

FREE PULL OUT PLAN OF A MODEL HOVERCRAFT TO BUILD

MARINE

modelling INTERNATIONAL

www.marinemodelmagazine.com

FEBRUARY 2013 ISSUE



PRO BOAT BLACKJACK 29 RTR REVIEW



AERO RACER HOVERCRAFT KIT REVIEW

GRIFFON 500TD CARD
HOVERCRAFT TO BUILD



Tamco 2.4Ghz Combo



NEW IN!
2 Channel
TX & RX
Only
£29.99



SPECIAL OFFER
Tornado 50Amp
Forward &
Reverse
Waterproof
Electronic Speed Controller.
6-12 volts fitted
with tamia plug
bullet connectors
and switch
Only £29.99



Receivers
FM - AM - 2.4Ghz
SPEKTRUM RECEIVERS IN STOCK
AR400 4 Ch 2.4Ghz £25.00
AR6210 6 Ch 2.4Ghz £54.99
MR200 2Ch 2.4Ghz £35.99
MR3000 3Ch 2.4Ghz £51.50
AR600 6CH 2.4Ghz £38.99
AR6115e 6CH 2.4Ghz £20.00
Planet Micro 4CH Receiver £14.99
Planet R7Ms 7CH 2.4Ghz £16.99
Planet R7Ms 7CH Hard Case £17.99
Planet 6CH Receiver £14.99
Radio Link 6CH Receiver £15.00
Futaba R200 4CH 2.4Ghz RX £39.99
Futaba 617FS 7Ch 2.4Ghz RX £63.99
Futaba 2 Ch Am 27mhz £21.99
Futaba 2ch Am 40mhz £21.99
Hitec 2 Ch Am 27mhz £14.50
Acoms 2ch Am 27mhz £12.99
Acoms GR-24 2 Ch 2.4Ghz £25.00
FUTABA 6CH FM 40MHZ £43.99
TAMCO 6CH 2.4Ghz RX £15.99
QSF 27MHz AM 2 Channel RX £8.50
(WORKS WITH ALL MAKES)

Crystals
For All Radio's Available!
FM AM 27 & 40
Prices From £7.50

Transmitters
2 CH TRANSMITTERS AM
Futaba, Hitec & Acoms
27 OR 40 MHZ
From £15.00
ALL ABOVE
REQUIRE NICADS
FUTABA 6EXA
6CH 2.4Ghz
ONLY £87.00 WITH NIMH

Graupner HMS Hood



Overall Length: 1750mm
Special Offer
HMS HOOD
CALL FOR
BEST PRICE

HOWES MODELS

01865 848000

Unit 2C & 2D Cherwell Business Centre
(Part of Station Field Industrial Estate)
Rowles Way, Kidlington, OX5 1LA

www.howesmodels.co.uk

Fast mail order - Overseas postage at cost

FULL RANGE

Tamco 2.4Ghz 6 Channel Combo
Superb Quality

Only £45.00
Transmitter & Receiver
Additional RX £15.99



ACOMS 2 CH AM 27Mhz

SET INCLUDES
TRANSMITTER-RECEIVER,
2 SERVOS, CRYSTALS & B/BOX
ALL FOR ONLY £39.99

FUTABA 2 CH AM 27 OR 40 MHZ

SET INCLUDES
TRANSMITTER-RECEIVER,
2 SERVOS, CRYSTALS & B/BOX
ALL FOR ONLY £42.99



Futaba 47F 2.4Ghz Combo
Includes transmitter, receiver
& switch harness
Excellent Quality
Only £86.99



Radio Link T4U
4 Channel 2.4Ghz
Radio Complete With
6Ch 2.4Ghz Receiver
Additional RX £15.00

Now Only £29.99!



PLANET TS 2.4Ghz
COMBO SET
SET INCLUDES
TRANSMITTER & RECEIVER
VERY EASY TO USE
5 CHANNEL RADIO
OUR PRICE £48.50

Special Offer

Radio link T6
2.4ghz 5+1 channel
Tx/Rx combo, Six model
memory Digital trims
Only £59.99



New Howes Special Offer Servos.

Micro Servo: Torque 1.7Kg Speed 0.14
Size 29x12x30mm Only £3.50
Mini Servo: Torque 2.7Kg Speed 0.14 Weight
16g Size 29x12x30mm Only £4.00
Standard Ball Race Servo: Torque 3.5kg
Speed 0.14 Weight 43g size 40x20x40 £6.50
High Power Ball Raced Servo: Torque 6.5kg
Speed 0.16 Weight 43g Size 40x20x40mm £6.99



Planet T7
Brand new 7 Channel
Planet 2.4Ghz Combo set
Only £69.99



Futaba 6J Combo Set
Ideal step up from a 4 channel system.
15 Model memory, Digital trims.
Futaba Quality at only
£135.00!



FUTABA 6EX 2.4 GHz
SET INCLUDES
SERVOS, BATTERY & CHARGER.
NO MORE CRYSTALS JUST TURN ON AND GO!
ONLY £174.99 FANTASTIC!

New Colour Catalogue now
in Stock! Only £1.00
or Free with
any order over £30!

NEW STOCK OF POWER PACKS!

7.2 VOLT PACKS

3000MAH ONLY £13.50
3600MAH ONLY £15.00
4200MAH ONLY £17.50
4500MAH ONLY £23.50
Special Limited time offer
5000MAH ONLY £22.50!
5100MAH ONLY £29.99

8.4 VOLT PACKS

3000MAH ONLY £19.99
4500MAH ONLY £22.00
5100MAH ONLY £24.99

(All the above packs are made from sub C Cells).

Lead Acid Cells

6 VOLT 1.0 AMP - £4.99
6 VOLT 1.3 AMP - £4.99
6 VOLT 3.4 AMP - £5.99
6 VOLT 4.5 AMP - £5.50
6 VOLT 7 AMP - £7.45
6 VOLT 12 AMP - £12.50
12 VOLT 2.1 AMP - £10.99
12 VOLT 3.4 AMP - £11.50
12 VOLT 4.5 AMP - £12.99
12 VOLT 7 AMP - £13.50
12 VOLT 8.5 AMP - £15.99
6V JELLY CHARGER - £9.99
12V JELLY CHARGER - £9.99
2-6-12V JELLY CHARGER £14.99



Speed Controllers

MTRONIKS WATERPROOF
10 AMP 4.8-12v ONLY £19.99
15 AMP 6-12 V ONLY £19.99
20 AMP 6-12 V ONLY £24.99
25 AMP 6-12 V ONLY £28.99
40 AMP 6-12 V ONLY £48.99
RV11 4.8-9.6V RRP £57.99
OUR PRICE ONLY £24.99!!

FUSION AQUAPOWER 280AMP
Only £39.99

MTRONIKS G2 HYDRA 30AMP
BRUSHLESS £54.99

Chargers

Mains Chargers

Vector NX85 - 4-8 Cells ni-cad/ni-mh,
Variable charge rate, 0.5-5amps. Mains
operated, Peak detection. £24.99
Five NX82 - 6-8 Cells ni-cad/ni-mh, Dual
5amp output charger. Peak detection on
both outputs. £24.99
Ethos LX41B Pro - Charge rate
0.4-4amps 1-12cells ni-cad/ni-mh
Li-Ion/Li-Po 1-4, cells lead acid 1-12volts
integrated balancing port mains or 12v
operation. £49.99

AN-MANN XMove 2.0

Peak detection charger.
Charge current range 0.1-7.0A
Discharge current range 0.1-5.0A
NiCd/NiMH 1-27 Cells.
Lithium Battery 1-8 Series Balanced.
Lead acid Battery 2-36 volts.
Includes selection of different charging leads.
Better than half price deal!
RRP £79.99 Our price only **£29.99**

New Range of Li-po Batteries Now Available!



Prices From
£11.99

New Range of Brushless Motors



Prices From
£27.99

Visit Our Website For
More Details!

Range Of Graupner Boat Fittings In Stock Please Check Web For Full List



Howes Special Offer acoms 2.4Ghz 2 Channel Combo Set (Transmitter/Receiver)



2.4Ghz
2 Channel
Combo Set
(Transmitter/
Receiver)
No More Crystals!

Built in Failsafe, Digital Trims,
Proven Acoms Reliability
Limited Offer
Only £44.99
Time to upgrade from your tired AM radio set.

Graupner

Speed 600 7.2v

RRP £13.99 Only **£8.50**

Speed 400 7.2v

RRP £9.99 Only **£6.50**



SERVOS

CARSON 3KG STANDARD - 4.99
SATURN 3KG STANDARD - £4.99
FUTABA 3003 STANDARD - £9.50
ACOMS AS17 STANDARD - £5.50
FUTABA 3010 6.5 TORQUE - £23.99
FUT 3014 WATERPROOF - £24.99
HITEC 325 BALLRACE - £11.50
FUTABA 3004 BALLRACE - £11.25
BUY 4 x 3004 FOR ONLY £42.00
SD 200 MINI - £14.30
ZEBRA/HITEC 135 Feather £5.25
ZEBRA/HITEC 135 Mg Feather £9.25
POWER HD 9g Micro £3.50
OR 4 For £13.50
MINI SERVO ONLY £4.00
STANDARD BALLRACED £6.50
HIGH POWERED BALLRACED £6.99
SAIL ARM, WINCH & SPECIALIST SERVOS
HITEC 785 HB SAIL WINCH
WITH FULL ROTATION DRUM
OUR SPECIAL PRICE £25.00
HITEC 765BB SAIL ARM
WITH 12 CM LONG ARM
OUR SPECIAL PRICE £25.00
FUTABA S3802 SAIL ARM
WITH 12CM LONG ARM £56.25
HITEC HS 805BB SAIL ARM HUGE
WITH 20KG TRQ £29.99

Hi Torque Servo

17kg Torque, Metal Gears
Standard Size
Fits All Brands
Was £29.99
Only **£12.00!**
Limited Stocks



Pro Boat Serenity

New 1 Meter Ready 2 Run
Yacht
Includes 2Ch
Spektrum 2.4Ghz
Radio, High torque sail winch
servo,
Fibreglass Hull.
RRP 259.99
Spring Special!
Only £235.00



Billings Kits - New Stocks

Order Now For 25% Off Retail Price!
**WE BEAT ANY ADVERTISED
 PRICE ON BILLINGS BOATS**
 Visit www.howesmodels.co.uk

Billings Specials

HMS Victory

RRP £329.99 Now £245.00
 Scale 1:75 Length



Fairmount Alpine-Dutch

RRP 359.99 Now £274.99
 Size: (L)1000mm(H)450mm(W)240mm



NEW IN FROM THUNDER TIGER!

NAULANTIA 1M Yacht Kits

Available in
 Blue, Red, Yellow.
 RRP £169.99 Now £149.99
 Model comes
 Factory Pre-painted.



7004 Century Boat



Ready to Run Speed Boat,
 supplied with Radio, 7.2v Battery
 & Charger. Length 720mm
 Width 200mm Height 190mm
 RRP £59.99
Our Price Only £29.99!

HOWES MODELS

LARGER STOCK-LOWER PRICES

Open Monday-Saturday 9.00-17.00

Howes Internet Database Service

Why not join our group of database customers by registering on our website
www.howesmodels.co.uk

You will benefit from special offers and clearance lines first.
 Also Emails of brand new items will be sent to you fast.

You do not need to order on-line to benefit from the offers. Just register!

Registration takes only a couple of minutes!

Plus once you have joined you only have to give us your postcode and card details
 when ordering by phone.

SPEKTRUM

Leaders in Spread Spectrum Technology

DX5e

Includes 5 Channel
 AR500

Full Range Receiver
 Our Special Price
 Only

£89.99



SPEKTRUM

AR6115e

6 Channel Receiver
 Only £20.00



For use with DX5e & DX6i

Receiver & Transmitter Battery Packs

4.3 VOLT PACKS

1300MAH FLAT OR SQUARE - £6.99

1200MAH FLAT £5.00

2450MAH Flat or Square £8.99

6 VOLT PACKS

1300MAH FLAT or TRI - £8.99

2450MAH Flat or Tri Only £11.75

TRANSMITTER PACKS.

9.6 VOLTS

1300 MAH FLAT - £15.00

2450MAH Flat or Square £19.99

All packs are made from AA Cells.

Volere 22 Electric-Powered RTR



Model comes ready built and includes
 Spektrum 2.4GHz radio, battery & charger.
 Length 558mm (22in)

Our Price £190.00

Fantastic Finished Model Boat!

Props, Shafts etc

LARGE RANGE OF THE
 FOLLOWING:

BRASS PROPS M4 3 BLADE

M4 NYLON PROPS 2 BLADE

BRASS SHAFTS M4

BRASS RUDDERS S/M/L

MANY OTHER SMALL PARTS STOCKED



Extension Leads

All For Futaba/Hitec

SERVO LEAD 200mm £1.00

EXTN LEAD 270mm £0.60 each

EXTN LEAD 500mm £0.80 each

EXTN LEAD 1000mm £1.00 each

Y LEAD £1.75 each

BEC RED BOTH ENDS £0.90

SWITCH HARNESS £2.25



Accessories

BATTERY BOX & SWITCH

as in 2 CH Set only £4.99

Plug & Sockets

TAMIYA TYPE £1.00 PAIR or with WIRE £1.25

4mm GOLD - 2 PAIRS - £2.60

DEANS PLUGS - £1.00

POWERPOLE - £2.85 PAIR



AA Pencil Cells

1300mah NiMH £1.45 Each

2100mah NiMH come pre

charged Only £1.50 a Cell

2450mah Duracell

Rechargeable Battery.

Only £2.00 Per Cell.



Length: 800mm

Destroyer

RTR Electric-Powered Boats

Highly Detailed

Includes Transmitter, Battery & Charger

Only £39.99

Platinum Edition



Revell Flower Class Corvette
 (Snowberry)

1/72nd Scale, 850mm Length

Includes Wooden Deck,
 Metal Tubes & Photo Etched Parts.

RRP £99.99

Our Price £79.99

PRO BOAT

Impulse 26



GEICO



Impulse 17



WidowMaker



We are now stocking the

PROBOAT range of

speedboats. All models

come complete with

2.4GHz radio.

Prices start at £75.00!

Check Website for full details!

Electric Motors



385 5-POLE £3.10 each

540 3-POLE £2.99

545 5-POLE £2.99

550 3-POLE £6.25

GRAUPNER SPEED 600 £12.99

GRAUPNER 700BB TURBO £32.99

MFA TORPEDO 800 £25.50

MFA TORPEDO 850 £25.50

NYLON MOUNTS

FOR 385 SIZE MOTORS £2.10

FOR 540 SIZE MOTORS £2.10

COOLING COIL FOR 540-600

MOTORS £4.99

Huge Range Of Graupner Motors

In Stock!

YACHT KITS

At Our Prices

Graupner Micro

Magic Racing £159.99

Graupner Micro Magic

Carbon Finish £125.00

T/Tiger Naulantia £149.99

T/Tiger Victoria £107.50

T/Tiger Odyssey £86.99

T/Tiger Odyssey RTR £144.99

T/Tiger Voyager II £135.00

/T/Tiger Entz £229.99

Surmount £99.99

Monsoon £150.00

Phantom £160.00

Pro Boat Serenity £235.00



Special Offer!

Mtroniks Viper RV11

4.8v-9.6v. RRP £57.99

Low Price £24.99



Titanic Premium Line 1:150 Scale

ARTR

RRP £1199.99 Call for best Price

CONTENTS

FEBRUARY 2013 – ISSUE 311

56



COVER STORY

AERO RACER HOVERCRAFT

Hovercraft are always a very popular subject as they appeal to both model boat enthusiasts and those more interested in aircraft. This article describes the construction of a new model kit from Palaform Ltd. Stan Robinson takes us through the construction, giving a number of useful tips along the way, resulting in a reliable and fast model.

Regulars

- 5 MESSAGE FROM THE ENGINE ROOM**
The assistant editor introduces this month's edition
- 6 MASTHEAD**
The latest maritime news and views
- 7 DIARY DATES**
Events for the next few months
- 8 PLASTIC KIT SCENE**
The latest new plastic kits and hardware
- 10 SAIL FREE**
A look at model radio sailboats ancient and modern
- 14 AIRWAVES**
Details of the latest device for logging model performance
- 18 WATERLINES**
A look at warship camouflage
- 20 POWERPLUG**
A review of the Pro Boat Blackjack 29 RTR FE Catamaran
- 24 SCALE SCENE**
Making your own prop shafts
- 26 MEETING POINT**
Reports of events held over the past few months
- 32 CHANDLERY**
Book reviews of recently released maritime related books

33 VINTAGE MOTOR SHED – 24

Mabuchi motors

74 COMING NEXT MONTH

A glimpse at some of the articles being planned for the March edition

Features

34 CARD HOVERCRAFT

A 1/72 card model is based upon the Griffon 500 TD hovercraft

42 HMS DAUNTLESS

The launch of a new plastic kit

44 LYDIA EVA

The building of a steam powered fishing boat built into a Metcalf Mouldings 'Allison' hull

48 SUBCHASER CS-13

This first part of a two-part article gives an intriguing insight into the history behind the sinking of U-176 by the subchaser CS-13

52 SEDOV

A 'chance of a lifetime' trip around Cape Horn (both ways) aboard a four-masted barque

56 AERO RACER HOVERCRAFT

A description of the build and adaption of an Aero Racer to maximise performance

62 NAULANTIA REVIEW

A review of the Thunder Tiger Naulantia

66 WINTER WORD SEARCH COMPETITION

Five prizes up for grabs including the Naulantia kit



MESSAGE FROM THE ENGINE ROOM



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.

GREETINGS EVERYONE!

You may have noticed that we published an article written by contributors from Cuba last month (Le Juste) and have another, 83' Subchaser CS-13, in this month's issue. One thing that stands out in both articles is the need to make every component from scratch due to the lack of model component suppliers on the island. Using umbrella spokes for all control rods and linkages is good for the environment in terms of recycling but adds a new dimension to the concept of scratch-building. Imagine having to cut all your own strips from a block of wood before starting to plank the hull! This has led me to reassess the condition of the retail trade in our hobby.

Chatting to a number of traders at recent shows it is clear that their role is not an easy one. People are cutting back on their hobbies in response to the economic climate, there are fewer younger modellers, and competition from countries like China is fierce. Perhaps it is time to cherish these traders a little more as without them the hobby will become far less dynamic and interesting.

Clearly the need to encourage people, both young and old, to become active in model boating is vital if the hobby is to have a sustainable future. Here at MMI we have introduced the entry-level card models with this purpose in mind. I

have to admit that the initial feedback from the more experienced modellers was somewhat scathing. However, after seeing the completed models on the Traplet stand at shows almost everyone has changed their opinion. Being of the same scale as OO/HO train sets the completed models make interesting additions to any railway layout and give the less experienced modeller that great feeling of 'I built that'. So this month's issue includes the card model of a hovercraft and we all hope it encourages a new generation to become active model builders.

Also in this month's edition is a second hovercraft article with a review of the Aero Racer, and an interesting history of Cuban subchasers leading to the construction of a model of CS-13 in Part 2 (next month's issue). The Lydia Eva is the last steam drifter and this article describes how a steam driven scale model of her was built upon a Metcalf Mouldings 'Allison' hull. In the article by Chris Koenig he describes his 'trip of a lifetime' journey around the Horn, both ways under sail, aboard the four-masted barque Sedov. The article also contains details of the 2013 schedule for the Sedov in case anyone else wishes to experience life as a sailor aboard such a large sailing craft.

Have a good month model building and sailing (if the weather is not too cold). **MMI**

Chris Saunders

The chance of a lifetime sailing aboard the Sedov – not for those who do not have good 'sea legs'



CHECK OUT
PAGE 70 FOR
OUR LATEST
SUBSCRIPTION
DEALS

MARINE modelling INTERNATIONAL

EDITOR

Barrie Stevens

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

ASSISTANT EDITOR

Chris Saunders

chris.saunders@traplet.com

CONTRIBUTORS

Kelvin Holmes, Alan Senior, Robin Trott, Rick Eyrich, Ian Williams, John Parker, Chris Koenig, Stan Robinson, Clive Halliwell, Bob Waddington, Israel Gomez 'Wildy' & Chris Jackson

MANAGING DIRECTOR

Tony Stephenson

OPERATIONS DIRECTOR

Tom Stephenson

PRODUCTION MANAGER

Karen Lawson

DESIGN TEAM

James Scott

MARKETING ASSISTANT

Helen Pallen - 01684 588550

Email: marketing@traplet.com

ADVERTISING SALES

Vivienne Hill - 01684 588544

Email: advertising@traplet.com

ADVERTISING COPY CONTROL

Cindi Griffiths - 01684 588517

Email: adcopy@traplet.com

PRINTER

Warners plc

NEWSSTAND DISTRIBUTION

Seymour Distribution Ltd.

(02074 294000)

HOBBY TRADE DISTRIBUTION

Traplet Publications Limited

(01684 588568)

US DISTRIBUTION

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

Tel: 217 355 2970

Fax: (001) 217 351 4135

Email: usa@traplet.com

AUSTRALIAN DISTRIBUTION

Traplet Publications & Hobbies,

P.O. Box 501, Engadine,

NSW 2233, Australia.

Tel: (02) 9520 0933

Fax: (02) 9520 0032

Email: sales@traplet.com.au

SOUTH AFRICAN DISTRIBUTION

P.O. Box 1067, Oudtshoorn, 6620,

South Africa

Tel/Fax: +27 44 272 5978

Email: southafrica@traplet.com

PUBLISHED BY

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

WR14 1GA, England.

Tel: 01684 588599

Fax: 01684 578558

email: customerservice@traplet.com

SUBSCRIPTIONS

1 Year subscription prices:

UK £49.80 Europe £72.60

Worldwide £76.20

USA & Canada US \$119.88

2 Years subscription prices:

UK £99.60 Europe £145.20

Worldwide £152.40

USA & Canada US \$239.76

BACK ISSUES

UK £4.15/US \$9.99

Order Hotline: 01684 588599

Online Ordering: www.traplet.com

2013 Traplet Publications Limited.

All rights reserved.

TRAPLET
PUBLICATIONS

This magazine is sold subject to the following conditions: that it shall not without written consent of the publishers be lent, resold or otherwise disposed of by way of trade in excess of the recommended maximum retail price. All rights strictly reserved. No part of this publication may be reproduced in any way without the prior agreement of the publisher. All letters must be accompanied by the senders full name and address. The publisher cannot accept responsibility for unsolicited correspondence nor some of the opinions expressed. All material and artwork originated by Traplet Publications Ltd., photographs, drawings, plans used in this magazine become the publishers copyright under Copyright law. Some photographs may have been digitally re-mastered. The Company reserves the right to suspend or refuse any advertisements without giving reasons. Whilst every care is taken to avoid mistakes, Traplet Publications Ltd. cannot be liable in any way for errors or omissions. Nor can the Publisher accept any responsibility for the bona fides of advertisers.

© Traplet Publications Limited 2013 ISSN 1746-8590



MASTHEAD

MARITIME NEWS AND VIEWS

COSTA CONCORDIA

Most people are well aware of the tragic incident of the cruise ship Costa Concordia when she went aground on Giglio Island off the coast of Italy on 3rd February 2012 with the sad loss of (20) souls. Since the incident several hundred engineers and divers have been working around the clock to make the ship safe and ready for salvage. The plan is to re-float the ship. An excellent website gives details on the salvage process www.theparbucklingproject.com/

CAP SAN DIEGO

The world's largest operational cargo vessel museum leaves her homeport of Hamburg, Germany for daily cruises in the summer. Volunteers maintain the 1961 built "white swan of the South Atlantic" and keep her in marvellous shape. For a few days in the summer each year the ship leaves her jetty and passengers are welcomed for a day out on the water. The vessel celebrates its open ship philosophy.



Cap San Diego leaving her jetty for a sortie. © B. Nasner



Cap San Diego is the world's largest operational museum cargo vessel. © R. Luther

Day cruises are but a few hours on the ship but with Cap San Diego you will realise it actually is a full day you are spending there. When boarding you will get a welcome snack, a full size lunch and drinks are included as will be cake and coffee in the afternoon. A live band entertains the guests and a charming voice will explain just about anything you see. The 2013 tour comprises the following dates:

- **CSD Trip 1/13:** Celebrate Hamburgs 824th Harbor Birthday and navigate the river Elbe along with dozens of historical sailing vessels; 09/05/2013. Fares are for adults (a) €168, for children up to age 14 (c) €158
- **CSD Trip 2/13:** Hamburg – Cuxhaven; 05/07/2013; (a) €138, (c) €128
- **CSD Trip 3/13:** Cuxhaven – Rendsburg; 06/07/2013; (a) €138, (c) €128
- **CSD Trip 4/13:** Rendsburg – Kiel; 07/07/2013; (a) €98, (e) €88. There is a family package on offer for €250 valid for two adults and two children. Any additional child-tickets will sell for €88
- **CSD Trip 5/13:** Kiel – Rendsburg; 12/07/2013; fares similar to CSD Trip 4/13
- **CSD Trip 6/13:** Rendsburg – Cuxhaven; 13/07/2013; (a) €138, (c) €128
- **CSD Trip 7/13:** Cuxhaven – Hamburg; 14/07/2013. Fares: (a) €138, (c) €128

For booking please refer to www.capsandiego.de. In case you have any further questions please do not hesitate contacting Christian Koenig (Christian.Koenig@BTC-Europe.com) or the purser's office aboard via info@capsandiego.de. (Next month we will be running a larger article on Cap San Diego. Ed)

PS KINGSWEAR CASTLE

The iconic full size coal fired steam paddle steamer Kingswear Castle, which we have covered in MMI on several occasions, is moving location. She was withdrawn from over 40 years service on the River Dart in South Devon in 1965 and passed into preservation on the River Medway where she was lovingly restored and has spent many years giving trips on the Rivers Medway and Thames. Her boiler was renewed 10 years ago, as it is still fully operational. Following the AGM of the Paddle Steamer Preservation Society it was decided that the PS Kingswear Castle can move from her present home on the River Medway to her original place of work on



the River Dart. With an agreement made with the Dartmouth Steam Railway and Riverboat Company who have the necessary skills and facilities to maintain her a 15 year lease has been arranged for her to stay on the River Dart giving trips as far as Totnes. The KC was built by the Philip and Son shipyard in Dartmouth in 1924 and uses the same steam engine as used in the first KC built in 1906. The ship should now have been towed from the Medway to the Dart by the end of 2012 to prepare for her passenger-carrying season starting in April.

The picture on page 6 shows the tug Christine sheltering in Portland Harbour after the first 200-mile tow with Kingswear Castle on 13th December – only another 50 miles to go to Dartmouth! The PSPS still owns KC and will be consulted and approve any major maintenance work.

For further details visit www.pskc.freeserve.co.uk/



MV BALMORAL

It has been reported that the preserved motor vessel Balmoral, which has operated around the UK coast for many years giving day trips during the summer is to be laid up for the 2013 season.

PS MONARCH

The newest and smallest built paddle steamer that can carry passengers has been for sale for some time, she has now been sold and her new owners are planning to start a passenger service from Wareham to Poole in Dorset.

FAMILY EVENTS AT THE CUTTY SARK MUSEUM

To mark the start of the Chinese New Year celebrations in February there are several events to be held on-board this recently restored tea Clipper. With activities like animal masks and fan making to a lantern parade and talks on this the year of the snake. Cutty Sark, National Maritime Museum, Royal Observatory Greenwich and Queen's House operate under the banner of Royal Museums Greenwich. All activities are free with entrance to the museum. Cutty Sark is open 10.00 – 17.00, Monday – Sunday (subject to change, please see website for details www.rmg.co.uk/cuttysark).

DIARY DATES

WHAT'S ON, WHERE AND WHEN?

Event Dates for your Diary

If you know of any confirmed Maritime related events and you would like us to include them please let us know either by Email mmi@traplet.com or post to MMI Editor, PO Box 4239, Shepton Mallet BA4 9AQ. We need the Date, Venue, Organiser/who to contact and crucially an Email/Website address and/or a telephone number, a post code would be useful for Sat Nav's. A full listing of events for the year can be found on www.marinemodelmagazine.com/diarydates we do need at least 8 weeks notice to include in the printed magazine.

FEBRUARY 2013

MMI DIARY DATES

FEBRUARY 9

Model Show & BMFA Flying Display

Fleet Air Arm Museum, RNAS Yeovilton, Ilchester, Somerset BA22 8HT. For further details Tel: 01935 842638. Website: www.fleetairarm.com/default.aspx

FEBRUARY 17

Huddersfield Show 2013

Presented by IPMS Wakefield. Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW. Branch displays, Special Interest Groups, traders, competition and cafeteria. Ample car parking. Open 10.00 – 16.00. Email: huddersfieldshow@gmail.com Website: www.ipmswakefield.pwp.blueyonder.co.uk/4.html

FEBRUARY 22 to 24

Brighton Model World

Now in its 35th year! Brighton Exhibition Centre, Kings Road, Brighton, Sussex BN1 2GR. General model show with boats, planes, cars etc. Contact Exhibition Manager: Alex Tombling, Tel: 0845 2241823/07789 913584 Email: alex@brightonmodelworld.com

FEBRUARY 23

City of Plymouth Model Boat Club Model Exhibition

Harewood House – Plympton, Plymouth PL7 2AS. 11.00 am - 4.00 pm. For further details contact Ron Fry, 01752 703685

MARCH 2013

MMI DIARY DATES

MARCH 2

North Somerset Model Show

North Somerset Modellers' Society (IPMS North Somerset) presents the 18th annual show. Locking Castle Campus, Weston-super-Mare BS24 7DX. 10 am to 4.30 pm. Club displays, traders etc. Contact Fred Tooke, Tel: 01934 416798 Email: fredtooke@freenetname.co.uk Website: www.finetooth-systems.com/IPMSNorthSomerset/

MARCH 2/3

Liskeard Model Society's Annual Model Exhibition

Liskeard Community College, Callington Rd, Liskeard, Cornwall PL14 3EA. 10.00 – 5.00 Saturday, 10.00 – 4.00 Sunday. For more information contact David Brown, Tel: 01579 343096

MARCH 2/3

Northern Modelling Exhibition

EventCity, Phoenix Way, Manchester M41 7TB. Model boats, cars and planes, to live steam and electric model railways, and even rocketry. Exciting demonstrations from the 40 modelling clubs and associations, trade stands. Open 10 am – 5 pm both days. www.eventcity.co.uk/getting-here/ or www.meridiennexhibitions.co.uk

MARCH 2/3

Ellesmere Port Modellers Show

National Waterways Boat Museum, South Pier Rd, Ellesmere Port, Merseyside CH65 4FW just off junction 9 of the M53. There will be traders and Model Boat Clubs in attendance. Opening times 10 am to 5 pm on Saturday and 10 am to 3 pm on Sunday. Contact Malcolm Watts, Tel: 01352 754480 or Email: malcolm@deeweb.co.uk

MARCH 3

Mini Ship (1/1200-1250 scale) Show

Theale Village Hall (near Reading) Sat Nav R67 5AS. 10.30 am – 3 pm, call Waterline Ship Enthusiasts (Dave) on 02392 352383 or Email dave.willcocks@ntlworld.com **MMI**

PLASTIC KIT SCENE

ROBIN FINDS SOME NEW RECENTLY RELEASED PLASTIC KITS AND HOBBY AND CRAFT TOOLS

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

Before I start with details of some new items, I would like to mention that any details of new model releases are given to me usually direct from the makers or their distributors specifying the release dates. I try to give the details in the magazine the month they are released, if possible, but as I need the information approximately two months before the magazine goes on sale there may be times when the kit I have mentioned may not actually be released due to hold-ups in production etc. So I do apologise if this happens, I can only go with the release date given by the makers at the time of writing the article.

