easily as water can circulate outwards and around it, relieving the load on the motor (in a jet the pipe prevents this circulation). The motors in jet boats also experience a lot of aggressive transient loads as the models tend to be run in more challenging water conditions, for example, if the jet inlet vents air then the next surge of water going into the jet is not going very fast at all – so the impeller almost stalls until it gets pumping at high velocity again.

4. A mismatch between the motor and ESC. Some brushless ESC's are optimised to work with a particular turns count motor, a mismatch or incorrect 'timing' settings can cause more voltage spikes.

SETTING THE LVC

The LVC kicks in at a programmed cell voltage; usually this is selectable so check the ESC manual. A LVC setting of 3.3 V per cell is usual to maximise the LiPo life but lower voltages, for example 3.1 V, can be used with care to avoid nuisance tripping. Since Terry's model has a LiPo voltage that drops to 7.2 V and the battery has two cells, each cell voltage is dropping to 7.4 V divided by 2 = 3.7 V, so this would cause the LVC to kick in if the setting is not kept below 3.7 V.

LIPO VOLTMETER AND ALARM

One option is to disable the ESC LVC (consult the ESC manual) and install a LiPo voltmeter and alarm instead, they are remarkably cheap and conveniently plug into the little LiPo charge balance connector, here's a link to one example:

www.giantshark.co.uk/battery-tester-voltage-alarm-p-406198.html

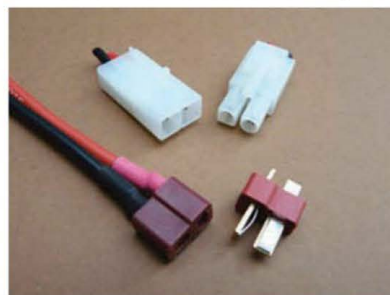
This particular one has a very loud alarm considering the small size, and the alarm can be set to different voltages. This little gadget also has a bright LED display that sequences through the cell count, total pack voltage and the voltage of each individual cell. It is important to heed the alarm warning very quickly and bring the



This 3300 mAh LiPo is rated at 30C, which implies it could deliver an impressive 99 amps

model immediately to the shore at a reduced speed; this is because the battery pack voltage will continue to decline quickly to a level that might damage the pack. The ESC LVC on the other hand will usually cut-out completely to stop the battery voltage dropping too low.

It is also important to remember to remove the voltmeter and alarm itself from the LiPo pack as it also consumes current and will eventually discharge the LiPo completely.



Deans style connectors (in foreground) are much better for use with high currents than the inexpensive Tamiya ones

My research on the Internet suggests that the LiPo battery fire risk is mainly during charging or after physical abuse (punctures or bruising of cells) and not during an over-discharge scenario. However, since over-discharge will definitely damage a LiPo battery there may be an increased fire risk on subsequent attempts at charging the damaged pack. The

safe advice therefore is to keep the ESC LVC operational, only this facility if you are competent to do so and understand the potential consequences.

CONTACTING THE AUTHOR

If you have useful advice that I can pass on to other modellers through this Airwaves column or any questions then I am always pleased to hear them and I will try to help. My email address is at the start of this article. **MMI**



A LiPo Voltage alarm fitted and displaying the total pack voltage

POWERPLUG

RICK REVIEWS THE NEW AQUACRAFT MODELS REVOLT 30 RTR MONOHULL FAST ELECTRIC

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

In today's continuing trend towards providing the R/C boat marketplace with race-quality, fast electric marine craft the modeller can now have the option of using either two smaller LiPo battery packs or a single larger lithium pack to power his/her FE boat.

With the introduction of the new Aquacraft Models Revolt 30 RTR monohull, you can purchase an ultra-low profile deep vee that's powerful and quick handling on the water; but it's not aimed at a first-time R/C boater. Not unlike the minimal height requirements used to keep under-sized riders off high-speed thrill rides, the Revolt 30's available performance levels will only be suitable for those marine modellers who can handle this FE monohull's on water capabilities.

THE HULL

As indicated on the boat's kit box, the Revolt 30's design is shaped from fibreglass and its low-slung deck/hull can be ordered in several different colour/graphics packages. The hull's fibreglass hatch is equally slim and the purchaser will need to buy some suitable radio box style sealing tape to secure/seal the canopy to the deck. This technique mimics a full-on fast electric race craft and even if the tape did pull free the hatch won't sink due to the block of foam glued to the underside of the canopy.

The hull itself has one less opening on its deck as the radio system's receiver unit has no external antenna wire/tube; thus, there's no antenna hole in the deck. Besides being one less thing that the boat can snag on while loading/unloading it from your vehicle you'll also not lose it should the hull contact another vessel on the water. To retain the Revolt's motor and onboard battery tray, small hardwood blocks have been glued inside the hull as mounting points.

POWER/HARDWARE NOTES

An Aquacraft 1800 kV, six-pole brushless motor is combined with a 60 amp Aquacraft speed controller to power the 30-inch-long monohull. Unlike previous BL power plants found in Aquacraft FE boats, the Revolt's uses a unique aluminium water jacket that can be adapted to several cooling hose layouts. Capable of running on either twin 7.4 volt LiPo packs or a single 4S Lithium pack, the boat's ESC comes with Deans Ultra connectors in place to join to the pack leads.

Also capable of using up to 14 NiMH cells, the '30's power package would, for this review, opt for the single 4S layout LiPo battery. Should the modeller choose this power source option, the mono's owner's booklet goes into full detail on how to modify the ESC's dual input connectors to a single-plug scheme.

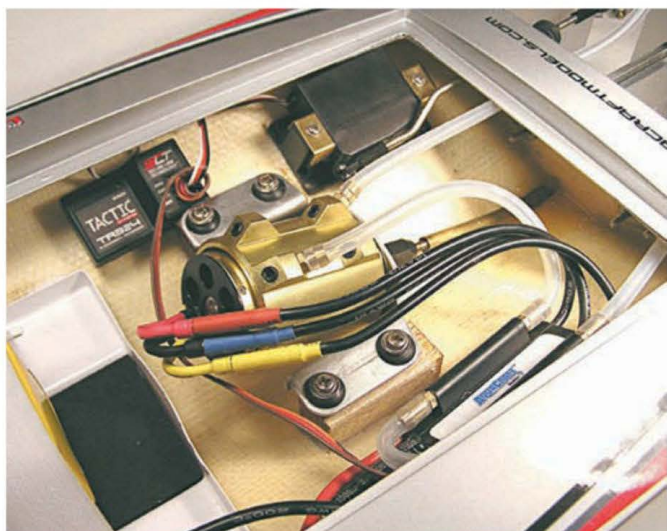
A good soldering iron, a female Ultra Plug and a short length of a suitable 12 or 14-gauge wire will be the main items required to update the controller's leads; plus the manual also contains the guidelines to modify the wires to 5.5 mm gold bullet connectors; so, the Revolt's power system is truly a race-quality system.

Moving to the boat's hardware pieces, its transom gear are made up of GrimRacer high-performance 25-35 hardware and each part is affixed to the stern with Allen head fasteners. The twin trim tabs feature two adjuster screws on each tab that allow you to tweak the carbon fibre ride pads as needed. The outer propeller strut is also adjustable as is the rudder blade, and both of these hardware pieces came with thin leading edges.

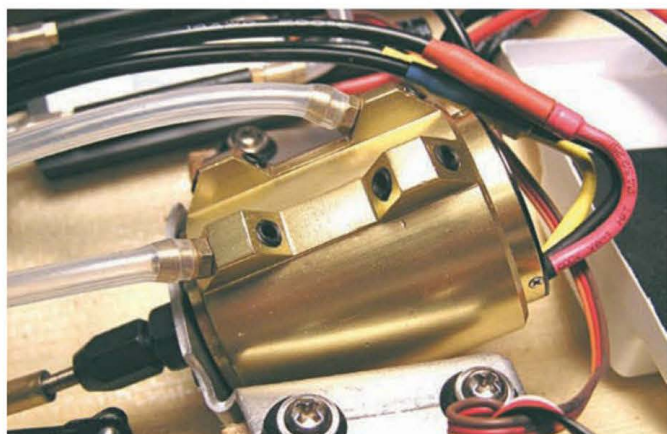
To activate the rudder the Tactic steering servo is mounted to the right rear area of the inner hull via a composite bracket, which itself is glued to the hull. A very large diameter metal control rod joins the servo to the rudder and its rubber sealing grommet kept the water out of the aft area throughout its review runs.



Low in profile and sporting an array of race quality components the Aquacraft Revolt 30 monohull only requires a minimal amount of set-up and it produces competition-level on water performance



A large deck opening gives you ample access to the fibreglass hull's inner spaces, which means that any required service work on the boat can be done without scraping your knuckles



Wrapped in an aluminium-cooling jacket, the boat's 1800 kV BL motor receives its power from a 60 amp water-cooled ESC capable of running on 4S LiPo battery set-ups

Rounding-out the transom hardware are turn fins situated on each corner of the stern. Each one had sharpened edges and the fins could be moved up/down to suit your cornering skills. Keeping track of each hardware part on the transom will allow the boater to keep the Revolt running on track, as will checking their attachment fasteners regularly for proper tightness.

DRIVE DATA

Following the same idea of creating a full-race fast electric boat, the Revolt 30's driveline is stout enough to handle high-pitch, large diameter metal propellers. A thick brass stuffing tube lined with what appears to be a Teflon guide tube holds the .150" flexible steel drive cable, which then translates into the 3/16" solid end propshaft that runs through the rear strut.

As it runs through this aluminium bracket, the tube/shaft ends-up beyond the rear edge of the separate rudder/bracket set-up and a stainless metal locknut holds the GrimRacer metal prop to the shaft end. As delivered, this 42 by 55 mm metal blade isn't sharpened or balanced which means that these tasks will need to be addressed before the boat is water-ready.

On the motor end of the driveline you'll find a black-anodized metal coupler holding the flex cable in place that will make servicing/re-greasing the shaft a simple two-wrench affair. Both the stuffing tube liner and the rear prop strut bushing are replaceable on the hull and a host of both GrimRacer and aftermarket two and three-bladed metal props are readily sold that are a direct fit on the Aquacraft monohull.

CONTROL PACKAGE

Like all recent Aquacraft marine craft the RTR Revolt comes from the factory with a 2.4 GHz Tactic pistol-style transmitter and a small Rx unit that fits inside the hull. The '30 can also be purchased without the Tactic radio combination in its 'receiver-ready' form, so you can use whatever surface radio that's compatible with the boat. Again, the Revolt's owner's manual details the procedures to install your personal control outfit and also breaks down the more important steps for its initial throttle-rudder trim settings as well.

As for the Tactic TTX240 Tx/Rx found on the test hull, the black plastic controller features both regular steering/throttle trim knobs, plus a separate steering rate pot that's positioned just to the left of the spoked steering wheel.

The small Tactic TR324 2.4 GHz Rx is a BEC-equipped unit and only requires a simple start up procedure involving listening to the beeps to safely arm the radio components. No main power switch is used on the Tactic onboard gear which your MMI scribe actually prefers as it's one less possible glitch point in the boat's control/power layout.

ODDS AND ENDS

To support the hull you'll find a moulded one-piece plastic cradle in the kit box that features small foam pads to prevent marring the underside of the vessel. The same type plastic used on the cradle was also used to shape the hull's large internal battery tray, which can handle a wide array of battery packs. Three strips of Velcro strap hold your batteries to the tray bottom, plus there's a wide foam pad on the tray bottom to support the cells.



Using three loops of Velcro strip the hull's 4S LiPo pack was secured to the inner battery tray. However, any pair of NiMH or LiPo packs can be put side-by-side or in a stacked position using the tray/Velcro set-up



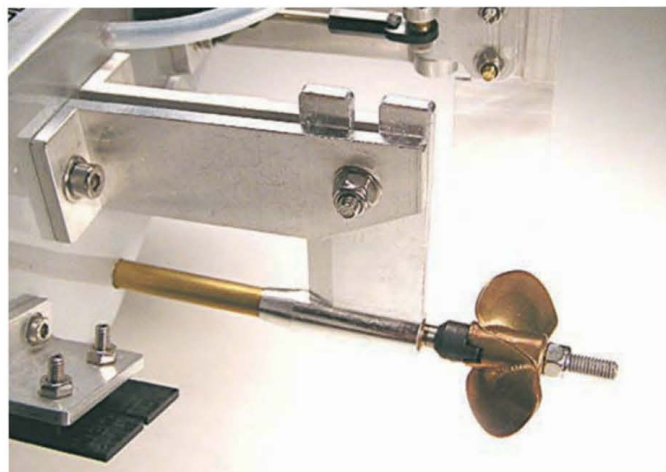
Small in size the boat's Tactic 2.4 GHz receiver doesn't require an external antenna wire/tube and the Rx is joined to the transmitter without any major setting-up procedures



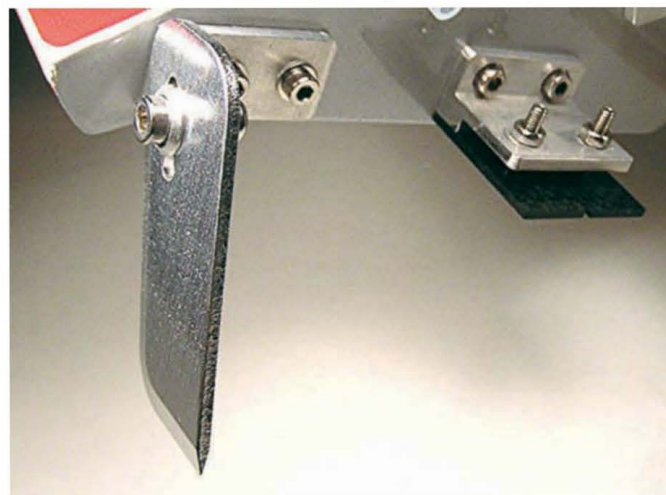
Running on four AA cells the Tactic pistol-style transmitter is well-balanced, fits most hand sizes and has plenty of on-water control range while the boat's on the water

Due to its width and multiple strap set-up, you can either install your packs in a side-by-side or stacked position, but the manual does recommend adding additional hook-and-loop material if you're uncertain about the security of the cells.

Another option for the stacked-pack idea is to remove the tray's foam pad as this will allow the batteries to sit lower in the hull and improve its beam balance.



Only demanding the loosening of the motor coupler to separate it from the hull's stuffing tube the '30's .150" flex drive cable spins a GrimRacer metal prop held in place by a stainless locknut

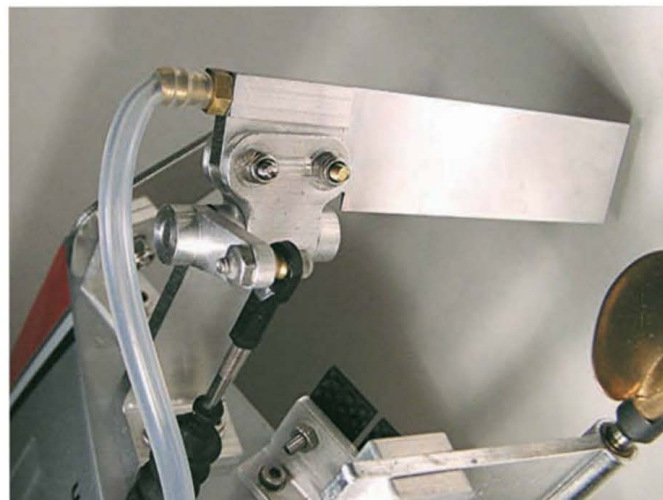


Both the trim tabs and turn fins on the transom are adjustable and all of the hardware is attached with Allen head screws and backing plates inside on the hull's plywood support plate

PRE-RUN STEPS

As mentioned earlier in this review, the modeller will need to sharpen/balance the GrimRacer metal propeller before the FE boat is run for the first time. Although this job isn't detailed in the owner's guide there's a 'Balance Your Prop' section on the Aquacraft Models website that will give you the information regarding this important set-up point.

A 4200 mAh 14.8 volt 30C 4S LiPo pack was the chosen power source for the hull and the GrimRacer pack was equipped with a Deans Ultra connector. Following the steps in the manual the pack was charged and positioned in the hull and a quick power-up of the radio gear was done to check that all of the components were working correctly. By checking at this time you'll eliminate the chances of having the propeller spinning in the wrong direction or find the rudder action is reversed.



The aluminium rudder blade also provides the cooling water for the BL motor and speed controller, and the blade itself was able to easily pilot the monohull quickly in either direction



Set-up with a Deans Ultra plug, the GrimRacer 4S LiPo battery pack does require a modification to the boat's ESC leads or, you also have the option of using the manual guidelines to upgrade the pack/ESC leads to 5.5 mm gold bullet connectors as well

Believe me, I've seen serious FE racers forget these steps and the result was either a sudden turn into the weeds or seeing a boat run backwards up to the shore!

Finally, a small note sent along with the monohull indicated that the owner should clean the deck/hatch sealing area before running the vessel as some old tape glue residue could be present that could impede the new sealing tape's ability to do its job. Some rubbing alcohol cleaned the deck/cover surfaces and the Revolt 30 was water-ready.

ON-WATER RESULTS

After a proper radio range check at the test pond some clear hockey stick tape was used to seal up the boat once the radio was switched on. Aquacraft recommends that for its initial test run you limit it to only a couple of minutes as you can then do a recharge of the battery (or batteries) to determine how much cell capacity was used in those two minutes. With that information you can judge how long the boat can run at full throttle speeds, as the current usage is important for proper motor/ESC usage, as well as battery life.

In the two minutes I did test run the monohull I found it extremely fast and was equally stable on the pond's slightly rough surface. Turning the low profile hull only required a slight nudge on the Tx wheel and the boat turned equally well in either direction.

Back on shore there was no heat present in the motor, ESC or the 4S battery pack and my recharging unit indicated that only about 200 mAh had been removed from the cells. As I was using a 4200 mAh pack this meant (according to Aquacraft) that they recommend only using around seventy-percent of the battery is best, so the next run of the boat was limited to five minutes.

This second test backed-up my impressions of the marine craft and its performance is definitely aimed at the experienced fast electric boater segment of the hobby. It should be noted that the Revolt's ESC does have a built-in stutter bump/low-voltage cut-off mode; however, you should try to avoid letting these settings kick-in to help prevent causing any harm to the components and the battery itself.

Re-checking the BL motor, controller and pack temperatures after the five minute run revealed only a slight raise and the boat only had a couple of drops of water present in the keel area. Up to seven-minute runs are possible with the stock propeller and I'm looking forward to experimenting with a bigger blade and a stouter battery set-up to see how much more performance is in the Revolt.

Checking the hull's various fasteners on the motor mount, transom hardware, etc., revealed no loose screws, nuts or bolts which meant that beyond charging the pack or packs and cleaning/re-greasing the drive cable the boat was ready for running whenever I could make it to the pond.

KITBOX DATA

Brand: Aquacraft Models

Product: Revolt 30 RTR FE monohull

Length: 763 mm

Beam: 235 mm

Height: 127 mm

Weight: (empty) Three pounds, seven ounces

Radio: Tactic TTX240 (installed)

Motor: Aquacraft six-pole, 1800 kV brushless

Prop: GrimRacer 42 by 55 mm two-blade metal

Website: www.aquacraftmodels.com

WRAP UP

Actually designed to be capable of running as is in both the IMPBA and NAMBA US-based P-Class Mono racing class, the Aquacraft Models RTR Revolt 30 is a high-output marine craft for anyone ready for a true competition-grade FE power craft. Adaptable via its battery capacity and its multiple handling adjustment points, this monohull can also handle more aggressive props once you're ready to improve the boat's already high-speed capabilities. Overall, the Revolt 30 gets high marks all around. **MMI**



Designed along the lines of a US racing class P-Mono class boat, the Revolt 30 FE hull is for the boater who's ready for a full-on performance racing power craft



PLASTIC KIT SCENE

ROBIN BUILDS THE DUTCH LIGHT CRUISER DE RUYTER AND GIVES US SOME CHRISTMAS STOCKING FILLER IDEAS!

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

Christmas is here yet again – doesn't time fly when you're modelling! This month I have a build review of the Niko model that I was sent earlier in the year as a sample to show details of the assembly of the kit.

The model is of the Dutch light cruiser De Ruyter (model No.7082) a Second World War cruiser that was sunk by the Japanese in 1942. More details of the ship were given in the review when it was released, in the September issue of MMI.

The quality and depth of detail of this model is exceptional, it is cast in resin together with a brass photo-etched fret of very well detailed parts. Three lengths of wire in different thicknesses are included to be used for supports and rigging on various parts of the model, the instructions show where each part has to be fitted and are very easy to follow and also include a full colour painting guide.



The Dutch light cruiser De Ruyter



An image of the completed model on the box



Hull and superstructure is cast in one and is very finely detailed

I began the build with attaching the one-piece hull and superstructure section to a block of wood using Blu-Tack to hold it in place, I find this very useful as the hull can be easily removed at any time and reattached to the block if needed. This section was spray painted in grey as my base colour, once dry the deck was hand painted (the entire model was now hand painted) together with the superstructure and any moulded deck features. The hull sides were painted in a staggered block camouflage pattern in four different colours; this was achieved using masking tape to obtain the sharp edges.

Small deck fittings, and I do mean small, were attached to various parts of the deck and then painted once located. All resin and etched parts throughout the build were attached using cyanoacrylate glue (superglue). The rest of the model (bridge, funnel, armament,

catapult, cranes and the raised frame supporting the ship's boats) were all assembled as sub-assemblies and mostly painted before fixing to the main deck section. All the parts are so well designed that there is very little need to adjust any of the parts. Flash is non-existent, the small resin parts only need to be carefully removed from their sprues and fixed in place.