REVELL

I begin with details of new releases from Revell this month.

Search and Rescue Vessel Berlin

Model No.: 05211
Scale: 1/72
Length: 38.2 cm
Parts: 208

Revell's new release search and rescue vessel Berlin (courtesy Revell)



This is one of the vessels operated by the DGzRS (German Maritime Search and Rescue Service). The Berlin was built in 1985 and is stationed in the Baltic where the craft is very effective in all sorts of sea and weather conditions. It is built of salt-water proof light metal and has self-righting capabilities; she has a top speed of 23 knots and a range of over 2000 sea miles. A crew of nine is carried to operate the vessel, which also carries, in a well in the afterdeck, a small boat for use in shallow waters; this little boat has a speed of 17 knots.



Detail of the mast area (courtesy Revell)



This is the small boat that is carried in the well of the afterdeck (courtesy Revell)

Here are a few of the details of the model: one-piece hull, detailed decking and superstructure, railings, radar mast, detailed equipment, two water cannons, well reproduced ship's boat and decals for the Berlin and Hermann Helms.

A very nice addition to the Revell range; especially for the modeller who collects models of lifeboats and search and rescue vessels.

I was given details of the next three kits last year when they were released, the only difference this time is they have been released as model sets.

French Aircraft Carrier Clemenceau R97

Model No.: 65898
Scale: 1/1750
Length: 15.1 cm
Parts: 55

French Helicopter Carrier Jeanne d'Arc

Model No.: 65896
Scale: 1/1200
Length: 15.2 cm
Parts: 42

German Battleship Bismarck

Model No.: 65802
Scale: 1/1200
Length: 20 cm
Parts: 31

All three of these kits come complete with glue, paints and brush; these are the perfect starter sets for the younger or inexperienced modeller. From these sets you can progress onto bigger and more detailed models.

Revell models are available from all good toy and model retailers and for further information visit: www.revell.eu or Email: ukbranch@revell.eu



DRAGON MODELS

German Z-38 Destroyer

Model No.: 7134
Scale: 1/700
Length: 18 cm

This model joins the other Narvik Class destroyers that have already been produced by Dragon Models. Place this model of Z-38 alongside their models of Z-31 and Z-39 and you will be able to see the development of the Narvik Class during the course of the Second World War. Here are

a few details of the model: choice of full or waterline hull, many photo-etched parts, well detailed superstructure and bridge, winch and mine rails accurately reproduced, fully detailed main armament with hollow ends of gun barrels and very fine anti-aircraft guns.

Dragon Models produce many very well detailed and crisply moulded model warships in 1/700 and 1/350 scales of different periods.

Look out for these models as they are available from many retailers and a visit to their website will show what is produced. Details can be found at: www.dragon-models.com

ORANGE-HOBBY

HMS Hermes (R12)

Model No.: No7-006-480

Scale: 1/700

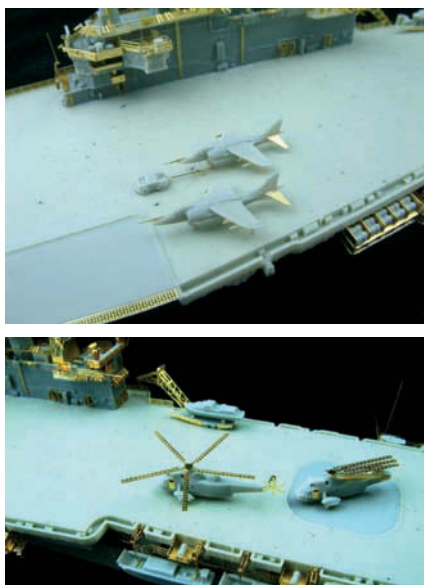
Length: Approx 33 cm

Parts: 130+ resin, 6 brass etched frets



Work was started on her in 1944 as HMS Elephant but construction was stopped in 1945. It was not until 1952 that construction commenced again with the hull being launched in early 1953, but it was not until November 1959 that she was finally finished and entered service with the Royal Navy as HMS Hermes, seeing service around the world for many years. In 1982 she became the Flagship of the British forces during the Falklands War. In 1984 she was decommissioned and in 1989 she was sold to India and renamed INS Viraat, this is where she can still be found today in service with the Indian Navy.

This model is probably the ultimate kit in 1/700 scale of the Hermes as she appeared during the Falklands conflict. The detail is outstanding in all aspects; the kit is a waterline model cast in resin with many finely detailed fittings together with photo-etched parts to enhance the detail even further. The kit also comes with two aircraft and two helicopters, which are cast in resin with their own etched frets for added detail. A comprehensive decal sheet and an eight-page assembly guide come with the kit.



Views of the Hermes (courtesy Orange-Hobby)

The detail of Orange-Hobby kits is really amazing so if you can manage to get one of their models you will not be disappointed. You do need experience with resin and etched parts so these are not for a beginner to modelling.

Full details can be found on their website at: www.orangehobby.com



Shesto Craft & Model Tool Set

SHESTO

Craft & Model Tool Set

Product No.: PTK1015

Contains 15 pieces

This is another new set from Shesto containing: side cutter, snipe nosed pliers, modellers knife with no.11 blade, five no.11 spare blades, flat hobby file, flat end tweezers, bent nose tweezers, three grip clamps, A5 size self-healing cutting mat. A set well worth having as it contains all the tools you need for modelling and craft work.

LED Magnifier Tweezers

Product No.: PTW1124



Shesto LED Magnifier Tweezers

A very versatile pair of tweezers excellent for fine work, very small parts can be grasped easily and illuminated for precision placement of parts. They include LED light and adjustable 1.75 magnifier. A very useful set to keep in the workshop for those small, delicate jobs.

Full details of all Shesto's vast range of products can be found on their website at: www.shesto.co.uk

HUMBROL

I have received some news from Humbrol informing me that they have now moved over 60% of their model and craft manufacturing back to the United Kingdom from China. This is to improve supply and ensure their high quality standards are met – a good step to bring more industry back to Britain. The manufacturing will be based near Margate close to their headquarters. They are also reformulating the paints by returning them to the original Humbrol standards. I expect many modellers have noticed over the years how the covering power of the Humbrol paints have declined, no matter how much you stirred the paint it stayed very thin with no body to the mixture so this is great news.

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

SAIL FREE

CHRIS JACKSON LOOKS AT MODEL RADIO SAILBOATS ANCIENT AND MODERN!

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

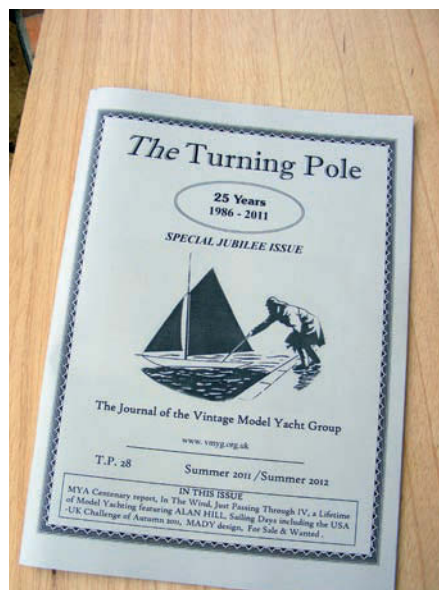
We look back to the earlier years of organised model yacht competition for some of the information in this column. It may well come as a surprise to newcomers that not only was there so much interest in design and racing of sailing model boats from the beginning of the twentieth century onwards, but that a great deal of literature was published and remains accessible for those keen to investigate.

THE VINTAGE MODEL YACHT GROUP AND TURNING POLE

The arrival on my doormat of the latest issue of the VMYG magazine reminded me that it was now 25 years since the establishment of this keen group of UK enthusiasts. It encompasses everything from careful restoration of damaged and neglected models found in old lofts and garages up to the current racing of original and replica free sailing and radio controlled examples of different designs and classes. Much of the credit for the setting up of the VMYG must go to Russell Potts, erstwhile Secretary of the MYA. His university training in history led him to spend many hours in the British Library and other establishments hunting down articles in general interest books, and also specialist publications, which has opened up a huge amount of very well written technical articles and designs to the then current rules.

It is not too late to get hold of a copy of the Jubilee Issue of Turning Pole as any new member will be sent a copy while stock is available, and this membership can be requested from Alistair Roach, Windy Corner, Weston Town, Evercreech, Shepton Mallet, Somerset BA4 6JG. The cost will be £15 for any UK member and £20 for anyone living abroad. His Email address is:

AlistairRoach@aol.com



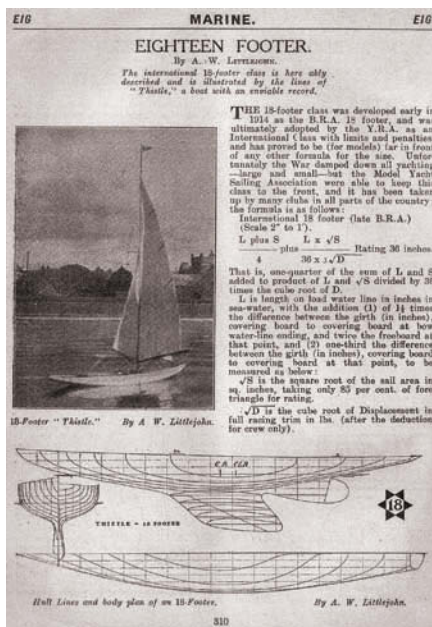
Turning Pole, the magazine of the Vintage Model Yacht Group, contains a great deal of general interest to anyone restoring or sailing older boats, and especially leads to suppliers of suitable materials in keeping with older styles of design



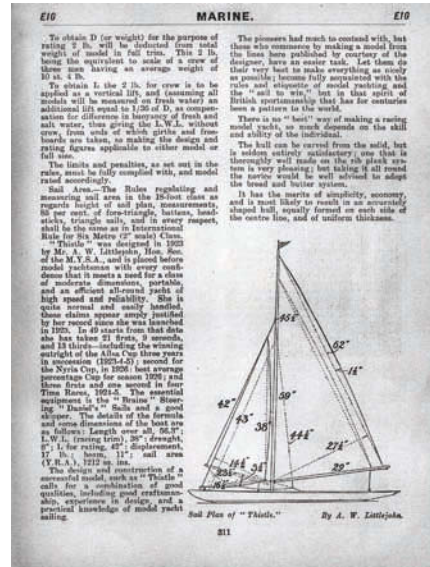
Graham Reeves, a staunch supporter of the VMYG built this modernised replica of Highlander using a mix of old and new materials and is seen sailing her at Fleetwood lake, scene of many MYA events over the years

THISTLE, AN 18 FOOTER DESIGN BY A W LITTLEJOHN

Charles Sells, a regular contributor to MMI with a number of published plans of scale model boats listed in the Traplet catalogue, has a considerable library of past articles on models of all kinds which prove invaluable when he is asked to build a replica for another modeller. Among his many files, are quite a few which feature model racing yachts. He was kind enough to send to me some from a publication, which covered a wide range of models, cars, boats, industrial machinery and of course railways and rolling stock. The two-volume book was called Wonderful Models edited by Percival Marshall, C.I.Mech E and comprises of all types of models from architectural to yachts, the last item published being the Zambezi bridge, these were collected by his father, then serving as a naval P.O. at Devonport and ordered from Louis Paul, the main newsagent on Union St., Plymouth. The full subtitle is: The Romance of the World in Miniature and a Complete Encyclopaedia of Modelcraft: and has been Charles' prize possession since his father died; as the result of an accident aboard his submarine on the China Station in 1934, leaving his mother a widow with a very young Charles. It has 1152 pages and has given him much inspiration over the years as well as the obvious personal memories of his late father.



A page from the Wonderful Models with the hull lines of Thistle shown in reduction



The second page of the Thistle article features the sail plan and general dimensions but not a lot about the construction process

The model boat illustrated is an example of the Eighteen Footer class scaled down at 1/6 full size from the full size class adopted by the BRA in 1914 and later adopted by the YRA as an International Class for models. The rating formula is much like the Six Metre class in balancing the length of the waterline (Lwl) against sail area and displacement to keep boats similar. The article text covers an explanation of the class rules and limits, the development of the design and gives the principal dimensions of Thistle which are Loa 56", Lwl 38", draught: 8", displacement 17 lb and sail area 1212 sq in. The designer, Mr A W Littlejohn, was greatly admired in his era and was Hon Sec. of the MYSA at the time he designed this model yacht in 1923. The article lists a number of successes which the original had during the years between completion and publication in 1928, and they include 21 firsts, 9 seconds and 13 thirds in a total of 49 starts, a record which the article attributes to the well-designed boat, a good quality Braine Steering gear, sails by Bill Daniels, and a good skipper!

EILEEN RAMSAY – THE QUEEN OF YACHTING PHOTOGRAPHY

Eileen Ramsay was at the centre of a unique period in yachting history, and this wonderful book, featuring her classic photography, celebrates an extraordinary woman and her extraordinary subjects.

Eileen's heyday was between 1950 and 1970 – a time when eccentrics ruled, records were there for the setting, and women weren't often to be found behind the lens. But Eileen established herself as one of the greatest yachting photographers of her time, taking famous portraits of sailing icons like Francis Chichester and Eric Tabarly, Olympians including Rodney Pattison and Keith Musto, and historic pictures from the first Observer Singlehanded Transatlantic (OSTAR) Races. She was the only photographer Chichester allowed on his Gipsy Moth yachts, and was commissioned to photograph notorious charmers like Uffa Fox and Max Aitken. Her unique archive records the explosive growth in dinghy and offshore sailing during post-war years, and includes pictures of the first Enterprises, Mirrors, Ospreys, Optimists and the first America's Cup 12 metres Sceptre and Evaine. She was also closely involved in photographing powerboats, in particular, those built on the Hamble, and those powerboat pioneers that competed in the first Daily Express Cowes/Torquay and Round Britain races, which are also featured in this book. The book includes tributes from her famous subjects and fellow photographers like Kenneth Beken, who writes:

"Between the 50s and 70s, Eileen Ramsay carved a name for herself with creative skills shouting out from her studies. Eileen certainly had the eye for a good photo and the sailing world was all the poorer for her retirement. Fortunately, her archive has now been saved for posterity and I for one, look forward to the release of more of her work."



The VMYG supports a number of social gatherings during the year as well as some racing for different vintage craft

The Eileen Ramsay archive has now been catalogued by PPL Photo Agency www.pplmedia.com, allowing those with an interest, to search online for boats by name, event, number or type. Many of her iconic pictures have also been scanned and can be viewed online on the same website.

Eileen Ramsay – The Queen of Yachting Photography, written by Barry Pickthall, ISBN No: 978-1-4081-7841-6, is available in a special signed, limited edition of 160 pages, 123 classic pictures. £25 + postage & packing from South Atlantic Publishing, Booker's Yard, The Street, Walberton, Sussex BN18 0PF, email southatlantic@mistral.co.uk.

THE ART AND SCIENCE OF YACHT DESIGN

The genius of yacht designer G.L. Watson shines through Martin Black's profusely illustrated biography. Watson was born in 1851; the year the schooner America led the cream of British racing yachts round the Isle of Wight. By age 22, he opened the world's first yacht design office in Glasgow. Designing four challengers to bring the America's Cup home might be a lifetime's work for mere mortals, but during the Golden Age of yachting G.L. Watson became widely recognised as the greatest all-round designer. From racing cutters and schooners heavy with clouds of canvas, via pro-bono pioneering work on lifeboats, to sumptuous steam yachts – the super yachts of their day – and America's Cup challengers, Watson's adage: straight is the line of duty, curved is the line of beauty... was consistently evident. Perhaps uniquely, the book also describes the emergence of the modern independent designer, of any discipline. Watson's career spanned a seminal period of transition from instinctive and evolutionary craftwork to the application of disciplined technological innovation, using new materials and tank testing. It's a passionate combination of knowledgeable sleuthing, high production values, sheer good looks and a rattling good yarn.

Published by Peggy Bawn Press, 94 Henry Street, Limerick, Rep of Ireland at 496 pages, over 300 images, at a price of €89 including worldwide shipping. For more information contact: www.peggybawnpress.com

JOYWAY'S DRAGON FORCE RG65

Interest in this class has developed slowly over the last five years and not only was there a second International Trophy run in Paris during late August with four GBR skippers among the 28 total entry, but at the end of October the national NCA ran a first National Championships. This event had 17 entries and was won by Tobias Laux, a Swiss studying naval architecture in Southampton.

During this event the final prototype of a new RTR boat was given its first competition outing, with Mike Weston as skipper. This exciting development for the class should provide a competitive and readily available design at a budget price and add greatly to



The Joyway Dragon Force RG65 prototype deck layout



The Joysway Dragon Force has a 300 mm depth keel and high ballast ratio, which should ensure excellent performance

the interest shown in the class. The hull design is by Mark Dicks, and there has been input into the rig and sail design from John Tushingham and Mike Weston, but full credit must be given to the progress of this concept to production by UK importer Ripmax and the Joysway company itself.

The hull is blow moulded in plastic and the keel and rig module is a separate insert, as this cannot be moulded as part of the hull. The fin is profiled aluminium and the ballast bulb is actually of steel, not lead, in order to comply with regulations about sales of 'toys' within the EEC. The rig is shroudless and very slightly less tall than the limits in the class rules, which allows the boat to use this single rig across a much wider spread of wind strength. The final UK sales price point has not yet been published but the sort of figures being mentioned should make it very attractive for individual purchasers and most importantly clubs looking for a modest sized but high performance 'one-design'.

RADIO MARBLEHEAD WORLDS

The first World Radio Marblehead Championship under the IRSA banner was held at Club Nautique, Plermel in the Lac au Duc region of France in October 2012. An excellent week's racing resulted in a splendid one, two and three lockout for GBR skippers. The winner Brad Gibson, really dominated the event by taking eight first places out of the 20 race total, Graham Bantock who finished second achieved two first places, and Martin Roberts who finished third managed 4 first spots in his total point score. Brad Gibson's total score was net 37, Graham was net 82 and Martin net 87 after adjustments for discards.

There were 11 countries represented at this event, with a total entry of 67 skippers. After a week of racing the top twenty places were shared among 8 skippers from host country France, five from Great Britain, two each from the Netherlands and Italy and one each from Australia, the Czech Republic and Germany. (Thanks to Robert Hobbs and Bernard Merlaud for text and photos).



Neil Collingridge (80) match racing Chris Fish (14) for the lead in Race 6 at the BOTTLE Boats championships

2012 BOTTLE BOAT CHAMPIONSHIP

A great deal of fun was had by all competitors ranging in age from 9 to nearly 80 sailing this basic, yet colourful, one design class made mainly from recycled materials. 2012's championship was regarded by many as the best yet; partly because it was sailed in ideal sunny and warm conditions on the River Deben, home of the Waldringfield Sailing Club, on 7th October. The wind conditions were perfect with a light northerly wind parallel to the beach against a flood tide. 25 competitors, including 7 juniors, sailed 15 races, equivalent to one and a half Olympic games, over a simple 350 metre 'sausage' course. A spreader mark at the windward end and a gate at the leeward end minimised potential collisions and whilst there were some, penalty turns were done without much hesitation or repeated hails from the observers. Family supporters, as well as



casual spectators, really enjoyed the intense competition so close to the shore in front of the clubhouse.

At the prize giving, PRO Roger Stollery thanked the Lake family and those behind the scenes in the club for providing a fantastic barbecue lunch. He thanked the race team of Peter, Linda, Adrian, Emily for their work on the start/finish line, Sarah for inputting 345 individual scores on the computer and John Smith and Robert Lake on the water for separating entangled competitors and keeping the course adjusted relative to the beach. Neil Collingridge, thanked Roger and his team for running another good event that was much enjoyed by both sailors and spectators alike. It was very encouraging to have so many junior competitors making up 1/3 of the fleet as well as the few competitors that had done little radio racing before. There were some very good and experienced dinghy sailors taking part and they discovered again that there is more to this sport than meets the eye!

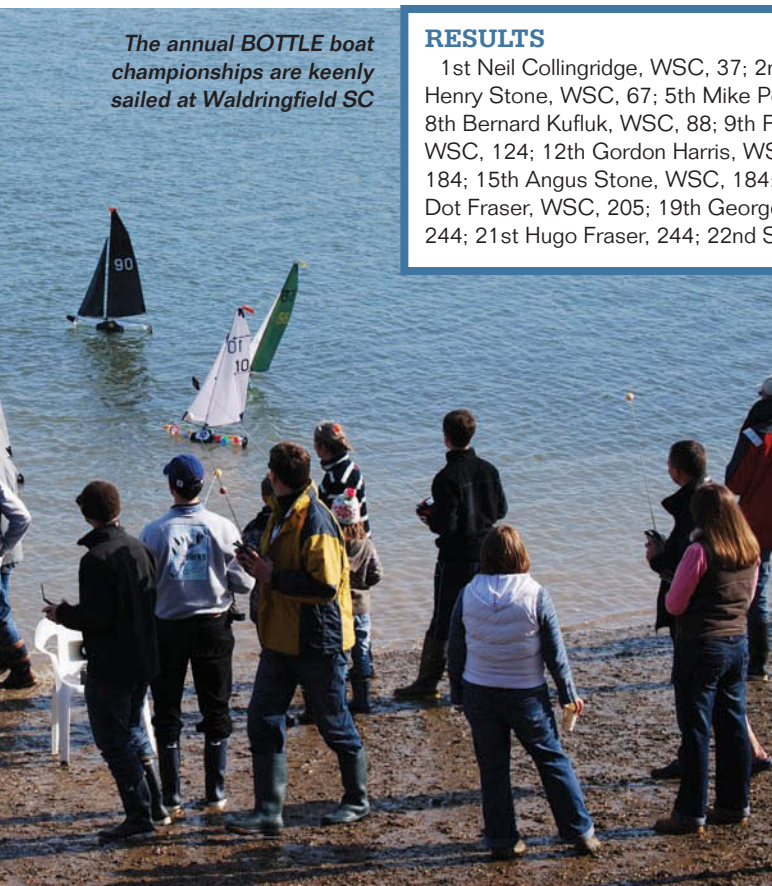


The podium line-up at the RM Worlds with winner Brad Gibson (BG Sails) flanked by Graham Bantock (Sails Etc.) and Martin Roberts (Housemartin Sails), a professional sailmakers convention!

The A fleet at the recent RM Worlds in Brittany



The annual BOTTLE boat championships are keenly sailed at Waldringfield SC



RESULTS

1st Neil Collingridge, WSC, 37; 2nd Allan Viney, Guildford, 57; 3rd Paul Morgan, Guildford, 58; 4th Henry Stone, WSC, 67; 5th Mike Pert, WSC, 72; 6th Noel Fraser, WSC, 84; 7th Tim Norris, WSC, 84; 8th Bernard Kufluk, WSC, 88; 9th Robert Norris, 92; 10th Graham Viney, Guildford, 95; 11th Chris Fish, WSC, 124; 12th Gordon Harris, WSC, 134; 13th John Fish, WSC, 169; 14th Peter Dunne, Guildford, 184; 15th Angus Stone, WSC, 184; 16th Matt Lake, WSC, 185; 17th Howard Ryan, WSC, 185; 18th Dot Fraser, WSC, 205; 19th George Barton/Angus Collingridge, WSC, 226; 20th Christopher Fraser, 244; 21st Hugo Fraser, 244; 22nd Simon Kernthaler, 253; 23rd Tom/Mark Barton, 300.

CONCLUSIONS

My thanks to all who contributed to this column, including Robert Hobbs, Bernard Merlaud, Charles Sells, Roger Stollery and Mike Weston. As always any errors are my fault, in transposing both text and images across the ether! **MMI**



A close start for the BOTTLE boats, note sail numbers reflecting the numbers now sailing

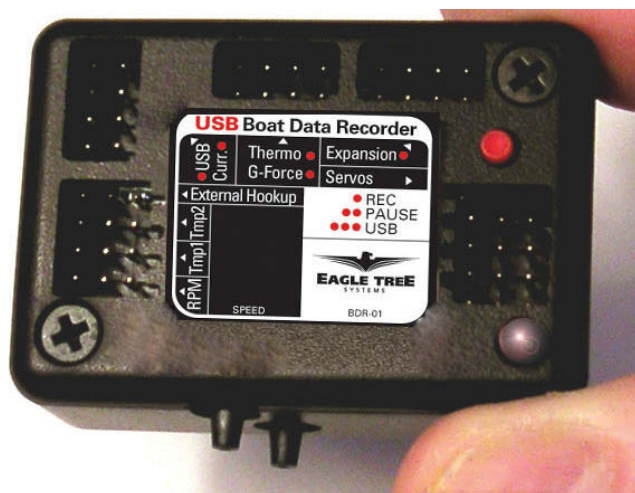
AIRWAVES

THIS MONTH'S ARTICLE HAS ANOTHER LOOK AT DATA LOGGING BY REVIEWING SOME OF THE NEW SYSTEMS ON THE MARKET

AUTHOR: ALAN SENIOR  GREAT BRITAIN

airwaves@anola.net

The topic for this month's Airwaves is 'logging', and no, this is not about going out into the forest wearing a checked shirt, carrying a large axe and singing Monty Python's 'Lumberjack Song'! The logging in this instance is data logging where a special device is fitted into the model and this device records (logs) signals from sensors installed in the model.



Seagull on-board Data Recorder

EAGLE TREE SYSTEMS

Eagle Tree Systems (www.eagletreesystems.com) is an American company that makes a range of products for the aircraft, car and marine modelling fraternity, some of these products are designed specifically for marine models such as the Seagull logging and telemetry system which not only logs data at the model, but also sends telemetry wirelessly to a display attached to the transmitter. As far as I am aware they are the only company that makes products like this for use in models. They produce well thought out, high quality, reliable products designed for the rigours of model use.

EAGLE TREE SEAGULL BOAT TELEMETRY

The Seagull system comprises three main components:

1. Seagull Dashboard Telemetry Receiver: displays telemetry data, and sounds alarms when problems occur.
2. On-board Boat Data Recorder: collects and logs the data from built-in and external sensors.
3. On-board Telemetry Transmitter: sends the data from the Recorder to the Dashboard.

These components let you monitor a model in three different ways:

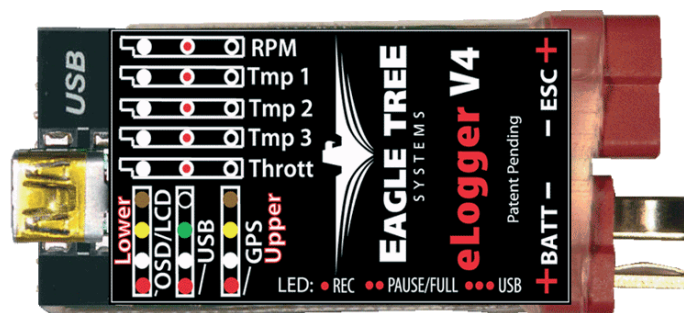
1. The Dashboard displays the parameters you select, on multiple LCD pages, and also lets alarm levels to be set i.e., low battery voltage.



Eagle Tree Systems' Seagull Dashboard

2. The Dashboard also can connect (via built-in USB) to a laptop at the pond side, to display and record data.

3. The on-board Data Recorder logs your sessions to permanent memory, so you can download the data to your PC via USB when you get home.



eLogger V4 with built-in Deans style connectors

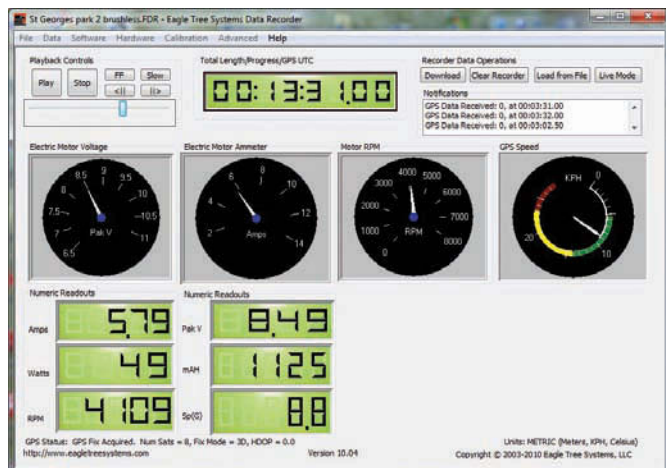
The On-board Data Recorder costs about £105, and all hardware and software is included to monitor water speed (with included pitot-static tube), rpm, temperature, two servo stick movements and glitches, and receiver battery voltage. The tiny on-board unit records up to 12 channels of data from your model, and comes with Windows software for flight download, playback and graphing.

The 2.4 GHz wireless Dashboard costs around £175, which may seem a lot but it is a very capable system for helping to diagnose problems and assist in tuning high performance models.

The Seagull Telemetry system is expandable to measure power consumption. The model's speed and position can also be recorded with an on-board GPS and the boat path plotted on Google Earth, either 'live' at the lakeside or downloaded later.



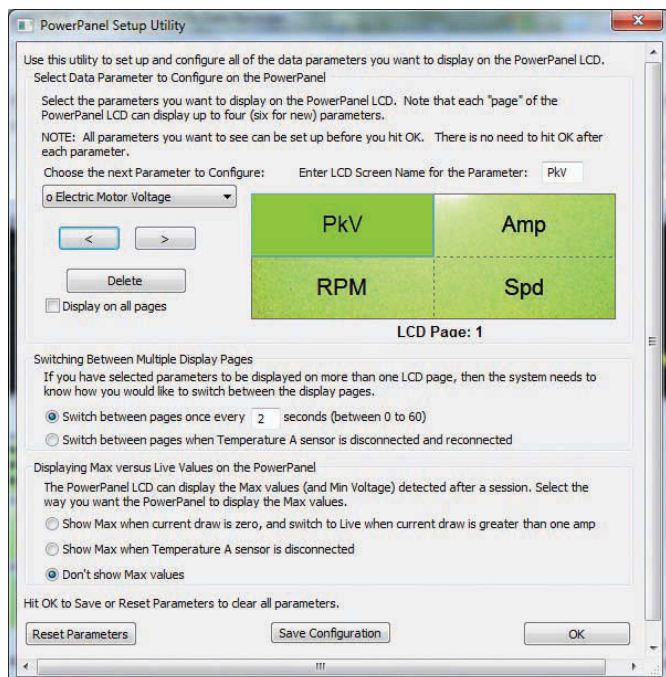
LCD PowerPanel showing the 'live' values being logged



An example playback of data in a PC window

EAGLE TREE ELOGGER

The V4 eLogger is primarily aimed at electrically powered models since it has a built-in current and voltage monitor. It is just a case of plugging the unit in between the main power battery and the ESC; the unit will then log the voltage and current and store it in its memory for later recovery at home.



Programming selected parameters to be displayed on the LCD PowerPanel

The eLogger system comes with everything you need to log, analyse, and graph mAh, current, wattage, voltage and throttle channel position, right out of the box. The logger can monitor battery voltages in the range 5 V to 80 V and currents up to 150 A, depending on whether the unit with leads or connectors is chosen. Additional sensors can be added and the unit can handle three temperatures, rpm (brushless, magnetic or optical), GPS data, servo current, and more.

To access the program the eLogger requires a Windows PC and also a good level of familiarity with using a computer. The provided software permits virtual playback of the recorded data via a configurable PC screen display and graphing software. The software has advanced charting features such as amps vs volts and rpm vs model speed etc. For the really advanced user, it is also possible to export the recorded data for analysis and graph plotting using a spreadsheet program such as Microsoft Excel on a PC.



An example plot showing the variation of current and battery voltage with time

For monitoring the system at the pond side a LCD display can be plugged into the eLogger. The information displayed on the LCD screen can be programmed using a PC at home. Four parameters can be displayed at one time, for example battery voltage and current, motor rpm and mAh consumed. More information can be displayed by programming the eLogger to cycle through two or more pages of parameters.

The logging rate can be programmed to record at 50 samples per second (50 Hz), down to one sample every 5 minutes. The memory capacity is sufficient to log all available sensors for about four hours at ten samples per second. All data is logged to permanent memory, which retains the data even when the power is removed.

The use of this logger extends not just in model logging, it can also be used for monitoring the charging of batteries at home on the bench.

The Eagle Tree V4 MicroPower eLogger Kit with 100 amp connectors fitted costs around £50 and includes: V4 Micro e-Logger, USB cable, throttle Y-cable, software CD and digital User Manual. The LCD PowerPanel costs £30.

Additional sensors include:

- Optical rpm sensor: £10
- Magnetic rpm sensor: £7
- Brushless rpm sensor: £10
- Temperature sensor: £9
- Servo current logger: £17
- Thermocouple expander: £50
- GPS: £60

In the UK these Eagle Tree products are available from a number of suppliers including Fast Lad Performance (www.fast-lad.co.uk).

I have used the older eLogger V3 for many years and it has proved to be very reliable and accurate. I first put the system to use comparing the performance of brushed and brushless motors for the November 2009 Airwaves article; this would not have been at all easy without the benefit of the logger.

An alternative to the logger, if the need is only to monitor the model data 'live', is to use a telemetry system such as the Jeti Duplex system reviewed in the June 2009 Airwaves. Lower cost telemetry systems are also coming on the market from China, one such 2.4 GHz system is produced under the FrSky brand name and this will be reviewed in Airwaves at a future date.

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 airwaves@anola.net **MMI**

www.mobilemarinemodels.com

'ere's a bit of info...

" Did you Know....

..It's oh So Easy to Own a ..

.. Mobile Marine Models Boat kit .. "

for more details of our Full Range..

Phone - Visit our Website

Tugging Ahead..... with

MOBILE MARINE MODELS

Model Tugology..... the driving force

The Boat Shed, Highcliffe Park, Ingham Cliff, Lincoln LN1 2YQ tel: 01522 730731 / 689209

Full Colour Catalogue £5

Factory Visitors Welcome



[Http://www.westbourne-model.co.uk](http://www.westbourne-model.co.uk)

Email: saleswestbourne@btconnect.com Tel 01202 763480

Model Slipway R/c

Assurance: WWII Tug 1/43rd 1108mm.....	£315.00
Tamar Class Lifeboat: 1/16th 1000mm.....	£367.00
Shamrock: M160 Fast Patrol Boat 1/24th 685mm.....	£119.00
Sentinel: 34m Island Class cutter 1/40th 940mm.....	£213.00
Drumbeat of Devon: Fisheries Protection 1/24th 915mm.....	£219.00
Maggie M: Shelter Deck Trawler 1/32nd 850mm.....	£239.00
Tsekoa II: Buoy Maintenance vessel 1/32nd 845mm.....	£199.00
10 Hatch Coaster: Europa-type coaster 1:50th 1005mm.....	£254.00
4 Hatch Coaster: Europa-type coaster 1:50th 1005mm.....	£254.00
Wyforce: Harbour Tug 1/24th scale 840mm.....	£219.00
Dutch Courage: General Tug 1/32, 870mm.....	£249.00
Vielstroom: Buoy-Layer 1:40th 960mm.....	£233.00
Post War Envoy: Envoy Class Tug 1:48th 1108 mm.....	£315.00
Admiralty: Envoy: Class Tug 1:48th 1108 mm.....	£366.00
Aziz: Anchor Handling Tug 1:50th 1105mm.....	£284.00
Our Lass II 21.5m twin-rig trawler.....	£274.73

Calda Craft R/c

Joffe: Tyne Tug 1:48th 775mm.....	£232.23
North Light: Weston isle coaster 1:32nd 660mm.....	£232.39
Marie Felling: Crown Colony Tug 1:32nd 1105mm.....	£368.34
S.S Talacre: Single Hatch Coaster 1:48th 863mm.....	£232.36
Cumbrae: Clyde Pilot 1:32nd 864mm.....	£247.96
Sir Kay: Table Class minesweeper 1:48th 933mm.....	£266.36
Imara :Tug Crown Colony Tug 1:32nd 1105mm.....	£431.91
Brannaren: Coastal tanker 1:48th : 1067mm.....	£277.36
Milford Star: Steam Trawler 1:48th 933mm.....	£212.57
Alte Liebe: Harbour tug 1:25: 984mm.....	£260.81
Schaarhorn: Steam yacht 1:35 Length: 1140mm.....	£311.55
Resolve: Salvage Tug 1:48th 1165mm.....	£472.00
Amaranth: Herring Drifter : 1:40th 600mm.....	£101.79
Thunder Tiger Sea Dragon Racing Yacht 993mm.....	£179.00
Laser 1/4 Scale Laser Yacht Inc with bag & radio.....	£413.00
Graupner True Blue: Bermudian Rig.....	£144.99

R/C Yachts

Robbe Atlantis, Wishbone Schooner, 1:20, 1730mm.....	£439.00
Robbe Windstar, 1Mt class inc Std Rig (Sail).....	£338.99
Aquacraft Vela One Meter sailboat.....	£410.39
Thunder Tiger Vouger II 1Mt.....	£149.99
ProBoat Westward RTS Return to base motor 69Cm.....	£139.60
ProBoat Serenity 1Mt Ep RTR 914 mm.....	£245.99

We are one of the largest stockiest of model boat Shops in England and currently have on display some 300 to 400 model boats.

Split between static 'Plank on Frame and Radio Control kits From Companies like Robbe, Graupner, Aero Naut, Deans Marine, Marten Howes & Baylis, Billing Model Slipway.

Along with the static manufactures Calder Craft, Victory Models, Amati, Mantua, Corel.

In addition to this we stock a wide range of model Boat fittings, Radios Control Systems, Electric motors, and Steam plants, plus many other accessories for model boats.

WP Rhode Island Formula 1 Catamaran Artr

Information :

ARTR (Almost Ready To Run)

Controlled via 2 functions

With 1 brushless outboard motor

After installation of the receiver and drive battery, the

model is ready to go:

Description: ARTR (Almost Ready To Run) model ,GRP hull ,Built-in brushless outboard motor ,Built-in controller ,Built-in servo

Simple installation of the RC components Price:£255.60



Westbourne Model Centre

41 Seamoar Rd Westbourne Dorset
BH4 9AE

Tel/Fax 01202 763480

Opening Hrs 9:15..5:00Pm Mon-Sat Half Day Wed

Amati Static

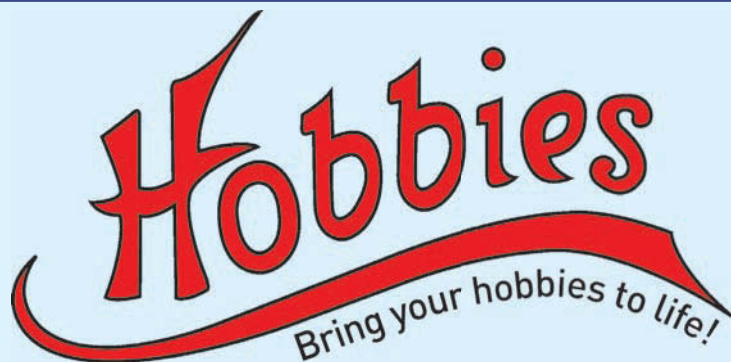
Tipo Riva Aquarama 1970 1:10th . 850mm.....	£352.50
HMS Titanic Scale 1:250 .1070mm.....	£375.00
Ferrari Arno X1 Racer Scale 1:8 . 790mm.....	£332.00
Dorade modern yacht. Scale 1:20 . 856mm.....	£276.98
The Schooner Endeavour POF 1:80 . 480mm.....	£9.99
The Schooner Endeavour Pre Made Hull 1:80 . 480mm.....	£89.99
Rainbow Pre Built Hull Version 1:80 . 480mm.....	£89.99
Rainbow Plank on Frame Kit 1:80 . 480mm.....	£89.99
Enterprise America's Cup 1930 1:80 . 460 mm.....	£89.99
Shamrock V 1:80 . 440mm.....	£89.99
Ranger America's Cup Defender 1:80 . 470mm.....	£89.99
Columbia 1958 Us Cup 12 Mt Class 1:35 . 68mm.....	£130.99
Constellation 1946 Us Cup 12 Mt Class 1:35 . 600mm.....	£130.99
Schooner Endeavour America's Cup 1:35 . 1150mm.....	£270.00
Robert E. Lee 1:50 . 600mm.....	£266.99
H.M.S. Bounty 1:60th . 720mm.....	£225.99
New Bedford whaleboat 1:16th .550mm.....	£128.99
Bluenose 1:100 .540mm.....	£96.00
Pirate Ship 1:60 .780mm.....	£88.04
Mayflower 1:60 .650mm.....	£165.36

VICTORY MODELS Static

Sciabecco 1:60 .720mm.....	£133.06
Chinese Pirate Junk 1:100 400mm.....	£81.19
Viking Long Boat Oseberg 1:50 440mm.....	£106.99
H.M.S Pegasus 1776 Sixth Rate Swan Class 1:64th.....	£349.00
HMS Vanguard Ship Of The Line 1:64th 1171mm.....	£694.00
HM Cutter Lady Nelson 1:64, 530mm, 1/19c 10 gun.....	£124.95
HM Bomb Vessel Granada, 1:64, 800mm.....	£268.90
HMS Fly, 6th rate Swan Class Sloop, 1:64th 810mm.....	£291.00

CALDERCRAFT (Nelson's Navy) Static

H.M.S Victory: Ship Of The Line 1:72 1385mm.....	£709.00
HM Brig Badger: Brig 1:64 600mm.....	£161.00
H.M.A.V. Bounty : 1:64 660mm.....	£157.99
HM Revenue Cutter Sherbourne, 1:64, 500mm.....	£72.61
HMS Mars: 1781 Armed Brig, 1:64, 790mm.....	£183.68
HM Mortar Vessel Convulsion: 1:64, 600mm.....	£91.00
HMS Agamemnon, 1781 3rd Rate, 64 gun, 1:64 52".....	£615.00
HM Brig Supply, 1759, 675mm, 1:64 sc.....	£135.50
HMS Cruiser, 1797, 18 gun brig. 1:64, 850mm.....	£193.57
HMS Snake, 1797, 18 gun Sloop, 1:64, 910mm.....	£194.57
HMS Diana, 38 gun heavy frigate, 1180mm.....	£442.19
Mary Rose, 1545, 1:80, 730mm.....	£241.17
HM Bark Endeavour, (Cooks) 1:64, 725 x 275mm.....	£208.06
HMS Jalouse, 1794 ex French 18 gun brig 1:64 815mm.....	£204.99



Hobbies Lighting & Magnification Solutions

Ideal For Those Winter Days.
All at 10% off Recommended Retail Price.

An excellent range of magnification & task lamps and headband magnifiers for close-up detailed work in the home, studio or workplace.

The fluorescent daylight tubes allow you to view colours accurate ill give you hours of natural energy efficient light, long reach and the option of extra magnification.

Ref. LC1764



Versatile & Adjustable Headband Magnifier Kit
Ref. LC1764 £17.99
Ideal for close-up precision work, leaving your hand free.
This fully adjustable headband includes 4 interchangeable optical lenses and built-in spotlight.

Fluorescent Daylight Folding Task Lamp

Ref. LC8035
£26.99

A compact portable task lamp for hobby work.

Ref. LC8035



Ref. LC8069



Fluorescent Daylight Rectangular Wide Lens Magnifier Lamp
Ref. LC8069 £93.99

A robust daylight lamp with high quality wide glass lens for close-up & intricate work. 2 x 9 watt energy saving tubes. Quality 190 x 160mm lens, 3 dioptr (1.75x mag.) Includes table clamp

Long Reach Fluorescent Daylight Flexible Round Magnifier Lamp

Ref. LC8066 £48.99

A mini round 22w daylight lamp with glass lens. Longer arms for extra flexibility & positioning – ideal for close-up intricate work. Quality 125mm lens, 3 dioptr (1.75x mag.) Includes table clamp

Ref. LC8066



Ref. LC8060LED



LED Daylight Long Reach Magnifier Lamp

Ref. LC8060LED
£89.95

An energy efficient LED daylight lamp with glass lens. Long reach arms & sturdy joints for complete flexibility & positioning, ideal for close-up intricate tasks. Bulbs never need replacing. Quality 125mm (5") removable lens 3 dioptr (1.75xMag) Includes table clamp

Ref. LC8093



Fluorescent Daylight Compact Table Magnifier Lamp

Ref. LC8093 £37.99

A self-standing 12w daylight lamp with round glass lens & versatile swivel head & inbuilt close-up lens. Quality 100mm lens, 3 dioptr (1.75x mag.) Built-in close up lens 12 dioptr (4x mag.)

Normal postage rates apply

Ref LC8082



Compact Flexi Magnifier Lamp
Ref LC8082 £26.99

A 12w daylight lamp with glass magnifier lens & flexible neck. Ideal for close-up & intricate work. Compact, ergonomic design with table base & lens cap. Quality 100mm lens, 3 dioptr (1.75 x mag)

For fast, friendly and efficient service give us a call or visit our website.

www.alwayshobbies.com

call: 01508 549330

Hobbies Ltd, Units 8-11, The Raveningham Centre, Beccles Road.
Raveningham, Norwich, Norfolk, NR14 6NU

WATERLINES

WARSHIP CAMOUFLAGE – KELVIN IS CALLED TO THE COLOURS

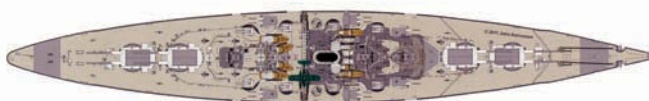
AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

To paint or not to paint is quite an issue for 1/1250 collectors although for modellers a good paint job is essential. For warship enthusiasts we then move on to the question of camouflage schemes and indeed Neptun, one of the major 1/1250 manufacturers of World War II era warships, is now producing model variants in wartime camouflage. If you look on www.schiffmini.de under stock lists then Neptun, it is possible to see decent pictures of some of the models to determine exactly which scheme has been chosen. There is nothing to stop a confident and accomplished painter from tackling their own 'collectors' 1/1250 models in this way; the rest of us may prefer to test our skills on less expensive models such as plastic, resin or white metal kits. These often come with painting information but further research may be necessary.



Providing identification rather than concealment – Deutschland 1937 (Courtesy Seaforth Publishing)

Bismarck, 21 May 1941, Operation Rheinübung Phase 2



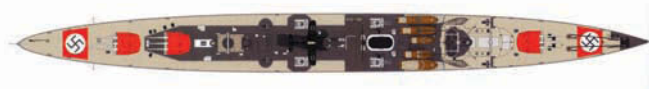
Bismarck (Courtesy Seaforth Publishing)

Over the years there have been various relevant books, some of the more recent being 'Naval Camouflage 1914 – 1945' (Williams D, published 2001), 'Dutch Warships of World War II' (Henk van Willigenburg, 2010 – see Waterlines April 2011) and 'RN Camouflage Volumes 1 – 4' (Raven A, 2000-2003). December 2009's Waterlines illustrated schemes for Italian battleships and there is further good information on this subject in the recent book called 'Mussolini's Navy' by Maurizio Brescia; for unparalleled coverage of Germany's Kriegsmarine in the early years look no farther than 'German Naval Camouflage Vol 1 1939 – 1941', J. Asmussen and E. Leon, 2012 (ISBN 978-1-84832-142-7) from Seaforth Publishing (www.seaforthpublishing.com). This astonishing book gives over 100 full colour plates of schemes all precisely dated and backed up by photographs, plus some useful advice for modellers trying to recreate these schemes in miniature. With the permission of Seaforth just a few of the schemes,

representative of different ship types, are reproduced here (the shaded line down the side of some profiles was caused by scanning and is not on the original image).

THE SHIPS

Deutschland – the first of the so-called pocket battleships (armoured ships to the Germans); the Deutschland was completed in 1931. In 1940 her name was changed to Lutzow. Seriously damaged during the invasion of Norway in 1940 she was making her way back to Germany for repairs when torpedoed by HMS Spearfish requiring a tow home. Ready for sea by June 1941 she was again torpedoed, this time by an aircraft, necessitating another year's repairs. Late 1942 found her back in Norway where she participated in the Battle of the Barents Sea. Returning to Germany in 1943 she was refitted. Deployed in the Baltic in 1944/45 she was bombed and sunk in shallow water in April 1945 with some of her guns remaining operational for a few weeks. Post war the remains were scrapped.



Nurnberg in 1941 featuring the 'Baltic Stripes' scheme, which was identical on both sides (Courtesy Seaforth Publishing)



Richard Beitzen based at Brest in 1941 – the same pattern was applied to port (Courtesy Seaforth Publishing)

Bismarck – perhaps the most famous WWII battleship, she was commissioned in April 1940 with her near sister ship Tirpitz joining the fleet in February 1941. By this time the 50,300 ton Bismarck was ready for major offensive operations and she departed Gothaafen in the company of the heavy cruiser Prinz Eugen on 18th May for Operation Rheinübung – a deployment into the North Atlantic. The story of this operation is so well known that it does not bear repeating here; suffice to say that Bismarck was sunk on 27th May.

Nurnberg – this ship was the last of five light cruisers built to an evolving design from 1927/28 (three of the Karlsruhe class),

Hansa's 1/1250 Deutschland



1929 (the Leipzig) to 1934. The Nurnberg was the largest, albeit only just, although all had a similar main armament of nine 5.9" guns. She served as part of the Non Intervention Patrol in the Spanish Civil War circa 1936. Early during WWII her capacity to carry 160 mines was exploited during mine-laying operations in the North Sea. Torpedoed by HMS Salmon in December 1939 she was out of action for seven months after which she was deployed briefly to Norway returning home in August 1940. Later she moved to Norwegian waters before transferring to the Baltic as a minelayer and training ship. The end of the war in 1945 found her at Wilhelmshaven (some sources say Copenhagen) where she was surrendered eventually passing into Russian hands. She was commissioned as Admiral Marakov and was finally scrapped circa 1961, the last of the Kriegsmarine's major surface warships.



Pocket battleship (Panzerschiffe) Deutschland at Gibraltar (author's collection)



Battlecruiser Gneisau (author's collection)

Z4 Richard Beitzen – the Z1 (or Leberecht Maass) class comprised 16 ships namely Z1-4 of sub-type '1934' and Z5-16 of sub-type '1934a'. Z4 was commissioned in 1937. At 3,156 tons she was larger than contemporary RN destroyers and was armed with five 5" guns, four 37 mm and eight 21" torpedo tubes. Assigned to the 5th Destroyer Flotilla in 1940, she was one of seven destroyers that accompanied the battle cruisers Scharnhorst and Gneisau for Operation Ceberus in 1942, otherwise known as the Channel Dash from Brest to Germany. She survived the war to be taken over by the RN as H97. She was laid up soon after and scrapped in 1947.



KITS TO USE

In the re-issued Airfix 1/1200 range we find battleship Bismarck and the heavy cruiser Prinz Eugen plus from Revell the Bismarck once more plus her near sister Tirpitz and the battle cruisers Scharnhorst and Gneisau. Going back many years, and today only available at 'rarity' prices, there was the famous Eaglewall series which included Bismarck, Tirpitz, Gneisau, Graf Spee, Scheer, Lützow (ex Deutschland), Prinz Eugen, Hipper, Von Roeder and Leberecht Maass class destroyers not forgetting their U-boats and tenders. Arguably the original kits are now of such value that you would not want to assemble them? The American Superior 1/1200 range (white metal castings) provided good coverage of the Kriegsmarine and these models are not rare or expensive (visit Theale or www.waterline-ships.com maybe). Mountford has just the Graf Spee kit, hotly pursued by their versions of HMS Exeter, HMS Ajax and HMNZS Achilles. Another possibility is to use models in the German 1/1250 Hansa range – all the ships mentioned here are covered and although no longer in production the models do not command high prices on the second-hand market.



Light cruiser Nurnberg (author's collection)



Leberecht Maass class destroyer (author's collection)

On that subject we have a new dealer in stuart.barnes.watson@hotmail.com who certainly had some Hansas at last December's Wellow swapmeet and may be able to help. A final thought – send me your pictures (please).

PREFER READY MADE?

German 1/1250 maker Neptun currently have 24 models of German battleships to destroyers in camouflaged versions indicated by a 'T' in their catalogue numbers. For example the Bismarck (catalogue N1002ST) carries the scheme worn on 21st May 1941 and illustrated here. The Lützow (N1035aTS) is shown as in 1945 and the Nürnberg (N1040T) in 1940 although in the absence of a picture her exact appearance is unclear. Destroyer types Z1-4 (N-1065T) are as in 1939 with a scheme typical of German destroyers early in the war and is similar to that reproduced here. The 'S' identifies a model with painted decks. For the full list check out www.wiedling.de (who also can provide a catalogue of currently available models in pdf form) or download the free Galerie Martim 'katalog' pdf (www.galerie-maritim.de) which provides, as the name implies, a list of all 1/1200-1250 models catalogued for production, whether or not they were actually released. **MMI**

POWERPLUG

RICK REVIEWS THE PRO BOAT BLACKJACK 29 RTR FE CATAMARAN

AUTHOR: RICK EYRICH ricic99@tampabay.rr.com  USA



Updated in both its outer looks and inner performance the Blackjack 29 catamaran is based on the Pro Boat Miss Geico FE hull; however, this version has a much more potent power package on-board

When your MMI scribe first became aware of this fast electric catamaran, it only took a single sentence in its release statement to make me really want to test out this Pro Boat design. Looking at the boat's description on the Horizon Hobby online catalogue my eye caught the portion that stated that the Blackjack 29 was, and I quote, "Designed to be competition-ready out of the box." Of course words like this have been used to portray any number of other powered R/C marine craft; however, once you go over this RTR hull's specifications, it's easy to understand why this cat hull is unique.

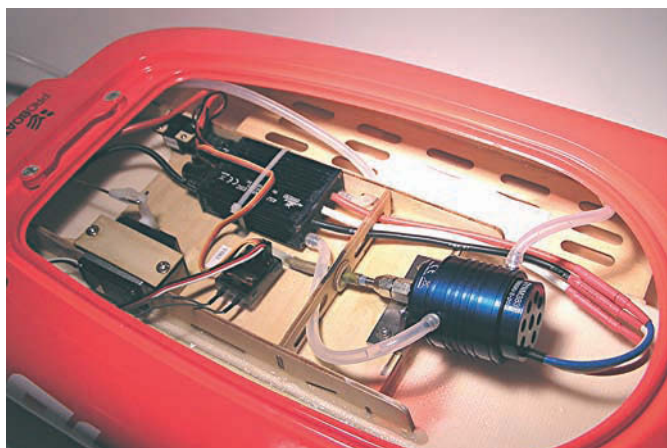
THE HULL

Based on the manufacturer's Miss Geico catamaran this fibreglass composite hull has a completely different outer appearance to its lizard cousin. Sporting a bright red/orange finish and an equally bold vinyl graphics package, the 29 inch long catboat looks the part and this carries over to its inner structure as well. As is standard with the current series of Pro Boat power craft, the Blackjack 29's plywood stringer/framework is secured to the inside

of the vessel by a thick bead of white sealant and this creates a very strong, flex-free hull. Another Pro Boat feature found on the hull is the secondary/inner canopy lid, which is designed to prevent water from getting past the main hatch cover and into the boat's on-board power/control components.

POWER LAYOUT

At first glance this updated version of the catamaran's brushless motor/speed controller set-up may look like its predecessor; but there have been some major changes done to this cat's power system. Instead of the 1500 kV BL motor and 45 amp ESC combination found in the original Miss Geico, the Blackjack 29 comes with a 1800 kV motor and an 80 amp controller unit. Both water-cooled, these power components are joined together with big bullet connectors and the ESC's battery leads are also equipped with bullet-type ends as well. What you can attach to these ends will indicate just how competition ready the Blackjack hull is as the specifications detail that up to a 6S LiPo battery set-up is usable in the RTR boat. For the hardcore fast electric



Sporting both a new BL motor and speed controller the cat hull's inner spaces can now accept up to 6S LiPo cell technology and the boat's long battery trays will allow you to mount your packs right on the 29's C of G



With the right battery set-up in place, the cat hull's 1800 kV motor can propel the marine craft at speeds approaching 50 mph which means this arrangement will be limited to those boaters with really fast electric experience

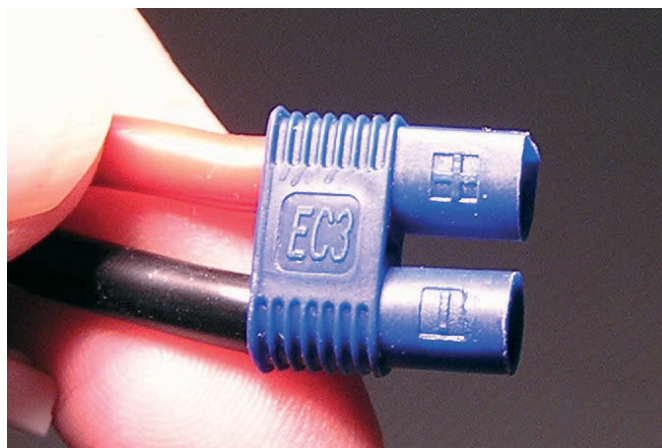


Equipped with the correct ESC hook-up connectors the twin Dynamite LiPo packs were used for this review; plus, NiMH packs can also power the cat hull by simply flipping a switch on the ESC unit

enthusiast, this is a big jump in on-board battery capacity and this is probably why the power craft's ESC leads are HD bullet ends. Depending on your choice of battery power, Pro Boat has included their popular programming card to set the speed controller to your personal preferences; plus, the ESC itself has a built-in LiPo/NiMH switch should the boater decide to use different cell types in the catamaran's power system.



Another change from the Miss Geico to the Blackjack 29 is its included radio system which now sports the Spektrum logo on both the pistol Tx and the on-board MR200 receiver unit



These bright blue wire connectors are the Dynamite style bullet plug found on the Blackjack 29's speed controller leads and it's possible to adapt these connectors to whatever suitable NiMH or LiPo cell packs the boater has access to

DRIVE NOTES

Following the same idea of providing a competition-grade boat straight from its kit box, the Blackjack 29 relies on a direct drive/flex-cable power shaft that spins the included two-blade stainless-steel propeller. An adjustable strut guides the prop shaft from the stuffing tube, and the strut and its mounting bracket are anodized to help prevent corrosion. On the motor end of the flex cable you'll



Made up from thick aluminium stock the transom's prop strut/rudder assembly place both components in clean water, which improves both the boat's forward thrust and turning action

find a clamp-style drive coupler affixed to the armature shaft and two regular open-end wrenches will easily let the modeller remove the cable assembly for servicing. Overall, the cat hull's entire driveline is simple to maintain once you've properly sharpened and balanced the stainless prop, which means only doing a regular cleaning/re-greasing of the flex shaft as required between days at the pond.

TRANSOM COMPONENTS

Like most FE catamarans, the Blackjack's total usable transom area is small compared to other hull designs; so, everything is tightly mounted to the boat's stern area. Bolted directly to the strut bracket, the Blackjack 29's rudder set-up also provides cooling water to the vessel's motor and ESC unit. Running in clean water, the rudder also benefits from the hull's extended transom plate, which gives the hull an excellent pivoting ability. Situated on the outboard left sponson the cat's drain plug makes it a simple task to remove any water after running in rough water conditions. High-duty Allen-head fasteners are used throughout the strut/rudder attachment points and the rudder shaft rides on a bushed/Teflon washered guide to ensure a smooth action between the aluminium blade and its control linkage.

CONTROL PACKAGE

In keeping with the manufacturer's line-up of RTR vessels, the Blackjack 29 comes equipped with a Spektrum 2.4 GHz surface radio system fully installed in the boat. This Spektrum pistol-style DX2E transmitter has both trim and rate knobs in easy reach while you're running the boat. Matched to the Tx unit is a Spektrum MR200 two-channel receiver and this BEC Rx can handle any battery voltage input from your NiMH or LiPo packs. Mounted to the inner hull structure by a ply bracket is the Spektrum rudder servo, which is a digital, high-torque unit capable of handling the rudder's action at high speed and at maximum pivoting angles. To manage the control package the MR200 Rx demands the same radio binding procedure done on Spektrum systems; however, once this binding chore is complete I found that there weren't any control/signal glitches encountered during the cat hull's entire MMI testing program.