Some of the resin parts

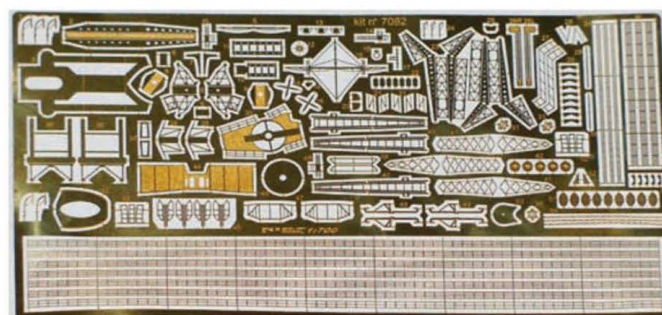


All parts come packed in bags like this

around the edges of the deck and superstructure but this is my own choice.

The deck I had given a wash coat of burnt umber oil paint diluted with white spirit, this makes the well moulded decking lines detail stand out, this was done before adding the sub-assemblies.

Now comes the time to bring all the sections together and what a brilliant fit they are, no problems whatsoever. I did leave one etched part off until everything was fixed in place and fully painted, this was the mast that is attached to the top of the bridge, I thought it would be too vulnerable while other parts were being attached, careless fingers and hands come to mind!



Well-detailed etched fret containing many parts



Hull and deck section being painted masking tape used to give well defined edges

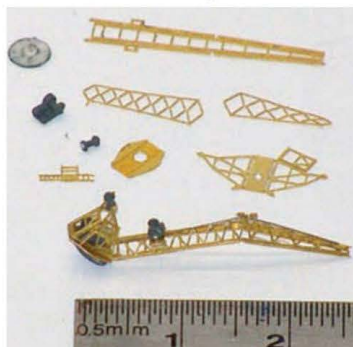
Now the model is basically complete I gave it a wash coat of the burnt umber mix and then a light dry-brushing with white paint to highlight the detail of the model. Rust runs from various parts of the ship were added with a very fine brush; yes you can do this even at this scale (1/700). To complete the model the two spotter planes were built and added to the catapult area. These two resin aircraft are beautifully detailed with etched parts as well, no decals come with the kit so it was out with a fine pointed paintbrush to add the roundels to their wings. I must admit I did not have a clue as to what the Dutch colours were for the wings so I had to look this up on the Internet; what would we do without it these days?

There are three sprues holding very small dinghies, these are not shown in the instructions but there is a colour image of the completed model on the box so I used this for their locations.

I just happened to have a display case and base the right size for this model so the completed model was attached to the base and a seascape was painted around the ship's hull. This kit I cannot find any faults with and would thoroughly recommend this model to any modeller. The build was a pleasure and enjoyable and I have ended up with a first class model of a Second World War cruiser from a navy that you rarely see models of, well done to Niko for producing this outstanding kit.



Funnel sub-assembly



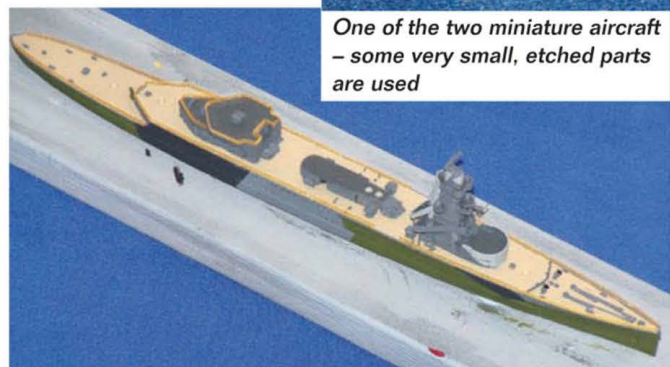
All these parts are needed to make up each (crane completed crane at bottom)



Sub-assemblies finished ready to be attached to deck and superstructure



One of the two miniature aircraft – some very small, etched parts are used



Railings fitted around deck; note bridge sub-assembly has been fixed in place



The finished model viewed from above



Close-up image of the hull rust streaks added using a very fine pointed brush



Another image of the completed model – the detail is exceptional for this scale

Many thanks to Niko for supplying this sample, details of this model and their complete range can be found on their website at: www.nikomodel.pl

In the November issue of MMI I mentioned that Niko had released a model of the SS Ohio but I did not have any images at that time. I have now received a review sample from them, so I have included a picture of the box and the parts here in this issue, a full build will be in a later article.



The Niko SS Ohio, I have just received this model for a build review

CHRISTMAS STOCKING FILLERS

As I mentioned earlier, it's nearly Christmas so this month I have included things that could be added to the modeller's Christmas Wish List and possibly stocking fillers for his or her children and grandchildren to try and get them on the road to modelling as well!



Airfix Cutty Sark and HMS Victory starter sets ideal for new young modellers as stocking fillers

family to start building models as they come complete with all the necessary items to build the kit. The models are also of two ships that are still in existence and they would be able to go and visit them as they are both preserved museum ships. The Cutty Sark has just been reopened to the public this year in Greenwich after being restored following the fire which ravaged the ship in 2007, and the Victory is in Portsmouth dockyard where it is still open to visitors while it is part way through further restoration.

Maudsley Paddle Engine 1827

Model No.: A08870
Length: 20.2 cm
Width: 17.0 cm
Parts: 109

A fascinating model of Joseph Maudsley's patented oscillating engine, that became one of the most popular marine engines for paddle steamers in the 19th century. This is a wonderfully detailed model with moving parts that shows the movement of this classic Victorian engine. I remember building this model back in the 1970s and I hope many will again enjoy this different type of model perhaps as a special Christmas present this year.



The Airfix Paddle Steamer Engine – something different for the marine modeller (courtesy Airfix)

AIRFIX

Cutty Sark

Model No.: A55103
Length: 11 cm
Parts: 22

This is from their starter set range and comes complete with four small pots of acrylic paint, brush and glue.

HMS Victory

Model No.: A55104
Length: 10.5 cm
Parts: 19

Another kit from their starter set range complete with paint, brush and glue.

Both of these sets are ideal for the younger members of the

HMS Daring

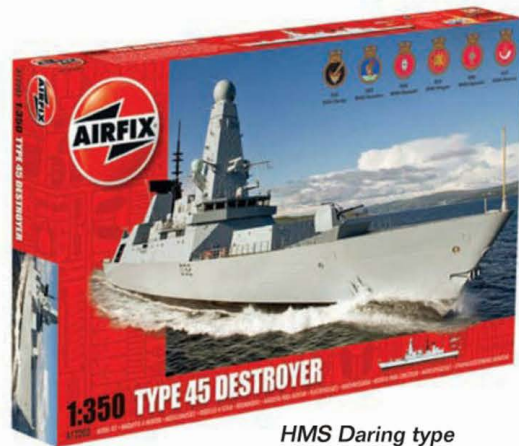
Type 45

Destroyer

Model No.: A12203
Model No.: A50132
Gift Set
Scale: 1/350
Length: 43.6 cm
Parts: 203

The Type 45 is the latest Royal Navy warship – she entered service in 2008. This Airfix model was announced last year and is now available and will be one of the most sought after models this Christmas. It can be found as a standard model or in gift set form complete with paint, brushes and glue.

The Daring gift set (courtesy Airfix)



HMS Daring type 45 Destroyer (courtesy Airfix)



The Westland Lynx HMA8 helicopter from Airfix complete with paints, brushes and glue (courtesy Airfix)

Westland Lynx HMA8 Helicopter

Model No.: A50112
Scale: 1/48
Length: 31.6 cm
Width: 26.5 cm
Parts: 296

The Lynx helicopter has been used by the Fleet Air Arm for over 30 years. It has many roles but its primary ones are anti-surface warfare and anti-submarine warfare.

For those that were at the Telford IPMS model show in November they will have seen the Lynx close up as one was flown to the show and taken inside for all to see together with models of the Airfix Lynx. This model is very highly detailed and comes complete with eight acrylic paints, two brushes and glue, also a cardboard display stand with photographs and information printed on it. Its packaging is in the Airfix special Royal Navy colours with the navy logo. This could be just the model to start building on Boxing Day after all the Christmas Day festivities have died down.

More details of these models and all Airfix kits can be found at:
www.airfix.com

SHESTO

These next four items are available from a company called Shesto; they retail all sorts of modelling and craft tools and accessories from many different manufacturers. The items I have chosen are from their Model Craft Collection.

Mini Swinger Organiser

Product No.: PBX 1048

Size: H 29.5 cm x W 17.5cm x D 9 cm

This is a very handy set of containers that is fitted with a carry handle for complete portability but also has three screw brackets so it can be fixed to a wall. Its features are: eight removable pocket size containers, easy snap lock lids, 48 compartments – six in each container, eight swing open container cradles. An ideal storage system for practically any small items: screws, small model parts, etched parts etc.



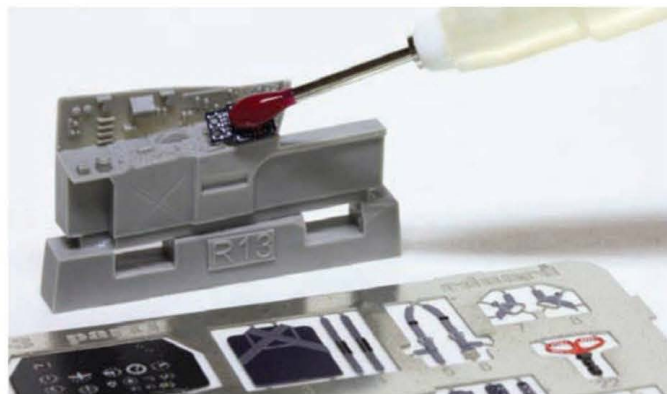
The Mini Swinger Organiser from Shesto (courtesy Shesto)

The Pick And Place Tool

Available in three sizes.

Product No.: PTW 1131 – Small, PTW 1132 – Medium, PTW 1133 – Large

A very handy little tool; the end looks like a cotton bud but is slightly tacky, this allows small objects to be picked up and placed in position with pin point accuracy. Ideal tools for those minute photo-etched parts and small plastic pieces. How many modellers have picked up very small parts with tweezers, only to find them pinging off into oblivion somewhere in the workshop or on the carpet? These are definitely a must have tool for modellers, especially when working with etched pieces.



Pick and Place Tool – This will be very useful tool for many modellers (courtesy Shesto)



Plastic Modelling Tool Set, ideal for beginners (courtesy Shesto)

Plastic Modelling Tool Set

Product No.: PTK 1009

A little set that contains all the basic tools needed for plastic modelling. The set contains: plastic sprue cutter, mini flat file, craft knife, spare blades, self-healing cutting matt.

12 Piece Boat Building And Craft Tool Set

Product No.: PTK 1012

Size: 25 cm x 24 cm x 6 cm

A selection of tools for the model boat builder and other general model making. The set comes in a handy portable carry case containing: swivel top pin vice, craft knife and five No.11 blades, flat diamond file, snipe nose pliers, quality craft hammer, sanding and finishing block, bent nose pliers.



12-piece Boat Building Set (courtesy Shesto)

Shesto has a very comprehensive website together with downloadable catalogues, a site well worth browsing through – you will be amazed at what is available and the prices. All details can be found at: www.shesto.co.uk **MMI**



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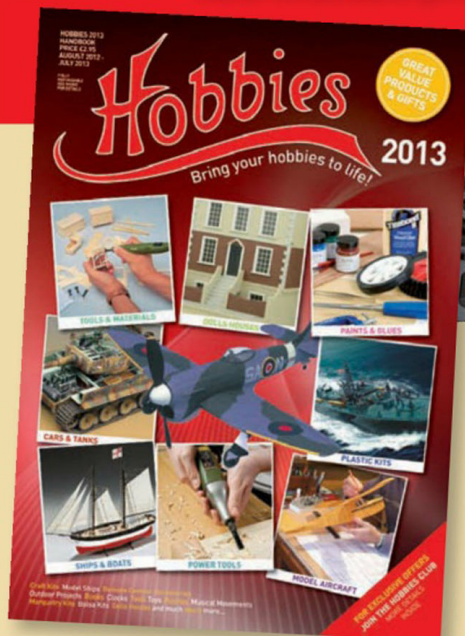
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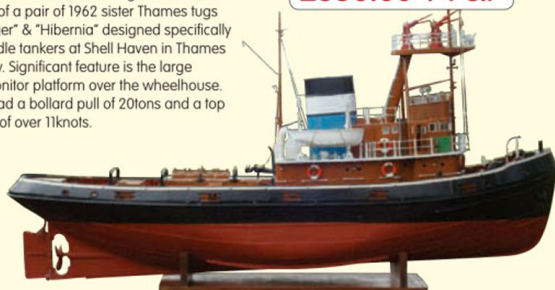
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MEETING POINT

REPORTS OF MARITIME EVENTS
HELD OVER THE PAST FEW MONTHS



**Novelty lifeboat Michael Bond manned by the bear crew!
Built by Andrew and Margaret Challenger**

INTERNATIONAL MODEL LIFEBOAT REGATTA, STOCKPORT, 23RD/24TH JUNE, BY WILL MURRAY

First started by the late Des Newton at Crosby and then at the Southport Marine lake more years ago than I care to remember, this event has for the last three years been run at the Etherow club on their very pleasant facility near Stockport.

In common with many of the events this year the entries were down on previous years no doubt due to the very inclement weather the UK has endured since late spring compounded by the cost of travelling too far away from home. However, it was very good to see some old faces heave into view most notably Tony Oliffe and Keith Young.

The reduced entry also meant that the number of models actually getting their bottoms wet was also markedly reduced – quite why people build working models and then refuse to get them wet has always been an anathema to me. The most notable exception to this is the Father and Daughter team of Andrew and Margaret Challenger with their teddy lifeboats. These models may, to the average eye, have the look of mere toys about them; however, look under the surface and the degree of ingenuity and engineering skills displayed both mechanical and electrical, are really of the highest standard and an inspiration to all people who refuse to think laterally.



Ida Mary flying the Netherlands flag, built by Keith Young



A trio of lifeboats making a formation run



The judges discussing the number of points to be awarded



RNLB Archibald and Alexander M. Paterson

makes a difference to all the other places that they have to visit to see something like this and the interest it engenders.

However, all good things come to an end and the time came for the presentation and some redistribution it has to said, of the trophies after which it was time to head home but not before a way of extraditing the car from a locked car park had been found.



The Mayor of Stockport and her attendant arrived to present the trophies

WINDERMERE MBC JUBILEE REGATTA, 7TH JULY 2012, BY WILL MURRAY

Since the Windermere Steamboat Museum closed some six years ago there has been an enormous gap in the model boating calendar, which was never really filled – how could it one may ask? The reason it closed are many and varied but to put it simply the museum ran out of money. This meant necessary repairs to the building, and far more importantly the boats, were not undertaken. But what to do with this important national collection so lovingly assembled by the late George Patterson? Eventually the whole area was taken over by the Lakeland trust however, apart from removing the boats from the water and storing them in the car park little was done. This remained the case until about eighteen months ago when a change of management took place and a new team was appointed.

They had the foresight to realise that the museum was in fact not only an asset to the local community but also a national one as well. Since then matters have proceeded apace with a special semi-permanent building being erected to provide a proper storage facility for the entire collection. The building is fully air conditioned so that the correct environment is maintained at an optimum level for the preservation of the boats inside. The funding for this was



Members and guests at the Jubilee Regatta

provided by the National Lottery. However, it will be many years before the project is complete, probably in the region of 20 to 25 years before we see all the boats back on the water.

The restoration is being undertaken by Conservation Workshop Manager, Adrian Stone, with the assistance of volunteer staff and several apprentices. The first of the steam launches to be overhauled and refitted is the Osprey. Which for those of us who used to attend the regatta each May was the principle boat used to take members of the public for trips around the lake and other excursions.



An early floatplane glides majestically through a pair of buoys



Details of the early floatplane's engine



The model steam engine in Dolly

I had a few trepidations as to what I might find. Those were soon dispelled when on arriving at the entry gate to find that there had been little change apart from the temporary building holding the collection of boats that is. The modelling pond is just the same, though one of the trees has been severely lopped. The buildings have had little or nothing done to them and the general public are not allowed to enter them for safety reasons and there is nothing to see anyway.

Currently she is sitting in the newly created workshop, stripped down to bare timber, a number of planks have been replaced as has been the stem post and keel. Internally, several ribs and bearers have also been replaced. The boiler and engine have been overhauled and are now as good as new, they will be refitted once all the woodwork has been completed and the hull painted and varnished. When all this is completed 'Osprey' will be returned to the water hopefully by the end of 2012.

Returning to the modelling event this was organised by the local club based at the museum, they also had a strained relationship with the previous administration to say the least however, things are now back on a more even keel with the present curator, Margaret Reid, having a far more enlightened and realistic attitude as to how the museum can be developed for the benefit of all.

Not having been at the museum since it had closed

The models on display were interesting but not in the numbers we had been used to previously of course, but it was a start and Margaret and Adrian appeared quite surprised at the level of detail and sophistication on show. Most of the entries were steam powered of course, in keeping with the tradition of this event. Other interesting models included a very nice example of the Turbinia. This model is powered by a single electric motor driving four shafts each with multi-propellers attached as per the original. The drive is via a series of gears which does make the model a little bit on the noisy side but there is little the builder can do about this unless he fits an oil filled casing of course. The performance was quite impressive as well but as he only sailed it in the small pond he soon ran out of room.



Margaret Reid, the curator of the Steam Boat Museum cuts the Jubilee cake

Out on the big lake other members sailed their yachts however, there was a slight problem in that there was little in the way of wind except for a few and far between puffs of light airs.

The local flying boat club was involved in the day as well which made for a very pleasant diversion to the usual models seen at the museum. All were powered by brushless motors and demonstrated the power they produce from such a small motor. The difference

in the discipline shown between marine modellers and aero models was really quite stark in that the former tend to build their models with rather less emphasis on how much the model will weigh when complete as opposed to the latter where the emphasis is on how light the completed model must be.

All good things must come to a close though. It had, in so many ways, been an inspiring and uplifting day. I sincerely hope that all the plans for the museum come to fruition for if they do, then we will have an attraction of international importance that will draw not only the general public back but also modelmakers so that we can once again sail and display our models in one of the most beautiful areas in this sceptre'd isle.



The full size pleasure boat Tern takes visitors on tours around Lake Windermere



Model Turbinia going ahead with her four props

**BOATS ON THE MOTE – CYGNETS MBC
REGATTA, MOTE PARK, 22ND JULY 2012,
BY KIM BELCHER**

It was a Sunday – it really was a sun-day! Mote Park was at its best, as only two days previously the 2012 Olympic Torch Relay had passed by the promenade area where the Cygnets were now holding their Regatta. There were new benches, trees, bushes, landscaped areas, steps and vantage points. Importantly the club now had a new enclosure built by Maidstone Council the other side of the sluice gate house (from their old site) and on the main promenade – and it was this area that the I/C section of the club were operating from. Alongside this were the Cygnets' own members' gazebos and display, then next door to them the Model Boat Association – Dover's gazebo and display tables. Moving further along were Heron MBC and representatives from the Surface Warship Association, Southend MBC, Grays and Thurrock MBC and Moorhen MBC – good support! At the far end Alan Noble still had his lifeboat and Guinness World Record attempt display, alongside Andy Grigg's Models by Design support and trade display. From all of this the visiting public got a continuous display on the lake of free sailing, organised yacht racing and I/C fast powerboat racing.

As I walked up and down the line of gazebos and tables there were many interested members of the public speaking to the various club members, enquiring of the general approach to model boat building, 'what goes on underneath the superstructures' and how to get involved or join a club. I have much photographic

evidence of this, but space precludes.

However, a few boats that got my attention for inclusion here were Heron MBC member Ray Stockley's Sea Trojan tug and Smitt Hercules II crane at 1/24th scale. The tug is powered by a Scania fan motor running on 12 volts. The hull was an original Metcalf Mouldings with the rest scratch-built.

Next was Frank Lunn's – Southend MBC – clear acrylic Springer tug Ice Maiden. It had made its 'maiden' appearance a few weeks earlier at the Wings & Wheels event, but it had not been seen by most at this current show and got a lot of attention from both modellers and the park's visitors alike. Frank's partner Meryl was the inspiration behind this creation and its name! The various main acrylic parts were scrap pieces that had been either milled, turned or bench saw cut and glued together using liquid solvent cement – Dichloromethane (Methylene Chloride) or for most of us, Plastiweld. Frank said that those edges that still needed to be smoothed off, having been cut, were 'flame polished' by using a gas torch judiciously! The overall effect was being able to see all the internal workings and the placement of lead ballast on one side, however, the downside is it is really difficult to steer on clear water! The boat has sliding doors, opening hatches, working lights and three barrels, each of which contained one of the following – engine oil, antifreeze and red diesel. The whole model was neatly displayed on a wooden stand and certainly goes to show that new and novel boat building techniques are still to be had.