Since some suitable grease will be required to lubricate the catboat's drive cable, stuffing tube and prop strut bushings, the modeller can rely on the Pro Boat Grease Gun to provide the necessary lube for the 29's drive line

ODDS AND ENDS

After removing the Pro Boat catamaran from its kit box, the boater will also find a separate box that holds the transmitter unit, a bag containing the pre-cut/sealed hull stand parts and enough paper manuals to guide you through the FE boat's set-up and running procedures. Assembling the interlocking ply hull platform took no time after which they were secured together with some 15-minute cure time epoxy. Removing the stainless-steel propeller for its sharpening/balancing work only required an 8 mm wrench and

within a couple of hours the prepared blade was back in place on the drive shaft. Going over all of the metal fasteners inside the hull and on the transom was then done and none were found loose from the factory. A drop or two of a light oil was added to the brushless motor's shaft ends and the shaft coupler was checked for tightness and alignment with the stuffing tube as well.

Now with the bulk of the marine craft's pre-run duties carried-out the next step would involve placing/attaching the twin LiPo battery in the hull's sponson area ply racks, which featured multiple slots if you prefer to use Velcro straps to retain the batteries. One minor problem that the inexperienced R/C boater might not pick up in the vessel owner's guidebook is where to situate the battery packs in regard to the boat's centre of gravity; so, I used an old, yet affective, method to determine where the LiPos would be initially affixed in the hull. Using nothing more than a good tape measure, some masking tape and a fine-tip marker your scribe figured (with his poor maths skills) the cat hull's C of G location as small pieces of the tape, on either side of the deck, indicated the point. Placing the packs (minus any Velcro material) on the inner trays you can then lift the boat on the C of G marks and move the packs fore or aft until you balance the hull and then place the hook-and-loop to secure the batteries inside the vessel.



In the event the modeller desires to alter the ESC's settings the included programming module can be joined to the motor controller to adjust its cut-off voltage, cut-off type and its motor timing/throttle curve profiles

With the wide array of available NiMH/LiPo packs at your hobby dealer, the modeller will have to adjust the amount of Velcro material to retain each pack; plus, you might want to also wrap an extra loop of Velcro to ensure that the cells stay in place. The other big consideration with your batteries will be that the 29's speed controller comes with what's called 'EC3' connectors which means that the purchaser of the RTR FE boat will have to convert his/her battery wires to this type of connector. Your options in this area would be to make your own connector-to-connector adapters or solder on new plugs to suit the battery/ESC wires. I'm not a big fan of using adapters as they can cut down the amount of current that the boat receives from the cells; so, if possible, you should either add the EC3 plugs or a pair of race-style bullet connectors suitable for the large gauge battery/ESC wires. Luckily for your scribe two Dynamite Speedpack 5200 mAh LiPo battery packs were available and these 50C discharge packs easily fit both the controller and the 29's ample battery-mounting locations.

LAKESIDE FEEDBACK

As always, following the Spektrum radio's binding procedure and a suitable shoreline radio range check, the Pro Boat catamaran was buttoned up and ready for its first test run.

Swinging its metal prop, the Blackjack reacted quickly upon the application of the throttle and planed out very quickly. Ultra stable due to its wide stance the vessel's ample speed was easy to control via the transmitter and after only a couple of minutes

worth of battery time I decided to check out how the cat hull would turn at high speeds. In many cases race bred fast electric boats have a tendency to only pilot well to the right; but, the updated Pro Boat hull was equally capable of turning to the left and did it under high throttle situations. Another tendency sometimes associated with fast catamarans is that they are inclined to slide as they turn; however, I didn't notice this trend with the Blackjack 29. With the relatively 'mild' LiPo packs mounted in the boat the first test run of the cat hull yielded ten minutes of run time and the speed was definitely higher than I encountered with the original Geico version of boat.

During subsequent runs of the 29 there were no glitches seen and nothing came loose or broke inside or outside of the cat hull. Re-greasing the easily accessed drive cable made up the bulk of the Blackjack's between run duties and for this chore your reviewer used the unique Pro Boat Marine Grease Gun unit which comes with a large tube of Lithium anti-sling grease. Only a small amount of the Pro Boat grease is required to lubricate both the strut bushings and the flex-cable/stuffing tube; so, you'll be able to get many drive line services out of the gun before having to pick up a replacement tube of grease. Overall, the only change I made over the course of the Blackjack's testing period was to add the before mentioned loops of Velcro material around the battery/tray slot locations and this was done after I'd determined that with this FE boat's speed and cornering abilities some extra cell holding material might be a good way to avoid having a loose pack inside the hull.

REVIEW WRAP-UP

Having tested both versions of this Pro Boat RTR catamaran, I'm impressed that this manufacturer has taken such a big step in how much performance you can achieve with the same basic hull design. In the future I hope to run the Blackjack 29 with its maximum output 6S LiPo cell technology on-board which would definitely put this power craft in full race mode! **MMI**

TIP OF THE MONTH

Pro Boat RTR Blackjack 29 FE BL Catamaran

Length: 762 mm

Beam: 279 mm

Radio: Spektrum DX2E 2.4 GHz Marine, MR200 receiver

Motor/ESC: Dynamite 1800 kV/80 amp 6S compatible SC

Support: www.horizonhobby.co.uk



Equally happy to turn at high speed, in either direction, the RTR Blackjack 29 is fast, stable and easy to maintain between outings at the local pond



SCALE SCENE

IAN DISCUSSES MAKING YOUR OWN PROP SHAFTS

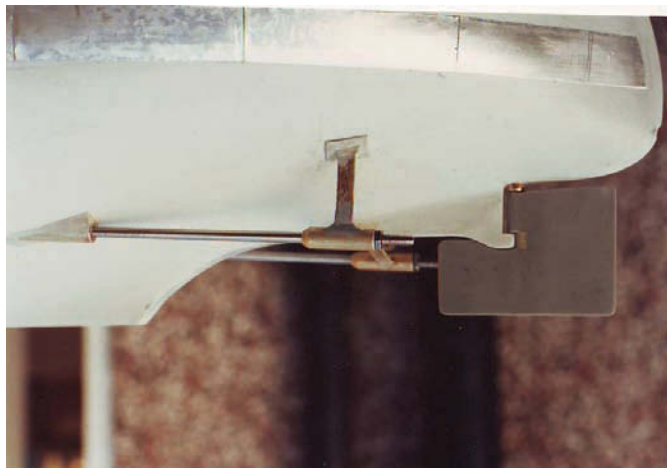
AUTHOR: IAN WILLIAMS  GREAT BRITAIN

In the August edition of Scale Scene I detailed the method I use for constructing rudders. As part of that article I included a photo of my MASB, which gave a glimpse of the prop shafts of the exposed type supported by a skeg at the prop end. I was asked where I had purchased them and said that I had made them myself. To which the reply was how did you do that? The questioner wasn't particularly interested in making standard shafts, but was interested in the procedure for making exposed shafts as he was considering building an MTB. I thought that the subject might make an interesting article, so here it is!

One of the photos shows the MASB shaft set-up – I apologise for the state of the model. It is pretty old now and has seen plenty of action and is currently at the start of a thorough refit. Nevertheless, it serves as a good illustration of the type of thing I am talking about.



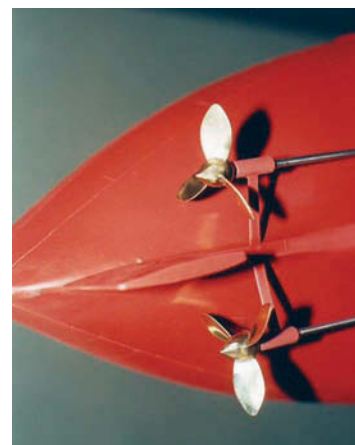
Triple shaft set-up on my MASB (see text)



Commercial exposed set-up on battleship as mentioned in the text

There are two ways of producing exposed shafts, the easy way and the completely scratch-built way. I'll start with the easy way! The first thing is to buy a commercial prop shaft of the correct length. Then you have to shorten the shaft's outer tube to leave the required length of prop shaft exposed. Once you have shortened the outer tube (usually brass) with a hacksaw, you will need to remove the bearing from the cut off piece and refit it to the shortened tube. Most commercial shafts have press fit bearings, which can be knocked out using a piece of dowel as a drift (so as not to damage the bearing surface). You will of course have to make sure that the cut end of the tube is cleaned up and the end is true so that the bearing will fit correctly. You will probably need to tap it into place, so use a non-metallic hammer or use a piece of wood to protect the bearing.

Now for the skeg and this section will be the same whether you make your own shafts or use the above method. In part the construction method depends on the design of the skeg; but in any case starts from the same base. You will need a piece of brass tubing which is a nice sliding fit on the prop shaft for the bearing and some brass strips for the bearing support. K&S do some excellent tubing in varying sizes and all a good sliding fit within the next size up. I will give you some actual sizes for tubes etc. when I cover DIY shafts. I have included two photos of the shafts on a battleship I built several years ago and the photo of my MASB I mentioned before, to illustrate different bearing supports. In fact, the shaft set used on the battleship was a commercial item as it was a semi-kit, but the principle is the same. You will need to solder the brass strip bearing supports to the brass bearing tube and you will probably need to make some kind of jig to support the strips during assembly. I can't help you there, as that will depend on the design of the supports. Soft solder is adequate to do the job if done correctly and I will cover this in more detail when I cover DIY shafts, but I would advise the use of a good solder flux such as that shown in the photo. This is freely available (check the Internet) and makes the job much easier as the solder will flow around the joint much more readily. Make sure the brass is clean and don't be tempted to just use electrical solder without the extra flux.



Another view of the battleship set-up



Evolution of an exposed shaft using a commercial prop shaft. Photo shows a standard enclosed shaft, below it the shaft removed and the outer tube cut to length. Also shows the bearing removed from the waste tube ready to be fitted in the shortened outer



Templers solder flux is ideal for helping soft solder to flow into joints

The bearing struts are made a little longer than the required external dimensions and fitted through slots in the hull. The method I use to secure the struts is to drill a hole through the inboard part of the strut so that a small bolt or pin inserted through the hole will just rest on the inside of the hull holding the strut in the correct position for the shaft. The strut assembly is then epoxied into place on the inside of the hull both fixing it and sealing the slots in the hull.

That's all for now, next month I will cover making shafts and the outers from scratch. **MMI**

METCALF MOULDINGS

www.metcalf-mouldings.com

1 Wentworth Cottages, Haultwick, Dane End, Ware, Herts. SG11 1JG

email: metcalf.mouldings@virgin.net

MOTOR TUG AVENGER

Model Scale 3/8" to 1ft. (1:32nd)

Model Length 45"

Model Beam 12"

Displacement +/- 41lbs.

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

Model construction features GRP Hull, Superstructure, Engine casing, Wheelhouse & funnel. Printed plastic sheets for deck beams, decks etc. Over 500 white metal fittings, all dowel, brass rod & tube etc.

£350.00 + P&P



OUR OTHER KITS:

Replica 1913 Pond Yacht MOONBEAM.

52"o/a.l.g. x 11"bm. x 18lbs. @ £245.00

Tugs LADY LAURA/LADY MARINA.

Sc. 1:32nd. 31.3/8"lg x 9"bm @ £199.95

Orkney ferry TSDV. GRAEMSEY.

Sc. 1: 24 Scale. 27"lg x 10"bm. @ £199.95

RNLB THE SCOUT. Waveney class lifeboat.

Sc. 1:12. 44"lg x 13"bm. @ £325.00

RNLB. ALICE UPJOHN. Rother class lifeboat.

Sc.1:12. 41"lg x 13"bm. @ £325.00

RNLB ANN LETITIA RUSSELL. Watson.

Sc.1:12. 44"lg. x 12"bm. @ £325.00

See you at the Blackpool Model Boat Show 20th and 21st October 2012

P & P £10.00 (Highland, island & overseas @ cost)
Information sheets and photo CD's available on request.

MAIL ORDER SPECIALISTS

Tel/24hr.Ansaphone: 01920 438686



Astec

Adhesives, ARTR Boats, Cable, Chargers & accessories, Connectors, Hardware, Hulls (65), Kits, Lipo cells, Motors (80), Props (122), Speed controllers (18), Scale Accessories, Tools and more

ETTI UK FE NATS CHAMPIONS 2011, MINI MONO, MONO 1, MONO 2, HYDRO 1.



Tenschok SCORD III mono 1, available as ARTR or bare hull

Aquacraft ARTR mini boats



FROM

AsTec (of course), Desire Lipo's, ETTI, Graupner, GT Hobbies, Hifei, HOR, Jarvis, J Perkins, Leopard, Mega, Radio Active, VP Power Lipo's, Zpox.

and growing all the time!

Check our site for free plans, articles, instruction, bulletin board, gallery and shop.

www.astecmodels.co.uk 01275 878125



NORTHERN MODELLING EXHIBITION

EventCity, MANCHESTER

Next to the Trafford Centre, M17 8AS

Saturday 2nd & Sunday 3rd March 2013, 10am-5pm daily

The showcase multi discipline model making hobby exhibition for the North.



Models Galore

See hundreds and hundreds of superb scale models of all types: **model engineering, model railways, marine modelling, aeromodelling, remote control cars, trucks and tanks as well as military and plastic modelling.**

See the Specialist Suppliers

Meet the Clubs and Societies

Plenty to see and do for all ages!



TICKET PRICES	DISCOUNT	FULL PRICE
Adult	£7.00	£8.00
Senior/Student	£6.00	£7.00
Child (5-14 years of age)	£2.00	£3.00
Family 1 (1 Adult and up to 3 children)	£9.00	£11.00
Family 2 (2 Adults and up to 3 children)	£16.00	£19.00

Admission:

Open daily 10am-5pm. Last admission one hour before closing each day. Tickets are available in advance by calling 01926 614101 or online. Discounted tickets are available until 15th February 2013. Full price tickets are available until 22nd February 2013 or on the day at the ticket office.



Call us on 01926 614101 or visit www.northernmodellingexhibition.co.uk

MEETING POINT

REPORTS OF MARITIME EVENTS
HELD OVER THE PAST FEW MONTHS

MODEL BOAT CONVENTION, HAYDOCK PARK, 25TH & 26TH AUGUST 2012 BY MALCOLM SLATER

The 2012 Model Boat Convention took place over the weekend of the 25th & 26th August 2012. The convention was held, up until 2011, at the nearby Birchwood Park complex situated just off the M62. It was last year that the Convention moved to the Haydock Park Race Course complex. Haydock Park was an ideal place to choose to host the show and many improvements were very much evident at this year's show with more rooms opened up together with more catering facilities. The 2012 show had tugs as its theme and visitors were given a catalogue detailing all the exhibitors and traders and where they could be found. The catalogue also gave timings of the various events held throughout the day.



Showing just how it is done on the Liverpool club's stand was Bill Richardson



We have seen the RNLI bears display team – now meet the Military Bears



The 'Tugs Through the Ages' display on the Manx MBC Stand

in past issues of MMI. The RNLI Teddies now have a partner in the form of the Military Ted or "Who Bears Wins"; this is another Teddy Bear themed novelty in the form of a group of Army bears in their own 'stalwart' military amphibian.

As stated the theme was tugs, the Manx Model Boat Club had a display aptly titled 'Tugs Through the Ages' which was based on a diorama. Several other clubs had followed this theme with tugs towing large ship images. The Liverpool Model Boat Club had a very varied display with member Bill Richardson showing how model boat building is done (he made it look all so easy). Several stands featured models under construction. On the Burton & District Model Boat Club's display was a model of the battle cruiser



Martin Lees' model coaster Shetland Trader

HMS Indomitable scratch-built by Mark Hawkins. The model was stripped down to afford a look inside at the wealth of wiring that goes into such a complex model. St Helens & District Model Boat Club member Graham Frodsham presented his model of Aqua Sport T80. Graham purchased the model pre built and fitted it out with a 6 V motor renaming it My Lady II.

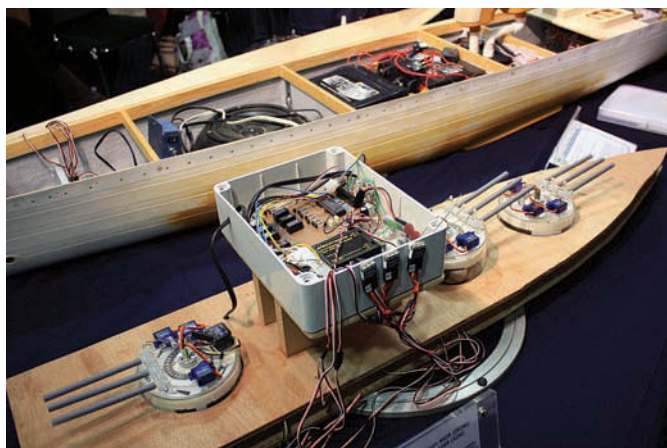
The Runcorn Club display featured a tug, dear to my own heart, namely MSC Volant. The full size tug owned by Carmet Tugs is based at Eastham on the nearby Manchester Ship Canal – I have enjoyed several trips on-board her. Barry Martin's first attempt at model boat building was inspired by the book 'Model Boats in Styrene'; Barry has built the Edwardian paddle steamer Princess Elizabeth featured within the book's pages. Not a model most modellers would choose as a first attempt but Barry has done a great build. An unusual model boating subject, scratch-built by Terry Mansell was the Jorg Airfoil Flairboat. Terry built this model from a drawing seen in a 1990 book using mainly balsa and glass epoxy resin.



A model of the Carmet tug MSC Volant, the full size tug can be seen not far away from Haydock Park working on the Manchester Ship Canal



An excellent first build by Barry Martin is the paddle steamer Princess Elizabeth



The partly dismantled battle cruiser of Mark Hawkins shows the complexity of the wiring that goes into a functioning model



Tugs was the theme of the convention and they came in all shapes and sizes



The lovely 1/12th scale model of the Windermere Cruiser Queen of the Lake built by Mike Riley of the Liverpool MBC



I have a love of coasters and Martin Lees' model of the 1963 built coaster Tromp caught my eye. The full size vessel had many owners throughout her career, including the one that the model now carries, namely Shetland Trader. In the Jubilee Suite the Edinburgh Model Boat Club had a good display of naval subjects, one of which was for the German Heavy-Flak Siebel Ferry. The full size ferry was developed by Germany as a means of ferrying both troops and materials in WWII; it came into service in 1941 and many were built using the catamaran design of hull.

The Model Boat Convention goes from strength to strength and is one of the top shows in the country and one that the serious model boater should try not to miss in 2013.

Terry Mansell's unusual subject of the Jorg Airfoil Flairboat



The model of the 1941 German Heavy-Flak Siebel Ferry seen on the Edinburgh MBC stand

MODEL AND HOBBIES BREAK 2012, 31ST AUGUST – 10TH SEPTEMBER 2012 BY BARRIE STEVENS

This modeller's residential holiday is now in its fourth year at the new location of Holiday Resort Unity. Previous residential holidays have been held at the adjacent site of Pontins in Brean, Somerset. Last year's break was 10 days and included most of the modelling specialties like aeroplanes with an on site flying field and a beach flying field, model railways with most gauges covered, and maritime modelling with an excellent on site lake and the indoor swimming pool. Crafts were demonstrated and guests encouraged to participate in the Wimpy café, the same venue as used for the model railways.



The start line of the small yacht racing



Some of the yachting skippers with sun and light winds!

It was good to meet many of the modellers again, many we only see once a year at this event and the much sought after award for the small yacht racing series was eagerly anticipated. For once we were blessed with glorious weather with sun and light winds providing ideal boating weather. One of the advantages of this site is that there is a far greater choice of accommodation; from the on site, fully equipped luxurious lodges to bringing your own tents.



The outside pond on the golf course was ideal for the fast electrics



Peter Wise with his magnificent Atlantis schooner

Most mornings the model yacht racers were gathered ready to start at 10 am – some of the modellers had very bleary eyes. With a very mixed fleet ranging from Micro Magics, Fiestas and an Atlantis schooner. We managed over 12 races each day and after a lunch break it was then on to the beach playing with sand yachts. The evening activities started in the swimming pool at 6 pm and it was good to be supplied with a pile of deck chairs to sit in and operate your models. The result of the yacht racing over four days was: 1st Gwen Adcock, 2nd Ian Adcock, 3rd Martin Golby.



The indoor swimming pool at Unity was the perfect place to relax after a busy day

venue to mix with the other modelling specialties and finishing the evening with a mega raffle.

The 2013 event will be from Friday 30th August – Friday 6th September for the model aircraft enthusiasts and from Monday 2nd September to Monday 9th September for maritime models. For further information on accommodation please visit www.hru.co.uk or telephone 01278 751235.

NAVAL MODELLING DOWN UNDER, 1ST SEPTEMBER 2012 BY CRAIG TAYLOR

Our Navy Avro modelling group meets at the Hubertus Country Club in the western suburbs of Sydney, Australia, running during the afternoons of the first Saturday of the odd months of the year. The attendees are like-minded club members who share an interest in scale warship modelling; visitors are most welcome to join us. With the lake located on the club's property we have access to shelters on the lake's edge, washrooms, bar area and a restaurant all of which makes this an excellent venue.

Once a year we hold a combined afternoon with the boys from Task Force 72 which is a dedicated group of warship modellers, who build to a constant scale of 1/72nd, they exhibit at shows around the country and have regular running days and hold an annual regatta at various locations around Australia. Again, Dave



A low-level view of the Indian Navy Destroyer INS Mumbai D62; this ship has a Russian heritage in hull design, weapons and radars



TF72's Royal Navy specialist Michael Brown built this lovely model of HMS Tartar, a Tribal-class frigate of the Royal Navy, one of the first RN ships to carry a helicopter

Burns from Traplet Publications Australia joined us, sponsoring the day, providing some much sought after prize packs and judging the models during the day. We thank Dave and Traplet for their kind support and encouragement here in Australia.

The models on show during the day were of a very high standard and represented the navies of Russia, India, United Kingdom, Australia, United States, New Zealand and Ireland. These included modern frigates and destroyers, submarines, a Dog class patrol boat, HDML Launch and even an RAF Range Safety Launch. Rounding out the naval vessels were some World War II ships including the hospital ship St Olaf, the Australia Destroyers HMAS Arunta and Anzac, and a very large 1/24th scale HMS Bluebell, Flower class corvette, which at a distance looked extremely real but did require some fine manoeuvring to get it into the back of a van!



View of the lake and nearby facilities, with the Hubertus Country Club on the hill in the background – a great sailing venue



1/72nd scale Udaloy I, 572 – Admiral Vinogradov, made an impressive sight cruising the choppy lake in the late afternoon light

Adding a splash of colour and targets to the day were a couple of finely built and turned out merchant ships.

After everybody enjoyed a BBQ lunch and a cold drink or two, our guest reviewer undertook the daunting task of selecting the top models of the day, then announcing the happy winners, some of these fine models included the hospital ship St Olaf, Russian Destroyer Admiral Vinogradov, HMS Tartar and HMAS Arunta. All the models on display were fine scale replicas, with many sailing on the lake throughout the day as can be seen from the photos. After Dave's official activities were completed he took some time out to have a sail of some of the different models, these being slightly slower than his usual high speed R/C jet turbine aircraft he flies around the globe.



1/24th scale model of HMS Bluebell, this is a large ship at almost 2.6 metres; it looked fantastic on the lake, very imposing



Phil Chapman's 1/72nd scale Tribal class destroyer HMAS Arunta, shown in Chicago Blue camouflage



Detail on HMS Cleopatra, a Batch 2 Leander class frigate, shown with the Exocet anti-ship missile system installed

We thank all those who joined us (some who travelled more than 400 km!) and made this a very successful event – we look forward to seeing you next time. Also we are very grateful to the Hubertus Country Club for the use of the lake and the facilities, which creates an enjoyable and comfortable experience for all.

Further photos from the event can be viewed at

<https://picasaweb.google.com/113454310432663869637/20120901NavyArvoCraigTaylor#>

<https://picasaweb.google.com/113454310432663869637/20120901NavyArvoMickElst#>



TF72 member John Konda tells Dave Burns about his models and the ship's history – models of this quality made Dave's job very difficult!

KIRKLEES REGATTA AND COMBINED NAVAL DAY 2012, 9TH SEPTEMBER 2012 BY MALCOLM SLATER

The Kirklees Model Boat Club held their naval day on the 9th September. The show also combined the club's Gala Day, which had been cancelled from earlier in the year when rain and floods stopped the club from using the Wilton Park Lake. There was a good turnout of clubs, modellers and traders at the September event, which also had a very good attendance from the public.

One of the more unusual models was that of a Canada goose. The model was so realistic that Wilton Park's resident wild fowl took exception to it whenever it went close to them, they left no-one in any doubt who owned the island with loud hissing and flapping of wings aimed at the model. Another unusual model was the floating coffin. Modeller Kevin Winward has made the model coffin filling it with many electrical items and otherwise that have failed (died) when in use. The model brings a whole new meaning to the phrase, "Being buried at Sea". Of course all was okay with the model sailing on the water so long as it did not die! Steve Johnson of the Mutual Model Boat Club presented his narrow boat model built to a scale of 1/12th. The model has a plank on frame hull and a

very realistic and varied load.

The Mutual Model Boat club had travelled over the Pennines from their Heywood Lancashire base complete with their own catering unit, the smell of freshly cooked bacon butties wafted over the lake for most of the day. Tim Stevenson had his model hovercraft on the water; the model is based on the full size Griffon hovercraft. Looking to the many yachts that were sailed during the day Mark O'Connell's was eye-catching and the light breeze on the day was ideal for sailing.

As would be expected this was the Kirklees Naval Day and there were many fine ships on display. Rex Hunt had his now famous and fully functioning model of HMS Hermes on display, Rex went on to win the award for the 'Best Warship Display'.

Several traders were in attendance, most of whom were situated in a small retail area, with a whole host and vast variety of goods and models on offer suited to most modellers' needs. Three charity collections also took place with Rex Hunt collecting for Help the Heroes and an RNLI stand together with local Kirkwood Hospice stall. The Kirklees Model Boat Club has to be congratulated on their combined Gala and Warship Day, which was an undoubted success. **MMI**



General views of the Wilton Park Lake and the show



A model MTB on the water



Built using the plank on frame method Steve Johnson's narrow boat features a traditional narrow boat finish



Rex Hunt presented with the trophy for the 'Best Warship Display' by Kirklees Club Secretary, Pat Reffin



Mick O'Connell's Yacht was on the water throughout the event



Tim Stevenson's model of the Griffon hovercraft performed well on the water



Model boats of all types sailed throughout the day



Many of the models on display at the show featured a wealth of detail

It's going to be one not to miss!



THE NATIONAL MODEL BOAT SHOW 2013

In the centre of the Country for all!

Hermitage Centre, Coalville, Leicestershire, LE67 5EU

Saturday 13th April * 9am till 5pm

Sunday 14th April * 10am till 4pm

Come and see the models on display, buy from the trade, use the bring-and-buy, sail on the lake or pool, meet the modellers displaying,

**say hello to the clubs
and private
exhibitors from far
afield competing for
The National's
trophies & prizes.
*Bring & Buy***



This show will only get Bigger!



**8 Minutes to M42,
10 Minutes M1, 5 Minutes A511**

**CLUB DISPLAYS
& Private exhibitors**

**BRING & BUY - LAKE TO SAIL ON
*Massive outdoor POOL
as well for sailing on!***



**Huge range of models on display covering many disciplines and through the ages. Abundance of TRADE STANDS.
Live Steam Engines • Live Rail on site • Bring & Buy**

Admission: £4.00 on the door for all (*includes a ticket to win a model boat*)

2 day/weekend: £7.00. **Family tickets:** £10 (*2 adults up to 4 children, children must be accompanied*)

Refreshments and Food available • FREE marshalled parking • Disabled access

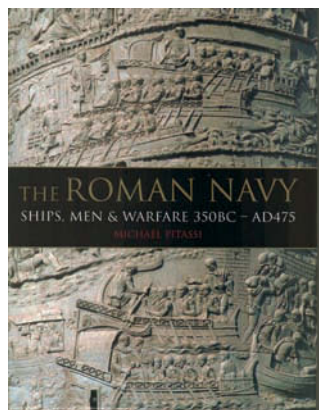
Contact for further details: 01606 891999

CHANDLERY

REVIEWS OF SOME NEW BOOKS

THE ROMAN NAVY

Ships, Men & Warfare 350BC – AD475



This book covers in detail the history of one of, if not the, largest navy of the period that lasted for 800 years. Details are explained of the shipyards, types of vessels and early forms of artillery. From the many line diagrams the model maker can build replicas of these early fascinating warships, with sections of the book describing building models including a Quinquireme. The author has written two other books on Roman history.

Author: Michael Pitassi

Pub Date: 2012

RRP: £25.00

EAN/ISBN: 9781848320901

Format/Pages: Hardback/200 pages

Illustrations: Original B/W and colour images with detailed line diagrams

Dimensions: 26 cm x 19.5 cm x 18 mm

Publishers: Seaforth Publishing, Tel: 01226 734555.

47 Church Street, Barnsley, South Yorkshire S70 2AS.

www.seaforthpublishing.com



BRITISH BATTLESHIPS OF WORLD WAR ONE

New Revised Edition

The first version of this book was published in 1986 and it must be one of the most complete reference books on the battleships of the WWI era. This very large detailed book with over 500 photographs and line diagrams of virtually

every one of the 50 battleships that served for the Royal Navy is a valuable source of information for the model maker. The author, Ray Burt, has researched this book for many years and with his vast collection of photographs of ships and his superb drawings of warships in colour helps to illustrate this magnificent book.

Author: R A Burt

Pub Date: 2012

RRP: £45.00

EAN/ISBN: 9781848321472

Format/Pages: Hardback/344 pages

Illustrations: Original B/W and colour images with detailed line diagrams

Dimensions: 29.5 cm x 25.5 cm x 28 mm

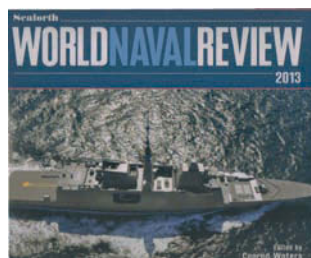
Publishers: Seaforth Publishing, Tel: 01226 734555.

47 Church Street, Barnsley, South Yorkshire S70 2AS.

www.seaforthpublishing.com

SEAFORTH WORLD NAVAL REVIEW 2013

This popular annual book covering the latest developments in world navies was first published in 2009. With contributions from seven experts in their own field, as well as naval ships many aircraft are described including unmanned aircraft from around the world.



Special features this year include a survey of the US Navy's unique ballistic missile defence capability, and Fleet Review of the Irish Naval service. Another excellent book to keep you up to date with the modern navies and plan your next modern model warship.

Editor: Conrad Waters

Pub Date: 2012

RRP: £30.00

EAN/ISBN: 9781848321564

Format/Pages: Hardback/192 pages

Illustrations: Original B/W and colour images with detailed line diagrams

Dimensions: 26 cm x 24.5 cm x 17 mm

Publishers: Seaforth Publishing, Tel: 01226 734555.

47 Church Street, Barnsley, South Yorkshire S70 2AS.

www.seaforthpublishing.com

GERMAN NAVAL CAMOUFLAGE

Volume one 1939 – 1941

This book is the most comprehensive book published on the colour schemes of the Kriegsmarine. With over 100 colour plates listing the camouflage and paints from battleships to destroyers giving where possible port, starboard and plan views. Advice is given to ship model makers on getting the best paint effects with an appendix on colour schemes of shipboard aircraft.



Authors: John Asmussen & Eric Leon

Pub Date: 2012

RRP: £35.00

EAN/ISBN: 9781848321427

Format/Pages: Hardback/192 pages

Illustrations: Original B/W and colour images with detailed line diagrams

Dimensions: 26 cm x 21 cm x 17 mm

Publishers: Seaforth Publishing, Tel: 01226 734555.

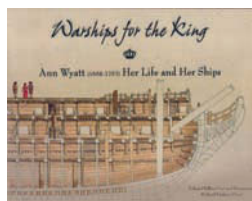
47 Church Street, Barnsley, South Yorkshire S70 2AS.

www.seaforthpublishing.com

WARSHIPS FOR THE KING

Ann Wyatt (1658 – 1757) Her Life and Her Ships

This fascinating book details the life of entrepreneur Ann Wyatt who with her husband built warships for King William III on the River Hamble in Hampshire, England. Very little remains of this once very prolific industry of constructing warships but the first section of the book returns to the Hamble and discovers the few items remaining of this shipyard. The second part of the book details many of the period ships which were built at this shipyard and for the model maker many excellent pictures and line drawings are included. At the rear of the book is a 3-sheet plan of a 1/96 scale Cumberland (80) 1695 giving plenty of details for the experienced model maker to make a model of this warship.



Author: Tobias Philbin

Plan drawn by: Richard Endors

Pub Date: 2012

RRP: \$75

EAN/ISBN: 9780983753216

Format/Pages: Hardback/188 pages

Illustrations: Original B/W and colour

images with detailed line diagrams and pull-out 3 page full size plan

Dimensions: 29 cm x 22.5 cm x 22 mm

Publishers: Seaforth Publishing, Tel: 01226 734555.

47 Church Street, Barnsley, South Yorkshire S70 2AS.

www.seaforthpublishing.com **MMI**

VINTAGE MOTOR SHED – 24

MABUCHI MOTORS

Mr Kenichi Mabuchi founded the company that bears his name in 1946. It has become the pre-eminent manufacturer of small electric motors, responsible for the majority of the world's production with tens of thousands made every day from several factories in Asia. The next time you send a window up or down at the touch of a button, use a cordless tool or any other modern device incorporating a motor drive, you are more likely than not relying on Mabuchi motor technology. We have already looked at some of their early products in instalment 14, Early Japanese Motors, and I'll continue from about that point.

MARINE ACCESSORIES



RE series and RS-54K, from a KeilKraft advertisement

1966 saw the introduction of the RE series of motors. The 'R' designated a round case (other series were 'F' – flat or 'S' – square) and it was to become, with its distinctive gold passivated finish, a very common sight. The basic range ran from the 1.5 to 3 volt RE-14 and RE-26 through the 1.5 to 4.5 volt RE-36 to the 1.5 to 6 volt RE-56. My own experience around 1969 was mainly with the RE-56, the largest motor I could afford to buy with my pocket money and which I fitted to my first electric model submarine. It was required to drive a 36 mm propeller without the help of gearing, and did so, but at the expense of its brushes, which would only last some 1.5 hours before burning out. The second letter 'E' of the type number denoted metal brushes, and these were non-replaceable. For model boats and most other applications, the motors were fitted by means of a metal mounting bracket that screwed into the front face of the motor.

The smallest standard motor in the series, the RE-14, formed the basis of the unique S-1 Submarine Motor that appeared in 1967. The motor and a single AA battery were housed in a torpedo-shaped body that could be attached by the supplied suction pad to any toy hull to motorise it. The S-1 stayed in production for 30

years and then became a Tamiya product.

The RS series of motors were also designed in the 1960s, intended to power home appliances. This they did, but developing battery technology in the form of rapid charge/discharge nickel-cadmium cells meant that their high power could now be harnessed to models also, with the advantage of a very low purchase price made possible by mass production for appliances such as cordless drills. No purpose-designed model motor could compete with this, and as a result the Mabuchi RS 'can' motor in all its different forms and branding became the dominant motor across all fields of modelling.



S-1 Submarine Motor

The RS motors have a deep-drawn case made from a single blank of metal, to which is fitted an end cap of either plastic or metal. The drawing process leaves the metal case very thin, marginally too thin to provide a good return path for the magnetic flux, and this is why some motors have a separate metal 'flux ring' snapped over the case. The full designation for a Mabuchi motor will be something like RS-555PH-3255 and will tell you a lot about the motor if you can interpret it – the type of brushes and magnets, the basic size, number of poles, winding specification and so on.

For an explanation, see the Mabuchi website:

www.mabuchi-motor.co.jp/en_US/technic/t_0302.html **MMI**



RE series motors from the 1970s



The all-conquering Mabuchi can motors

Bow shot of the model as completed from the plan



AUTHOR: CLIVE HALLIWELL

SAR HOVERCRAFT

THIS 1/72 OR OO GAUGE CARD MODEL BASED ON THE GRIFFON 500 TD HOVERCRAFT MAKES AN INTERESTING ADDITION TO THIS SERIES OF MODELS

This month sees a slight variation; you will of course have already seen the photos, so you also know it is a small search and rescue hovercraft. In my last article I mentioned Morecambe Bay (NW England), an area of much beauty and a

wildlife haven, shallow, but with treacherous tides and quicksand that reputedly can swallow a horse and cart or tractor. In 2004 some twenty-three Chinese cockle-pickers lost their lives on one dark night. This is an unforgiving, dangerous environment where a hovercraft is eminently suitable. This card model is based on the Griffon 500 TD used by the RNLI.

STEP 1

STEP 1 – TOOLS AND ADHESIVE

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

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

CARD BACKING

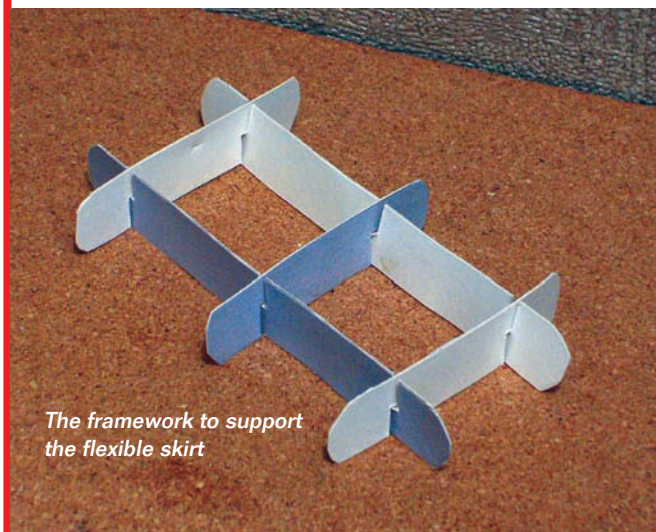
It is generally recommended that the majority of the sections cut from the plan be backed with card, for a better finish and a more robust model. It is possible to build these models using scrap card from cereal packets, or similar. The serious diorama builder could perhaps use the plan to build a model using plastic sheet (styrene).

STEP 2

STEP 2 – TO START THE MODEL

As with the previous models we are building at 1/72nd scale – close to the standard OO model railway scale.

The first step is to cut out and back the five sections to create the support framework for the skirt. The slots should be cut out to match the thickness of your particular card backing. These are then glued together, on a flat surface, as shown in the accompanying photo.



The framework to support the flexible skirt

STEP 4

STEP 4 – THE MAIN HULL

I have labelled it the main hull on the plan, but I'm not sure that hovercrafts have a hull! Anyway, the hull is merely an inverted tray, which sits over the gap on the top of the skirt, if you see what I mean? Back the main floor section and the two sides, but not the two end strips; these are merely to hide any joint.



The 'hull' ready to be fixed on top of the skirt

STEP 3

STEP 3 – THE FLEXIBLE SKIRT

You should not have to back the five black rectangles, but can, of course, if you wish, for a stronger finish. There are two side sections, one each for the bow and stern, and a final piece to create small in-fills for the corners. Cut out the various segments and trim to size, slightly over is best. I find that if you roll each section tightly round a pencil you can trial fit each piece before actually gluing in place. Any errant corners need to be feathered, i.e. small cuts made and then plenty of PVA (see later) applied and the corners rounded off. Any white edges showing can be blackened with a felt-tip pen or similar.



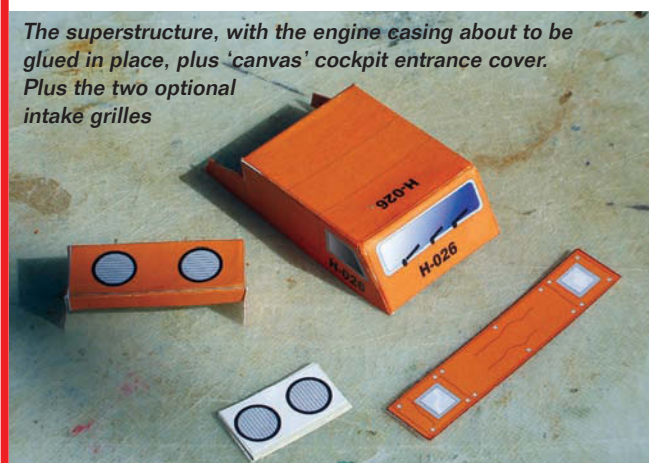
The skirt sections being fitted over the framework

STEP 5

STEP 5 – THE SUPERSTRUCTURE

Fairly straightforward I think; really only an inverted box section with a sloping front and vertical rear bulkhead. There are two triangular pieces to go inside the small extensions aft, just to maintain the colour.

The access to the interior on the full size version used a canvas cover in bad weather etc. This should not be backed after cutting out from the plan, but simply glued in place. You could rough it up a little first, before straightening it out and fixing in place. The more enthusiastic could cut out the access and fit the cover over the hole so that it sags a little; it is entirely up to the individual. Some modellers want just a quick, simple build; others may be going for a more serious diorama result.

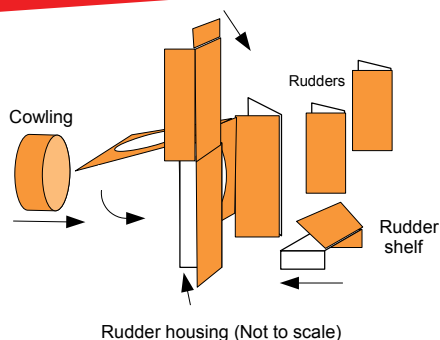


The superstructure, with the engine casing about to be glued in place, plus 'canvas' cockpit entrance cover. Plus the two optional intake grilles

ENGINE CASING

Sitting on top of the aft end of the superstructure is the engine casing with the two intakes for the lift fans. This is again simply an inverted tray.

STEP 6



Rudder housing (Not to scale)

STEP 6 – OPTIONS

There are a couple of options to enhance the final look. Additional windows are included on the plan which can be cut out, backed, and glued over the printed versions, to give a little 'depth' to the model, also included are two intake grilles. These can be backed with a couple of thicknesses of card, the resulting white edges blackened with a felt-tip pen, and glued in place. Also, two inspection hatch covers for the engine casing can be fitted, or left off.

THE THRUST FANS

A distinctive feature of all hovercraft, and perhaps the most complicated part of this build! The two identical structures aft are made up from three parts, the cowling housing the props, the rudder housing itself, and the 'shelf' that supports the rudders.

DECISION TIME!

There are two ways of completing this model; i.e. 'On the water' with thrust fans running, or with lift and thrust fans stopped. In the latter case the prop blades would be visible, and the skirt somewhat deflated. In the first instance the skirt would be fully inflated and the props a mere blur as you peered through the housing.

Easiest option, leave the props off altogether and tell onlookers that they are running too fast to see! Second, make up and fit the props. Third, glue clear plastic in place of the card backing and draw on, with a fine-tipped black marker pen, some little squiggles to represent the whirling blades. I took the third option; I leave it entirely up to you!

STEP 7



The rudder housings under construction; you may just be able to spot the prop spinning!

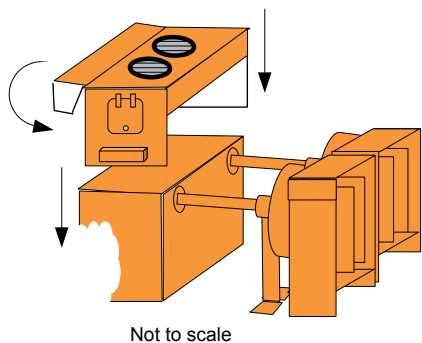
STEP 7 – BACK TO THE BUILD

The box shaped rudder housings can be cut out and folded without adhesive before backing with card. When happy each one can be backed, but where individual parts are folded back on themselves, to colour both surfaces back only one segment and remember you may be fitting clear plastic to the front face of each housing. The same single segment backing rule applies to the rudder supports; fold and dry fit first if unsure. The prop cowlings do not need to be backed, they should be folded in half, lengthways, rolled round some suitable object (maybe the ubiquitous felt-tip marker!) and glued to the front face of each rudder housing.

RUDDERS

I believe the originals have three rudders per housing, rather complicating things at this scale so I have only drawn two per housing (one would suffice for an easier build). They can be glued around a matching rectangle of card and fixed in place. The more ambitious could slip some wire, dressmaker's pin or similar in the fold so they can be made to work.

STEP 8



Not to scale

STEP 8 – DRIVE CHAIN

Connecting the two housings aft to the engine compartment are the prominent prop shafts. These can be made up by rolling, or gluing, the cut-out segments (marked on the plan) round a cocktail stick, or similar. The after end of each shaft is supported by a bracket, see plan. The brackets should be as close to the prop cowlings as possible. Glue a small rectangle of card between the uprights of the bracket for more strength. I actually glued this card support in place first, helping to line up the shafts; once lined up, and the glue set, the orange strips were carefully glued in place over the shaft and support leg.

Maybe all a bit fiddly, but if you dry fit each item in turn, and do not rush the job, it should all

line up. Of course if you find a better/simpler way of doing things, do it!

ADDITIONS

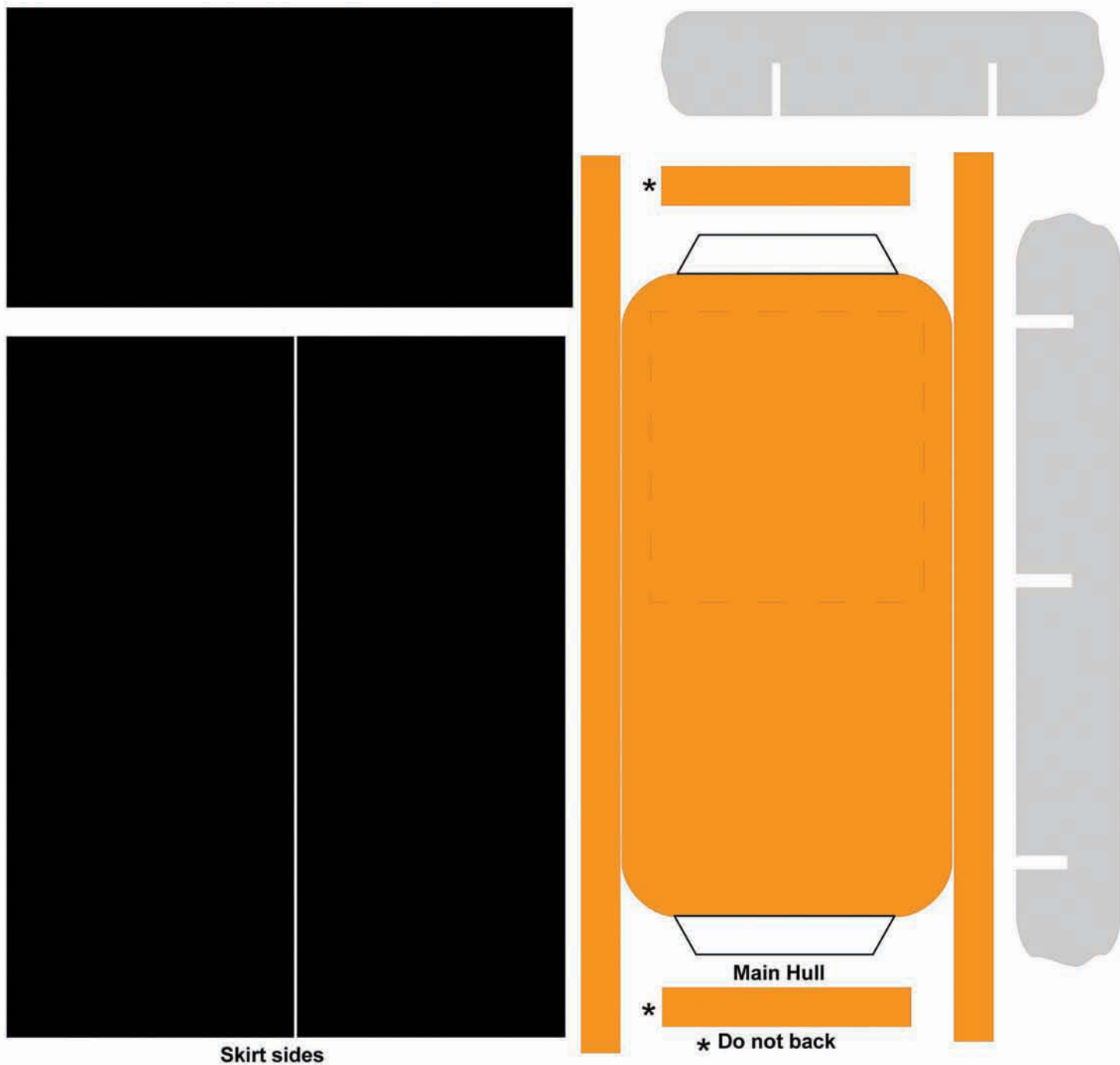
Of course, the prototype is not quite so simple! There are two small headlights (or spotlights) on the cabin roof, safety grilles, several handrails and grab ropes etc. The more enthusiastic modeller can visit www.griffonhoverwork.com for some good photos and technical information.

DON'T FORGET

An inexpensive pack of felt-tip pens or crayons can be used to colour in any white edges showing on your final version. **MMI**

A stern view





Skirt sides

Main Hull

* Do not back

Skirt framework sections

Bow

Stern



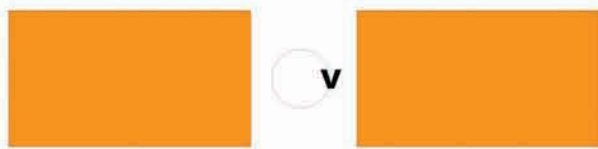
MARINE
modelling INTERNATIONAL

MCM 006

SAR Hovercraft

Designed by Clive Halliwell
Scale 1:72

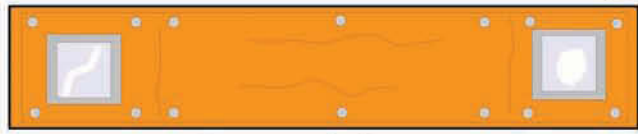
© Traplet publications Limited



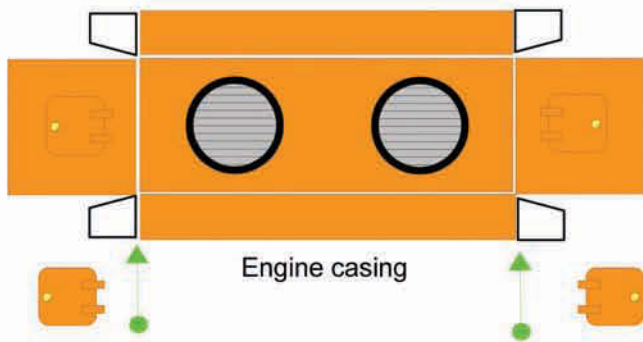
For prop shafts (see text)



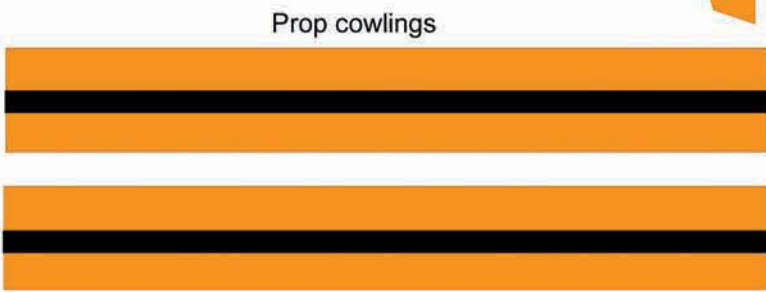
Optional windows (see text)



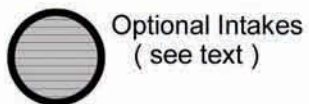
Canvas cockpit cover



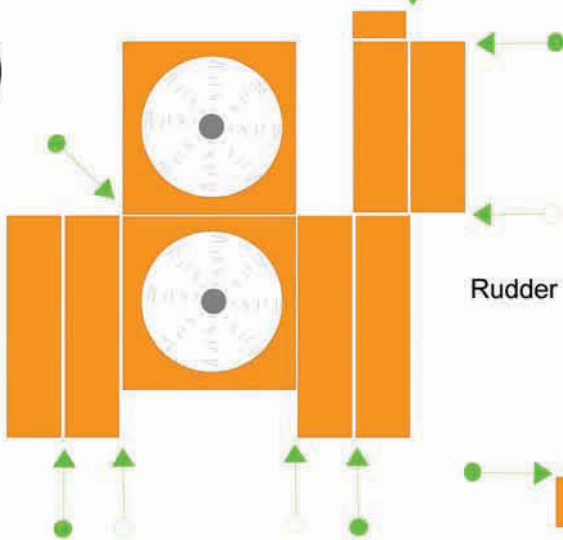
Engine casing



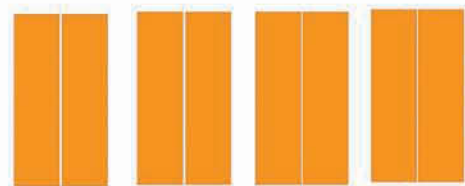
Prop cowlings



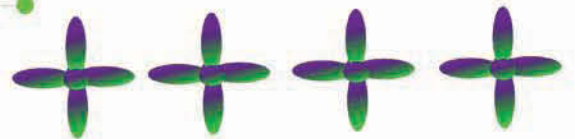
Optional Intakes
(see text)



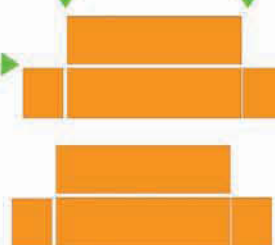
Rudder Housings



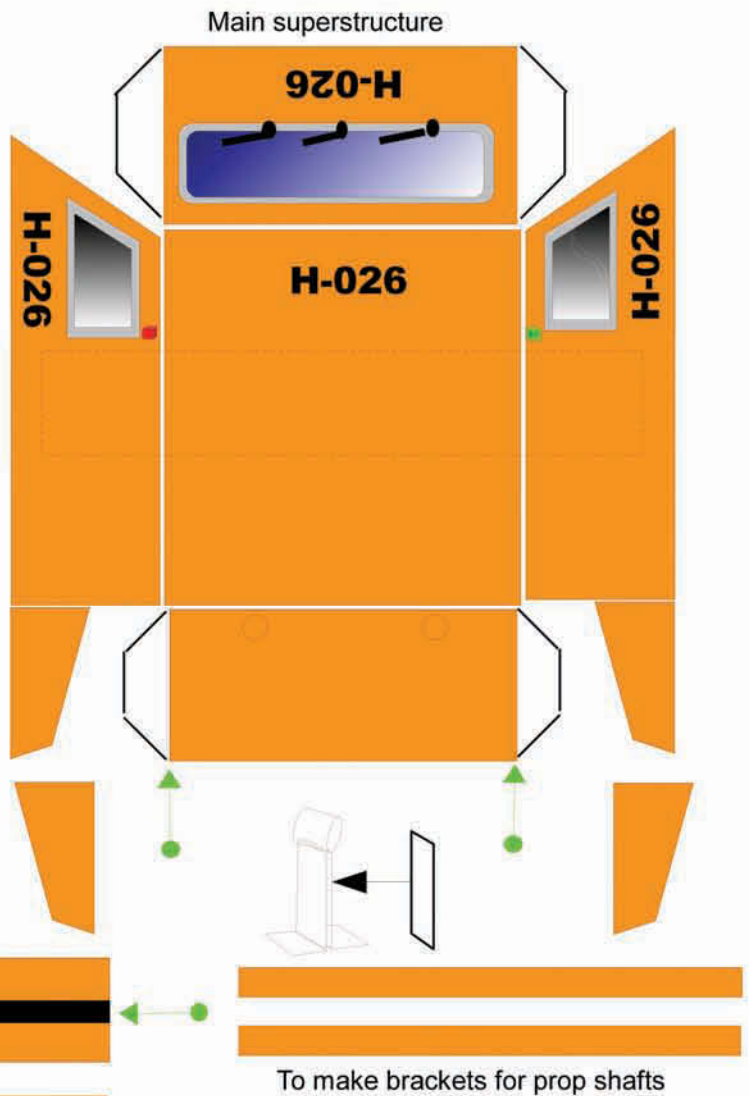
Rudders



Prop blades (glue back to back to make 2 off)



Rudders 'shelves'

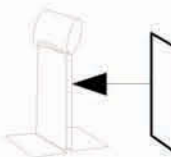


Main superstructure

920-H

H-026

H-026



To make brackets for prop shafts

Fold:- Valley Peak Cut:- Roll:- V

Mtroniks

marine rc products for all

NEW! t10
Marine speed controllers
Li-Po battery support!



All Mtroniks marine controllers are 100% waterproof, all have a built in failsafe, all have intelligent current limiters. These three features make the Mtroniks marine controllers the safest and most reliable on the market. With the addition of the new t10 marine controllers, that include LiPo battery support, to the already existing Viper range, there is now a speed controller for every type of model boat and every type of model enthusiast.

Features:

- 100% Waterproof
- Built in failsafe
- Current limit protection
- 6 to 12V operation
- LiPo safe (t10 controllers only)
- Forwards/Reverse - Symmetrical 5.0V/1.2A BEC
- Ultra fine throttle response and slow control

The new digiSOUND5m sound module from Mtroniks is the worlds first 100% waterproof, plug in and go, realistic sound module designed specifically for the RC model boat market.

It is easy to install and even easier to set up.....because there is no set up! You simply plug it in and use your model as normal, only now it will sound real!!

Features:

- 100% waterproof
- Incredible small size and weight
- Built in amplifier
- 6 to 12V operation
- Realistic sound reproduction taken from real boat engines
- Volume control
- Plug and go operation
- No set up or PC interface to confuse
- Auxilliary horn sound
- Splashproof speaker and all connections included



Mtroniks marine products are available from all good model shops, we are always available for advice direct

High quality speed controls designed and manufactured since 1987 in the UK



41A Ilkley Road, Otley, LS21 3LP, UK
Tel: +44(0)1943 461482 Fax: +44(0)1943 468335



www.mtroniks.net
enquiries@mtroniks.net

This superb model kit is of one of the last coal fired tugs to be built in Britain. Built by Alexander Hall of Aberdeen and launched in 1953, the tug went into service with the firm of Steel & Bennie, Glasgow. Converted to Diesel in 1963 she later changed owners and was renamed the Ardneil under which name she was seen to be working around North Wales & Liverpool until her recent sale abroad.

Scale 1:32
Length 1156mm
Beam 305mm
Displacement 40 lbs (18.18 Kgs)



Steam • Tug
Cruiser



Buy on-line or
phone/post
your order

MOUNTFLEET MODELS

the home of pure nostalgia



Laurel Mount • 79 Holmfirth Road • Meltham • Holmfirth • HD9 4DA • Tel: 01484 851569



HMS DAUNTLESS

AUTHOR: BARRIE STEVENS

AIRFIX'S NEW KIT RELEASE

The eagerly awaited release of the latest Airfix kit of HMS Daring was officially announced on-board the Type 45 destroyer HMS Dauntless in Portsmouth Navy Base on 12/12/2012. This 1/350 scale model has been designed around HMS Daring but the decals included with the kit can be used to make HMS Dauntless, HMS Dragon, HMS Defender and HMS Duncan. The model built for the release was HMS Dauntless hence the reason why the release was aboard this ship. A group of invited guests consisting of local model retailers, Hornby/Airfix representatives, local press and dignitaries, were given excellent



Commanding Officer of HMS Dauntless Adrian Fryer sat in his chair on the bridge after being presented with the model – builder of the model Gary Stevens on the left and Ryan Maxwell, Airfix Marketing Assistant, on the right

hospitality by the crew of HMS Dauntless, with hot refreshments in the ward room followed by a tour and description of the full size warship. The Commanding Officer Adrian Fryer was presented with a glass-cased model built as HMS Dauntless by Ryan Maxwell, the Airfix Marketing Assistant, and the guide for the day Lt. Cmdr. Tom Rowley was presented with a kit.

HMS Dauntless is the latest commissioned type 45 destroyer and last October completed her first deployment in the Atlantic, visiting 18 countries and covering 30,000 miles. Following this deployment there were a few technical adjustments to be made including modifications to the heating and cooling systems, hence on-board there were dockyard workers and the outside of the ship was festooned in scaffolding.

During the tour Lt. Cmdr. Rowley answered many questions from the party including, 'Why is it called the Ward Room?' The answer was that in the old sail powered warships, like modern warships, this area could be converted into a hospital ward. When the tour reached the bridge, which under normal operational conditions only has a crew of three, it was asked if the Royal Navy, with all the modern technology in navigating and communications still used the old flag system of communication with their warships. The answer was that it certainly is taught but used very little – there are some 'low tech' navies around the world that still use flags as their main way of communicating, so the RN crew still have to be familiar with flag communications. It was pointed out during the tour that some of the deck armaments were different for each Type 45 destroyer; it all depended in which part of the world they were to be deployed – either east or west of the Mediterranean Sea.

Hopefully we will be able to bring readers a review of the kit in a later edition of MMI. Turn to page 66 for your chance to win an Airfix Type 45 Daring Class kit in our Winter Word Search competition. **MMI**



Lt. Cmdr. Tom Rowley explaining the operation room for all the engines and accommodations systems

HMS Dauntless alongside at Portsmouth



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.