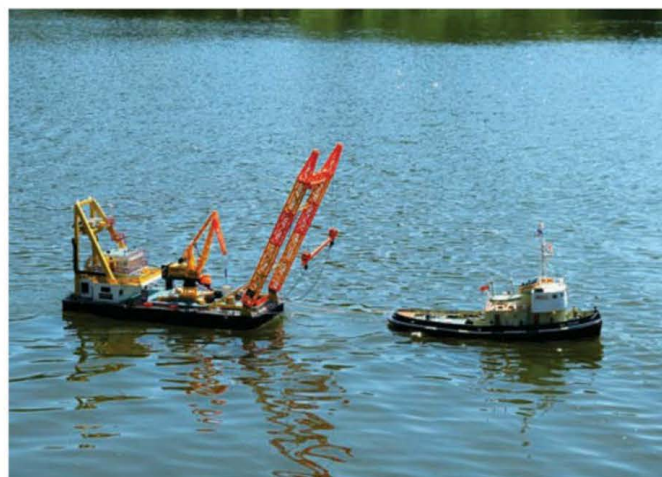
John Thorneycroft of the Cygnets sailed his latest yacht, the 1/20th scale robbe Atlantis named Brejon 2 (after both his wife



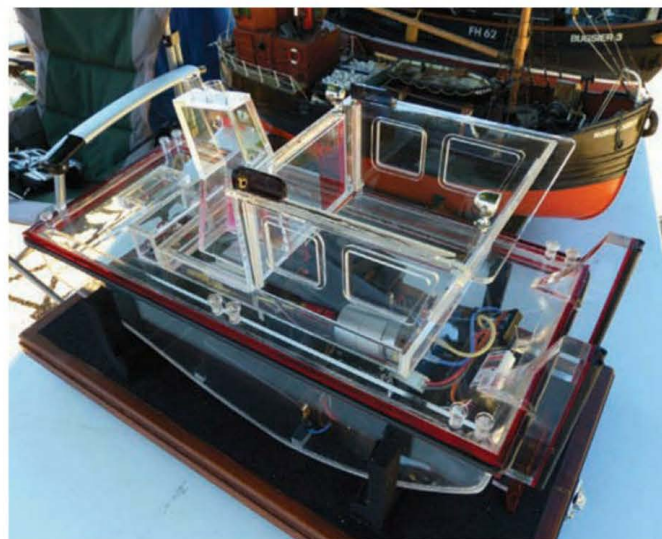
While Brian Millgate from the Cygnets talks to some visitors, others walk the display line or sit on the new benches and view the action on the water at Mote Park's large lake



Members of the Cygnets' I/C section in the club's new enclosure. Another launch is made and another speed spectacle ensues



Heron MBC member Ray Stockley displays his 1/24th scale Sea Trojan tug and Smitt Hercules II platform crane



Ice Maiden – Frank Lunn's clear acrylic Springer tug on the Southend MBC's stand

Brenda's name and his own). It was bought second-hand and required a complete restoration, with the addition of working lights and figures, being modified Tamiya 1/20th scale Formula 1 pit crew. I have to say that their blue and white apparel against an immaculately finished woodwork and the brass fittings made for a realistic Mediterranean feel to the vessel. John said it was finished in Halford's acrylic 'Appliance White' and 'a blue'! He gave a little tip for the unwary – always roughen the surfaces when bonding anything to ABS plastic. Finally, John used plastic covered stainless steel trace line (fishing line) to a breaking strain of 50 kilos for his shrouds, these were for both strength and a scale appearance.

A totally different vessel to this was Gerald Vesty's LCT -5111 (Landing Craft Tank) to 1/35th scale. This was displayed both on the water and his club's stand, that of the Model Boat Association – Dover. It was powered by two 400 Torpedo motors, using direct drive, and running off a 7.2 volt (3,000 mAh capacity) source. It was scratch-built from some small drawings in an Airfix Models magazine from 1979. On board it carried some standard M4 Sherman tanks and a Sherman Firefly.

Finally, three models by Cygnets MBC members. Peter Trowell (also of the Surface Warship Association) had his Type 21 Frigate F171 HMS Active at 1/72nd scale on display, powered by two 550-size motors onto twin shafts and propellers with a 2:1 gearing. The model was a refurbished Fleetscale kit and had on the rear deck area an Airfix Lynx helicopter kit with rotating blades. Adjacent to this model was Terry Skinner's 1/12th scale

Arun Class lifeboat using a Models by Design hull, deck and wheelhouse. It was built by him and his brother and was their first attempt at building a model boat – a very fine effort. The electrics were installed by Cygnets member Alan Noble, around two Graupner 900 drive motors. These were powered by a 12 volt source, using 20 amp Mtroniks electric speed controllers and an Action Synthetic Sound module. The last of this trio was Eddie Holsten's wonderful Fairmile D615 Motor Gun Boat (MGB) built to 1/22nd scale, with the actual craft being completed in 1942 by A.M. Dickie and Sons of Tarbert in Scotland. Eddie's model is almost 63" (1.59 metres) in length and powered by four Graupner 600 Eco motors, each running off their own Mtroniks electric speed controller with a 9.6 volt supply (four separate sub-C cell packs customised by Component Shop), each shaft has a 35 mm three-bladed brass propeller. The complete model is beautifully scratch-built from original plans with the hull being diagonally planked. It displays the normal twin 20 mm Oerlikon and 6 pounder Hotchkiss guns, alongside the standard naval QF gun and the two Vickers machine guns. The model has an incredible turn of speed, but importantly maintains a correct and stable relationship on the water surface, something most models do not achieve when running fast. It's a real gem of a model and can often be seen most Wednesdays at Mote Park – moored some 20 metres off shore whilst Eddie talks to fellow club members!

Well, as the few photos show, a wonderful day and display. Our thanks to all at Maidstone who advertised the show and invited us. What will next year's event bring us?



Cygnets member John Thorneycroft's Brejon 2, a totally refurbished robbe Atlantis yacht with converted Tamiya Formula 1 pit crew figures going about their work! How realistic and alive!



A mid ship and stern quarters shot depicting some of the fine detail on Cygnets and SWA member Peter Trowell's Type 21 Frigate F171 HMS Active



Gerald Vesty from the MBA – Dover club gives his scratch-built LCT 5111 an outing on the water with its Sherman M4 tanks and Firefly onboard. Again the figures just add to the realism



Part of the large Cygnets MBC members' display showing in the foreground a first boat build by Terry Skinner and his brother of a 1/12th scale Arun Class lifeboat from Models by Design

COLWYN BAY 'MAYOR'S CUP REGATTA' 2012, BY RAY BENSON

Sunday 22nd July 2012 saw the 8th Colwyn Bay Model Boat Club Mayor's Cup Regatta take place at Eirias Park Model Boating Lake, Colwyn Bay in North Wales, which is a fantastic park with plenty of amenities and all parking is FREE plus the weather was glorious. The Mayor of Colwyn Bay attends the venue and presents the prizes. The Mayor this year was Councillor, Mrs Vivian Perry accompanied by her husband, Councillor Chris Perry and they were invited to inspect all the models on display and then present prizes later.

Club members and wives arrived at 8 am to help erect the gazebos and stands for models, refreshments and the tombola. Traders attending were Mobile Marine for anything tugs, Component Shop for all your batteries, ModuCarry (model carry equipment) and Kyaks North Wales along with Brett's Model Decals, a good selection of trades.



Club 500 underway and for the first time, visiting clubs were allowed to participate



Yachts only. This was the first time that we have had yachts sailing on their own and with a good following wind



Regatta underway with plenty of model boat clubs, traders and best of all visitors, good weather and a cracking venue



Our Commodore John Palmer caught in the act of sitting down on the job. Sorry John, didn't mean that, best Commodore we have had



Presentation of the Mayor's Cup by The Mayor, Councillor Mrs Vivian Perry to Kazimierz Macko for his model Ben 10

At about 1.30 pm The Mayor made her selection of the clubs' models and 1st prize for the Mayor's Cup was presented to Kazimierz Macko with Ben 10, 2nd prize went to Mike Waterhouse with Lady Wooses and 3rd prize went to David Taylor with Junk. The Scratch-built Trophy went to Graham Whittaker for his model HMS Trident. The Mayor was presented with a bouquet of flowers by our Commodore, John Palmer, and Ann Mallinson. The Commodore's Regatta Cup was awarded to Alan Luckett of St Helens MBC for his excellent model Lady Mary, built and owned by Alan; this is a new award to any person exhibiting a boat on the day and was also presented by The Mayor.

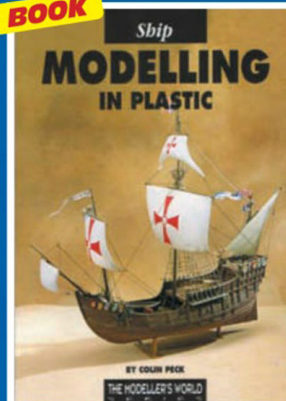
Thanks are due to all members and wives for manning the tombola tent, refreshment tent, stand and auction and also thanks are due for the many prizes donated and all the cakes made by the ladies – without this help clubs just don't survive. **MMI**



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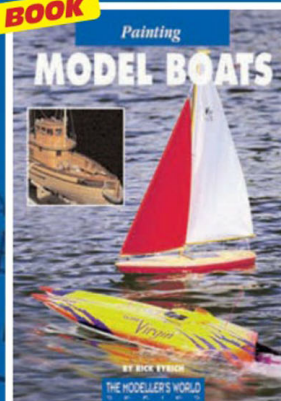
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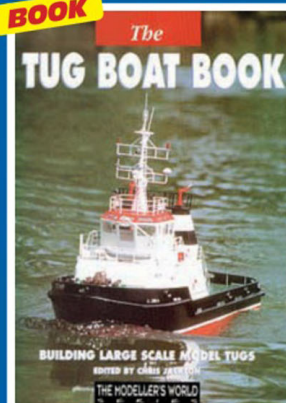
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By Chris Jackson

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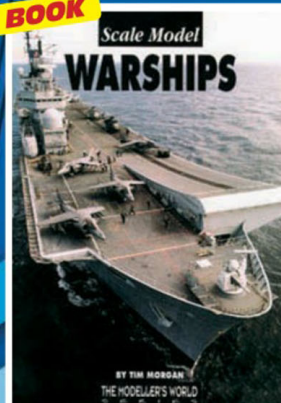
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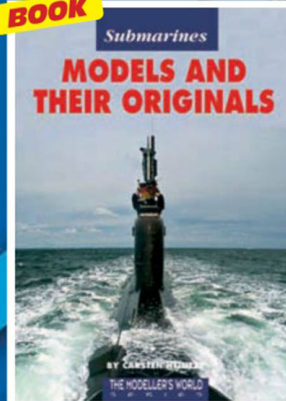
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By Carsten Heintze

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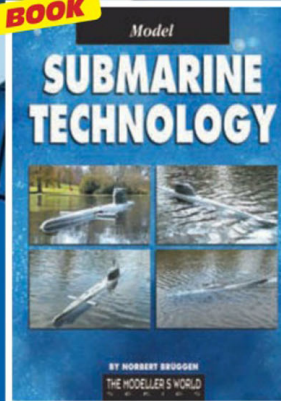
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By Norbert Bruggen

Model submarines, which can actually submerge under water and then surface again at a quite different location, hold a special attraction for the on-looker. This book shows how it is done, explaining the sophisticated technology that has to be installed in these slim hulls, together with a wide range of electronic safety circuits and sensible methods of using them.

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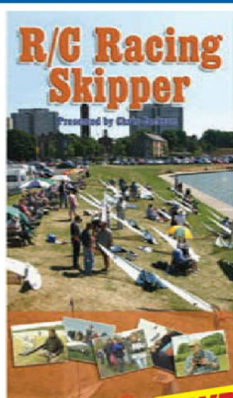
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SCALE SCENE

IAN INTRODUCES AN EXCITING NEW POWER TOOL FOR MODELLERS

AUTHOR: IAN WILLIAMS  GREAT BRITAIN

When the press release for this new tool from Dremel came into the office it was obvious to the Editor that this item tied in nicely with my previous articles on power tools for the home workshop. So to me falls the honour of introducing this fantastic new tool to you, our adoring public. Sorry about that, I'm retiring at Christmas and I'm starting to get light headed already! Anyway, down to business.



In use in handheld mode

The new Dremel Moto-Saw is a compact 2-in-1 scroll and fret saw designed to make detailed cuts in a wide variety of materials up to 18 mm for hobby, craft, woodworking and light DIY.

It can be used either in stationary mode, when the tool is docked in its base, or in handheld mode as a coping (fret) saw. In its stationary cutting mode, the Dremel Moto-Saw is perfect for creative tasks, such as cutting fancy wood and metal decorations or decorative effects and most types of model building. It also holds its own when asked to cut window or doorframes and pieces of laminate. As a hand-held fret saw, it is perfect for cut-offs, model

The new Moto-Saw in handheld mode



making and general light sawing duties around the house. It would be absolutely ideal if you were putting up coving or sawing through pieces of large crown moulding or quadrant, for example.

The Moto-Saw offers a number of benefits over traditional scroll saws that make it attractive for small scale creative hands-on projects: it is very compact and easy to store, no wrenches or keys are needed to fix and tighten the accessories thanks to its keyless blade change and it has

an automatic blade tensioning mechanism. By attaching a vacuum cleaner to the Moto-Saw, dust can be removed from the line of cut, making it easier for the blade to achieve optimum performance and virtually dust free operation. The Dremel Moto-Saw has a hold-down foot for reduced vibration, guide rails for parallel angles and full variable speed for optimal handling.

There is no other scroll saw on the market that can be used either as a bench top product or as a handheld fret saw. The tool can be easily removed from its docking station via a quick release button. The docking station can also be fixed permanently to a workbench with the use of two regular screws.

With three different blade types supplied, it can perform precise straight and curved cuts in different materials including soft wood, composite boards, laminate, acrylic, PVC and soft sheet metal.



Mounted in its base

The toolkit includes: two general purpose wood cutting blades for precise straight cuts up to 18 mm deep with a blade depth of 2.5 mm. Two fine, wood-cutting saw blades, for curved cuts up to 12 mm deep with a blade depth of 1.9 mm. One metal cutting saw blade for cuts in soft sheet metal up to 3 mm deep with a blade depth of 1.9 mm. One Parallel Guide and the Base and Clamps.

The ergonomically designed Dremel Moto-Saw is competitively priced at £99.99. Available from October at www.amazon.co.uk and www.dremel-direct.com

As the press release says it will be available in October from the above sources, but as you will be reading this nearer Christmas, I suspect that traditional Dremel outlets such as B&Q or Homebase may well have them in stock by then. More to the point, you will still have time to persuade your nearest and dearest to buy you one!

If you read my previous workshop articles, you will remember I hesitated a little over what type of power saw to recommend for small workshops. Well, I think we may have just found it. This tool seems to be the ideal thing for most workshops (even big ones) and even though I have a bench mounted vibro saw, I may well treat myself to a Moto-Saw. (Or do I feel a retirement present coming on!). Finally, if you go to YouTube and type in 'Dremel Moto-Saw' there are a couple of nice videos showing the tool in use. **MMI**

A versatile but quite expensive Hegner scroll saw



A traditional hand coping saw. The Moto-Saw combines both a powered version of this and the scroll saw in one package

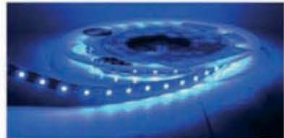


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Close-up of Black Pearl on the water



 NEW ZEALAND

**CLASS A
WINNER**

2012 WEATHERING CHALLENGE

THE RESULTS OF THIS YEAR'S MODELLING CHALLENGE

AUTHOR: MARK STEELE

In the January 2012 edition of MMI a challenge was set for modellers to submit pictures of their model craft, which had been weathered. There were three classes: Class A for sailboats, Class B for powerboats and Class C for youngsters below 16 years of age. The challenge closed on 30th September and the independent judges have now selected the winners. Congratulations to the three winners; each will receive a year's subscription to MMI. Mark Steele who was the originator of the challenge and who spent many hours in organising it reports on the challenge:

Only a few competed but quality weathering skills were very evident in the challenge.

A baker's dozen in terms of entries, WOW! The eventual interest in the 'Weathering Challenge' just blew me away, sarcasm innuendoes intended.

Well some tasks for ship modellers may have been beyond the comfort zone though within the very few entries received there was definite evidence of achievement in weathered effect applied to metal, wood and plastic.

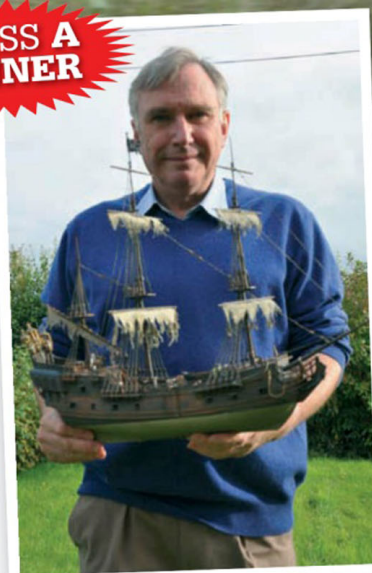
Too hard a call and possibly beyond the expertise levels of some (another theory!), so could be they just decided not to bother, too busy or something? Maybe the whole idea of a weathering challenge was a silly one in the first place (and it was my idea so

don't try hornning in and claiming the credit any of you guys! You had your chance for glory – this is mine!)

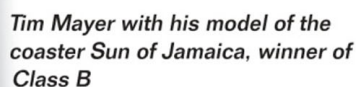
Better to settle for quality rather than quantity and when you look at the photos here you'd have to agree that the art of weathering is alive and well if only in the hands of just a few.

CLASS A WINNER

David Squires of Northumberland, UK chose to model and weather the Black Pearl from the Disney film Pirates of the Caribbean, his model based on the Zverzda plastic kit, which he says was a submarine. I can't figure that out looking at it but I am a believing sort of person! The weathering and all the crew figures aboard were well enough done to win him the sail class award and the leading photograph shown on the ship with its battle 'halved' square sails on the water was a good one, certainly good enough for the panel of anonymous challenge judges in the UK, USA, New Zealand and Australia to make their decisions from emailed photographs.



David Squires with his winning Weathering Challenge model of Black Pearl



Coaster Sun of Jamaica showing the bow weathering and rust

CLASS B WINNER

Tim Mayer who lives in Brunswick, Maine, USA kit-bashed a 1/0 (HO) scale Lindberg North American trawler, modified it with R/C running lights, deck lights and then weathered it well enough as a Caribbean Coaster to take the powered boat class. He called it Sun of Jamaica.

CLASS C WINNER

Nice to see youngster Kelson Mills who is just 16 years of age participating again and in the process capturing the junior modeller class. Kelson stressed how much he enjoys these Marine Modelling International and Duckworks challenges. A keen and enthusiastic young modeller from Washington, USA he may be a



Youngster Kelson Mills with his stunning weathered model of Muscongus Bay lobster smack Lisa. Winner of Class C



force to be reckoned with one day against older modellers but I wouldn't bank on there being too many more such contests due to the low modeller interest in this one. His 12" long Muscongus Bay lobster smack Lisa was well modelled and well weathered and wait for it, absolutely brilliantly photographed low to the water and in realistic river conditions. Welcome to the reading world of Marine Modelling International Kelson, I know you will enjoy it.

There were a few others, among them another entry by the sail class winner of a Bustler tug (by the late Vic Smeed) that was both well weathered and nicely photographed low down on the water, an old WWII 12" long steam tug abandoned and awaiting its fate, rusty, dirty and forlorn, and a naval vessel.

I want to personally thank my good mate Harry Duncan for making the model of dory Dora Staar that launched the challenge. He has come to my rescue (not being a ship modeller myself) on several occasions in past years and I am forever indebted to him for his help and his friendship.

To friends Barrie Stevens of Marine Modelling International and Chuck Leinweber of Duckworks magazine, my thanks for supporting the effort. I am sorry it did not attract greater interest.

To ship modellers – if you ever want another challenge of any sort, don't call me! **MMI**

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The 'Q' Boat, waiting to burst into life as soon as Cigar Girl appears in her Sunseeker Superhawk 34!

UNITED KINGDOM GREAT BRITAIN

'SHAKEN, BUT NOT STIRRED – WITH A LICENSE TO THRILL!'

KIM BELCHER TAKES A LOOK AT CHRIS SCOTT'S MAGNIFICENT 1/6TH SCALE SCRATCH-BUILT RADIO CONTROLLED MODEL OF JAMES BOND'S 'Q' BOAT, FROM THE 007 SPY FILM 'THE WORLD IS NOT ENOUGH'

AUTHOR: KIM BELCHER

TRAILER

'Shaken not stirred' is the way Chris Scott likes to prepare his paint for a model; 'Shaken not stirred' is the way James Bond (007) likes to take his Vodka Martini drink. Either way both are exceptional men, but one is fictional and the other very real.

I first met Chris at a Beale Park Model Boat Show some twelve years ago – he was piloting another of his 'plastic wonders', a very fast 'floating gin palace' – all made from styrene card. He is a member of Black Park Model Boat Club and regularly supports the model boat section displays of the Lifeboat Enthusiasts' Society. At the club he is known as 'Mr Plastic Fantastic', where he has given a talk on his use of styrene card in model making, as well as to my U3A (University of the Third Age) Model Boat Building Course down in Canterbury. At both he has gained converts to this cheap, innovative and rewarding approach to model building, especially within the boat discipline area.



Chris Scott explaining the styrene sheet build procedure at my U3A Model Boat Building Course to Lesley, Dean, Dick and Allan

Chris has been modelling for more than thirty years, and like many of us, started with Airfix plastic kits, then Revell and finally moving on to Tamiya. However, as well as being a proficient kit

builder, he is a fine exponent of the art of scratch-building too! Here he is well versed in the use of styrene card (Mr Plastic Fantastic!), alongside brass, aluminium, resin and resin casting, glass fibre and balsa wood. As well as his own models he also takes on commission builds and refurbishments.



The official 'The World is not Enough' film Boat Chase Unit baseball cap, presented to Chris by Ray Bateman, head of the unit

SCENE 1 – THE ACTUAL 'Q' BOATS

In MGM's (Metro Goldwyn Meyer) 19th Bond film – 'The World is not Enough' – starring Pierce Brosnan as James Bond and Sophie Marceau as Elektra King, the 'Q' Boat is featured in the opening dynamic water chase sequence down the River Thames. Bond, having stolen Q's retirement 'fishing' boat, bursts through the M16 (British Secret Intelligence Service – Military Intelligence – Section 6) building façade on the South Bank and heads off down river towards the Millennium Dome. Along the



A view from the rear of one of the actual 'Q' Boats used in the film. (Photo – Ray Bateman)

way he is chasing, and being chased by, Cigar Girl (played by Maria Grazia Cucinotta) who is piloting her Sunseeker Superhawk 34 and firing at Bond, all at the same time! Great cinema, but it all ends up in a giant ball of fire! A small fact for the 'pub quiz' brigade – this boat chase is the longest pre-title sequence in Bond film history, being 7 minutes at a cost of \$1,000,000 per minute!

In all, fifteen of these craft were made for the film. They were manufactured by Bentz Riddle Marine, from the USA, at a cost of £30,000 each (approx). In reality they were based on a design for an aluminium custom jet boat for racing. Powered by a 5.7 litre V8 engine, they have an acceleration of 0-60 mph in 6 seconds and a top speed of some 80 mph. They have a length of 4,267 mm and a breadth of 1,457 mm, whilst weighing 818 kilograms.

The photograph of the original craft was taken by Ray Bateman, who headed the actual film's Boat Chase Unit used on the Thames to monitor the five weeks of filming. He introduced himself to Chris last November at the International Model Boat Show at Warwick, having seen Chris's boat display on the Black Park MBC stand, and subsequently presented him with a unique souvenir – an actual baseball cap worn by the crew! These boats were pre-tested on the MOD Hawley Lake in Hampshire, just 10 minutes from Chris's workshop!

SCENE 2 – THE MODEL

Once Chris got the idea to make this model he started by searching the Internet for actual photographs, screen grabs and miniature models, two die-cast examples by Kyosho at 1/43rd and 1/72nd scales. He did this across a six-month period. All of this he put into a 'detail' build folder. From here he built up a set of



Chris showing me the side view picture with projected lines drawn onto it, amongst other photos and drawings for the project



The 1/43rd scale Kyosho die-cast model 'Q' Boat, as a comparison to scale up. There were differences, so always check your sources (Photo – Chris Scott)



ABOVE: The hull and its three rear deck modular components (Photo – Chris Scott)



RIGHT: Chris Scott exhibits the 'Q' Boat for the first time at the 2011 Black Park MBC Regatta

detailed drawings that would enable him to build a 1/6th scale radio controlled model of the 'Q' Boat.

The research finished with a 1/6th scale vision and overall dimensions of 710 mm length, a width of 185 mm and an overall height of 190 mm.

Hull and Propulsion Unit – A suitable GRP (Glass Reinforced Plastic) 'V' shaped hull was acquired and then modified to accept a 28 mm KMB (Kehrer Modellbau Berlin) water jet propulsion system – mission accomplished!

Superstructure – Constructed from various thicknesses of styrene sheet, with balsa infill to get some required curves on the side of the hull and canopy.

Motor – Mystery D2836 Brushless 1700 kV.

Electric Speed Controller – Mystery Pentium Brushless 30 amp (forward only).

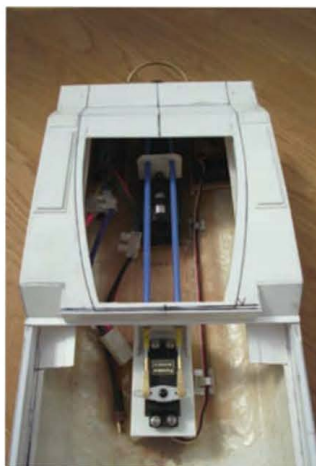
Battery – Mystery LiPo 2450 mAh 3-cell (flat), giving 11.1 volts (3.7 volts x 3) and a 25C burst rate.

Steering Servo – Futaba S3003 (temporary – awaits upgrade).

Radio System – Spektrum DSM2 2.4 GHz transmitter with Spektrum AR6100e receiver.

THE PROCESS

After acquiring the 710 mm 'V' shaped hull, lines were then drawn onto it from the plans made by Chris. The bow was then built up in levels and various stages, to create the correct profiles. During this and the previous stage French Curves were used (a template made of plastic made up of many different curves) to manually draw smooth curves of varying radii onto a surface. Next the hull was cut away to accept the KMB 28 mm water jet propulsion unit. An adaptor plate was fabricated on the lathe to enable the KMB unit to 'marry' with the brushless electric motor and the universal articulated joint was machined down in length, as the original was too long.



The rear deck area with the cover removed and the uncovered cockpit area with the steering servo linked to the water jet unit (Photo – Chris Scott)



The rear canopy engine air inlet cover in its early stages of construction; notice the balsa wood in-fills between the styrene sections and the use of P38 car filler compound (Photo – Chris Scott)



Head-on clearly shows the stepped stages and thicknesses of styrene card used. The centre line is paramount to any build and can be seen on many of the components in the build photos (Photo – Chris Scott)

Various thicknesses of styrene sheet and strips were again used, this time to build up the deck area of the boat. Superglue (CNA) was used to bond (excuse the pun!) the styrene to the glass fibre hull. With the position of the steering servo being placed in front of the water jet unit a scale compromise had to be made with the final dimensions of the cockpit area. Another consideration was made regarding the access area and cover type/construction so that the drive battery could be accessed and maintenance to the mechanics



An early stern area shot with the brass protection bar for the 28 mm water nozzle in place (Photo – Chris Scott)



Coming together and taking shape! (Photo – Chris Scott)



Instrument panel detail added to the cockpit (Photo – Chris Scott)



The rear mounted, two layered aerofoil section wing being styrene sheet cut to shape, sometimes gently heated and shaped, before gluing in place. Humbrol filler was used and Peco track pins to give simulated bolt heads – much used by Chris to good effect (Photo – Chris Scott)



A shot showing the addition of louvers to the two stack engine exhaust outlets, and the fixing of the square section balsa to the side rails. Scribe lines can be seen on the body panels (Photo – Chris Scott)



Rear top view showing the lines drawn and the two stern transom corners marked out

the whole of their length; again these were built from balsa, sanded where required, filled and sealed. Panel lines were scribed into the surface of the styrene using a tool called a 'bare metal scraper' (a stainless steel tool with a very fine chisel edge). It was drawn across the styrene; each pass removed a small layer of styrene, until the desired depth was achieved. The cockpit was again constructed from styrene to resemble a box, which fitted inside the hull through the deck cut-out. As in other areas of construction the plastic was gently heated with a small heat gun and bent to shape and glued in position using EMA Plastiweld (liquid plastic cement – water type consistency). In some places the more traditional thicker type polystyrene cement was used to reinforce joints in various places.



A thin styrene card cockpit seat was cut using this cardboard template

achieved. The decision was made to make two separate access units, one the cockpit area and the other the rear deck and canopy. Both of these were constructed from styrene of various sheet thicknesses and profiles.

The rear deck was built in three parts – the lower main hatch, area behind the seat, and the unusual canopy shape. The deck was fairly straightforward, the second part being basically a box, into which Chris drilled holes so that when the deck unit was placed back on the hull they were directly above the drive motor. A small cooling fan was added to enable any heat build-up to be extracted. The canopy was built, again from styrene, to give the overall shape and profile. Gaps were then filled using balsa wood blocks and fixed in place with superglue. A belt sander was then used to gain the final shape and profile. Any required filling and sealing was done, after which the unit was primed, ready for painting. The insets at the top front edge were cut from car bodywork repair aluminium mesh.

The sides of the hull had two fairly square sections running



The model sits on, yet 'off' its impressive presentation stand – something Chris is good at accomplishing with all his models



With seat finished, painted and in place a number of other processes can be seen here. The scribe lines are now more visible, drawing pin heads have been added and painted white to give detail on either side of the seat and all edges have been 'highlighted' using the Tamiya dry painting powders described in the text



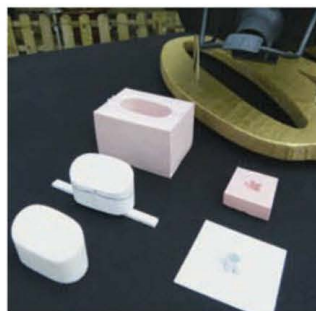
The underside reveals detail and finish. Note the small rectangular plate attached to the water jet protection bar – Chris moved and adjusted this a number of times on different waters, to keep the 'rooster tail' spray to a minimum and the propulsion low and to a maximum

At this point plenty of filling and sanding was completed using both car body filler (David's Isopon 'Easy Sand' P38) and Humbrol Model Filler/Putty, to prepare the surfaces for priming and painting. Acrylic car paints were used throughout, and once dry, were followed by a coat of varnish (acrylic lacquer). At this point a hair dryer was used, which makes Chris's varnish go 'tacky' and at which point he uses Tamiya Weathering Powders to dry brush the exterior edges of the model. This gives a 'highlighted' effect and accentuates the overall finished detail. There are four sets of Tamiya powders to choose from, giving an overall number of twelve powders to use, ranging from rust through to metallic finishes.

The rear engine section was created by forming the shape in styrene, then turning that into a silicone mould, from which a resin 'master' poured – this then gets used as a former around which you wrap a piece of styrene and place the whole section into hot water so that the desired shape is attained. The jet nozzles were



The cockpit with the windscreen now attached, also note the sloping front face to the seat now



Masters, silicone moulds and resin casts made for the rear engine and exhaust detail



This stern shot shows the exhaust nozzles, above the signage, which Chris cast in resin



A sub-frame has now been added above the motor to take the cooling fan, electrical connection and Spektrum receiver. Balancing lead weights can also be seen on the bottom of the hull



The completed rear section cover, awaiting the rollover bars

Alongside this model display Chris has a ring binder giving details and a photographic record of the build, for viewers to look at. There are some other larger photos of the actual boat and a Bond film programme. All of this is usually capped off with a DVD player showing the relevant boat chase down the Thames. Magnificent and entertaining for the children, whilst the adults view and ask questions of Chris!

From start to finish the build time was June 2011 to May 2012 – just 12 months.



The front of the rollover bar canopy showing the detail on the air inlets, made with car body repair aluminium mesh

also formed in the same fashion by making a 'master', moulding and casting in resin.

Finally, lettering and signage were made by creating them on the computer, printing off, marking with a fine waterproof black marker pen to attain the correct 'style and font' and then transferring them onto a carrier film, before applying and sealing them in the required positions.

THE DISPLAY BASE AND PRESENTATION

Having drawn out a small version of the 007 gun logo, Chris condensed the design so the various elements joined. He then copied this onto a large piece of pinewood and jig-sawed the relevant sections out. Then a coat of varnish was applied and clear acrylic rods added, capped with ribbed rubber, to support the finished model. A title was found and printed off and placed on a revolving upright, so that it can be turned when required to face another direction.



Cockpit detail from another angle



The Alfold Show photo-shoot with my new camera shows off to good effect the excellent model and boat craft building skills of Chris Scott!



So many people looking at this have thought it was of the real boat!! Well done, Chris

SCENE 3 – ON THE WATER

Black Park Model Boat Club Regatta in September 2011 – Here Chris first exhibited, in public, and tested the boat on the water. Unfortunately the water session was not captured on camera, but I do remember it taking off at an incredible speed and when it came to be turned it was if it was on underwater rails! There was no leaning over and, possibly due to the batteries which were slightly forward of the centre point, the nose remained almost parallel to the water surface. Only one run was made as it did take on a lot of water into the open cockpit. Also it was not sealed and painted at this time.

Beale Park Model Boat Show in May 2012 – Now painted, but with the roll-over bar, Bond figure and some small body work details still missing, Chris made a number of sorties around the pond and exhibited it on his model display.

Hawley Lake in May 2012 – A quick photographic session was held to get some shots at speed on the same lake that the original 'Q' Boats were tested. I was not that successful, but there was a sense of achievement and a significant link between the real boats and the model.

Alfold Charity Model Boat Show in June 2012 – Some of those attending the show will have seen what I missed! Chris had a larger boat go across his projected path and the wake caused the 'Q' Boat to submarine twice, taking on a lot of water, which in turn played havoc with the electrics. The boat spun out of control in two wide circles, then came briefly to a halt. It then took off at

full speed; hit the inflatable side sponson of the recovery boat, which forced it downwards and underwater. Chris raced around to where it was to find it still shooting water out of the water jet propulsion unit – and its nose buried 5" into the lake's bank! Once retrieved little physical damage was found, the bow tow hook had gone missing, the balsa square section edging was dented in one place, and a little paintwork had been scratched. All has been put right, as I write this article, even the electrics have been dried out and are working again! This is testament to the build process and techniques employed by Chris in this method of construction.

FINALE

Well, I trust you have enjoyed both the pictures and story behind this very unusual boat and build. I also hope that it might have encouraged a few readers to give the process a go too.

Bond might have a licence to kill, but Chris definitely has a licence to thrill through skill!

CREDITS

My thanks to: Chris Scott for all his help, time and patience without which it would have been hard to put together such a comprehensive article.

Ray Batemen of the Bond 'Q' Boat Chase Unit for providing and giving his permission to use a couple of his own photos, one of which I have used here. **MMI**



After a couple of outings on the Victorian pond at the Beale Park Model Boat Show in May 2012 the 'Q' Boat awaits a drying down

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SINDIA 1887-1901 – PART 2

IAN CONTINUES HIS DETAILED DESCRIPTION OF BUILDING THE MODEL OF SINDIA BY EXPLAINING HOW THE CONSTRUCTION TOOK PLACE FROM FINISHING THE MAIN DECK TO SAILING THE COMPLETED MODEL

AUTHOR: IAN HUNT



Foremast with spider band and fife rail



Launching a lifeboat using the fully working radial arm davits



The models float upright without the aid of ballast

arm davits. The boat chocks are hinged, as were the originals, and fold outwards allowing the boat a sideways exit from the chocks. A vertical ladder for roof access is fitted to the rear port side of the house. Twelve brass portholes complete the unit.

On the main deckhouse the port side carries three supporting drums for the long length of the chain messenger drive. No safety guards were fitted. Another cargo windlass is bolted in place behind the house. On the port side is an extension arm carrying a gypsy for the chain drive; the whole thing is mounted on a sturdy A-frame. Another tarpaulin-covered hatch comes next, followed by the mizzenmast, which is flanked by two flat-top deck capstans and freestanding fife rails on three sides.

As usual the capstans are mounted on a circular slotted ring base with pawls, while the upper drumhead is square slotted to take the capstan bars, two racks of which fit across the front face of the aft deckhouse, eight bars in all. On the inside of both capstans the deck is laid out with twin half circles of wooden cleats, one inside the other. The outer ring has 20 cleats; the inner one has 12. This was to provide the crew with a grip on the deck when the capstans were in use. Rubber sea boots were unknown in the nineteenth century. The boots were made of leather with wood-cleated soles, not much grip on a wet wooden deck hence the double pattern of cleats. The fife rails are of the usual pattern, as are the spider bands.

Next in line is the aft deckhouse of the same design and layout as the others. However, this one has three panelled doors on the rear side. The planked top of this house carries two mushroom

COMPLETING THE MAIN DECK

A major fitting, the large main deckhouse measures 11" (279 mm) long and 5" (127 mm) wide. It occupies the centre of the main deck and is painted white with four panelled sides and a planked roof. Grab rails run the full length of each side. Roof fittings are sparse; only a pair of box-type double sheaves, a double bollard, six ringbolts and a large six-window skylight, the glass of which is protected by brass safety rods. Standing clear on the deck and directly in front of the main deckhouse is a single tall cowl ventilator. On each side of the deckhouse, mounted on brass and wood boat skids are a pair of 22 ft (6.7 m) transom stern lifeboats. The two boats are built and fitted out exactly the same as the double-enders previously described. The only difference is that these two can be lowered into the water alongside using the pair of fully working radial

ventilators, eight ringbolts and a beautiful wood-sheathed and brass-bound standard compass. The compass bowl is hollowed out and fitted with a brass-ringed glass face. Clearly visible inside the bowl is a properly marked compass card. Quadrantal spheres are mounted on each side of the bowl for magnetic compass correction purposes, and a rope walkway leads up to the instrument from the edge of the house.

Built of brass, a replica of a three-section demountable flying bridge leads across to the poop deck from the rear of the house with a rope guardrail rigged on each side. It was necessary to dismantle the bridge while in port so cargo could be worked out of the small booby hatch situated below. The model is built in three sections to accurately replicate the original.



The poop deck looking forward; the ventilators are hand carved from solid block of Australian ivory wood

THE POOP DECK

This deck is entirely surrounded by white-painted brass rails, surmounted by wooden cap rails, totalling 5 ft (1.52 m) in length. I used the following method to assemble the rails. Firstly, an exact copy of the poop deck was prepared from a piece of expendable chipboard. Thin plywood templates of the curved covering boards

surrounding the deck were cut to shape, marked out and drilled to accommodate the vertical rail supports. The success of this job depended on the very accurate marking out and drilling of the holes. Errors cannot be rectified later. Using the templates, the actual poop deck covering boards and the chipboard replica were drilled out so each was an exact copy of the other. The brass rod rails were cut to size and soldered together in situ on the chipboard replica. Alligator clips held the rail together during the soldering process. A small plate 1/4" square (6 mm) was fitted to each upright as a base with the end of the upright protruding 1/4" below. The small plates, although thin, are easy to prepare in quantity if you produce them in reverse. Make the holes for the uprights first, cut the plates to shape around them. A strip of thin brass is marked with the squares and the centre punched for the drill. Once the holes are drilled out, they can quickly be cut into squares. If you cut them into small squares first they will always curl or distort when drilled. As about nine dozen are required, a quick mass production method is needed.

Prior to fitting the wooden cap rail, the assembled unit was painted white. The cap rail was built up using the covering board templates, as the cap is an exact duplicate of the top of the rail.

The complete unit was then lifted off the chipboard replica and dropped into place on the actual deck. Thanks to accurate marking out and drilling my railing fitted precisely into place. Nail biting stuff, because if it doesn't fit into place first time round then the only alternative is to start again from scratch. It's a time-consuming method, but it works well and that's all that matters.

The poop deck itself is 22" (558 mm) long and 14" (355 mm) wide, providing plenty of space for a wide array of deck fittings. First in line is the jigger or fourth mast that runs right through the poop deck into the recessed area of the main deck below. As usual, at poop deck level, the mast carries a spider band with eight belaying pins, plus a heavier mast band supporting the

spanker boom gooseneck. Up against the rail, port and starboard, are two freestanding belaying pin racks, each mounted on four sturdy, turned pillars. Immediately behind the mast is the main companionway leading down into the interior of the ship. Panelled, it has two hinged swing doors and a sliding roof. Fitted with six windows, protected by brass safety bars, a large skylight sits in front of a small, round top warping capstan. This is of standard pattern with slotted ring base, four pawls and the barrel fitted with tapered and curved whelps.

On either side of the deck are two freestanding capstan bar racks. Each holds four bars. A large square ventilation trunk is placed to the rear of the capstan. The roof opens up on each side and is equipped with heavy brass cowl ventilators stand each side of the trunk.

Next is the binnacle, like the standard compass it is brass bound with wooden sheathing. Again the glass-fronted brass bowl has a floating compass card. The wheel box and steering wheel are the last major fittings. The wheel itself was built up in segments with separate spokes mounted on a central brass-faced hub. The centre spoke, in the midships position following tradition, is of brass. The spokes are lathe-turned; the outer wheel ring is made up from four separate pieces. Not easy to make, but the finished article repays the effort. The panelled wheel box is of the usual design with a brass-hinged lid top. Placed each side are wood grating seats. Usually curved half-violin shapes were supplied, but for reasons unknown Harland & Wolff-built ships always had wheel box seats in a plain right-angle triangle design, not a curve in sight – it became a company trademark. Two strongly built helmsman's stools fit each side of the wheel and four white lifebelts are lashed to the outside of the rail.

Sixteen ringbolts, nine bollards and four fair leads complete the range of fittings. Right forward on the deck, across the break of the poop between the main deck ladders, are two deck bucket racks; each holds four buckets fitted with rope handles.

RIGGING THE MODEL

To describe the rigging of this model in any great detail is not a good idea as it is of such complexity that the subject could easily run to a small book.

The model has a total of just over 1600 ft (48.8 m) of rope rigging, all of it made on my monorail-based 48 ft (14.6 m) long ropewalk. Hemp rigging cord sourced from Italy forms the basis of the rope. The rope is three-strand, right-hand hawser-laid in a variety of sizes ranging from 0.75 mm through to 3 mm. Four-strand and waterlaid rope can be made if necessary. For the sake of scale accuracy it is vital that properly made rope is used, not the rigging cord sold in model shops which when used on a model looks little better than string.



General view of the square sails; the model is rigged exactly as was the original



The chain halliard can be seen at left with the cross gin block at its lower end



Mass produced Harland & Wolff patent rigging screws. Each consists of seven separate parts



Some of the 1510 clove hitches needed to rig the ratlines

Mast bands (complete with lugs and eyes), all yard cranes, trusses and parrells were fashioned from brass rod, wire and strip, and were attached to each mast prior to stepping the mast unit into the hull. Stepping each mast involved a plumb bob and a mast rake gauge I designed myself.

A brass sheave was let into the squared heel of the topgallant mast for hoisting and lowering purposes and the mast itself fitted through hard brass caps and sat squarely on the fid. Each topgallant carries a truck, sheaved for flag halliards, at its apex.

The masts were rigged with shrouds, backstays and futtock shrouds after they were stepped. One advantage of building very large models is that much of the rigging, in fact almost all,

Harold Underhill's classic tome *Masting and Rigging, the Clipper Ship and Ocean Carrier* is more than an aid; it is a necessity when rigging a very complex model such as this. Right from the start the decision was made to rig the model exactly as the original. The option of radio control was never considered, as fitting 32 sails with exact scale rigging cannot be achieved if radio control rigging is installed. It is just technically impossible and, for me, scale accuracy is paramount.

The masts and yards are made of white beech, reduced to 16 sides and finished off with sandpaper and a modeller's spoke-shave. *Sindia* was built with steel masts and yards, the lower masts and topmasts were in one piece; only the topgallant masts needed doublings. Each mast was built separately as a complete assembly, lower and topmasts in one piece, topgallants fitted into doublings and two sets of tops per mast.



Just over 1600 feet of rope was needed to rig this model. The futtock shrouds are clearly visible



The topgallant mast doublings and spreader centre left

can be fitted in situ after the masts are in position. The shrouds and backstays are attached to the hull and inner bulwarks with chainplates and Harland & Wolff's own patent design rigging screws, which were only seen on ships built by them. Compared to the simple turnbuckle, bottle-screw types, they are complicated. Each comprises seven separate parts plus three-part chainplates. As there are 96 of them it involves a total of 1056 hand-made parts. A jig was designed and built, and a production line set up – nine weeks later the job was done. They are quite unique and add greatly to the scale appearance. Whether they were more efficient than the more standard type is, I imagine, open to debate.

Before they are slung on the masts, the yards are completed with jackstays on the top surface, plus wire stirrups supporting the footropes.