NEW TOOL 1:350 scale; 203 parts; length 436mm; width 60mm



Scan this code with your smartphone to find out more!

Includes 12 page crew booklet!



www.airfix.com and all good retail stockists



Join the AIRFIX Club



www.youtube.com/officialairfix



www.twitter.com/airfix



www.facebook.com/officialairfix



www.humbrol.com



For schools and all youth organisations



HORNBY
visitor centre



LYDIA EVA – THE MODEL

THIS ARTICLE DESCRIBES THE BUILDING OF A STEAM POWERED FISHING BOAT BUILT INTO A METCALF MOULDINGS 'ALLISON' HULL

AUTHOR: BOB WADDINGTON

IN THE BEGINNING

Perhaps I should start by introducing my co-builder and myself. I am Bob Waddington, long-in-the-tooth model builder and my co-conspirator John Wilcock, a not quite so long-in-the-tooth model engineer. We decided to have a venture into steam, and since we knew little about it took advice from our local supplier, Blackgates Engineering. We bought kits for their vee twin, double acting, oscillating steam engine and matching boiler. The steam engine was known to be greedy for steam and therefore the boiler was large (and heavy).

The hull we planned to use was a glass fibre, 48 inch fishing boat hull made by a Fleetwood member. We called the boat 'Imperic' since it was all by way of an experiment. To cut a long story short, it sailed and looked well but was overweight and had little freeboard.



Lydia Eva and I

A BIGGER HULL

I looked around for a suitable replacement hull and talked to David Metcalf (of Metcalf Mouldings) who at that time marketed a hull he called 'Allison', another fishing vessel. It was the biggest hull that I could find commercially made so, arrangements were made to pick it up at the Blackpool show. About this time we picked up a part machined Stuart D10 set of castings which John made a start on completing, although David was confident that the Blackgates twin would provide sufficient drive to power the hull. He was subsequently proved to be correct.



'Allison' hull

LYDIA EVA FOUND

I had started to explore the Internet for details of steam drifters and trawlers since my idea was to make a scale model. I soon came across the website for Lydia Eva, the last steam drifter in existence. I made contact with the owners – The Lydia Eva & Mincarolo Trust – who were very helpful and provided drawings and photographs at nominal cost. The photographs did not provide measurements so, by arrangement, John and I journeyed to Lowestoft, where Lydia Eva

was on a slip undergoing major repairs. During the workmen's lunch period we were allowed on board to take our own photographs and measurements, I also collected a flake of paint for colour matching.



Trial fit of steam plant

GATHERING INFORMATION

Lowestoft Maritime Museum, the Shetlands Museum, and Scottish Fishing Museum all provided useful background information, much of which is available online. We now had a hull and the necessary information to enable us to produce a reasonably accurate model. Fortunately, the hull was very similar and

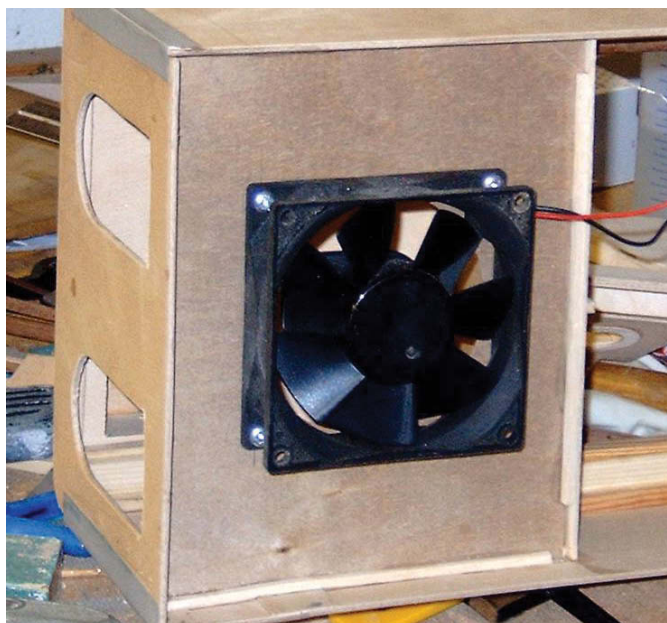
required little in the way of modification, mainly reinforcing bars on the hull and bilge keels. When modifications were complete it was time to decide the position of the steam plant, accessories and, of course, the radio equipment.

RADIO INSTALLATION

A watertight and steam proof compartment was made by putting in a solid bulkhead towards the stern of the hull. A Futaba 6-channel set of 1970s vintage (it works and was available) was to be fitted with servos to control rudder, throttle, reversing gear, and boiler feed pump. I should explain, for a model of this size there has to be two separate means of adding water to the boiler, in this case we decided on a separate shore based pump and an onboard water supply with its own electrically driven pump. The servo for this facility was to be placed in a compartment in the prow, together with the water supply and a quite large battery to power the gear driven water pump and the lighting system.

PROBLEMS WITH STRAY STEAM

The oscillating engine tended to leak a little steam. The gas burner didn't like this and would go out (not a good thing to happen when out on the water). To counter this problem an extractor fan was fitted in the floor of the galley area, which exhausted through the partly open galley door. It was also necessary to pipe any steam from the safety valve out of the hull, the pipe was routed up the outside of the funnel. I know that in a hull this size you would think that there would be plenty of room, but there is not much to spare.



Stray steam extractor fan (from a scrap computer)



For maintenance a large hatch is necessary

MAINTENANCE

With steam driven craft there is a need to be able to lift the complete steam plant; that is engine, boiler and burner (and later in our case the reversing gearbox) out of the hull after the day's operation so that cleaning and maintenance can be carried out with ease. To enable the removal of the plant it is necessary to have a large hatch so care must be taken to ensure the rigidity of the hull is maintained.

UPPER WORKS

A hull of this size has a fair amount of flex in it until the whales and bulkheads are fitted. Once the bulkheads and the position of the openings in the deck were decided upon construction of the upper works was started. We aimed to depict Lydia Eva as she would have appeared at the start of the 1938 herring fishing season. The vessel was designed as a dual-purpose boat which could, with little work, be adapted for trawling or herring fishing.

At the start of the herring season the forrard gallows, used for trawling, were in the way for drifting and so were always removed. The trawl winch was also removed sometimes (it took about a day's work to remove it). We chose to leave it in place.



Rigidity of the hull improved after fitting whales



Work on upper works started

SCALE SIZE

The scale came out at about 1/18 and because of this almost all fixtures and fittings had to be made – mainly by John. Where possible the fittings were made to operate, for instance the molgoggler, a system of rollers which handled the large rope which went at the bottom of the drift net. The floats for the top of the net were sourced from a sewing shop; these were suitably painted to indicate their positions along the net. We had lots of photographs and measurements so it was possible to construct a fairly accurate set of upper works.

Masts and spars were made from dowel, obtained from our local handyman's shop (it's a long way to our nearest model shop) and were tapered by first planing and then sanding. Blocks were all made from mahogany off-cuts and all operate. John is a sea fisherman so we had plenty of different sizes of line to simulate rigging.

As a precaution against some sort of disaster which involved the model sinking, the floats were attached, by a strong but thin fishing line about 90 ft long, to a cotton bobbin firmly anchored below the boiler. This was repeated both port and starboard sides so that whichever way she went down one or other (preferably both) sets of floats would rise to the surface.

FIRST SAIL

At this stage we started to sail her in her part finished state. At this size the traditional method of floating her in the bath to check trim was not possible. Trials went well and David Metcalf's prediction about the power of the Blackgates twin oscillator proved correct; there was more than enough.



Part finished version on sailing test

HANDLING

We found (and still do) that her size and weight gave us handling problems. We are not quite sure of her total weight (weighing her is a bit difficult) but we are reasonably sure that she is in excess of 80 lb. It takes two of us to lift/launch her.

We constructed a stand to hold her at reasonable height so that we could work on her in the workshop and a trolley to move her from the car to the launch point.

CREW

I like to crew my boats (I know that this may be controversial) so I looked around for suitable figures. The scale is a bit odd, but I found that 'garden scale' railway figures were about the right size and could be adapted. I have tried to make a number of small tableaux to interest onlookers. For instance one of the coal bunker lids is open and coaling is being completed, and the ship's cat is active and already has a mouse.

The upper works on the prototype were painted to resemble wood grain, so after a lot of head scratching I found some wood



Coaling near complete



'Fablon', a self-adhesive plastic sheet, which seemed to fit the bill

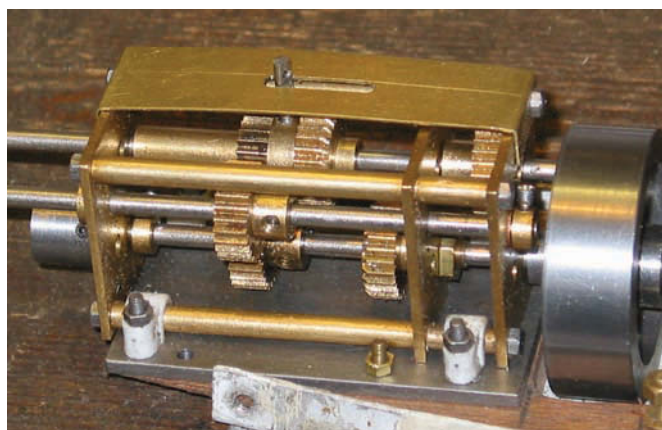
grained 'Fablon', a self-adhesive plastic sheet, which seemed to fit the bill. The ply decks were planked with some oak veneer, which I happened to have in my scrap box. This was cut into strips and fixed with cyano (instant sticky), then stained and varnished.

The sail, which is used mainly for keeping her into wind whilst drifting, was made from the back of a suitably coloured shirt!

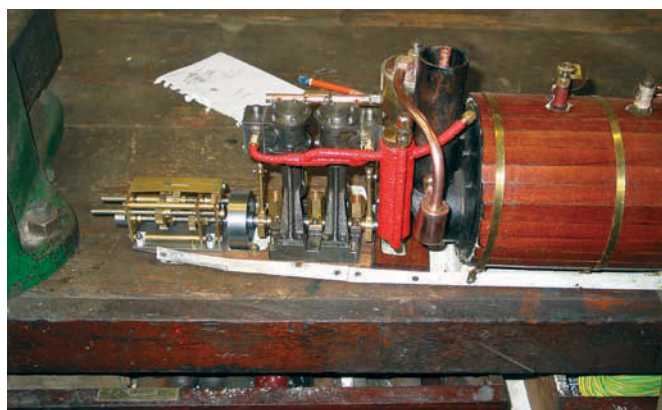
REFIT

Once the double 10 was completed we made a gearbox with forward, neutral and reverse (reverse being slightly lower geared to slow the prop). These were fitted and sea trials proved that this set up was more than adequate to power the model and had to be throttled back to maintain scale speed (I have a pet hate for scale ships all proceeding like destroyers).

The winter of 2011/2012 provided the opportunity to do some serious maintenance on the D10, and we also made and installed a new propeller. We learned a lot from our first attempt and this one is better made and balanced. Sea trials in late March 2012 proved to be really successful – our best outing to date. **MMI**



Gearbox with Meccano gears



The complete steam plant

FLEETSCALE

WWW.FLEETSCALE.COM

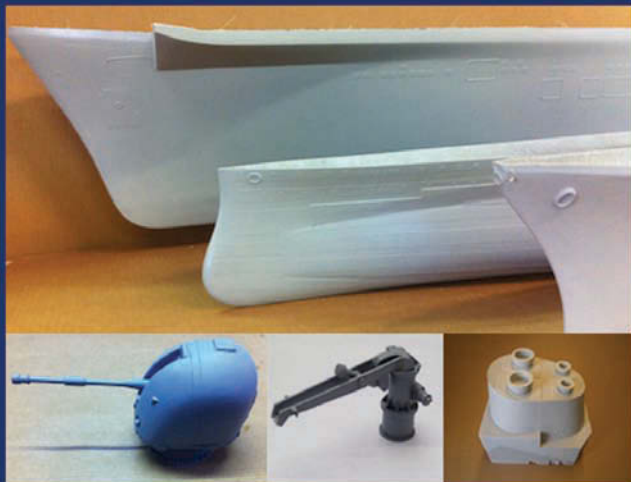
GLASSFIBRE WARSHIP HULLS, FITTINGS AND SEMI KITS
IN MOST SCALES AND ERAS

EXTENSIVE SECURE ONLINE STORE

MILITARY & CIVILIAN RANGES

19TH, 20TH & 21ST CENTURY

IN 1/24TH, 1/32ND, 1/48TH, 1/72ND, 1/96TH, 1/128TH SCALES



EMAIL: CONTACTUS@FLEETSCALE.COM

TEL: 01822 832120 FAX: 01822 833938

WESTWARD MOULDINGS LTD

MODEL

WINGS & WHEELS

Est. 1986

SPECTACULAR

29th & 30th June, 2013

North Weald Airfield, Epping, Essex, CM16 6AR

9.30am - 5.30pm



The Longest Running RC Model Show in the UK
- 27th Year!

- Huge Marine Village
- Trade and display boaters enquiries welcome.

www.wingsnwhheels.net

Entrance - Adult £10 Children 5-16 years £6 under 5's FREE
Stay the weekend - unlimited space for camping.

Save by buying tickets in advance at www.wingsnwhheels.net
Tel: 01242 604126. E-mail admin@wingsnwhheels.net



**The Leading Manufacturers of
Precision Cast Propellers and Drives**



SEND FOR OUR FULLY ILLUSTRATED CATALOGUE

(£3.75 inc. postage)

Tel: 01295 263134 Fax: 01295 271817

or visit our online shop at www.prop-shop.co.uk or
email: info@prop-shop.co.uk

SWAN PRECISION CASTINGS & ENGINEERING LTD,
SWAN CLOSE ROAD, BANBURY, OXFORDSHIRE, OX16 5AL



S.H.G.
MODEL SUPPLIES

**are a leading Mail Order
supplier of equipment for
the marine modeller.**

From full systems to individual
components we can supply
all items required to
build your model.

Adhesives, Styrene Sections and Sheet materials, Brass
and aluminium tube and sections, Gearwheels and Shafting, R/C
Equipment, Speed Controllers, Batteries, Motors, Gearboxes,
Couplings, Shaft Assemblies, Props, Rudders, Ship Fittings,
Finishing Materials. Tools Etc. and of course Model Kits.

S.H.G Model Supplies

Pinfold Lane, Wheaton Aston,
Stafford. ST19 9PD

01785 840308

www.shgmodels.com

Or visit us at Shows and
Exhibitions around the U.K.



**AN S.H.G. ILLUSTRATED MAIL ORDER CATALOGUE IS
AVAILABLE. PHONE OR EMAIL FOR YOUR FREE COPY**
Email: info@shgmodels.com



*Scratch-built model of
subchaser CS-13*

CUBAN CS-13 SUBCHASER – PART 1

AUTHOR: ISRAEL WILFREDO DÍAZ GÓMEZ 'WILDY'

THE FIRST INSTALMENT OF A TWO-PART ARTICLE GIVES THE INTRIGUING HISTORY BEHIND THE SINKING OF U-176 BY THE SUBCHASER CS-13

THE START OF THE CONFLICT

It was the early morning of 12th August 1942 when a convoy of American, Nicaraguan and Cuban ships, protected only by two zigzagging subchasers – one at the head and the other at the rear – left the United States bound for Cuba, moving at eight knots across the blue, crystal-clear, choppy waters of the Florida Straits. Suddenly the Manzanillo, one of the Cuban ships, was hit dead centre by a torpedo launched with great accuracy from the German submarine U-508. She split in two and sank to the bottom of the sea. Seconds later a second explosion was heard and another merchant ship, the Santiago de Cuba, was also hit and enveloped in flames. She also went under albeit more slowly than the first. A third torpedo was making a beeline for the Annette but it was sighted in time by a crew member and the ship manoeuvred to stay clear of it.

In a matter of moments the sea had turned into hell. Among the remains, oil and human bodies, the wounded survivors, some seriously burned, fought to stay afloat while lifeboats were lowered from the unharmed ships. The subchasers, guarding the convoy, could do nothing against the enemy as the German U-boat 508 had left the scene as quickly as it had started the attack.

The Manzanillo and the Santiago de Cuba were the first Cuban merchant ships sunk in World War II. Although Cuba did not have troops on any battlefield, actions took place in its waters – like those described above – which shocked and aroused indignation among the Cuban people as the victims were just humble seamen who lived off the sea without being directly involved in the armed conflict.

In December 1941 Cuba declared war on Germany. No sooner

had hostilities started than the German Naval Command sent several U-boats to the waters of the Atlantic and the Caribbean to cut the supply lines used by the Allies. Insufficiently protected, the convoys began to suffer huge losses. Germany sank several hundred ships of various nationalities in this area during the first year of war, losing only four of its submarines.

THE 83 FT SUBCHASER

To reverse the situation, the American Navy approved, pursuant to the law of 'Lend – Lease', the shipment to Cuba of several wooden 83 ft subchasers manned by trained crews. At the same time, 110 ft subchasers were being built in great haste at Havana's Casablanca shipyards.

The official delivery of the 83 ft subchasers for the Cuban Navy took place in Florida on 22nd March 1943. They were 12 in total, identified as CS-11, 12, 13, 14, 21, 22, 23, 24, 31, 32, 33 and 34, each manned by 12 men and fitted with a 20 mm machine gun and four launch pads with eight depth charges. Their two engines were capable of eighteen knots, but their best weapon was an even more accurate detection device (sonar). Their mission was not to engage U-boats, but to protect the convoys. There would be plenty of opportunities for action.

The first trip to Cuba of the subchasers proved unfortunate as they were caught in bad weather and lost their formation. Some arrived on the coasts of Matanzas and Pinar del Río provinces; one ended up in Key West; and a few managed to reach Havana. In two days they had all set up base in the old Arsenal jetty which proved to be suitable for them.

Nothing important happened until the early hours of 13th May



RIGHT: Monument to the Cuban seamen who fell during World War II, Avenida del Puerto, Havana

1943 when a U-boat started to stalk a convoy north of Cuba that included, among others, the Cuban ship Mambí.

THE U-BOAT 176

The German submarine was an IXC-type 76 m long, 6.8 m wide U-boat, one of the most formidable of its time, it belonged to the 10th Flotilla and displaced 1,540 tons. It was furnished with three cannons (105, 37 and 20 mm), 22 torpedoes (with four tubes in prow and two in stern), two diesel surface engines and two electrical underwater ones. Built at the AG Waser shipyard in Bremen and launched on 12th September 1941 it came into service on 15th December as part of the 4th Flotilla under command of Korvettenkapitan Reiner Dierksen. Initially assigned to training activities it started its first campaign on 21st July 1942, sinking the ship Richmond Castle on 4th August and four days later, the Kelso and the Trehata (all three British) and the Greek Mount Kassion. All were part of the SC-94 convoy, as was the Radchurch, sunk on 9th August. On the 25th, however, the U-176 could only damage one ship, the British Empire Breeze. The shrewd captain and his faithful men probably found this 'negative' result frustrating as the campaign ended on 2nd October.

The second campaign began on 9th November 1942 from Lorient, France, and they must have promised themselves not to let their next target get away. Their pick was the Dutch ship Polydorus, which managed to evade the U-176 for one day, and



ABOVE: CS-13 and their crew in formation. Behind the lighthouse and Morro Castle of Havana



then two days... But on 22nd November, after being in pursuit for more than 50 hours, a hunt said to be the longest by a submarine in the whole of World War II, the German U-boat finally destroyed its prey. They added to their list the Swedish ship Scania, first boarded and then sunk by gunfire on 13th December, and the British merchant Observer on the 16th. They returned to base on 18th February 1943, after campaigning for 102 days.

R. Dierksen was awarded the Iron Cross. He started his third campaign on 6th April 1943 as the commander of the U-176, this time in the Caribbean Sea. On 13th May 1943 at 4 am the Mambí was hit by a German torpedo, right under its bridge, cutting the hull in half and quickly sinking the Cuban ship.

Seconds later, a second torpedo hit the American ship Nikelimer. U-boat 176 pulled out from the area as fast as it had arrived. Again the escort craft, this time two subchasers of the Cuban Navy and the American destroyer USS Brennan, could do nothing against the enemy submarine. Aboard the submarine the crew of 53 men were undoubtedly celebrating their kill of two sunken ships. Unfortunately there were 23 dead or missing Cuban seamen, many of them from the region of Cienfuegos.

CS-13 CONFRONTS THE U-176

On 15th May three Cuban subchasers, CS-11, CS-13 and CS-22, received orders to protect the convoy made up of the ships, Wanks and Camagüey, which sailed respectively under a Honduran and a Cuban flag. The route was toward the province of Matanzas along the northern coast of Cuba and was close to the scene of the above events – a dangerous area. An atmosphere of tension, sadness and concern prevailed aboard both the merchant ships and the subchasers. On full alert, CS-13 skipper Ensign Mario Ramírez



CS-13 Skipper Mario Ramírez Delgado



The President Ramón Grau San Martín gives to Mario Ramírez Delgado the red-striped Merit Award, granted by the Navy only for military actions. Recognition ceremony to the crew of the CS-13, August 1946

Moving at high speed, the CS-13 threw itself into a search-and-destroy operation from approximately 300 yards and dropped three depth charges, each carrying 325 pounds of TNT, set to explode at 100, 150 and 250 feet, to allow for the estimated diving speed of the U-boat. As it turned in the direction the submarine was heading, four explosions were clearly heard aboard the CS-13, the last of them so strong that the stern of the subchaser heeled over sharply and seawater got into the engine room through the hatch. It was assumed that a torpedo the U-boat was about to launch exploded in sympathy. The sonar technicians confirmed the kill when they clearly heard the sound of water flooding into a submerged object.

As Ramírez stated, "Since the U-boat didn't rise, we decided to finish it off by dropping another two charges at the boundaries of the attack area, set to go off at a depth of 250 feet. We kept on searching but had no more contact with the enemy submarine. Then my boatswain reported a dark stain spreading on the water surface, like a puddle of a black, oil-smelling thick substance coming from the bottom."

Delgado and his crew knew a sly enemy submarine could be lurking nearby. The sea was calm and the heat stifling. Zigzagging at the speed of the slowest ship in the convoy made sailing boring, but tension increased again when a Kingfisher plane of the US Navy over flew the area. It began to make significant movements over an area right before dropping a smoke bomb to indicate that an enemy target had been spotted. The smoke bomb had a bearing of approximately 060 at a distance of some 1.5 miles from CS-11. The Division Commander, who had radioed the CS-13 to confirm whether they had noticed the plane's manoeuvres, ordered them to explore the area of danger and sent everyone to their battle stations, getting ready for combat.

The CS-13 set course at top speed for the smoke signal. At once the sonar showed the clear mark of the enemy U-boat, and the tiger lying in wait became a hounded beast. Trying to escape its pursuers the submarine turned left, but the CS-13 was faster and soon got closer and closer. The technicians in charge of the sonar equipment, Norberto Collado and Andrés Abela, played a key role in locating the enemy's position by listening to the submarine sound and passing the information to skipper, Ramírez, who, stopwatch in hand, made the relevant calculations.

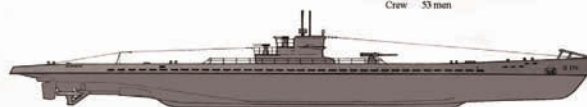
CS 13 Cuban subchaser 83 feet

Displacement 45 tons
Length 83 feet 2"
Wide 16 feet
Arms 1 x 20 mm
8 deep charges
Crew 12 men



U- Boat 176 German submarine type IXC

Displacement 1540 tons
Length 232 feet
Wide 68 meters
Arms 1 x 105 mm; 1 x 37 mm, 1 x 20 mm
Torpedos 22
Crew 53 men



Drawing and data on CS-13 and U-176

After taking samples of the said substance and completing a thorough look around the area, the subchaser rejoined the convoy, its whole crew bursting with joy for a mission fulfilled and a safe return to Havana.

AN UNEXPECTED OUTCOME

According to historian César García del Pino:

"When the triumphant officer (...) was back in Havana, proud of the military victory he and his crew had just scored, the Chief of the General Staff of the Cuban Navy called him and said: 'Ramírez, what have you done? Come, the President of the Republic wants to speak with you'. Right then, President Fulgencio Batista snatched the receiver from him and personally rebuked the skipper: 'Ramírez, what have you done? Ramírez, you don't know what you've done!' In short, Ramírez had fallen to misfortune. Besides the scolding, Fulgencio Batista deemed the event a "wartime secret" and, accordingly, nothing was published in the Cuban media and the crew was banned from disclosing what had happened.

What was the reason for Batista's decision? Why did he hide the facts? Why was the crew not commended in line with military regulations? Why were none of them decorated during his mandate? Was there any doubt about the sinking of the submarine? Batista's behaviour strengthens the theory that the Cuban government had a shady oil deal with the Nazis, even if historians in and outside Cuba have never found evidence to that effect.

César believes that maybe " (Batista) was afraid the Nazis would reveal his complicity with them since the beginning of the war." It could be said in this connection that there were underwater tanks, built off the Cuban shores even before the war. German U-boats, operating so far from their bases may have used these, in addition to tanker submarines, known as 'dairy cows', so the possible oil-running business with Cuban government officials cannot be totally ruled out.

A few days after the event the two sonar men, Norberto Collado and Andrés Abela, as well as the Ensign Mario Ramírez, were awarded and recognised in a closed-door gathering at the US Embassy. At the end of the war, although Ramírez and his crew had no





Crew of CS-13 after World War II, taken from a publication of those years:

Ensign Mario Ramírez Delgado – Commander
 Ensign Carlos Cuadra Garrote – First Officer
 Corporal Luís G. Valdés Martínez
 Stoker Cesáreo Barcelar Cobillón
 Sailors – Santiago Rodríguez Ávila
 José Rubira Quintana
 Juan Pérez Hernández
 Eligio Carcasés Gutiérrez
 Roberto J. Bayona Gutiérrez
 Luís M. A. Veranes Catusas
 Sonar – Andrés Abela Aróstegui
 Sonar – Norberto A. Collado Abreu

doubts about their deed, it was only when the Allies seized the files of the Kriegsmarine that the sinking of the U-176 commanded by Reiner Dierksen could be confirmed.

The U-176 was the IXC type, of which 54 vessels had been built. They could do about 8 knots under water and their flank speed could get up to 18 knots on the surface.

Going back to the brave crew of the CS-13, in 1946, during President Ramón Grau San Martín's government, their daring action was finally recognised. This time in different circumstances and with more public knowledge they received the red-striped Merit Award, granted by the Navy only for military actions.

Next month 'Wildy' gives the construction details of his scratch-built model of subchaser CS-13. **MMI**



ABOVE: Ceremony of delivery by the United States of a flotilla of 83 ft subchasers to the Cuban Navy, 22nd March 1943

component-shop

Huge range of batteries, from tiny button cells to great big lead-acid batteries. Also NiMH, Lipo, LiFe & alkaline batteries, plus chargers, cables, connectors.



LEDs - from our 1.6mm "micro" LEDs to high power 1 Watt types we have hundreds to choose from. Also LED strip lights in various colours as well as high density & ultra-bright types.



Contact us for our NEW 2012 catalogue. For full information on the rest of our huge range of batteries, chargers, leads, connectors, LEDs etc.

Lipo Special offer:

11.1V
2200mAh
35C
£17.50 each or 2 for £33.00

Larger batteries are always cheaper at the show. Send us your shopping list & we will have it ready for you to collect at the show.

Call us on **0843 2898528** or visit our web site at:

www.component-shop.co.uk

The Airbrush Company Ltd

NEW PRODUCT RELEASE

Iwata Revolution
Iwata Revolution M-2 IW-RV-M2
Iwata Revolution M-1 IW-RV-M1



- Gravity-feed with 1/4oz (7ml) cup
- Single-action
- Internal-mix
- 0.4mm nozzle/needle
- Stubby handle design
- Designed for low pressure applications



- Gravity-feed with 1/20oz (1.5ml) cup
- Single-action
- Internal-mix
- 0.3mm nozzle/needle
- Stubby handle design
- Designed for low pressure applications



BACK IN STOCK
Hobby Spray Booth
with Turntable plate



E-SB-88
 Light-weight & easy to assemble, yet very sturdy!
 Powerful & fast fume suction
 Dual filter system

neo air
 for iwata
Miniature Air Compressor



C-IW-NEO
 Compact and portable
 Weighs less than a pound!
 Manual On/Off & 3-speed control button

www.Airbrushes.com Tel. 01903 767800 sales@airbrushes.com
 UK distributor of Iwata-Medea and Airtool products. Please contact us for details of your nearest authorised UK dealer.
 The Airbrush Company Ltd., Marlborough Road, Lancing Business Park, Lancing, West Sussex BN15 8UF

AROUND CAPE HORN WITH SEDOV

CHRIS DESCRIBES A 'CHANCE OF A LIFETIME' TRIP AROUND CAPE HORN (BOTH WAYS) ABOARD THE FOUR-MASTED BARQUE SEDOV **AUTHOR: CHRIS KOENIG**

THE HISTORY OF THE SEDOV

Shortly after the end of the Great War the shipping company owner F. A. Vinnen and Co. of Bremen, Germany, decided to order a new four-masted steel barque at Friedrich Krupp Germaniaerft yards at Kiel. Friedrich Krupp had some very fine armoured steel in stock originally intended to be used for warships. When F. A. Vinnen asked for a cargo sailing barque, Krupp offered to build the vessel from this excellent material. By 1919 an order was placed for a barque measuring 117.50 metres in length, 14.9 metres in width, and a draft of 6.50 metres. The main deck alone measured 100.00 metres in length, the main masts 54.00 metres in height. A small auxiliary diesel engine was added as well as an electrical power generator – leftovers from contemporary warships and regarded as highly luxurious items aboard a freighter.



Map of Round the World Tour 2012/13. © MSTU

Launched in 1921 and named Magdalene Vinnen (II), the maiden voyage started on 1st September 1921, when the tall ship sailed from Bremen towards Cardiff. There she received a hold of coal and sailed for Buenos Aires. Even though foul weather was a constant companion, Magdalene Vinnen (II) arrived in Argentina just four weeks later! Ship owners used to realise return on investment after two to three voyages – and the Magdalene Vinnen (II) proved to be a cash cow. Her captain and crew transported coal, timber, wheat, pyrites and saltpeter and became frequent sights in Finland, Germany, the UK, Belgium, Argentina and Chile, with some sorties including the Seychelles, Reunion, South Africa and Australia.

Between 1921 and 1936 the barque rounded Cape Horn twice. By the early 1930s, sailing cargo barques found it difficult to compete against motor vessels. F. A. Vinnen decided to sell the ship to Norddeutscher Lloyd, Bremen – another famous German shipping line. The NDL management had been eager to acquire a barque and deploy her for training purposes, while at the same time transporting some cargo to decrease costs. By 9th August 1936 Magdalene Vinnen (II) was sold and consequently renamed Kommodore Johnsen after a NDL captain who had won the Blue Ribbon a few years earlier.