Yardarm bands with lugs and eyes are placed at each yard end and a brass sheave is slotted into the yardarm for the square sail sheets. Circular fairleads are set into the underside of the yard to channel the sheets to the large triangular block at the underside centre of the yard and then down through fairleads to belaying pins at deck level.

Using the sliding parrels of the upper topsails, upper topgallant and royal yards, the three yards can be hoisted up or lowered down the mast using the halliards. The chain halliards run through sheave slots let into the masts.

The fore main and mizzen plus jigger mast stays are rigged in the conventional manner, but her lower and topmast stays are doubled, separating just above bulwark level and are finally made fast to heavy metal thimbles bolted to the deck each side of the mast.

All square sails are fully rigged with clew lines, bunt lines, sheets, down hauls, reef tackles, clew garnets on the courses, leech lines, tacks and lazy tacks, and reef points. The bunt lines are channelled up the front face of the sail by means of small rope thimbles, two per bunt line, and then passed through the bunt line blocks attached to the jackstay. Fore and aft sails are equipped with outhauls and downhauls, which are carried through wire lizards hanked to the stays. Port and starboard stays complete the rig, while the spanker has outhauls and downhauls plus three brails each side.

Cotton japara cloth is used for the sails, which is, I believe, the closest one can get to a model version of the nineteenth century flax canvas and is off-white in colour. The seams of the 24" (610 mm) wide sail cloths are marked out in soft pencil and double sewn, as are all sail seams. Single line stitching is not convincing. Reef bands and bunt line cloths are added and each sail was roped with bolt ropes to provide stiffening to the hems. Bolt ropes are only attached to the port side of the fore and aft sails, never the starboard side and are only fitted on the rear side of square sails.

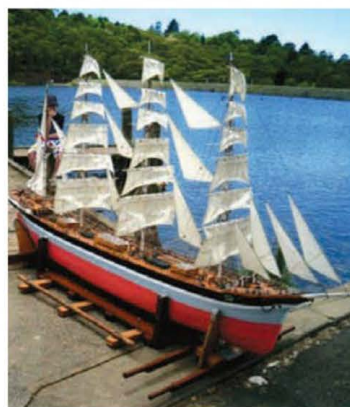
In all *Sindia* carries just over 1600 ft (480 m) of rope rigging, this total does not include the stainless steel wire shrouds and back stays. Single, double and triple sheave blocks total 362 plus 20 ft (6 m) of both plain and stud link chain, all hand made.

The red ensign and Brocklebank's own blue and white house flag were cut from a fine cotton handkerchief. Painted with a fine paintbrush and thermo fixable dyes, a very realistic result was obtained. Painted paper flags are too stiff.

LAUNCHING THE MODEL

Launching the model was a step-by-step team effort, involving four strong young men and myself, who is neither young nor strong. As the model is so big and liable to damage, she has to be moved about in a felt-lined carrying cradle, equipped with lifting side bars. She was transported to the lakeside in a three-ton closed truck.

A six-wheeled, 7 ft (2.15 m) long launching trailer was then loaded with the empty sailing keel, which was in turn weighted down with eight 30 lb (13.6 kg) cast lead ingots plus one 7 lb (3.2 kg) tube ingot. Once filled with lead blocks it is not possible to lift the keel. So with the aid of two lifting cradles the model was removed from the carrying cradle and lowered down onto the four vertical steel shafts, which run right through both the keel and the ship. Guided up into the four tubes leading through the hull, they were then



Preparing to launch. Note padded transfer cradles at bow and stern



The launch team in action without them it would not have happened



Fair winds and following seas, the beauty of sail



The gathering storm brought the voyage to an early conclusion



Majestic and imposing, the *Sindia* is not an everyday sight

tightened down on to the upper keel by four heavy nuts and washers, screwed down firmly with a tube spanner. The soft full-length rubber cap on top of the keel ensured a firm junction with the hull. The whole heavy assembly – trailer, keel and model weighing over 400 lb (181.8 kg) – was then launched into the water. Once the water was deep enough the model just floated off the trailer, which by then was completely submerged. The procedure is reversed when recovering the model.

Experience with two previous square rig models convinces me they sail best with the wind on either quarter. They will never match a fore and aft rig model for handiness afloat. *Sindia* was trimmed just down by the stern as square rig models tend to bury their head and swerve upwind if hit by a strong gust. This trim and her long keel kept her quite steady.

Sindia made her first voyage at Wentworth Falls Lake, a freshwater lake located in the Blue Mountains 62 miles (96 km) west of Sydney. My very dear granddaughter Rachel Hunt, aged 12, performed the naming ceremony with grace and charm.

The day was sunny with an 8 to 12 mph (12 to 19 kph) breeze, perfect for sailing. She looked both imposing and beautiful as she surged along as steady as a rock with only a slight heel. She was the epitome of the beauty of sail. The long, deep keel proved its worth. She held a straight course, free sailing, no rolling or pitching. The waves ran down her sides as she cut through them like the real thing, the massive weight kept her steady; no chance of bobbing about.

Our inflatable chase boat was skippered by my son Anthony with my son-in-law Houston Spencer filling the role of cameraman. I was present only as an interested observer! We circled *Sindia* several times; Houston captured some



The heavy deep keel kept her both upright and straight on course

ACKNOWLEDGEMENTS

I am deeply in debt to the late Thomas Adams of Linwood, New Jersey, USA, who with typical American generosity poured a

superb action shots. I would estimate Sindia was sailing at approximately 6 knots. As the electric-driven inflatable would only do 8 to 9 knots maximum, thank heavens the wind stayed light!

Seeing her riding the waves convinced me that the time she took to build (9208 hours over a period of 14 years) was a worthwhile investment.

I now have three large, working scale model square-riggers; a unique fleet in Australia. A fourth is already building, the Blackwall frigate Dunbar. A smaller model, again 1/36 scale, she will be 8 ft 1" (2.4 m) long, a three-mast full rigger with single topsail and topgallants.



Trimmed by the stern with a quartering wind, her best point of sailing

enthusiastic support and publicity of my activities over a long, long period of years.

Unforgettable is my dear wife Ruth and my supportive family for their unflagging backup and encouragement over such a lengthy and seemingly endless project. Thanks also to the launch team (my son Anthony, son-in-law Houston Spencer, and keen volunteers Ronnie Fortune and Wayne Pratt) who braved the cold waters of the deep lake. Without them the first voyage just would not have happened. Not forgetting a host of friends and supporters, some of who drove over 250 km to be present at what did not turn out to be a fiasco.

Thank you all. **MMI**

flood of Sindia wreck memorabilia, including original photos dating from 1901, newspaper cuttings, history and help in every way down upon me. Thanks to the editor and former publisher of Windling World magazine Mark Steele of Auckland, New Zealand, for his

READER'S LETTER

Dear Barrie,

In January 2010 you were kind enough to assist me with a few problems which I was experiencing with the Osprey MAR2476 fishing boat designed by the late Sandy Cousins.

I did scale up his plans to 30" o.a.l. and instead of building his original model in cardboard etc. which I chose not to, I built the hull and deckhouse in hard 1/16" balsa sheeting, and thin plywood which I thought should produce a much stronger boat which it certainly has, although this in itself created its own problems, even though it is built as a static model not R/C.

Fortunately, your suggestion that I should contact Scoonie Hobbies in Kirkcaldy was good advice and Andy McCue and I

became quite pally and he lives in Anstruther on the Fife coast, whilst I used to live in a small fishing village on the Northumberland coast called Seahouses and used to watch the various types of boat used by the local fishermen being built.

I do require yet another challenging building project to keep me occupied through the winter. The only info that I have relating to marine plans is a Plans and Construction Special from MMI which I should imagine is by now well out of date and I wondered if you had a more recent publication showing what is currently available.

The type of boat which I should prefer should be around 36" o.a.l. Preferably a working boat such as a lifeboat, fishing boat, or perhaps a tugboat from your range of scale working boats powered by either an electric motor or steam, together with lots of detail.

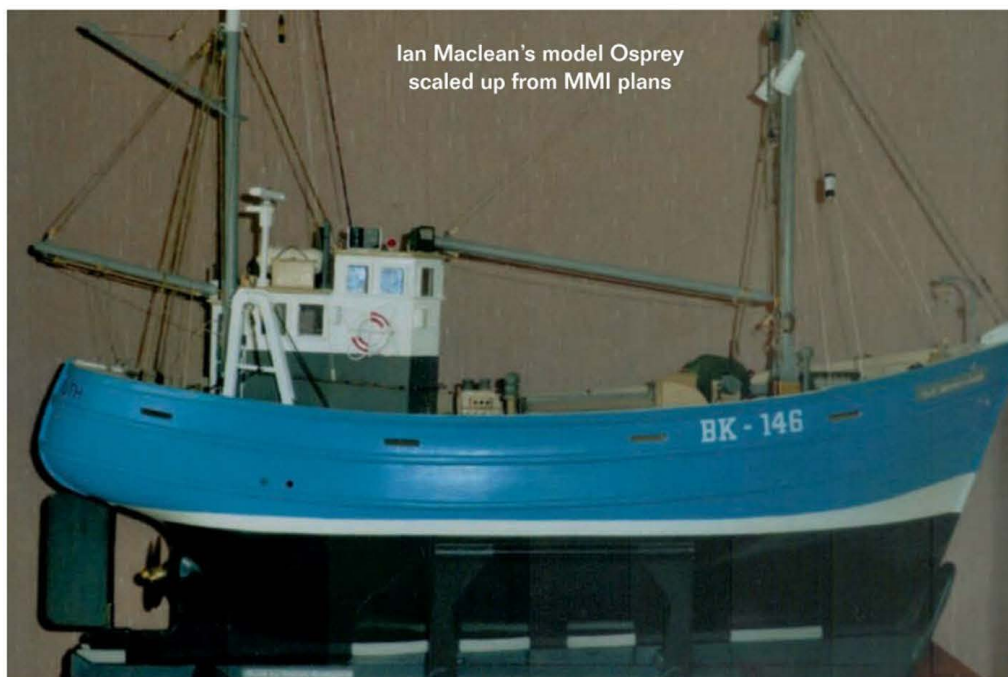
I am enclosing a photo of the Braw Lass on its stand. The deckhouse is completely fitted out, both in the crew's mess room, and the wheelhouse. Apart from the essential items which I obtained from Scoonies i.e. the brass prop and other brass fittings, the blocks for the rigging etc. I made all of the deck fittings myself such as drum winch, hatches, galleys and everything else in fact.

Thanking you in anticipation and please let me know should any costs be involved.

Yours sincerely,

Ian Maclean

(Ed – The current edition of the Plans and Construction Guide is still available at £3.59 + p&p, Tel: 01684 588599) **MMI**



Ian Maclean's model Osprey scaled up from MMI plans

🇬🇧 GREAT BRITAIN

LIQUEFIED NATURAL GAS TANKER

AUTHOR: JOHN WALLIS

JOHN WALLIS INTRODUCES HIS PROJECT TO BUILD A LIQUEFIED NATURAL GAS TANKER

THE IDEA AND RESEARCH

As a family we booked a house at Falmouth, Cornwall (UK) in 2006. Looking from the lounge balcony we had stunning views over the bay, docks and marina. Many large ships including cruise liners, cargo vessels, tugs, sailing ships and a lifeboat were just outside our door, a ship spotter's paradise. During our holiday, LNG carrier Seagas General docked and stayed for four days for maintenance. Scaffolding was erected to allow the removal of large inspection

plates on the domes. Many men in white boiler suits were seen working on deck. Photographs were taken and this is where the idea came from. Thus the project was to scratch-build, as far as possible, a model LNG carrier with some purchased parts where available. The ship was to have the fictitious name Evolved and registered at Falmouth, UK. This ship does not exist as a real vessel; it is my own interpretation of many photographs. Evolved is just what it did.



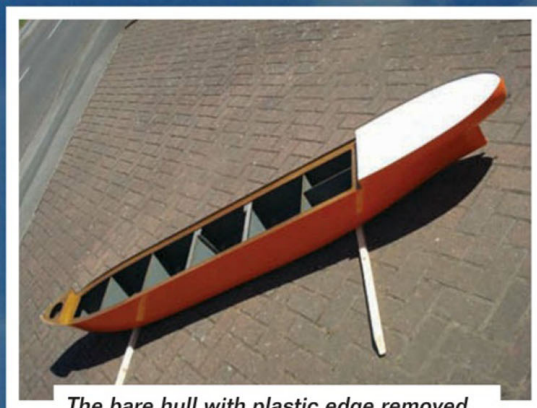
Seagas General at Falmouth, Cornwall in 2006



The completed model with painted background

I did not have any luck securing or finding any plans at the start of the building for a LNG carrier with Moss type domes, so I decided to build from the photographs. By purchasing a few tanker-related books, ordering the three most popular shipping magazines on sale here in the UK, and checking the Internet shipping sites I created a research folder.

Testing of prototype LNG vessels started in the 1950s and provided a lot of interesting material. Some ship owners patented a spherical design for the tanks back in 1955. This design interested me in that it comprised of aluminium spheres 24 metres in diameter, and six spheres of this size would fit my purchased hull. So this is how I decided to build my model except my spheres would be made of Perspex not aluminium. Liquefied Natural Gas needs to be stored at -265°F (-165°C) and requires heavily insulated tanks. One early attempt at insulating these ships was to use the modeller's old favourite balsa wood but the joints failed so another way had to be found. Currently, new ships are being built to trial LNG as a dual fuel, and there are more ship-to-ship transfers taking place.



The bare hull with plastic edge removed. Note the fixings in the tank. Split tank for levelling. No propeller or rudder provided

PURCHASE OF THE HULL

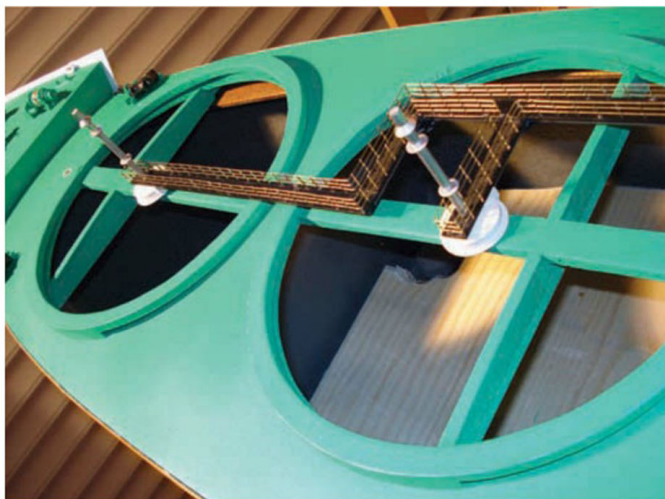
This project started for real in March 2007 when the hull was spotted for sale while browsing a well-known Internet auction site. It was a bare hull, no propeller shaft or rudder supplied, with a few fittings on the bow, stern and in the middle tank.

The model had been built for scientific research and used in a laboratory wave tank. The hull has seven floodable ballast tanks with brass fittings and rubber washers, which unscrew to allow water in or out. Two of the tanks were alongside each other allowing adjustment to the balance of the ship to keep it level. Depth gradients and the Plimsoll line were etched into the hull at the bow and stern. Bonded into the fibreglass was a plywood deck with access openings to all sections. This hull was 252 cm (8 feet 3 inches) long, with a waterline of 241 cm (7 feet 11 inches), a breadth of 33 cm (1 foot 1 inch), and a draught of 13 cm (5 inches). When it came to bidding, I set myself a limit and successfully won the bid, so by 1 pm the following day it was delivered safe and sound.

The hull had been in storage for many years; I suspect it is at least forty-years old as it has an elliptical and well-rounded stern. Tank Testing Facilities use hulls for many aspects of maritime research as they reproduce ocean swell by means of hydraulic wave makers. Installed over these tanks is a travelling gantry to which the model is attached. In this hull's case I have left on the bow and stern fittings but turned them at 90° to allow a towing line to be put through if it was required pond side. I also left the metal angles, to which the model was fixed, to the travelling gantry or recording apparatus, inside the hull to keep some of the hull's past history.



Underway at last (Kingsbury Water Park in the Midlands)



Deck showing rings to fix and locate domes



Cradle made to hold ship hull and to line up top walkway. Gives a centre line to measure from



Showing two of the tapered ends of small cable ties joined together with piano wire to form hydraulic arms for fenders



Arms fixed and rigged to fenders. Fenders are two ball ends joined with threaded rod and filled with P38 filler. O-rings to form tyres

radius or camber of the deck). Masking tape was stuck to the dome with a line marked on, this would line up with the centre line on the deck every time the dome was removed for fitting and replaced.

Perspex domes were sprayed with matt finish paint, as they were shiny when supplied. Gluing the domes with flexible silicone worked well, and then they were left for seven days undisturbed to set. When set this allowed me to make patterns for the main loading and discharge areas and re-liquefaction plant, as they

MAIN DECK

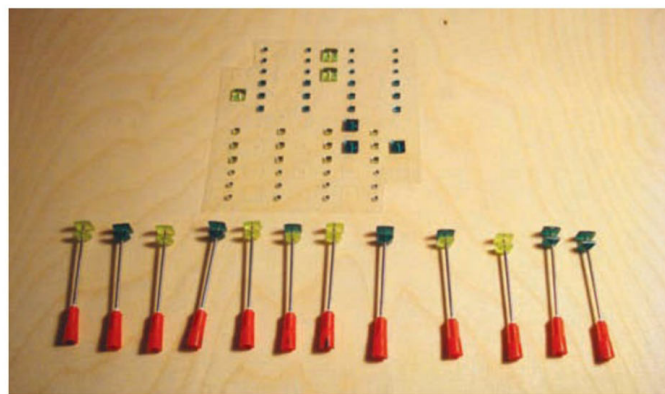
Having decided to split the deck into two pieces, I set out a camber for the deck based on the photographs in the purchased books. Good quality 6 mm birch plywood was used for the deck beams and joined with softwood lengths to make a frame to support two thicknesses of 1.5 mm skin plywood. The first skin was glued on with waterproof glue then weighted down, still in the hull to keep its shape, and left overnight to dry. A second skin was then fitted as before. Birch plywood was used to make the location rings for the domes, these were cut out to the correct diameter, and then the centre removed to keep them as light as possible. A small bevelled piece of wood was used on the outside of the ring to balance the camber of the deck. These were spaced out and glued on to the deck then left to set. Once set the skin plywood was removed from under the dome area to allow airflow and access inside. Very fine sandpaper was then used to smooth the deck prior to painting.

Spray cans were used, primer then green topcoat. I rubbed down in-between coats until satisfied with the finish. Six Perspex domes were purchased and fitted on to the rings. This was quite time-consuming as it is a curve on a circle (the round of the dome has to be fitted to the

had to fit the domes. A wooden cradle was made to give me a centre line to measure from when setting up the walkway. Port side fenders were made from ball ends that come off drilling machine handles, joined together with a threaded rod, filled with P38 two-part filler and sprayed black. Small O-rings were added to represent tyres. The hydraulic arms are the ends of cable ties held together with piano wire.

THE RELIQUEFACTION PLANT, LOADING AND DISCHARGE AREA

This is on the starboard side between the main superstructure and the loading and discharge area. (The plant is used to cool down the tanks and pipe work prior to loading, also removing cargo vapours by compression and refrigeration). The unit was made from plasticard and brass rods, vents were made from plastic screw cups and plastic rods. Piping was from old plastic kit sprue (the parts left over when a plastic kit has been assembled, normally thrown away). Staircases and handrails were added.



Blunt hypodermic needles and card making materials were used to make floodlight stands



The goal post is the handle to lift off these loading/discharge terminals that conceal the deck joint underneath

Amidships the loading area is constructed from materials as above. Floodlight stands are made from blunt hypodermic needles with the addition of plastic mosaics (these are used in card making). I used them for the top and bottom of light units. Then when painted white, I added blue coloured mosaics for the light facings; these can be seen on the photograph of the loading terminals.

UPPER WALKWAY

This unit was built in two parts to suit the deck but had to be lifted off for painting. Above the domes, walkways are constructed from industrial cable ties with both ends cut off; I just used the ribbed part in between. The ribs form part of the detail; these were then glued onto a plastic section to give some strength by overlapping the joints.

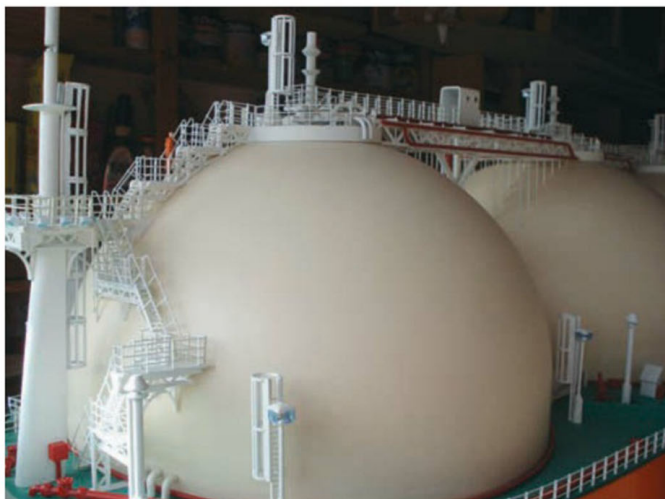


The walkway is made from industrial cable ties



To get a neat circle on top of domes a tin base from a gravity granule container was covered in plasticard

Truss plastic section and plastic rod as pipes were added to build up detail. The truss section was drilled to allow the brass rods to slide down to meet the domes. Some I showed with plates, where they meet the domes, and others I left off. Many cross braces were also left off. Circular landings started out as 'gravity granule container' bases with the cardboard part cut away. These were covered in plasticard to get a nice circle and then handrails, stairs, pipes and floodlights were added to complete the detail. It was a challenge to work out the geometry of the staircase that joined the walkway to the deck at the bow. Landings for the stairs were made from the plastic backing of car windscreen wipers, with brass wire for the handrails.