Kommodore Johnsen offered accommodation for up to 60 midshipmen, while retaining a substantial part of her cargo hold. She made several voyages and rounded Cape Horn in late 1939 after a sortie to Australia, but was 'jailed' in the Baltic Sea when

WWII started. During the war years Kommodore Johnsen sailed the Baltics only as a training vessel, usually without transporting freight. After WWII she was transferred to the UK as a means of reparation payment, but was handed over to the Soviet Union on 20th December 1945. The USSR's navy managed to take over three former German tall ships: Gorch Fock (I), Padua and Kommodore Johnsen. While Padua was renamed Krusenstern, Kommodore Johnsen was named after the Russian explorer Georgy Sedov. Gorch Fock, a three-masted barque and former Kriegsmarine sailing vessel, was baptized Towarischtsch (Comrade) a few years later. All three sailed as training vessels and thousands of midshipmen received their initial education aboard these ships.

Sedov proved to be a survivor. Built after the Great War, she had luckily survived the depression years and dangerous voyages around Cape Horn. The end of sailing cargo vessels did not result in her being scrapped, but instead she became a training vessel. When the Banff Strike Wing ended surface shipping in the Baltic Sea in 1944/45 Kommodore Johnsen was not hurt. In Russian naval service she visited distant destinations such as South



Sedov at her mooring in Ushuaia, Argentina



Sedov at her mooring in Ushuaia, Argentina



Shipwrecks litter the beaches and shallow waters of Tierra del Fuego



El Faro – the old lighthouse in the middle of the Beagle Canal off Ushuaia



Cape Horn as seen from the South. Weather is exceptionally calm

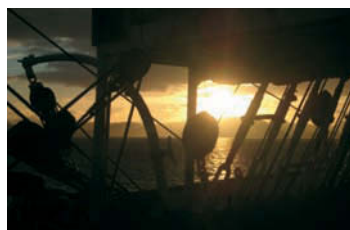
America or Africa between 1952 and 1957, and was also used as an oceanographic research vessel until 1966. Removed from active service and sent off to the reserve fleet at Kronstadt, her captain proposed another transfer to the Ministry of Fisheries, where she was kept in operational status. By the late 1970s Sedov was docked and thoroughly repaired and modernized. She did not reappear until 1981 – with a stage and auditorium, a captain's bar and banquet hall and many improved installations. The Baltic Division of Training Ships based at Riga used her until the Soviet Union started to disintegrate by the late 1980s. Latvia strived for independence in 1991, and once again her nautical crew and wise officials found a way out. The Municipality of Murmansk accepted Sedov as a training vessel and formally took over. Since then the MSTU (Murmansk State Technical University) has served as ship owner. The present day Sedov is the largest traditional sailing barque (arguably the largest sailing vessel) in the world. Up to 4,195 m² sail area enables Sedov to reach 18 knots under best conditions. Her diesel still delivers enough thrust for 8 – 9 knots. The crew of Sedov (IMO 7946356; MMSI 273510000) comprises 70 professionals and a maximum of 120 cadets stemming from MSTU and the universities of St. Petersburg and Arkhangelsk, with accommodation available for 35 trainees as well.

THE TRIP OF A LIFETIME

Sedov made regular appearances at tall ship events, such as The Cutty Sark Tall Ships' Races, various SAILs (lately SAIL



Sail alarm in the middle of the night after strong gale developed off Cape Horn



Sunset while sailing Magellan Strait

Montevideo, Uruguay and round Cape Horn before retreating into the Beagle Channel and head for Ushuaia, Argentina. Four days later the vessel was due to leave Tierra del Fuego and try to repeat sailing around the Cape, but this time bound for Valparaiso, Chile. Traditionally, the voyage East to West is regarded as the more dangerous; while some ships needed five days to sail from 50° (S) in the Atlantic Ocean to the same height in the Pacific, others stayed more than 90 days off the Cape a century ago! More than 10,000 sailors and about 800 craft vanished off the Cape. Weather may change drastically off the Southern coast of Chile, and navigation is hazardous. Sailing too close to the shore possesses dangers due to underwater obstacles, but sailing too far South goes hand in hand with growlers. Nevertheless, sailing around Cape Horn is one of those magic adventures most of us have read about in our childhood. Trees being brutally deformed by the sheer force of gales, hazardous rocks and reefs, blizzards, growlers, shipwrecks littering the shores and monster waves. There is no way to get closer to explorers like Francisco de Hoces, Ferdinand Magellan, Willem Schouten or Sir Francis Drake! The currents and gales are unpredictable and once you get there you simply have to stand it.



All sails are up and we reach 15 knots!



Sedov is a fast and stable vessel

Amsterdam 2010, FUNCHAL 500 race to Madeira), the Hamburg harbour birthday celebrations and similar venues. Usually training sorties did not exceed three months, which meant the original complement of cadets stayed aboard the whole trip. A five-month trip in 2005 saw the exchange of cadets and served as a test-bed for a world tour. When Sedov celebrated her 90th birthday in 2011, MSTU officials announced a voyage around the world for 2012/2013. A crew of roughly 210 would take on the challenge of sailing the barque for more than 13 months; while underway the cadets and trainees would be changed regularly to offer many an opportunity to participate.

The most prestigious part of the voyage was the attempt to sail around Cape Horn twice in a row. At first Sedov was to depart



After sun comes rain...

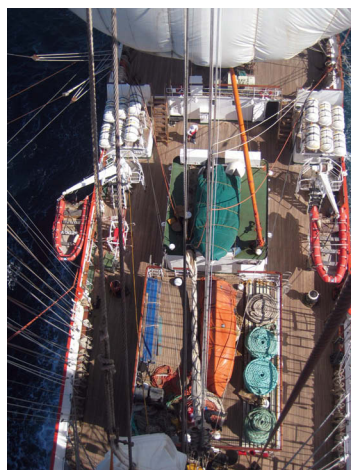


Despite foul weather we had to be in the rigging, fixing sails that were torn to pieces a few days earlier

By 1st October 2012 Sedov had completed a four-day stay at Ushuaia, Argentina. There the tall ship was the number one attraction and when invited to visit the ship, some 7,000 residents of Ushuaia patiently queued until admitted aboard. A tug came to our assistance and pulled us from the jetty into the Beagle Channel. Eastbound we navigated towards Puerto Williams, Chile, exchanged the Argentine pilot to two senior officers of the Armada de Chile and sailed past the Islas Picton and Lennox south towards Cape Horn. One day later we reached the destination of



Sitting on the jib boom looking aft while Sedov ploughs the seas



The ship measures 117 metres in length. It looks small from above, however

our dreams. It will be left to naval chronographers and historians to compare our trip with Sedov to any other vessel sailing there – in 2006 the Russian barque Krusenstern also managed to sail past this island.

Although the north-western gale increased rapidly, Sedov sailed past Cape Horn twice (east-west and vice versa), under sails. On the return lap east-west the engine was on standby, and just an hour later a violent storm broke loose and displayed what Cape Horn weather could be.

With sails bursting into pieces and the ship pitching and rolling like a rollercoaster,

we decided to head for the Magellan strait to avoid the worst storm, but continued to sail north towards Valparaiso. For four days in a row we experienced really bad weather: around 9-10 Beaufort, perfidiously high waves and rain, and hail bombarding our faces leaving behind small, bloody cuts.

Four times a day food was served. Meals aboard must be rich in calories because of the hard manual labour necessary to sail Sedov. Cadets are divided into groups to operate a mast each, but often support their fellows when needed at the other stations. The helm was manned by four young men and a watch, but could be manned by more men in very rough conditions. The food was served according to the watch pattern. Veggies and rice or noodles were the daily routine; meat was served occasionally every few



The captain's quarters and navigational chart room behind the helm as seen from above



The captain of Sedov (far right) celebrating a party with officers and crew



Cadets of MSTU awaiting the Russian ambassador at Valparaiso, Chile

a marching band and honour guards to welcome Sedov with full military honours.

Currently underway to cross the Pacific Ocean and largely fully-booked, a few trainee places are still available in 2013:

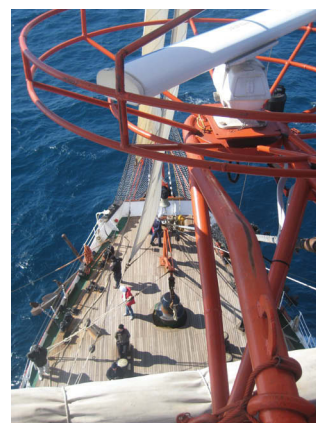
days, as was fresh fruit or milk. Breakfast, lunch, tea time and dinner were separated by four hours of duty each. When the sea was calm it was difficult to tell you were aboard a ship, but with a storm raging all cadets and trainees needed their full concentration to stay seated on their benches while trying to eat!

Luckily the weather calmed down after one week and while sailing past the isle of Mocha off Triúa the sun appeared in the sky and rewarded our endurance. Suddenly dolphins were around the ship, with whales being sighted later on, too. With full sails Sedov marched on towards Valparaiso, the traditional port for saltpeter and copper, where the Armada de Chile had ordered



Sedov underway

2013 Tour Dates	Depart	Arrive	Distance	€
02.02 - 07.02	Vladivostok	Pusan	515 NM	540.00
08.02 - 11.02	Pusan	Nagasaki	210 NM	350.00
12.02 - 16.02	Nagasaki	Shanghai	380 NM	450.00
17.02 - 06.03	Shanghai	Singapore	2,380 NM	1590.00
08.03 - 18.03	Singapore	Chennai	1,590 NM	1010.00
20.03 - 05.04	Chennai	Port Louis	2,570 NM	1510.00
07.04 - 22.04	Port Louis	Cape Town	2,300 NM	1450.00
24.04 - 20.05	Cape Town	Dakar	3,610 NM	2290.00
22.05 - 29.05	Dakar	Santa Cruz de Tenerife	870 NM	680.00
01.06 - 15.06	Santa Cruz de Tenerife	Bremerhaven	1,930 NM	1390.00
17.06 - 20.06	Bremerhaven	Den Helder	200 NM	400.00
23.06 - 28.06	Den Helder	Kiel	770 NM	Fully Booked
30.06 - 04.07	Kiel	Hamburg	890 NM	Fully Booked
09.07 - 20.07	Hamburg	St. Petersburg	1,470 NM	Fully Booked



Bow section of Sedov while sailing the Pacific Ocean

Gale 9 and rough seas while entering Magellan Strait

For further details please refer to www.sts-sedov.info/ or email me: Christian.Koenig@BTC-Europe.com **MMI**



The bell atop the helm. All sail signals, obstacles seen and the time are communicated via this bell aboard Sedov



Food of simple quality was always cold when served. Our Cape Horn trip did not differ too much from the 19th century



AERO RACER HOVERCRAFT

AUTHOR: STAN ROBINSON

STAN DESCRIBES HOW HE BUILT AND ADAPTED HIS AERO RACER IN ORDER TO MAXIMISE PERFORMANCE

Several years ago I was privileged enough to be presented with various parts of the Aero Racer Hovercraft Kit that was used in the development of the final product, manufactured by Palaform Ltd. (Jag Ramjee, Tel: 01933 401914).

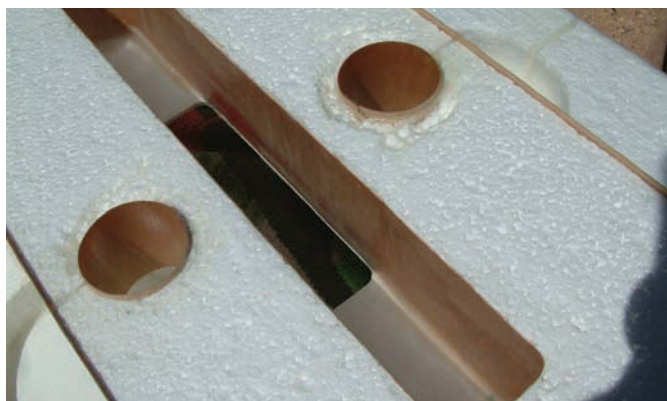
I had seen various versions of this model assembled by people I considered to be better builders than myself, however, I had taken note of the way in which they had been built and decided I would modify my model to make it faster; I hoped! I had noted that some previous models had come apart as air pressure had found its way between the upper and lower polystyrene sections. This causes the craft to come apart with disastrous results causing amusement for the spectators but dismay for the owner. I felt it was most important to build it very strong, even if it turned out to be a little heavier than normal. To maintain my reputation it would also need to be fitted with a gun.

FIXING THE LOWER AND UPPER SECTIONS TOGETHER

I followed the instructions that came with the kit and joined the upper and lower sections of the polystyrene parts with copious amounts of silicone adhesive to make sure the model does not come apart as mentioned above. I then decided to lock the upper and lower sections to what I will refer to as a main spar, as used in aircraft construction. I used 1/64th plywood for this and secured it in place with Evo-Stik weatherproof wood adhesive and then

Central compartment and plenum chamber reinforcing





More reinforcement

sealed the upper and lower edges with silicone. I also lined the holes through to the plenum chamber and the main air vent for the bag skirt inflation in the same way. I made up polystyrene formers to hold all the plywood in place while the glue dried. When all the areas were firmly fixed I sealed all the upper and lower edges with silicone, this would ensure that no air pressure could go where it was not wanted and the model would not become a time bomb. I also covered the outer edges of both the lower section and the upper section to give a strong outer surround to the craft and a firm surface for the double-sided tape to fix the skirt. All the plywood was given several coats of varnish, which will make it last for many years.

THE MAIN DUCT AND DECK

Now I had to consider the fixing down method for the main duct support. I decided to use thin aluminium sheet on the underside, which would spread the load when tightening down the retaining nuts that secure the duct support. Note; you can obtain lightweight aluminium sheet from caravan repair companies, if you know of any, they usually have a scrap box and if asked nicely are usually happy to help a modeller.

Correx board, supplied in the kit, was used for the final covering of the top deck and lower sections of polystyrene. All the sections, including those pre-printed with the Aero design were fixed down with yet more silicone. These designs are available in various colours from www.modelhovercraft.co.uk

Now I wanted to modify the duct support by creating two blast holes in it. These, I hoped, would enable me to steal some of the



Front view of duct showing blast holes and first attempt at air bag openings

air pressure that would normally be directed into the bag skirt and the plenum chamber and use it as extra thrust. This was going to be purely experimental and would require a fine balance between the extra thrust I was seeking and enough cut out area for bag inflation etc. As it turned out various attempts and alterations were necessary before getting the bag inflation orifice to an acceptable size (much to the dismay of the experts who said it would not work!).



Outer reinforcing band and aluminium plate for anchoring of duct bolts

to the plenum chamber. I used a miniature servo, which to date has performed very well. I had to make up my own design of rudders using balsa wood, aluminium tube and 1/64th ply.

Once I had hacked out the thrust holes, I used 1/64th ply to make up two tubes as blast ducts. I fixed it all together with good old industrial superglue. At this point I also decided to embed the rudder servo on the inside of the duct platform. An aluminium splitter plate was then formed to deflect the air evenly on each side of the servo in order to protect it and give even air flow down

THE DRIVE MOTOR AND ELECTRICAL INSTALLATION

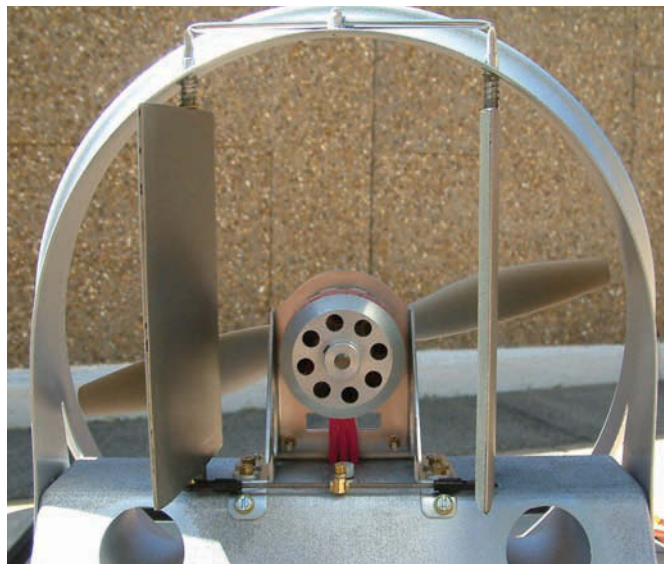
In choosing the motor I was lucky enough to have a couple of friends who have considerable expertise of brushless motors and were prepared to share their experience and give advice. With their help I chose a Twister motor and a Hacker X40 speed controller. I was fortunate that my friend, Tony Middleton, had a programmer for the Hacker speed controller, this was very useful when the craft was ready for trials; the difference it made in performance was amazing (I think it actually stunned us both at the time).



Rear view of duct shows motor, rudders and blast holes



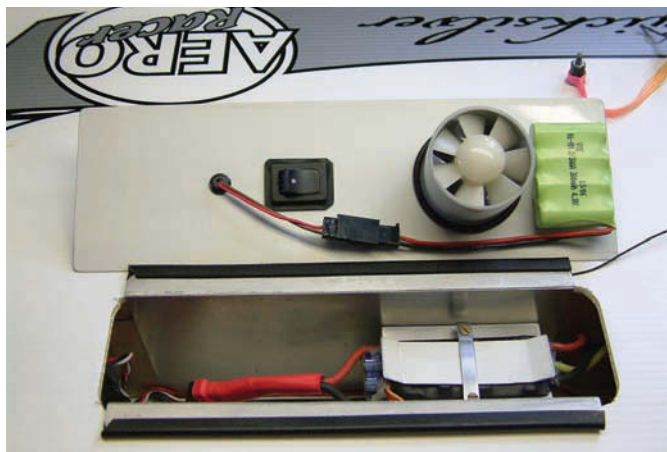
Underside of duct support shows embedded rudder servo and aluminium splitter plate



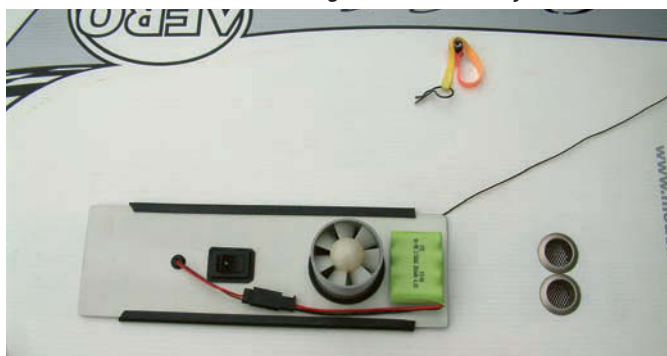
Closer view of rear duct, rudders and linkage and motor



Aluminium module for housing battery and speed controller



Aluminium module fitted in the craft shows speed controller and slide-on lid removed with cooling motor and battery



As above but with lid fitted also shows the two outlet holes for the warm air to de-ice the prop

The fixing of the motor onto the mount provided came next. I had to remove some material from the rear base of the metal motor bracket to accommodate the rudder control rods. As the Twister motor was extremely powerful, I needed to make up some supporting brackets, in the form of aluminium strapping, to make sure it was firmly fixed down.

Next came the fiddly bits. I like my electrical installations neat and tidy and I also love working with aluminium so I decided to make the internal package in a modular form. This allowed me to lift all the electrical equipment out of the model quickly for easy maintenance. The aluminium also acted as a heat sink for the batteries. Unlike a model aircraft, which once in the air and throttled back, the battery current demand becomes far less, in a hovercraft the demand for high current is more or less constant and the batteries get considerably hotter. In view of this I made a slide-on lid and added a self-contained cooling fan, which delivers 140 litres of cold air per minute over the speed controller and battery. The warm air is then expelled in front of the main drive propeller which I jokingly tell people is to prevent icing up of the prop in cold weather (believe that and you will believe anything!).

THE PROPELLER DUCT

I used the plastic propeller duct supplied with the kit, it works fine but I found it could flex quite easily when the craft was running. This became more obvious after I ran the craft and discovered slight marking from the propeller tips on the inside of the duct. This was easily solved by inserting a titanium tube horizontally across the duct firmly fixed to the motor housing and with rubber bungs at each end (I got the small bungs from a pair of disposable ear plugs). Now it was as solid as a rock (simple but effective). At a later date I also added a rubber U-shaped surround to the outside of the duct.



Modified duct air bag orifices are larger to obtain correct bag inflation and three-bladed prop fitted

The rest was very straightforward just fixing it all together and adding the wiring to the motor from the speed controller (remembering that leads from the speed controller to the motor, should be a reasonable length to make it easy to lift things out for repairs etc.). The leads from the batteries to controller are approximately four inches long, it is important to keep these leads as short as possible. If long leads are used there is a possibility that the 'dreaded smoke' will pounce!

RADIO CONTROL INSTALLATION

I used a miniature receiver, which was installed in its own small aluminium module, along with its dedicated power supply. I am not an enthusiast of BECs having been let down in the past when using them in model boats travelling at speed. While carrying out a



Small aluminium module housing, receiver and battery, and later the gyro

manoeuvre that suddenly draws a higher current the BEC's ability to supply the receiver becomes unstable causing intermittent signals and leading to disaster! Initially I was not going to install a gyro but later decided to add one as I was losing out when turning at high speed. This resulted in the craft going into a spin, mainly because the driver was getting old and kept over steering!

FITTING THE SKIRT

I originally fitted the standard skirt that comes with the kit, and the model performed very well. Since that time I have added a tailor made skirt courtesy of my close friend Tony Middleton who used his superior knowledge on skirt pressures and design. He also has homemade test equipment which we used to establish what changes to the skirt design would be required to improve the speed of the craft. His help has made a tremendous difference to what was a good performance anyway.

As a matter of interest, the skirt is made from black tent liner that can be purchased from the kit manufacturer. I spray my skirts with pure silicone to help protect them on dry land and this reduces the drag when on the water as well as keeping the fabric waterproof.

COMPLETING THE HOVERCRAFT

The donated parts of the pre-production model were supplied in silver livery so it was obvious I would have to paint it silver. I also needed to give it a name and came up with 'Quicksilver' praying that when finished it would live up to its name. So far so good! Next I set off to visit my local contact that makes industrial vinyl self-adhesive logos. He is always interested in my latest project and has never failed to supply me with what I need. Aware also, I suspect, that the Company Tea Swindle is about to get a financial boost!

Although I had reinforced the outer perimeter of the craft with plywood for strengthening and to make skirt attachment easier, I also decided to add a shock absorbing collusion collar around the whole craft. Originally I used black sponge tubing that comes in

SPECIFICATIONS

Overall Weight: 5 lb 15 oz complete with 3-cell LiPo and Gunner etc.

Motor Used: Twister Brushless running on 12 volts

Speed Controller: Hacker X40 = 40 amps max

Receiver: Corona RP6D1 40 Meg Long Range Duel Conversion Synthesized

Rudder Servo: Miniature Naro Supertech HP/BB

Batteries: LiPo 3-cell 3300 or 3600 mAh or NiMH 8-cell

Propeller: Originally two-bladed, now three-bladed

Working Features: Orange flashing light on top of duct, working headlights



General picture of the craft with motor running and bag inflated

various diameters supplied by most heating engineering suppliers, however, I later changed it for white tubular polystyrene, both being held on with double-sided tape.

Next was the bit where I had to live up to my reputation and ensure there was a gun on-board! This was easily sorted as I had a spare American Marine, about the right scale, who was complete with machine gun. It was not long after a little surgery (anaesthetic was used) that the Marine and gun were part of the model. This gave me the theme of making the craft an American Special Forces Assault Hovercraft (tongue in cheek of course).

To conclude, after a few teething troubles I have a model that works extremely well and takes quite a bit of handling, especially when travelling at speed. I think this is partly due to the fact I made my own rudders a little smaller than the ones you get in the kit, also the additional thrust coming through the blast tubes makes the model want to go straight. The air going through the duct is redirected by the rudders to accomplish the turn so this is in opposition to the blast tubes. This meant I needed lots of speed to get the craft to turn and it was easy to over-steer and end up in a spin. The addition of the gyro mentioned in the previous paragraph has overcome this. Uncontrolled spins are now a thing of the past. The on the water pictures were taken by Joy Carter from Weston-Super-Mare. **MMI**

Making a sharp turn on the water



MARINE modelling INTERNATIONAL PLANS AND PARTS SERVICE

CHOOSE FROM A HUGE RANGE OF PLANS AND LASER-CUT WOOD-PACKS AT WWW.TRAPLETSHOP.COM

RCNS WHISTLER

Designed by Eris Kennedy



Semi-scale Canadian Restitouché class destroyer at 1:144 scale 780mm length and 90mm beam for 280/380 electric power balsa and ply construction.

Ref: **MAR 3111**

RRP: **£9.00/US\$12.00** + p&p/s&h

Featured in: Free Plan in January 2005 MMI

Difficulty Rating ●○○○

BUSTER PUSHER TUG

Designed by Clive Halliwell

A simple pusher tug that can accommodate solar cells allowing the model to be free sailing on Solar energy or



the Solar energy can be used to charge up a battery when used with R/C. Beam: 110mm, length: 345mm, Scale: 1/48 Ref: **MAR 3413**

RRP: **£9.00/US\$12.00** + p&p/s&h

Featured in: Free Plan in October 2009 MMI

Difficulty Rating ●○○○

GRAND BANKS MOTOR YACHT

Designed by Jim Pottinger

Modern motor yacht on traditional lines. Hard chine design length 595mm and



185mm beam making for easy construction. Visible internal layout detailed but no model construction.

Ref: **MAR 3088**

RRP: **£14.00/US\$18.00** + p&p/s&h

Featured in: Free Plan in April 2004 MMI

Difficulty Rating ●●●○

MV VENTURE

Designed by Jim Pottinger



Two sheet plans for a modern fishing trawler built 1991 by J Millers in Fife. Model length 985mm beam 290mm at 1:25th scale full details of original but no model construction data.

Ref: **MAR 3160**

RRP: **£16.50/US\$21.00** + p&p/s&h

Difficulty Rating ●●●○

MV BALLYORAN

Designed by Jim Pottinger



A cargo and general use motor coaster drawn at the classic 1:48th scale which gives a large hull of 1400mm length and 215mm beam. Two sheet plans with all full-size ship details.

Ref: **MAR 2667**

RRP: **£16.50/US\$21.00** + p&p/s&h

Difficulty Rating ●●●○

HMS AVENGER

Designed by Bill Dickinson

Two sheet plans at 1:96th scale of the Type 21 Amazon Class ship built 1978 at Yarrow. Model length 1250mm by 135mm beam. No model construction data.

Ref: **MAR 2692**

RRP: **£16.50/US\$21.00** + p&p/s&h

Difficulty Rating ●●●○



SCAFFIE MARGARET

Designed by Mike Smylie

Detailed 1:16th scale drawings of a Moray Firth Scaffie as research



information for experienced modellers. Drawn by marine historian Mike Smylie and used by David Blinkhorn for the clinker planked model of 800mm loa. featured over four issues Dec 95 Jan Feb and March 96 MM..

Ref: **MAR 2519**

RRP: **£16.50/US\$21.00** + p&p/s&h

Difficulty Rating ●●●○

KEY TO DIFFICULTY RATING

To help you choose the right plan, we have rated each one from one to four, which reflect the difficulty or the amount of experience you will need to understand the drawings.

●○○○ **One** rating means that the plan is an elementary design suitable for the beginner or first time plan builder.

●●○○ **Two** ratings mean that some previous experience with kit or plans is desirable, or if you are a novice, some advice from an experienced modeller will be required.

●●●○ **Three** ratings mean that the plan involves methods that require a lot of knowledge and several previous models should have been completed before tackling this one.

●●●● **Four** ratings mean that the plans are for the most experienced modellers only and that advanced techniques will be required to complete the model.

All prices correct at time of going to press and may be subject to alteration without further notification.

To order, go to www.trapletshop.com or call 01684 588599

World Leaders in Hobby & Leisure Publications, DVDs, Plans & Parts

HSAD.PLANS.FEB13.MM080113

Marine Modelling International Plans and Parts Service

HURRY!
Seasonal Sale ends 31st January 2013.
Save 15% on Plans
and 25% off Woodpacks

Choose from these fantastic laser-cut wood pack kits

Building your model from a Traplet 'Laser Wood Pack' semi-kit removes the need to trace and cut your own intricate parts. It will be necessary to purchase additional sheet and strip wood from your local model shop to complete the model.

RC SHIPYARD - VOSPER MTB 379

Known as the Royal Navy's "Little Ships", the Motor Torpedo Boats of the Coastal Forces served with distinction throughout the Second World War. Join model boat designer and builder Barrie Griffin as he uses the pack of laser-cut parts to build, fit out and sail one of them. It is the ideal model warship for beginners and experts alike.

RC Shipyard - Vosper MTB 379 (DVD)

Running Time: Approximately 60 minutes

Ref: DV512

RRP £9.95/US\$14.95 + p&p/s&h

Also available on Blu-Ray

Ref: DV512HD

RRP £12.95/US\$19.95 + p&p/s&h

RC Shipyard - Vosper MTB 379 Wood pack

Ref: WP3505

RRP £65.00/US\$110.50 + p&p/s&h

RC Shipyard - Vosper MTB 379 Plan

Ref: MAR3505

RRP £11.00/US\$18.50 + p&p/s&h

Enjoy great savings by buying the RC Shipyard - Vosper MTB 379 Set

includes: Plan (MAR3505), Wood pack (WP3505), DVD (DV512)

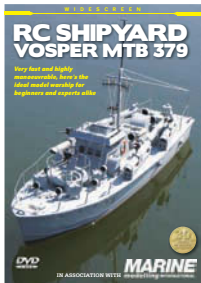
Ref: SET3505

RRP £76.95/US\$124.95 + p&p/s&h

RC Shipyard - Vosper MTB 379 Blu-Ray Set

includes Plan (MAR3505), Wood pack (WP3505), Blu-Ray DVD (DV512HD)

Ref: SET3505HD RRP £79.95 / \$129.95 + p&p/s&h



PILOT BOAT PLAN AND WOODPACK

Designed by Richard Webb

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

Pilot Boat Woodpack

Ref: WP3062

RRP £50.00/US\$84.00 + p&p/s&h

Buy The Set and Save even more

Pilot Boat Set, includes:

- Pilot Boat Woodpack
- Pilot Boat Plan

Ref: SET3062

RRP £54.00/US\$86.40 + p&p/s&h

Pilot Boat Plan

Ref: MAR3062

RRP £14.00/US\$18.00 + p&p/s&h



www.trapletshop.com/plans or call our friendly customer services team on
UK 01684 588599 • USA 217-355-2970 • AUS 02 9520 0933 • ROW +44-1684-588599
Prices correct at time of going to press and may be subject to change without further notification.