Bow staircase to walkway above domes, landing bases were made from backing plastic of car windscreen wipers



Rear superstructure loose fitted and made from plasticard and foamex sheet. Funnel carved from balsa wood

REAR SUPERSTRUCTURE

As usual I made a pattern of the lower deck and set out the upper decks from the photograph I was working from. The hull is very curved at the stern so I went for a superstructure that would match the lower deck. Each deck level was made up from 4 mm Foamex sheet (only drawback, it marks very easily). Sides were made from thin plasticard for the bending qualities.

With the deck above glued on to the superstructure below details can be added to some parts that are not easily accessed later on and the deck above was painted prior to main assembly. Each deck level would have a different shape.

After some painting of the decks the four parts were glued together to form the lower part. The bridge level was worked on separately and later joined to make one unit. Front window frames were cut from a plastic rectangular section; a jig was made to cut these, and then glued over openings. Lifeboats (hulls purchased, then I made balsa carved tops), life raft containers, vents and deck

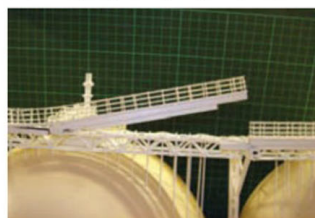


Top walkway starts to meet the superstructure. Also showing loose fitted reliquefaction plant, pipe work made from sprue, (scrap from old plastic models)

items were added. This unit also houses the working radar and working navigation lights (LED type). There are also two lifting points, one on the bridge roof and one on the rear deck by the cranes. Nearly eighteen hundred handrail stanchions were used in this project. The wire was supplied coiled so were straightened by fixing one end in a vice (cramp fixed to a bench), the other end held in pliers, and then pulling.



Showing spare propeller and lower working deck



Shows the bent handrail disaster

SHIPPING DISASTER

As with most projects there is always one moment when something goes badly wrong. In my case a bad design, by me, ended up with a bent and buckled handrail on the top walkway. I managed to get it back to what it should look like. The answer was to cut a small amount off the

deck to allow the two main decks to slide further apart before lifting off the hull. Having cut the small part off, it now has to be joined to the front part of the superstructure, which worked well.

INSIDE AND OUTSIDE OF HULL

As previously mentioned, the hull was fitted with seven floodable tanks; how was I going to use them?

Tank 1 – At the bow, fitted Raboesch bow thruster (propeller type) and water pump to supply the anchors haws pipe water run-off.

Tank 2 – Water supply for pumps.

Tank 3 – Stern pump and one 12 volt battery.

Tank 4 – Two main batteries linked to provide 24 volts for drive motor.

Tank 5 – To hold all radio control units fitted to a removable clear Perspex baseboard.

Tank 6 – Split tank for balance.

Tank 7 – Split tank for balance.

The motor and speaker are under the superstructure as is the steering servo (linked to the rudder).

How was I to recreate the anchor haws pipes (the bulbous part at the bow where the anchor sits into the hull)? The answer came with a visit from the house alarm company when fitting new PIR sensors (passive infrared). A ball and socket type fitting (unused) provided the anchor storage point; I just used the ball part as it was 'near enough' the correct size and shape.

ELECTRONICS

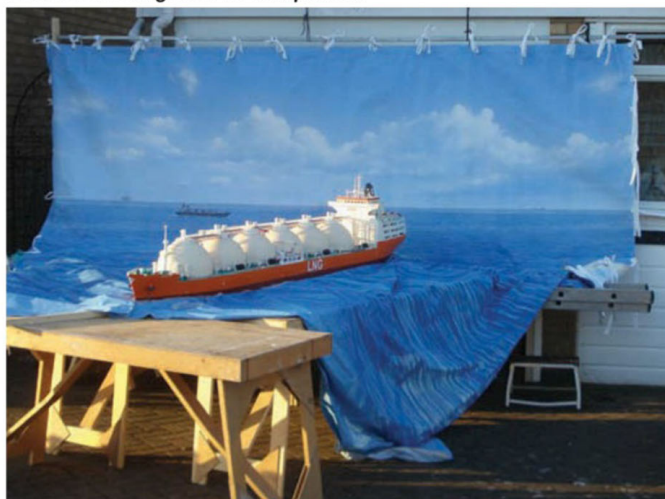
The motor chosen was a T24 by Mobile Marine Models running on 24 volts (2 x 12 volt x 12 amp hour batteries series linked = 24 volts). All the electronics are from Action R/C Electronics. I decided to run the main motor through a P98 Multi Controller (heavy-duty). Other items run from a P92 Power Distribution Board that links to a P93 Multi Controller running the bow thruster on the 50% Setting = 6 volts. The P92 Power Distribution Board also has a link to a P91 Hiload twin switch that runs the two pumps, and supplies the 5 volts for the receiver. This board runs off one of the 12 volt 12 amp hour batteries. The system also includes a P100 Noisy Thing and a P101 15w.audio mixer/booster linked to a 150 mm (6 inch) speaker for the foghorn. All electrics were fitted to a motherboard made from 6 mm clear Perspex. It is great when wiring up to be able to see wires fed to the underside and linking up to the next component.

CREATING A SEA SCENE

During the construction of the ship a friend asked how my boat was progressing and offered to paint a scenic seascape to act as a backing for the model. I asked for a fairly bright sunny day with calm seas, an oil rig on the skyline and a ship in the distance. I provided reference photographs for the ship and oil rig then left the rest to the artist. A canvas of 4 metres x 2 metres was purchased. This was painted with household water based emulsion paint, applied using a paint roller, light blue in colour with other darker blues to bring in shading. Paintbrushes and a spray gun were also used to get the clouds and horizon effect. A second canvas was painted as the sea so it could be dressed round the hull to look as though it was at sea. Pulling apart polyester soft toy filling formed the white breaking wave effect. A metal bar held up the painted backing – this bar was held up by the hanging basket brackets on the front of the



Painted backing near to completion



Scene is set outside the house ready for photographs



My view from the bridge

BALLASTING

After some thought I wanted to ballast the ship at home in the back garden where things could be worked on under controlled conditions; this meant making a temporary pond using two existing low garden brick walls and adding two walls made from plywood, supported by heavy weights. This was lined with a thick reinforced plastic sheet to hold the water. When filled I was able to balance the ship, test and adjust the water pumps that exit at the anchor haws pipes, and check the stern engine water cooling discharges on port and starboard sides. The bowthrusters were checked for leaks and the radio control set up.



Test tank in the garden

When the hull was placed in the water all the rubber washers started to leak (not unexpected after many years in storage), and it had a list to starboard. Both of these problems were corrected at home. The water pumps were very noisy and hard to adjust, even with restricting valves on the pipe work, so I decided to remove them and seal the holes. Ballasting came to 37 kilos (81 lb) plus the hull and superstructure.

MAIDEN VOYAGE

Having joined the Kingsbury Water Park Model Boat Club I set off for the lakes. On my arrival I received a warm welcome from members sheltering under a tree as it was raining. When the rain stopped some members offered to help get the ballast to the waterside. The hull was placed in the lake, ballast added and we were off on our maiden voyage. Photographs were taken, and then it was back to port before it rained again. April (showers) 2012.

So what have I created? A Liquefied Natural Gas tanker from the early years incorporating some modern updates, such as fenders, for ship-to-ship transfers, at a scale of approximately 1/100. This project took six years to complete and started with nothing but a photograph and ended with a tanker to sail. **MMI**



Sea trials over (Kingsbury Water Park Model Boat Club)



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WATERLINES

THE OFFSHORE INDUSTRY PART 1 – KELVIN LOOKS AT THE OFFSHORE INDUSTRY IN 1/1 SCALE

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com



This month we have a merchant theme and attractive as liners are there is nothing quite like true working vessels such as those found in the offshore industry. Next month we will take a look at related 1/1200-1250 models but this issue it's the real thing. Space limitations mean that we have two sets of plans this month and another next time.

There are three generic types of 'vehicle' involved in the offshore industry, namely exploration platforms, production platforms and support vessels. Exploration platforms again sub-divide into three basic types, the jack-up rig, the drill ship and the semi-submersible. The first of these, which was also the earliest to be developed, appeared in the early/mid 1950s and was designed for use in shallow offshore areas, particularly the Gulf of Mexico. As the name implies, this sort of rig has typically three, four or six moveable legs, which, once the platform has been towed into place, are lowered onto the

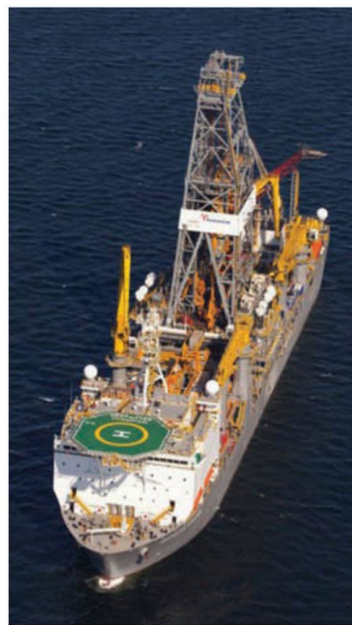
seabed. Although early designs were only able to operate in about 30 ft of water, the latest can cope with depths in excess of 550 ft.

With exploration moving into ever-deeper waters and physical limits to the size of leg that can be practically handled, the concept of the drill ship emerged as recently featured in the 'Mighty Ships' series on 'Quest' (Freeview 38). This has the added bonus of self-propulsion. Early versions often used modified tanker hulls, but purpose-built designs are more common today. Most have a dynamic positioning system to hold position over the well and some are capable of drilling in depths of up to 12,000 ft.

The semi-submersible offers the deep-sea capability of a ship, but with greatly enhanced stability, and is particularly suitable for the weather and wave conditions encountered in the North Sea. The normal configuration is two pontoons, each with a number of legs, supporting the platform. The pontoons are in ballast during operation and pumped dry for transit. Propulsion machinery may also be provided. A typical semi-submersible will be able to operate in depths of 200 to 10,000 ft. There have also been examples of a semi-submersible with jack-up legs such as the unfortunate Trans-Ocean III, which capsized in the North Sea in



Fixed rig and support vessel Stad Flex



Deepwater Champion drilling ship



Ocean Guardian semi-submersible rig under tow



Viking Poseidon is one of the latest generation of support vessel



Jack-up rig in the North Sea photographed in July 2012

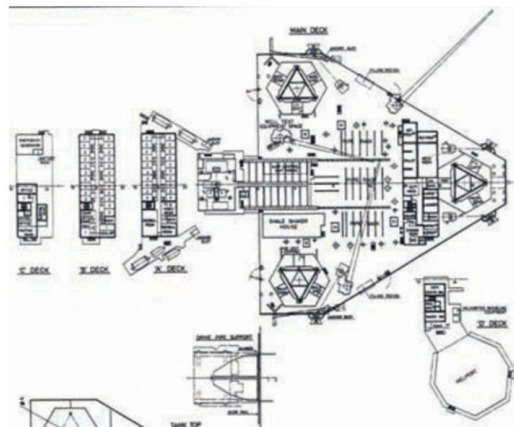
Rigs are supported by a wide variety of vessels for the transportation of supplies and equipment. Most of these are also able to operate as tugs. Helicopters are frequently used, particularly for the carriage of personnel and light stores.

Lastly, season's greetings and thank you all for another year with Marine Modelling, my 27th, and here's looking forward to 2013.

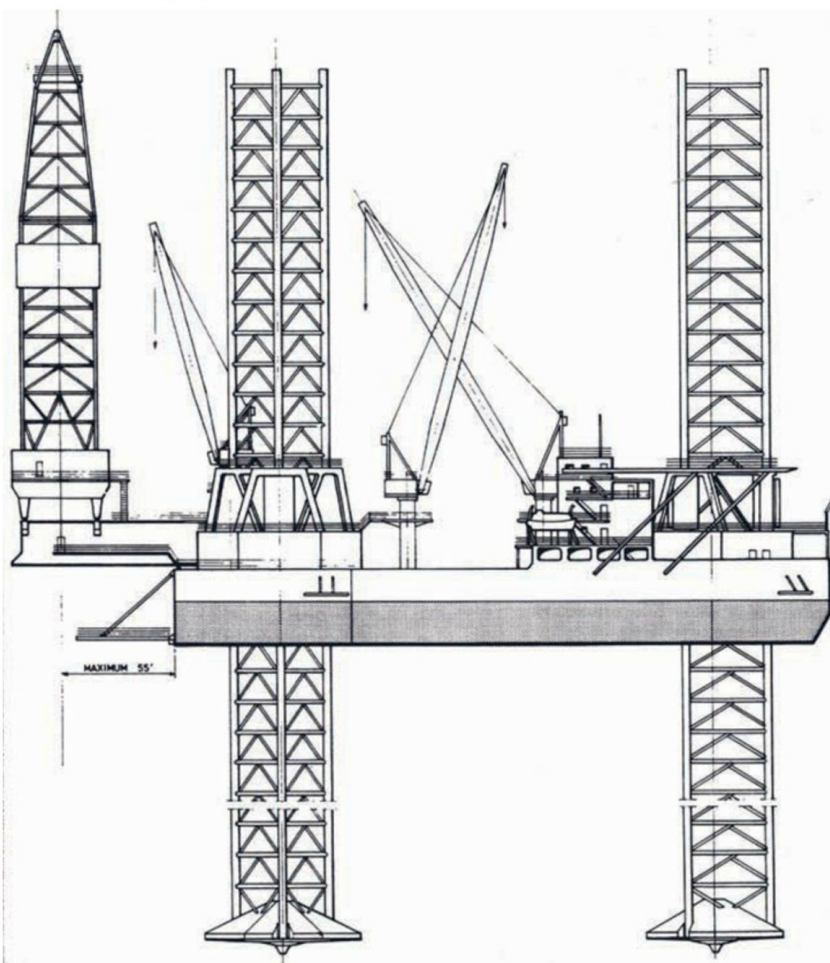
MMI

the winter of 1973.

Once exploration is complete it is the turn of the production platform, of which there are two basic types – those with a storage capacity used to offload regularly to tankers, and those with pipeline connections to the shore for the continual transfer of oil/gas. The former are mainly constructed with huge concrete caissons incorporating storage for perhaps 90,000 tons of crude. The caisson sits on the seabed and concrete or steel legs provide support for the facilities above. Pumping platforms normally have steel pipes, which are buried in the seabed and these installations act as collecting points for wells in the immediate area. Fixed platforms can be used in water depths of up to about 1,700 ft.



Maersk Giant (jack-up rig) (courtesy Maersk Drilling)

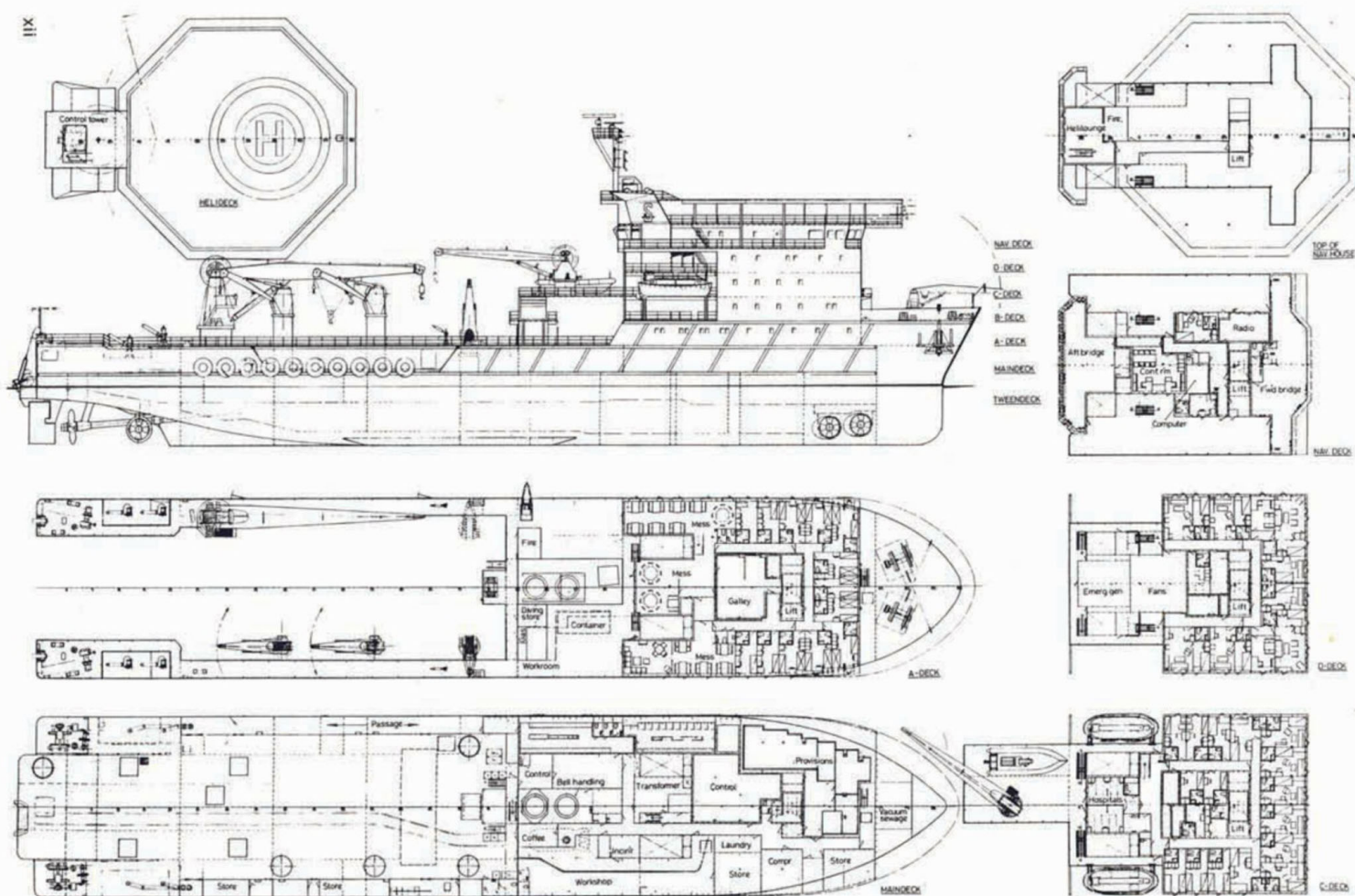




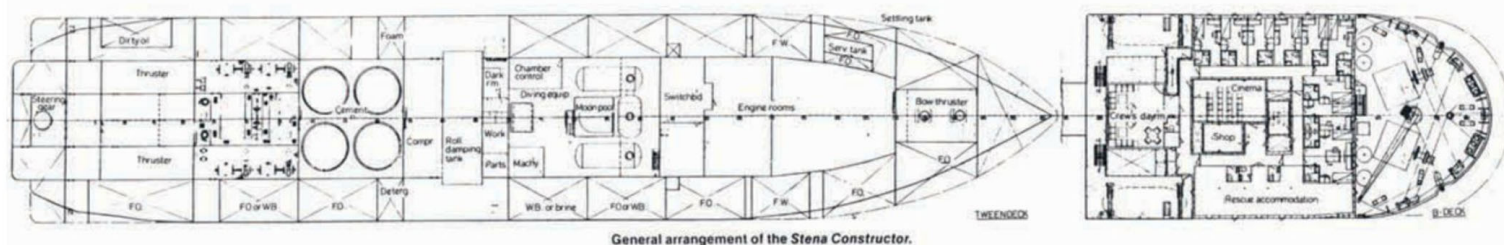
Seabex One attends this Amoco installation



Semi-submersible Nautilus under 'dry tow'



Plans Stena Constructor (courtesy Stena Offshore Ltd)



General arrangement of the Stena Constructor.

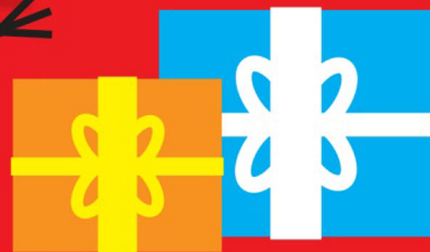


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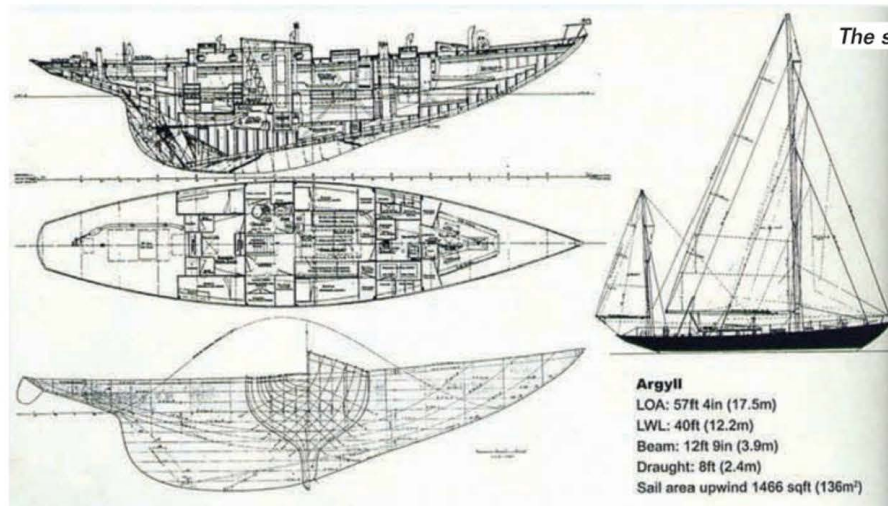
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ARGYLL YAWL – PART 1

THIS TWO-PART ARTICLE FOLLOWS HOW PETER ADAPTED A GRP HULL TO PRODUCE A SAILING MODEL OF THIS ELEGANT CRAFT

AUTHOR: PETER TB FISHER



The starting 'Classic Boat' magazine article



Argyll
LOA: 57ft 4in (17.5m)
LWL: 40ft (12.2m)
Beam: 12ft 9in (3.9m)
Draught: 8ft (2.4m)
Sail area upwind 1466 sqft (136m²)

What strange forces drive us modellers towards yet another time-consuming project? In this case it was the distant memory of a rather nicely shaped glass fibre hull, hidden away somewhere in my loft. A long line of scratch plank-on-frame, bread-and-butter and epoxy-resin models, and several kits stretching back over some sixty years had left me with a shed full of materials capable of producing many more models, so I had to get up in the loft and find it.

THE HULL

The source of the glass fibre hull is a bit of a mystery as I had bought it on speck at a club 'bring and buy' sale some years previously. It looked like a professional job but I have so far been unable to trace the maker. At 780 mm LOA it was as small as I care to go. So, what should I make of it? What would hold my interest and enthuse me for the next two years?



The mystery glass fibre hull's fin was made deeper

As I thumbed-through one of Uffa Fox's books the early racing yawls caught my interest. Dorade was an early NY32 class leader with her strong and appealing sheer curve. The current 'Classic Boat' magazine (August 2009) once again came to my aid as it carried an article describing the 8-year restoration of the slightly larger Sparkman & Stephens, 1946 designed, Argyll. The Editor had helpfully included a small deck plan and a sail plan, as well as the hull lines, which I would not need on this occasion. A photograph looking along the scuppers showed the elegant sweep of the sheer line and deck planks; "I was in", as the Dragons say.

So my build started with photocopy enlargements of these plans, to A4 size. From these small elevations I could find the dimensions and distribution of the deck houses and hatches; and from the sail plan I could obtain the lengths of all the spars and of course the dimensions of the sails. The magazine's usual clear photographs showed further details of materials and colours. I also noted the complete lack of stanchions to set-up the gunnels and Argyll's super 'swept-deck' planks. That's not 'swept clean' but following the curve of the sheer at the gunnels. I thought that modelling the curved deck planks would present a nice challenge since I had skipped the dreaded hull planking this time. With no stanchions to support the gunnels I would have free access across the deck with my chisel, at the final levelling stage – so I might even enjoy it!

THE PLANNING

The use of mixed plans and photographs (when 'scratching'), all at different scales, can become muddling so I kept a note on each plan and elevation of the scale factors as they applied. Argyll is 17.5 m LOA (57 ft 4") and my hull was 780 mm in length, so the scale of my model would be, 1 to 17500/780 = 1 to 22.5. That's close to the old favourite, 1/24th! I then noted that a 6 ft man would be about 3" high, and that I must look out for some of those



Initial planning and deck beam work



The servos are scribed and the hatches take shape

at the exhibitions. When taking measurements off the photocopies another useful aid would be 1 mm = 3.1". At this planning stage I always draw my own version of the side elevation and the deck layout, on A3 paper, to fix the positions of the hatches and the surrounding deck beams. Such drawings also show the positions of the masts and standing rigging chain plates, and other strong points. At this stage I like to fix the position of the rather large winch servo (a HiTEC-785HB) amidships, with its 'control loop return pulley' under the forward hatch, and the steering servo aft.

I planned to make the steering servo accessible under the well deck of the 'racing' cockpit. The big problem here is that water could be trapped in this well when sailing. My answer was to make Argyll's exhibition cockpit, with its lovely binnacle and the crew figures, interchangeable with a similar arrangement for use when sailing. The replacement was planned to have a flush (black) deck, carrying suitable detailing, which would not trap water.

I always make sure, if I can, that the winch controlled loop will be a little longer than the length required for the main sheet when it is extended to its longest for running before the wind. The sail control points (fairleads) and the actual sheeting arrangements for the sails are also quickly sketched out at this time. My plan also carries my notes. Things like the scale of the finished model, the scale factor required to make the model from this drawing and the lengths of all the spars. Later it will carry a note of the weight of the lead added to the keel. The useful A4 'starter' photocopies also carry notes of the enlargement factors required to reach my drawings and the actual model.

FIRST JOBS, AND SNAGS?

Into the bath she goes, in search of a working waterline. The line etched into the moulding seemed too low so that was ignored. The method is to pile lead into the hull until a satisfactory line is found, always bearing in mind that we want the final sailing characteristics to be, 'stiff in a blow' – Argyll must prefer standing up.

Moulding lead is a worry but I remember the helpful advice of three people from the past. My Father heated his lead for sand moulding in a tin can, squashed a bit to form a spout, and he used his biggest pliers to lift it off the primus burner. He also made the point that the sand, or finer material, should be dry so that the hot lead does not cause dangerous steam blowouts. We all stood well back anyway, and survived! Tony Williams (now deceased, but of Thames Barge and other hull fame) suggested that hot lead could be poured safely into a glass-fibre moulded hull if the moulding was in a water bath; and many years ago an interested senior modeller, at The Round Pond, advised adding a couple of inches to the keel depth of my projected Billing's Dragon kit, "if I wanted it to sail well" – and it did!



The hull must be held securely

So with the 1.25 kg (2.75 lb) of lead from the bath experiment at the ready a wooden keel extension of 60 mm depth was fashioned for the lead moulding plug (with hindsight it could have been 60 mm deeper). My old bag of sand and mortar mix was poured into a suitable container and inspected for lumps before a little oil was mixed in to give the sand support, and the plug was pushed home. With the plug gently removed (put a screw in the top for a finger hold) the measured lead was melted on a gas burner. A little was poured into the bottom of the hull's keel and the rest went into the sand mould (a slice off the wooden plug can be used to lengthen the hull's fin shape if the mould is not filled up). Two self-tapping screws of suitable lengths were then worked from inside to hold it all together, and after some initial rough fairing, two-part car body filler was used to finally fair it all in.

To finish off under water, a 6 mm ply rudder was cut, faired in and mounted on a length of 4 mm brass tube (the stock), with two-part glue and three small brass wire pins. The hull was drilled to take a brass rudder-tube, of internal diameter 4 mm, to fit the 'stock' tube. The rudder 'stock' was held at the bottom by a 'pintle' fitting, fashioned from 0.4 mm brass sheet, to fit round the keel, with a short piece of brass rod soldered through a hole for the vertical pin.

INSIDE THE HULL

I now needed a working stand to hold the hull in an upright position. My usual grooved and non-scratching polystyrene cushion would not take a deep fin so some polystyrene trays were pressed into temporary service.

The first job, using two-part glue, was to stick a narrow wooden lath round the interior of the hull, at deck level to form 'the shelf'. A wooden post was fashioned for the stem head and glued, with two-part glue, into the stem.

My A3 drawings now helped with the positioning, and cutting, of the two main bulkheads from 4 mm ply. The interior curves of the hull were traced (with difficulty) using a multi-pinned contour gauge, mostly from outside. Both bulkheads were shaped to allow access within the hull and to allow the sheeting control loop from the winch to be carried forward to its return pulley (I covered electronic sail control in MMI in February 2007).



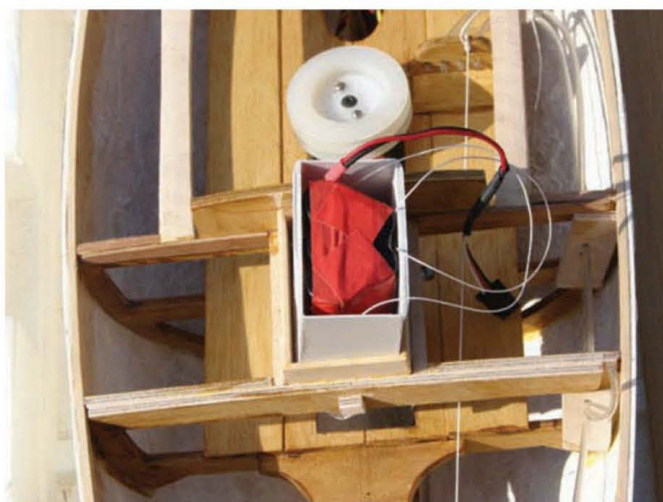
There is much to be done inside



Delicate looking but strong shroud plates



Plastic tubes route the sheets to the sails



The battery box drops to the bottom of the hull

Now the other bulkhead/deck-beams were cut and fitted paying due attention to the final hatch coamings. The internal deck, which carries the electrics and the masts' footings was fitted next (see photos). I made a simple lifting container so that the battery could be housed as low as possible in the centre of the hull and raised up a well shaft through the boat as required. The steering servo and the winch could then be finally fitted and tested with the forward pulley and the string control loop in place.

At the stern and the bow the first strong 3 mm ply sub-deck panels were fitted, flush with the deck beams. Similarly, two 3 mm panels were cut to hold the masts at deck level. These had three, 0.4 mm brass, chain plates protruding at each side, which were cross connected under the panels to form one piece, for strength. I was sealing all the internal woodwork, while I could still get at it, with a couple of coats of leftover varnish. The main fairlead post (mahogany) was drilled to carry a small plastic tube fairlead (see photo) and glued in place.



The inside is varnished and the dead line in place

Also, while I could still work inside, I fitted the four sheet guiding plastic tubes, (remember: a sheet is a sail controlling string), from a wooden 'end plate', close to the winch wheel (see photo), to each sheeting point under, and up through, the deck. That's at the very stern for the mizzen boom sheet and through the mid-ship fairlead post for the main boom. Both jibs required sheet feeder tubes from the same plate next to the winch and out through the deck in the port scuppers. From here a jib sheet can be rigged from each tube, through the jib's clew, to a point opposite, in the starboard scuppers, where they will both be cleated down. They can be adjusted for length at these cleats, as the wind dictates. The tube I am trying to use up is salvaged from a lampshade made of coiled plastic tubing. It carries the Dacron running rigging (sheets) with little, or no, friction and can be bent permanently by applying heat.

My 'dead line' (string) can be seen in some of the photographs ready to carry the 'sheet-halving' idler ring for the smaller sails (I detailed this method in the MMI magazine dated April 2006, and in the Plans Special No.7, dated 2007/8. It is also covered fully in many other Radio Control publications).



A thin ply sub-deck finally seals the working parts

The fore-and-aft deck beams, which carry the coamings forming the sides of the hatches and those which set the height of the deck camber on the centre line, were finally dropped in, flush with the cross beams.

The hatch coamings were then glued in to give 4 mm of deck clearance (after the deck was planked) hopefully to resist water entry when tight fitting hatches were made up and dropped in place.

The deck beams and 'strong-point' panels could now be faired over with a 0.8 mm ply sub-deck. This deck was glued round the 'shelf' as well as to the deck beams and panels.

LAYING THE DECK

I had been given some lengths of recycled maple, from a gym floor. The idea was to contrast planks made of this 'white' wood with mahogany coloured cover boards (round the edge) and king planks (up the middle) to reproduce the wonderful deck shown in the Classic Boat magazine's photographs. The gunnels would be made in two layers, the inner visible gunnel being mahogany coloured, as in the magazine photographs.



Cover boards, king planks and deck planking



Planks were joggled in, four or five at a time

So the cover boards, king planks and hatch surrounds were made up from some 1.5 mm plank material cut from a mahogany coloured, recycled patio doorstep, from a previous model. The cover boards were set in from the side of the hull as Argyll has a decorative deck-level step between the gunnel and the outer edge of the hull. Provision also had to be made to allow the outer layer of each gunnel to be placed outside the cover boards for ease of following the sheer curve at the scuppers. The inner layer was to be placed on top of the cover boards, to give the gunnels a bit more strength, as Argyll has no visible stanchions. With the 'mahogany' king plank cut wide enough to allow the deck planks to be cut in (joggled in) at their ends before laying, all the mahogany was finally glued down and I could turn to the maple planks. These were cut using various saws and a table-sander, to lengths 3 mm wide by roughly 2.5 mm deep.



The rough planks were easily chiselled down



The swept plank effect

I needed to be able to cramp these planks out sideways to follow the sheer of the cover boards, so the idea was to make the planks deep enough to take small cramps (as shown), and to glue the planks down until a batch of four or five were in place. Then, with the cramps removed, the maple could be chiselled down to match the thickness of the cover board (1.5 mm), always leaving the innermost plank proud, to take the cramps for the next batch. So the ends of each plank were joggled (1/3 cut away) into the mahogany as necessary, to find its length. A marker pen was run along one side to simulate black caulking before the plank was glued up and cramped out towards the sheer line. The cramps held well across the groups of up to five planks. The previous proud plank and the next four could then be chiselled down leaving the fifth (innermost) plank at full height. The next group were then cramped to this last proud plank and so on. Where the planks needed holding down, while the glue dried, some temporary screws were used into the deck beams underneath (see photo).

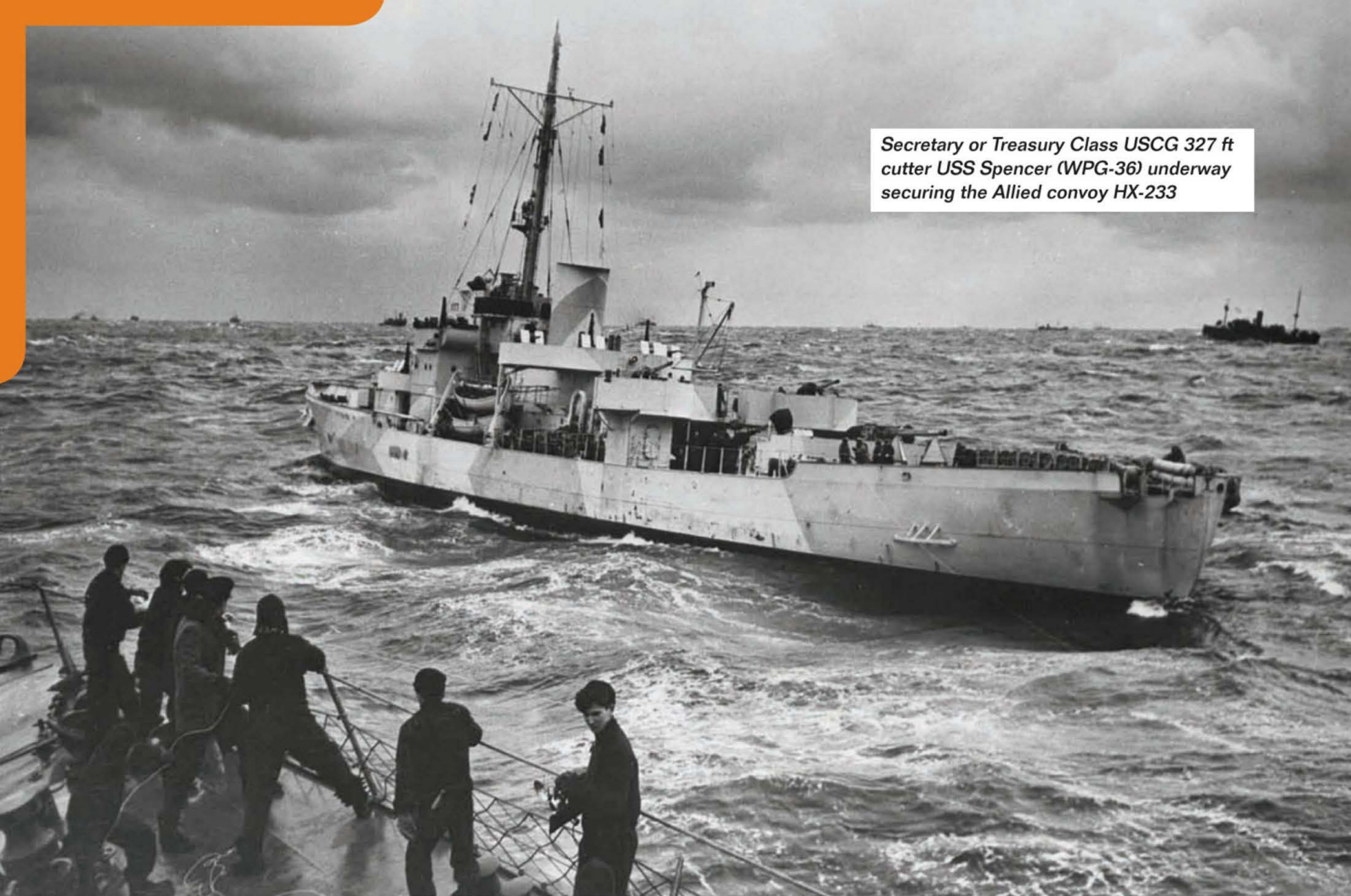
With no stanchions in the way the chiselling was very enjoyable, as I anticipated. The maple seemed quite soft and with a really sharp chisel it soon came down to 1.5 mm with an acceptably smooth finish. Finding the level was easier when chiselling the planks in groups. I even forgot to take any photographs for a week or so! The deck was finished with a thorough sanding and several coats of clear matt varnish.

The resulting effect was about right, but my next problem was how to angle the gunnels?

NEXT MONTH – PART 2

Next month, the gunnels are fitted, the hull is painted and the deck furniture is fabricated as Argyll nears completion. Then the spars are fitted-out and rigged and the sails are 'bent' on. After final adjustments the completed Argyll is launched. **MMI**

Secretary or Treasury Class USCG 327 ft cutter *USS Spencer* (WPG-36) underway securing the Allied convoy HX-233



 GERMANY

THE SINKING OF U-175

CHRIS KOENIG OFFERS A DRAMATIC PICTORIAL OF THE SINKING OF U-175

AUTHOR: CHRIS KOENIG

The Battle of the Atlantic started on 3rd September 1939, and raged until 7th May 1945. No other battle in the history of mankind was fought more fiercely and lasted longer. 41,000 German soldiers manned 863 U-boats in combat. They sunk 2,882 merchantmen and 149 warships, including six aircraft carriers, two battleships and 34 destroyers. But the price paid was very high too. Of the 863 combat U-boats, only 233 returned. 25,870 submarine soldiers got killed in action.

Compared to other military services, the casualties of DKM's U-Bootwaffe (submarine arm) in WWII rank second to nothing. But second to nothing stands also the impact on the Allied war efforts. Sinking aircraft carriers and battleships was not the operational goal

of the U-boats. Their major target was the disruption of the life-link between Great Britain and anybody supplying the British islands. Any flaws in the logistic chain inevitably weakened the British economy and consequently their war efforts.

By putting a ban on British waters and attacking any Allied vessel sighted, German U-boats tried to enforce a cruel blockade. Plans seemed to work out and Great Britain was close to losing the fight against the U-boats, which claimed over 14,000,000 tonnage displacement destroyed. "The only thing that ever really frightened me during the war was the U-boat peril." Sir Winston Churchill recalled after the war. But then the tide changed. Technology met advanced tactics: long-range air patrols flown from Greenland,



North Atlantic Ocean convoy bound for the United Kingdom

17th April 1943, and off Island: along with other escorts, *USS Spencer* (CG) shepherds the convoy HX-233



A K-gun propels its projectiles into action, after *Spencer* detected U-175 about to attack the convoy



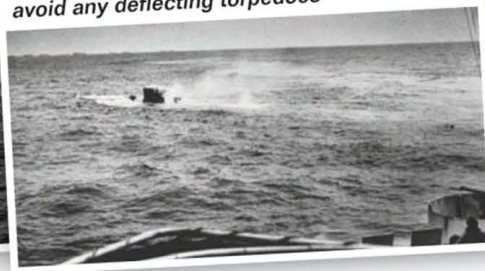
Once surfaced, the U-boat is raked with gunfire



USCG cutter Spencer runs down the bearing, with all weapons directed at the enemy



Lying dead ahead, the U-boat is attacked by USCG cutters Spencer and Duane. The cutters stay on the sides of the U-boat to avoid any deflecting torpedoes



Iceland, the UK, the US and Canada, hunter-killer-groups patrolling convoys, the utilisation of RADAR and ASDIC sonar, and the brilliant work conducted at the National Codes and Cipher Centre, Bletchley Park (always worth a visit: www.bletchleypark.org.uk/) helped to establish balanced conditions, which after a while completely turned against the U-boats. The grey wolves of the Atlantic Ocean, hunters between 1939 and 1943, suddenly became hunted themselves. David Westwood concluded in his superb book 'The U-Boat War' (p. 276): "Both sides had men of great bravery, but courage alone was not enough, and the U-boats lost the campaign in May 1943 to superior technology and sheer weight of numbers."

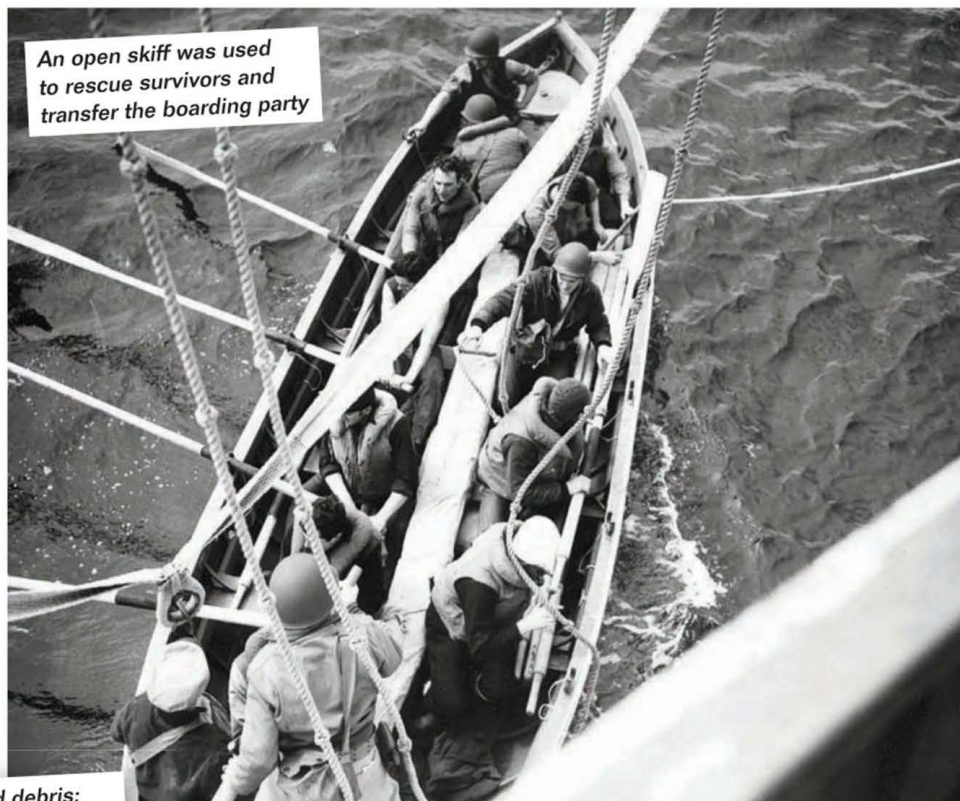
When long-range aircraft patrolled the skies the submarines escaped into the safety the night was offering. But RADAR made them visible even at night, while sonar pinpointed their course and the depth they were operating in. As soon as a snorkel or a periscope caused a shallow wave to appear, the U-boats were doomed.

In his memoirs Grand Admiral Karl Dönitz concluded about this period: "The enemy holds every trump card, covering all areas with long-range air patrols and using location methods against which we still have no warning (...). The enemy knows all our secrets and we know none of his."

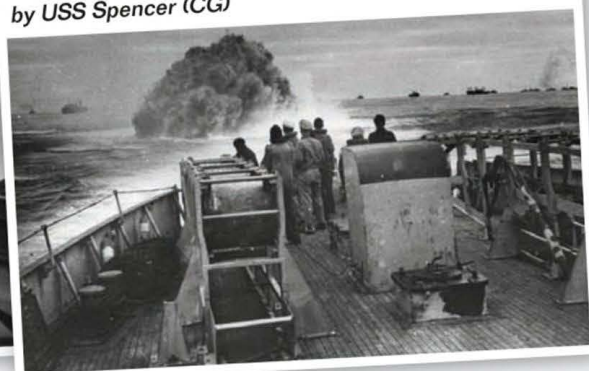
Many submarines lost went down with all hands, and even if German sailors managed to escape their crippled mounts it was but luck if any escort could pick them up. This fate was also shared by thousands of sailors navigating merchantmen. Stopping any warship during an ongoing convoy battle was often regarded to as a no-go. Once stopped, the warship was considered a sitting duck target. Escort crews feared losing more vessels if they looked for survivors, which could hardly be found at all, especially in the Cold Arctic waters of the North Atlantic Ocean.

Often enough the fights lasted but a few minutes, and a great many submarines were lost even without eye-to-eye-contact: escorts dropped depth charges and punctured the subs' vulnerable pressure hulls. Sometimes huge explosions erupted when torpedoes exploded under water, or oil and debris were released by a broken submarine while the remains sunk down into the abysmal gloom of the ocean. Searchlights and later on radar allowed aircraft to intercept U-boats at night, too, making surface runs even more dangerous for the U-boats. Quite slow when submerged, many commanders had to surface in order to catch up with fast convoys. This soon proved to be deadly.

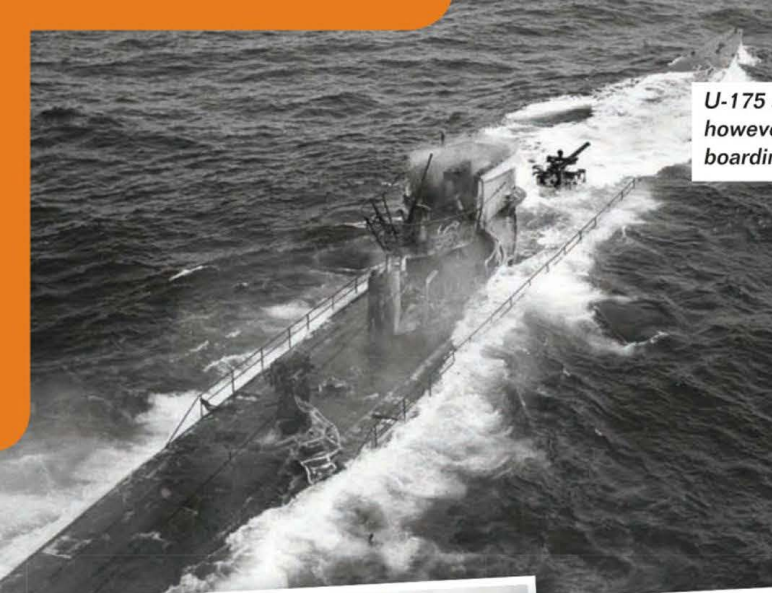
An open skiff was used to rescue survivors and transfer the boarding party



The depth charge explosion brings up oil and debris; clearly indicating U-175 had been lethally wounded by USS Spencer (CG)

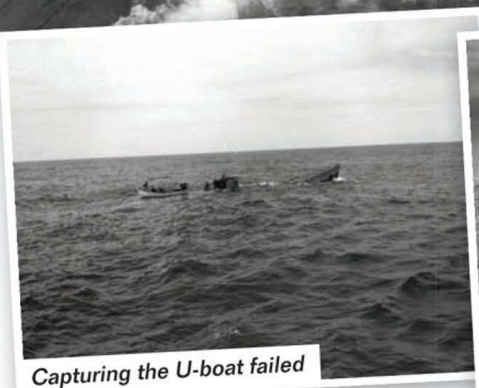


While a great many of these encounters were only partially covered by gun cameras aboard aircraft, the sinking of U-175 was splendidly captured in photography. Jack January, a WWII combat photographer, had boarded USS Spencer just prior to her deployment securing convoy HX-233 navigating the North Atlantic and bound for the UK. USS Spencer, a Secretary (or Treasury) class vessel, originally was built as a 327 ft United States Coast Guard Cutter. She was among the largest vessels deployed by USCG during the Battle of the Atlantic. Designated WPG-36, USS Spencer was laid down on 11th September 1935 at the New York Navy Yard, where she was launched on 6th January 1937. Put into service on 1st March 1937, she displaced some 2,750 tons, measured 99.66 m in length, 12.49 m in width and had a draft of 3.65 m. Twin Babcock & Wilcox sectional express, air-

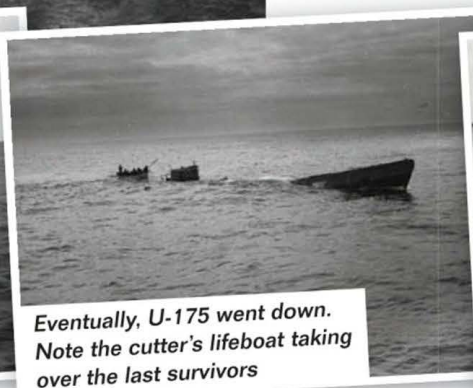


U-175 sustained severe battle damage, but an USCG boarding team however tried to capture her. The shot depicts a member of the boarding unit about to get in

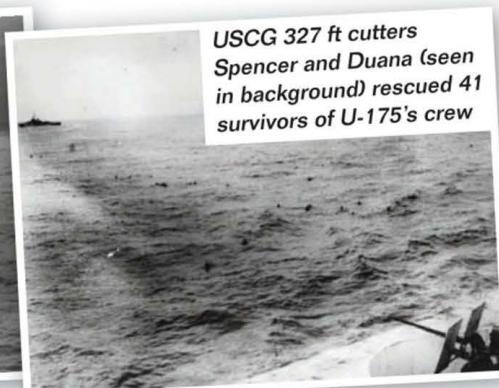
Similar to U-534 (on display at the Woodside Ferry Terminal and truly an impressive venue, check out www.u-boatstory.co.uk/ or www.merseytravel.gov.uk for details), U-175 was a type IX C sub constructed at AG Weser yards, Bremen, Germany. Measuring 76.8 m in length, 6.8 m in width and 4.7 m draft she was capable of running an astonishing 11,000 nautical miles at an average speed of 12 knots surfaced, while submerged 65 miles and 4 knots were common respectively. With twin diesels and twin e-motors, the U-boat's design dated back into 1936, when OKM/IfS enlarged the plans of a type I A-submarine to give birth to a submarine capable of long-range duties. Six torpedo tubes and up to 22 torpedoes made the type IX a very effective weapon.



Capturing the U-boat failed



Eventually, U-175 went down. Note the cutter's lifeboat taking over the last survivors



USCG 327 ft cutters Spencer and Duane (seen in background) rescued 41 survivors of U-175's crew

enclosed boilers delivered 200°C 'superheat' steam at 400 PSI for a set of two Westinghouse double-reduction geared turbines. These powered the ship to a top speed of 24 knots driving two three-bladed propellers 2.75 m in diameter. At a more moderate 12 knots the range of the cutter was calculated to exceed 8,000 nautical miles. Manned by 252 officers, NCOs and crew, the cutter had ASDIC and RADAR and was quite heavily armed. The main artillery component consisted of two 5"/51 and four 3"/50 guns, with two 20 mm/80 delivering optional fire support against aircraft and surface targets. A single Hedgehog, six K-gun depth charge projectors and another two depth charge racks made USS Spencer an ideal sub chaser.

Of all seven 327 ft cutters built to the specifications of the USCG, only two remain to be visited today. American city of Baltimore, MD, offers Taney (www.historicships.org/taney.html), while the former cutter Ingham may be visited at Key West, Florida (www.uscgcingham.org/index.html).

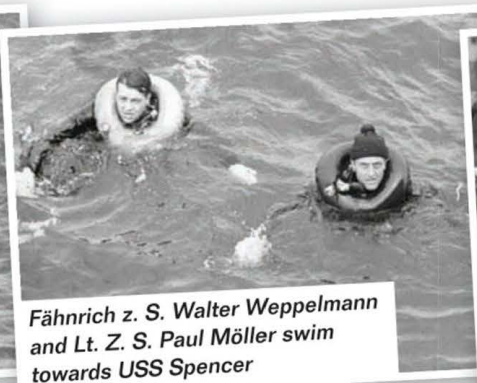
Another vessel escorting HX-233 was USS Duane (WPG-33), and this USCG vessel also carried a combat photographer – Bob Gates. Running ahead of their convoy HX-233, the radar and ASDIC personnel aboard USS Spencer detected a submerged submarine on 17th April 1943. Commanded by Kapitänleutnant Heinrich Brunns, U-175 was running submerged and preparing an attack.

Kapitänleutnant Brunns was a veteran of many campaigns and a very courageous sub skipper, too. Before becoming a sub skipper he had served aboard the DKM battleship Scharnhorst and also commanded torpedo boat T-3 until this boat was sunk by RAF bombers in Le Havre on the 19th September 1940. After a period of convalescence Brunns sailed aboard DKM Schleswig-Holstein for three months and, by March 1941, joined the submarine arm and trained to become a skipper. A mission aboard U-75 was followed by him supervising the construction of U-175, which was commissioned by the end of 1941. However, the boat was not released from No.4 (training) flotilla until 31st August 1942. By now, just seven months and 17 days later, Brunns had scored ten vessels sunk in two patrols, which added up to a total of 40,619 GRT. Submarine warfare had already overstressed its climax from a German point of view, but wolf-pack operations still scored many kills. The tide was to change within the next few weeks, and later on historians would regard the month of May 1943 as the turning point.

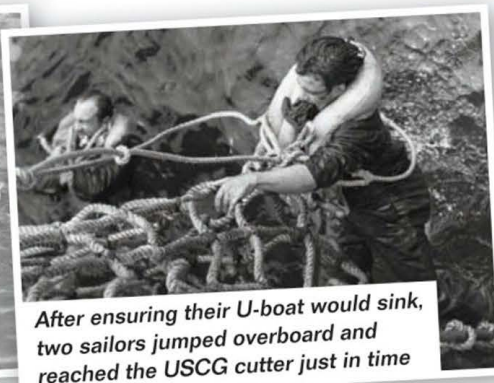
Detecting HX-233 to the mere south-west of Ireland, Brunns decided to run a submerged daylight attack on the 17th April 1943. His periscope did cut the waves, and his crew had manned battle stations. The silhouette of tanker SS G. Harrison Smith was ever increasing, and the U-boat sailors constantly adjusted data in their computers. Range was established, torpedoes chosen, the necessary data were being processed. Within a few seconds Brunns



DKM-Obersteuermann Helmut Klotzch still wears his uniform when calling for help



Fähnrich z. S. Walter Weppelmann and Lt. Z. S. Paul Möller swim towards USS Spencer



After ensuring their U-boat would sink, two sailors jumped overboard and reached the USCG cutter just in time

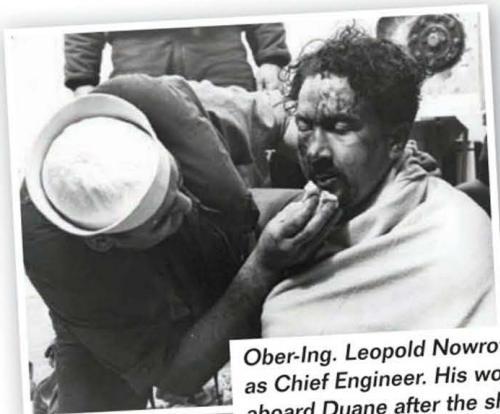


Two USCG guardsmen carry Dieter Wolf after he was picked up by USS Duane (CG)

was to give the order to shoot, but then U-175 was spotted by USCG cutter Spencer. So accurate had been sonar and RADAR back then that the opening salvos by USS Spencer instantly hit home. Depth charges and Hedgehogs exploded on and around U-175, causing the dive cells to burst open. Unable to escape submerged, commander Bruns quickly decided to give up the fight and surface.

A split second after being blown to the surface, both USCG cutters and all merchantmen close by opened fire. With projectiles hurling towards the U-boat, Bruns gave his final orders to abandon the boat but also to prepare it for self-destruction. Under no means was U-175 to fall into the hands of the enemy. 54 men trapped inside the iron coffin had to take their turn in escaping through a narrow entrance hatch, out of the limited cover the conning tower provided, across a totally devastated deck and into the ocean. Dead in the water, with only a very limited speed remaining, the boat was rapidly engulfed by smoke. Although Kapitänleutnant Bruns got hit and died on the spot when trying to leave his boat, 41 men made it to safety. Opened flood valves and the continuous gunfire raked the boat, which sustained severe battle damage. The USCG however tried a mission impossible and did send a team to capture the U-boat. With their motor whaler destroyed during the artillery barrage mounted, a rowing skiff was the only means to transport the boarding team towards the U-boat. USCG crew even managed to board their opponent, but quickly realised she

was about to sink. The capture was postponed, and U-175 went down in position 47.53N, 22.04W.



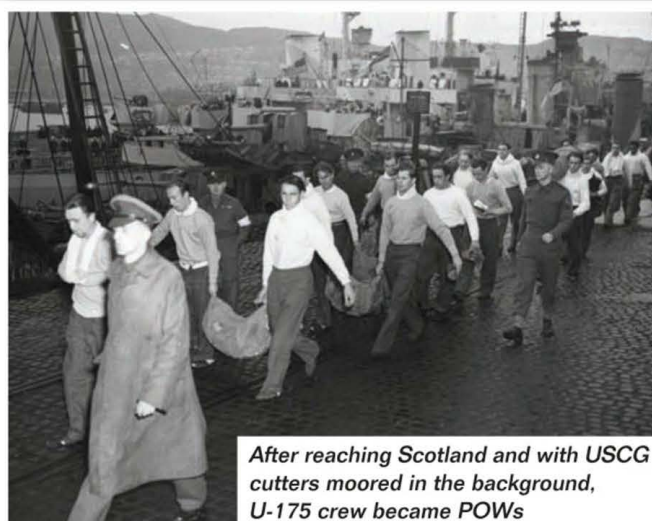
Ober-Ing. Leopold Nowroth served U-175 as Chief Engineer. His wounds are treated aboard Duane after the shelling



Totally exhausted, men of the U-175 crew received blankets and cigarettes to console them aboard the American warships

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After reaching Scotland and with USCG cutters moored in the background, U-175 crew became POWs

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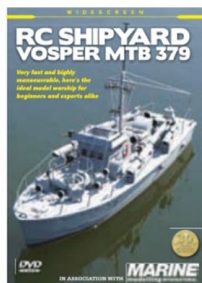


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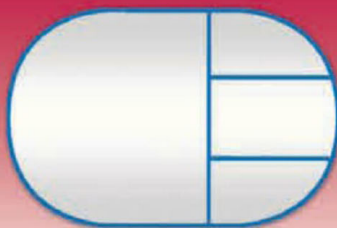
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PRIVATE FOR SALE

ROBBE U47 submarine, partly built kit, needs two parts and plans to complete, £100 ono, buyer collects. For details call Nick 01773 861814, Notts.

57" S-Boote, grp hull, 3 x 850 motors, 3 x propshafts, 3 x Hugo drives, 3 x scale props, A frames, 2 x Electronize controllers, 1 x Mini switch to centre motor, 6 x batteries, 20 mm gun, 20 mm Vietling gun, first class, £60 ono. 0208 3000 143, Kent.

DEANS Marine City of Ely cargo ship, new kit not started, £220 or swap for ug, buyer get free hull, deck, plans for containership, 55 in long or swap, WHY. 07888 766644, Glamorgan.

PRIVATE FOR SALE

TYPE VIIC U boat, length 75", beam 7.5", height to top of conning tower 13", 12 volt battery to drive, 2 x 400 MFA 12v motors, 12 volt dive pump, 50 amp speed control, 6 ch 40 meg radio, self leveller on rear planes, new submarine, just completed test dives, offers around £600, photos available. 01633 613790, S. Wales.

ORIGINAL Aerokits Rescue Launch (1977), 46" model, £350. Also Aerokits Rescue Launch (1979), 35" model, £275. Both restored to show condition, Poillings Calypso Research Vessel, £375, no motors, radios. 01845 501922, N. Yorkshire.

FISHING boat, 40" long, 11" beam, very handsome freelance design, c/w 800 motor and Electronize ESC, good condition, £300 ono, buyer collects. For details call Nick 01773 861814, Notts.

MINIVAP tender, motorised with extra strength, painted black/white, price at cost £39. 01925 817651, Cheshire.

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BRISTOL Channel pilot cutter, Mascotte, based on a Kingston Mouldings hull, length 45", beam 11", sailwinch rudder servo, 4 ch 40 meg radio, brand new boat, test sailed only, ready to sail, photo available, £350. 01633 613790, S. Wales.

10-RATER yacht, 1950s design? 72" long, beautiful cedar wood hull, shallow fin, wood spars and mast, restoration needs completing, £100 ono. For details Nick 01773 861814, Notts.

REVELL kit of Corvette HMS Snowberry, built to high standard, mounted on display base in glass case, buyer collects, £70. 01923 236167, Herts.

MEHALAH truly unique R6M yacht, Lewis Design Reg 950, c/ fibre groovy mast, 4 suits sails, winch, 40FM Futaba radio, battery and charger, excellent condition, £600. Contact Alan Bright 01502 470782, ambright@btinternet.com Suffolk.

HMS Sole Bay destroyer, 48" long, twin screw motors, rudder servo, Viper speed control, £450. French whaler Vaal, 36" long, 6" wide, motor and rudder servo, £300. 02380 293108, Hants.

CALDERCRAFT Joffre Tyne tug, built earlier this year, 12 volt motor and gearbox, rudder servo fitted, excellent condition, buyer collects, £280 ono. 01773 603707, Derbys.

CLUB 500 boat, 2 new, 5.1 amp standard size batteries, fwd/rev controls with BEC Spectrum DX5 transmitter, ready to race with stand and spares, £100. 0118 9691562 or 07778 211607, Berks. **VOSPER** RAF crash tender, large scale model, 1" to 1ft, 46" length, Graupner 900 motor, three 6v x 7amp gel cells in series, superb on the water, sell £400, which is less than build price. For more information, 01493 651237, Norfolk.

STEAM plant, new twin cylinder, Macc-steam horizontal boiler, certified, lubricator, valved condensor, water gauge, pressure gauge, ceramic burner, steam whistle, all pipework, bench tested only, bargain £675. 07811 621874, W. Midlands.

HMS Cottesmore, is there anyone out there who is making or has made this Fleetscale kit? Would like photos or advice please. 01623 795186, Notts.

SPEEDLINE 1/16 Severn class lifeboat, no radio, £575 cost price. Mick 01283 218861, Derbys.

FIJI Magic, ready to sail, complete with transmitter, as per MMI plans, hull red over blue deck, varnished, decent sail servo, handles very well, £200, named Highland Park. 01294 462393, Ayrshire.

5 new boats for sale, Tug boat Plangent, £150. Drifter trawler, £150. Orca from film Jaws, £140. Admiral's barge, £110. Bristol Pilots launch, £110. Apply S. Schofield 0161 320 6893 or maureenschofield36@gmail.com

WANTED

ADOLPH Bermpohl plans, any condition, must be readable. 07748 666174, Hyde.

SCALE plans for 1/12 Trent lifeboat or 1/16, also 1/12, 1/16 plans for Severn lifeboat. 01803 842373, Devon.

WANTED plans for SS Dunsley, built 1913 by William Grey & Co. Good price paid. Also the Hackness sister ship. Mr von Anders 07703 719468, Shepherds Bush.

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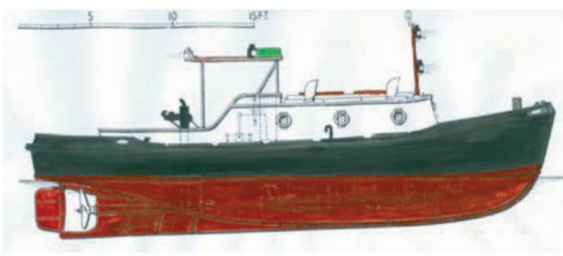
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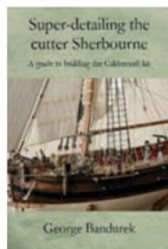
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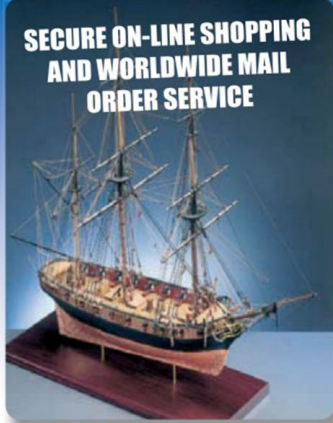


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