NEW!



1/16 LCM 3 Landing Craft – £495

A fully functional, radio controlled, 1/16 scale model kit of the Landing Craft (Mechanical) 3

At just over 91cm long the model can carry a 1/16th scale Sherman tank.

- The kit comprises GRP hull with the 'starved dog' look.
- Laser cut ABS and acrylic sheets (for the main structures).
- Scale checker-plate decking (all pre-cut).
- A brass mount for the motors, sailwinch and rudder servo.
- Top quality resin castings.
- Brass and stainless steel propshafts with scale cast brass propellers.
- Motorshaft couplings.
- Machine brass components for the keel extensions and rudders.
- All rod, tube thread and rope.
- Set of pre-cut stickers to offer a wide choice of numbers.
- Illustrated step-by-step instructions.



The kit requires two 540 motors and a Futaba sailwinch all of which are available from Speedline. Also available is a set of three crew figures at £50.

Speedline Models Limited

Windsor End Cottage,
Windsor Street, Burbage,
Leicestershire LE10 2EE

www.speedlinemodels.com • email: speedlinemodels@googlemail.com • Tel: 01455 637658

THUNDER TIGER NAULANTIA

AUTHOR: CHRIS JACKSON

CHRIS JACKSON CHECKS OUT
THE LATEST R/C SAILBOAT
OFFERING FROM CHINA

It is always a pleasure to open the kit box for a Thunder Tiger product because the first item you come across is the excellent instruction manual. During my time as Editor of MMI I was able to see a number of these booklets and they were universally well laid out and clearly designed to suit all levels of experience. The same is true for their latest sailboat and this is very useful as this one metre long sailboat will require a fair amount of careful assembly with quite a few parts to place, glue and screw into their correct locations before you go sailing.



ABOVE: This photo shows just how many parts are included in this very comprehensive kit package



The boat comes without radio Tx/Rx, specified new Thunder Tiger sail winch servo, for which the boat has been designed, and will also need a 4.8 V battery pack of anything up to 3600 mAh capacity to give a long sailing time without a recharge. I took some time to carefully read the instructions before attempting to start work. The second page of the booklet identifies the tools you will require and the next two detail all the different parts with their identification numbers, a very useful reference as you proceed!

The kit box design is excellent with internal cardboard boxes holding different items such as sails, plastic parts and screws in separate plastic bags, the stand and of course the ballast keel. The design and styling of the boat is based on the last class of monohull America's Cup boats, with a clipper bow and long aft overhang to the hull lines, and plenty of scale style fittings to decorate the model. The sail decoration is very strong, which may not be to the taste of older modellers but will without doubt make it much more attractive to younger customers in shops.

LEFT: The Thunder Tiger Naulantia sailing in a moderate breeze

*The hull has very attractive lines
and comes with full décor applied*



START WITH THE STAND!

As is now normal practice, the kit includes a good quality working boat stand and this is the obvious place to start. Not only does it provide a good base on which to place the hull whilst working on it, but it also introduces the builder to all aspects of the Thunder Tiger brand of assembly. This includes a mixture of timber and plastic parts, epoxy resin adhesives and screws which tap into predrilled holes. The general instructions mention both sandpaper to rough up the surface of the plastic before using the epoxy glue supplied in the kit and also rubbing alcohol as a cleaner for any overspills. As you will need some of the woodscrews for the stand this will be a good time to find a small plastic box, of the type sold for craft use, with different compartments into which to decant all the contents of any plastic bag you open. The manufacturers can be relied upon to include the right number of items but if you drop some and lose them sourcing identical items could be a problem.

KEEL AND BALLAST ASSEMBLY

Keeping to the order laid out in the instruction booklet this is the next item to assemble. There are relatively few parts and the key joint is on the bottom of the keel and the steel ballast bulb. The manufacturers recommend using some epoxy glue to add strength to the joint, but it is possible to locate the bulb using only the M4 locknut provided. There is a further option of either a blanking plate on the bottom of the bulb or an aileron style stabiliser, which is a model of one of the ideas used on actual AC Cup boats.

By the way, steel is used for the ballast in preference to lead to comply with international regulations on the sale of toys and models. It makes the ballast a tad bigger in volume than the equivalent in lead but the effect is the same.

If this is your first model build then I would leave the epoxy bond until you have used this on the internal structure in the hull as you have to be careful to wipe off an excess before it sets, and you do not want to spoil the superb finish of the bulb or keel blade which are crucial to sailing performance.

KEEL AND RUDDER TUBES AND BULKHEAD

The keel blade is located in a moulded slot in the bottom of the hull in the middle of which you need to fix a tube to take the steel

rod in the keel blade. The rudder also requires a tube so the shaft can transit the hull without leaking water. These are provided as plain tubes with end caps and have to be carefully installed using moderate amounts of epoxy glue to make the bond firm and watertight. Note that it is a good idea to fit the forward sheetline outlet BEFORE the mast tube so you easily access under the forward deck to fix it properly. This is mentioned in the instructions at this point. Once again the diagrams in the booklet will help you understand this requirement. In addition there is a timber bulkhead, which has to be fitted just behind the mast rod tube to add torsional strength to the hull and extra support to the mast heel when it is in place with the tension of the rig and sails bearing down on it. I would be tempted to apply a light coat of sanding sealer to this before fitting, rubbing it down with fine sandpaper to give a smooth and damp resistant surface. The instructions suggest standing the hull on its nose and flowing epoxy round the former/hull surface joint adjacent to the mast mount wall to ensure it is well supported. Once all these items have set it is possible to fix the keel and rudder in place. This will add a bit of weight to the boat and you may prefer to remove both fin keel and rudder whilst continuing the further work on the hull.

HATCH COVER

This item has a number of cosmetic features such as steering wheels, winches and grinders, all of which can be fitted into their indicated positions. However, most importantly, this is where you fix the long silicone tube, which you found in the bag with the instruction booklet and wondered why it was there! This will provide a seal when it is finally fixed just before you go sailing!

HULL FITTING OUT

The exact order of fitting out a model sailboat hull is never an exact science and will depend on the wishes of the builder where they have the required experience. In this case the fitting of both foresail and mainsail sheetline control line outlet tubes is critical to performance and needs to be done whilst you can get a hand under the deck easily. This is, I am sure, why the TT instructions suggest fitting the radio and servo tray AFTER you have fixed in place the vast majority of cosmetic hull fittings and the hatch cover mount.



The keel blade with rod for hull attachment, threaded rod for ballast bulb, and both alternative keel accessories, plain and the wing aileron

The position of the servo tray assembly is shown as central to the hatch opening at only 2 mm aft of the front edge, so clearly it is best to fit the hatch cover mount in place first. Now if you are like me and tend to get epoxy glue traces everywhere, you might prefer to mask off the flat deck in that area whilst inserting the made up servo tray on to a bed of epoxy glue inside the hatch area as directed by the kit instructions. Either way you then have to drill out a number of pre-identified holes to insert the tack plate, foredeck rails, chainplates, dummy winches and camera and aerial frame. I would strongly suggest keeping this last item in a safe place until you have set up the rig and trial sailed the boat.

MAINMAST AND BOOMS

Modern kits have advanced so far over earlier commercial products that even specialised builders of racing model sailboats covet some of the fixtures and fittings produced for even moderately priced kit boats.



The many screws and locknuts, and the two-part epoxy glue supplied in the kit



The deck has a well-moulded central access, which allows the builder to get to some of the fittings as they are secured before inserting the radio tray assembly

The Naulantia has excellent mast section and a proper fully adjustable gooseneck and kicker. The mast is supplied in two parts with a moulded joiner, which also acts as the foresail line attachment point and has a number of spreaders, which are linked by cord after fixing in place. These replicate the full size AC Cup boats which had similarly complex rigging to take the huge loads placed on the rig by the large sail area and pressure.

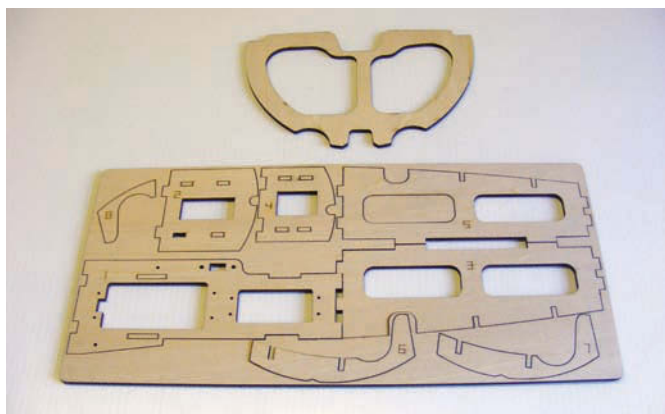
The foresail boom is much simpler to put together and has nicely adjustable moulded fittings including a jib tack locator placed about 15% back from the sail attachment point so it provides tension and help this sail set well when everything is in place.

SAIL PREPARATION

Both foresail and mainsail have been well produced in good material and the builder is invited to add light sail battens in the places indicated before attaching them to their places. The mast extrusion is of aerofoil section and has a built-in groove all



The main plastic parts are moulded on sprues much like a giant plastic kit



The timber hull former and radio tray parts are accurately CNC cut

down the aft part to accept the mainsail luff, which in turn has a cord run down inside the reinforcement to make sure it stays in place. Standard practice for many top racing radio sailboats and now available on a production kit, there is progress for you. The instructions are explicit and even detail the lengths of each line required and offer very well drawn diagrams of linkages, swivels, bowsies, knots and so on which should make it almost foolproof.

RADIO INSTALLATION

The placement of rudder servo and sail winch is dictated by the cut-out position in the timber servo tray plate and any modern 2.4 GHz receiver can be fitted conveniently by the use of Velcro tape. There is a position for a switch, which will not need to be waterproof and also a single high capacity 4.8 volt NiMH battery pack. This should allow ample sailing time without the need for lakeside recharging.



The stand legs and booms and cord for rigging

SETTING UP THE BOAT

With the keel in position the hull will sit more or less upright on the stand where it is then easy to place the mast and clip in the shrouds and backstay on to the chainplates, after which the foresail boom can be linked to the deck mounted chainplate. At this point the rig will stand up but needs tuning and once again this is well covered in the final pages of the instruction booklet. The controls will need adjusting so that the travel of the rudder is about 30 deg either side of central and the sails can pay out from almost on the centre line to about 80% angle from this. Finally make sure that the left-hand lever on the transmitter operates the sail winch in a forward and backwards action and the right-hand one the rudder, working from side to side. The standard convention is to have the winch stick at full down with the sails tight inboard, so that by moving the stick forward you let the sails out, and this is easily arranged via a 'servo-reverse' switch common on most modern radio transmitters.

SAILING PERFORMANCE

The use of the words 'one metre' as part of the product description of this design will invite comparison with the well-established IOM class designs in many UK model sailing fleets. The hull is of shorter waterline length but has overhangs both fore and aft which add to the sailing speed when the boat is heeled. The entire boat is lighter than an IOM, at 3.5 kg as compared to 4.00 kg, and it also has a shorter keel and less ballast weight. The sail area is almost the same as the 'working rig' of the IOM class boat which is used in moderate winds and this nicely balances the sail power available across a range of wind speeds against the stability derived from the hull resistance coupled to the righting moment as the boat heels and the fin angle helps the bulb weight to produce this effort.

The initial potential market for the boat in the UK and worldwide will be lone modellers who want a practical fun boat but we can imagine that a number of existing general interest model boat clubs will take a close look at this package for use as a club 'one-design' project. The all-in retail price is exceptional and the three different highlight colour combinations offer variations whilst remaining 'one-design' in character. With the established reputation of the slightly smaller Thunder Tiger Victoria for both performance and structural integrity as a recommendation we see a bright future for this newcomer to the radio sailboat market. Next month we will continue this review with the radio and winch installation plus on the water trials. **MMI**

KITBOX DATA

Thunder Tiger Naulantia America's Cup Racing Yacht

Length: 39" (993 mm)

Beam: 6.75" (172 mm)

Sail Area: 744sq in (48 dm sq)

Mast Height: 51.4" (1306 mm)

Overall Height: 67" (1700 mm)

Overall Weight: 7.7 lb (3.5 kg)



The sails carry this extensive decoration

READERS' FREE TO ENTER COMPETITION WINTER WORD SEARCH COMPETITION

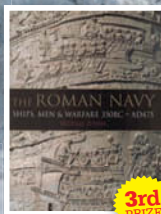
**1st
PRIZE**



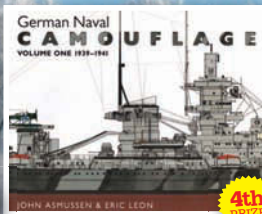
Simply mark off the 28 words listed. The words can be horizontal, vertical, left, right or diagonal and the letters can be used more than once. Then count how many letters are NOT used on the top line only (after all the words listed have been marked off). Then fill out the form below (you can Photostat the form so as not to damage the magazine if you wish) and either post with your full name, address and telephone number to MMI Competition, PO Box 4239, Shepton Mallet, Somerset BA4 9AQ or Email your details (as listed in the form below) and answer to mmi@traplet.com Only one entry per household will be permitted. The first five correct entries drawn on the 1st March 2013 will be the winners. The editor's decision is final and no alternative prizes are permitted. Good Luck!



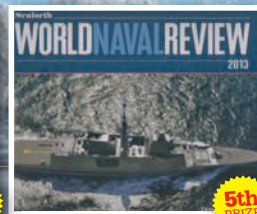
**2nd
PRIZE**



**3rd
PRIZE**



**4th
PRIZE**



**5th
PRIZE**

1ST PRIZE – Thunder Tiger Naulantia yacht as reviewed in this edition

2ND PRIZE – Airfix Type 45 Daring Class kit latest release

3RD PRIZE – The Roman Navy by Michael Pitassi*

4TH PRIZE – German Naval Camouflage by John Asmussen and Eric Leon*

5TH PRIZE – Seaforth World Naval Review 2013 edited by Conrad Waters*

(* Reviewed in Chandlery, page 68)

MMI Winter 2013 Word Search Competition

Name:

Address:

Telephone No: Email:

The number of letters unused on the top line is:

Do you wish to receive any information on Traplet products in the future YES/NO

Competition closes 28th February 2013. Traplet Publications accepts no liability for entries posted or emailed that are not received.

M	G	E	T	A	L	P	N	I	A	H	C	T	R	E	G	I	T	N	R
J	N	E	E	W	F	H	I	J	K	Q	S	L	I	N	O	L	Y	D	T
V	U	P	R	R	O	O	O	V	P	E	O	S	A	N	I	Z	T	F	A
V	K	W	V	I	R	S	L	Y	O	C	P	U	R	D	N	A	T	S	X
Z	W	I	M	G	E	W	G	U	K	Q	L	S	V	Y	C	A	D	P	J
O	W	N	U	G	D	E	I	N	B	A	B	S	A	I	L	B	O	A	T
Y	P	C	P	I	E	X	U	A	N	M	A	K	C	E	D	L	B	R	K
R	E	H	T	N	C	T	C	T	F	I	W	S	M	N	P	A	E	I	G
O	U	W	V	G	K	K	I	G	R	A	N	R	P	F	L	D	U	Y	X
E	R	D	A	O	S	A	T	F	P	M	F	S	T	L	N	M	B	C	N
O	P	G	D	T	U	P	I	B	C	A	H	G	A	U	X	U	P	I	D
Z	C	E	A	E	L	X	S	A	Y	E	X	S	H	F	Z	I	D	F	E
L	N	Y	R	P	R	J	T	B	E	I	T	T	Y	O	D	N	A	Z	D
D	E	F	Z	I	D	J	H	T	M	V	B	A	T	R	Q	I	R	Q	U
N	Q	E	I	T	O	A	L	C	R	B	O	O	M	E	F	M	I	U	R
I	N	I	K	B	C	I	S	W	I	V	E	L	S	S	U	U	N	L	T
F	T	S	A	M	N	Y	B	O	W	S	I	E	S	A	J	L	G	D	X
B	L	B	N	E	L	I	N	K	A	G	E	S	Y	I	F	A	W	Z	E
M	O	N	O	H	U	L	L	C	J	T	O	A	W	L	Y	E	N	K	H
K	O	O	G	J	R	E	Y	O	R	T	S	E	D	L	C	B	D	A	F

Simply mark off the 28 words listed.

- | | |
|-------------------------------------|------------------------------------|
| ☐ AIRFIX | ☐ LINKAGES |
| ☐ ALUMINIUM | ☐ LOCKNUT |
| ☐ BACKSTAY | ☐ MAST |
| ☐ BALLAST | ☐ MONOHULL |
| ☐ BOOM | ☐ NAULANTIA |
| ☐ BOWSIES | ☐ RIGGING |
| ☐ CHAINPLATE | ☐ RUDDER |
| ☐ DARING | ☐ SAILBOAT |
| ☐ DECK | ☐ SHEETLINE |
| ☐ DESTROYER | ☐ STAND |
| ☐ EXTRUDED | ☐ SWIVELS |
| ☐ FOREDECK | ☐ THUNDER |
| ☐ FORESAIL | ☐ TIGER |
| ☐ KEEL | ☐ WINCH |

DAVID H ALDERTON
01643 709971



Beautiful fibreglass hulls
 all come with drawings.
 Quality Brass fittings and Wooden
 Blocks etc. Superb sails made
 to order. NEW Manx Nobby hull,
 also new 'Velocity' a small fast electric hull.



DEANS MARINE
 CONQUEST DROVE,
 FARCET,
 PETERBOROUGH, PE7 3DH
 01733 244166 www.deansmarine.co.uk

2013 full colour catalogues
 Deans Marine £6.00
 Raboesch £4.00
 RB Fittings £2.00
 Albion + Deluxe
 £3.00 postage each
 Or all 5 for £12.50 incl p&h u k

S.S. TRURO scale 1/96



L- 970mm B-140mm

NEXT
 RELEASE
 for 2013
 See our
 site for
 details

+ OVER 130 GLASS FIBRE HULLS, & SEMI-KITS

Visit our ONLINE SHOP

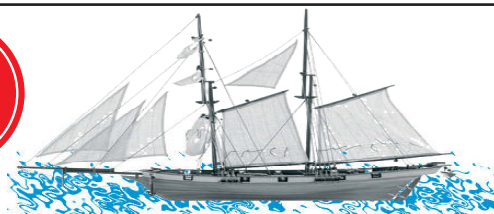
LIME - CHERRY - WALNUT - CEDAR
MAHOGANY - OBECHI - MAPLE - PEAR

Extensive range of
 SHEET and STRIPWOOD in both METRIC and IMPERIAL sizes
 produced in our own factory

PLYWOOD - MDF - CASCAMITE - BALSAWOOD

For lists S.A.E to
 Dennis Nixon

TWIGFOLLY Attleborough Road
 Great Ellingham Attleborough. NR17 1LQ
www.dennisonnixon.co.uk



Maritime-models are stockists of Jotika and Caldercraft products
 including kits. Fittings, tools, props and prop shafts and much more!

Also stockists of Aeronaut fittings, Mamoli kits and Aero kits.

Official stockists of Becc model accessories

Commissions and restorations undertaken.

E-mail info@maritime-models.co.uk
 or telephone 01432 263917 / 07786 781421

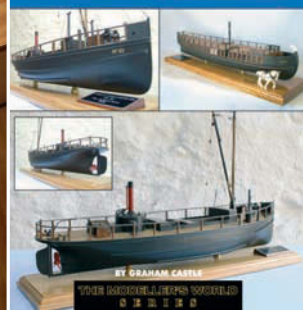
www.maritime-models.co.uk

Tiffy's Workshop

Marine Models From Scratch

By Graham Castle

TIFFY'S WORKSHOP
MARINE MODELS
FROM SCRATCH



**OUT
 NOW!**

This book will help
 those wanting to
 scratch-build a marine
 model for the first time
 to gain the confidence
 to start 'cutting wood',
 by following well-prov-
 en building techniques,
 explained and illustrat-
 ed in detail. More expe-
 rienced modellers will
 discover new tech-
 niques and find the

book a useful reference guide to the construction of
 iron and steel-hulled vessels. Although the book deals
 with scratch-building, the relevance of kit-building is
 not overlooked.

Ref: **MMS**

RRP: **£14.95/US\$24.95** + p&p/s&h

Call **01684 588599** to order or go to
www.trapletshop.com

HSAD, TIFFY, FEB13, MM090113

NEW INTERNAL DESIGN FOR
HIGH
PERFORMANCE
AND SERIOUS RACING

MX
ENGINE
 RACING BEARINGS
www.bocabearings.com

BOCA
 BEARING
 (800) 332-3256 • www.bocabearings.com

NAUTICAL MARINE MODELS

Manufacturer of model boat kits, fittings & scale armaments.

17 Liverpool Road North, Burscough, Lancashire. L40 5TN
 Tel: 01704 894006 . Int Tel: 00 44 1704 894006
 Email: mail@nauticalmarinemodels.co.uk

SCALE WEAPONS & ARMAMENTS

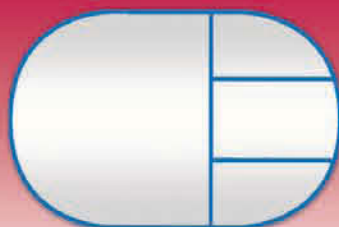


01704
894006

Oerlikon Guns
 Torpedoes
 Depth Chargers
 Bofors Guns

WORLDWIDE MAIL ORDER
 We accept credit/debit cards & Paypal

www.nauticalmarinemodels.co.uk



WEB DIR

Tugging Aheadwith
MOBILE MARINE MODELS
MODEL TUGNOLOGY ...the Driving Force
www.mobilemarinemodels.com
Tel: 01522 730731
BRITAIN'S LEADING MANUFACTURERS OF TUGS; PROPULSION GEAR;
FITTINGS; LIGHTING SETS


Macs Mouldings
Supplier of Larger Scale Modelling Accessories
Tel : 01795 580521. Email : macsmouldings@hotmail.co.uk
www.macsmouldings.co.uk

Tel/Fax/24hr answerphone: 01323 503336
www.huntersystems.co.uk
 **HUNTER SYSTEMS**
We manufacture electronics for boats
'n' cars 'n' trains and sell kits too.
Mail Order specialists.
All major credit cards are accepted.
Secure on-line shopping.


www.shgmodelsupplies.com
Tel: 01785 840308 Email: info@shgmodels.com
S.H.G. MODELS ARE A LEADING MAIL ORDER
SUPPLIER OF EQUIPMENT FOR THE MARINE MODELLER

www.waverleymodels.co.uk Tel: 01275 546772

Email: waverley.models@virgin.net
Designers, Builders, Restorers and Retailers
of fine model boats. CustomMade fittings
and wooden blocks.


Models By Design
Tel/Fax: 01425 476174 • Mobile: 07810 645344
www.modelsbydesign.co.uk
Specialists in commercial fishing boats and work boats.
Main UK agents for Cygnus Marine and Holton Work Boats
www.datelinemarine.com
FAST ELECTRIC BOATS, PARTS & ACCESSORIES

www.lambert-plans.com Tel: 01525 864862
JOHN LAMBERT
NAVAL ILLUSTRATOR & AUTHOR
Warships & Naval Weapons of 'DD' size and below
Website: www.lambert-plans.com
Email: lambert.plans@btinternet.com
For the warship buff, scratchbuilder
and naval historian.

www.cornwallmodelboats.co.uk
Tel/Fax: 01840 770406
Email: sales@cornwallmodelboats.co.uk
 **Cornwall Model Boats**
We stock a wide range of radio control
and static display kits, fittings and
modelling tools. Secure online shopping and
mail order service. Specialist advice available


www.makeamodelboat.com
Model boat plans and manual based on designs from
the Selway Fisher catalogue of motor boat, steam
launch and yachts designs.
Tel/fax 01225 705074
Email: paul@makeamodelboat.com

FLEETSCALE
GLASSFIBRE WARSHIP & CIVILIAN HULLS, FITTINGS & SEMI KITS.
EXTENSIVE RANGE, VARIETY OF SCALES & ERAS IN OUR
SECURE ONLINE STORE
WWW.FLEETSCALE.COM

electronize Buy Online
Electronic Speed Controllers at www.electronize.co.uk
or phone direct on 0121 3087411


Welcome to
MOUNTFLEET MODELS
the home of pure nostalgia
Tel/Fax: 01977 620386
Email: sales@mountfleetmodels.co.uk
Established 1994
www.mountfleetmodels.co.uk

Brown, Son and Ferguson Ltd
Nautical Publishers, Printers and Ships Stationers
Email: info@skipper.co.uk Tel: 0141 429 1234
www.skipper.co.uk

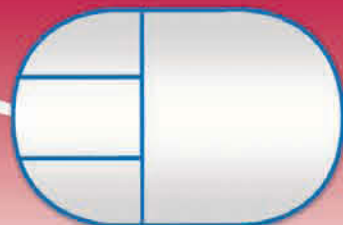
Reade Models
Mail order - Tel: 01606 871170 Fax: 01606 75710
Email: sales@reademodels.com **www.reademodels.com**
Manufacturer of high quality fittings and accessories.
Major stockist of BECC flags, lettering, decals & lining products.


www.prop-shop.co.uk
info@propshop.co.uk
Tel no. 01295 263134
We design & manufacture over 900 quality propellers
& accessories, visit our online shop today

MMB is a well-established company based in Newport, South Wales
Marks Model Bits
Manufacturer of the foggy smoke generator,
MB kits, fittings, propshafts etc.
www.marksmodelbits.com
Tel: 01633 431010 email: mmbshop@hotmail.com

**TO BE INCLUDED IN THIS GUIDE,
PLEASE TELEPHONE/EMAIL
VIV HILL ON 01684 588544
vivienne.hill@traplet.com**

FACTORY



◀ Lighthouse ▶

Productions

"Expert DVD and
web media
production"

www.lighthouse-productions.co.uk

MARINE
modelling INTERNATIONAL

SUBSCRIBE
TODAY!

www.marinemodelmagazine.com

MODEL
WINGS & WHEELS
SPECTACULAR

29th & 30th June 2013

North Weald Airfield, Epping,
Essex, CM16 6AR

www.wingsnwheels.net

Tel/Fax: 01242 604126



www.nylet.co.uk

81 YEARS OF SAILMAKING.

YACHT KITS, FITTINGS & MASTS ETC.

Tel: 01202 420370 (int +44 1202 420370) Email: frank.nylet@nthworld.com

BARRY'S
MODEL
LETTERING

Tel/Fax: 0116 289 1511

Email: sales@modellettering.com

Manufacturers of self adhesive vinyl lettering, Decals,
Custom lettering for model boats, planes, cars, and all
hobbies

www.modellettering.co.uk

Your Text in 20 colours 25 styles

Vinyllettering.org.uk



Supplying Model Makers since 1895

01508 549330

www.alwayshobbies.com

HOBBIES
2013
HANDBOOK
OUT NOW

TO BE INCLUDED IN THIS GUIDE

PLEASE TELEPHONE/EMAIL VIV HILL ON

01684 588544 • vivienne.hill@traplet.com

**VISIT OUR
WEBSITE AT**

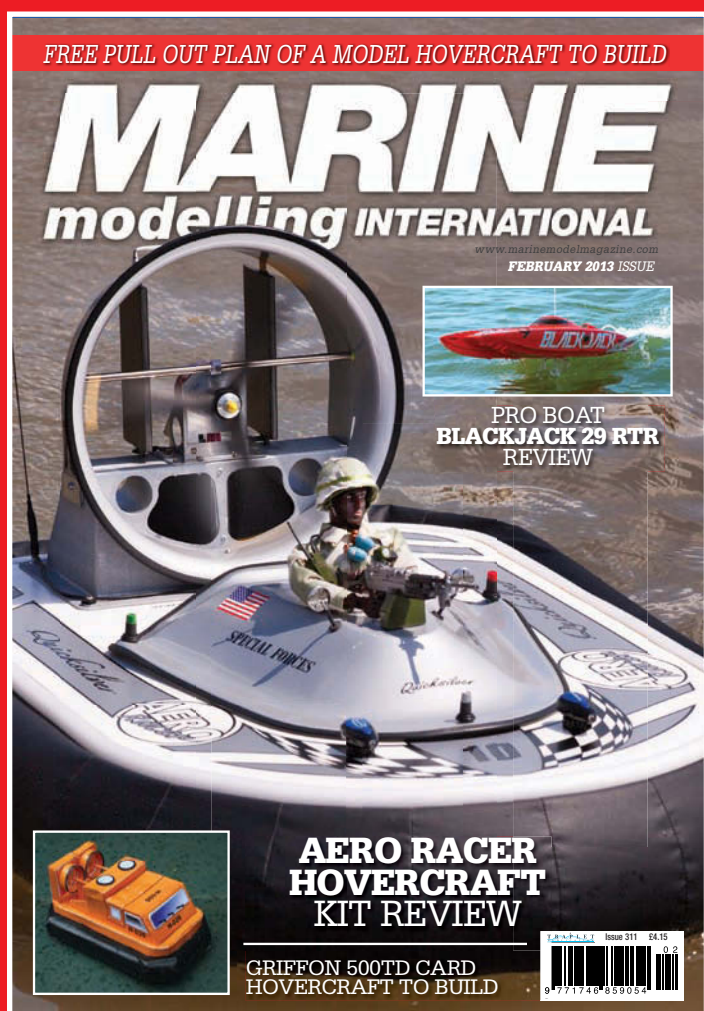
www.trapletshop.com

FOR FANTASTIC SAVINGS

TO BE INCLUDED IN THIS GUIDE, PLEASE TELEPHONE/EMAIL

VIV HILL ON 01684 588544 • vivienne.hill@traplet.com

Subscribe to the UK's essential maritime modelling magazine



Save
Over
£21*
when you subscribe

* based on cover price for a two year subscription

Subscribe today at: ☎ 01684 588599 ☎ +441684 588599
🖱 www.trapletshop.com

MARINE
modelling INTERNATIONAL

Subscription Form

☒ YES! I would like to subscribe to MMI Magazine

PLEASE FILL IN YOUR DETAILS AND RETURN TO THE ADDRESS BELOW

YOUR DETAILS

Title Forename

Surname

Address

..... Postcode

Telephone incl. Std code

E-mail

It is Traplet Publications Ltd's policy to not pass on details to any third parties.

SUBSCRIPTION RATES

COVER PRICE 1 YEAR
£4.15/US\$9.99 (12 ISSUES)

UK ☐ £39.95 (SAVE £9.85*)

Europe ☐ £62.00 (SAVE £10.60*)

USA ☐ \$89.00 (SAVE \$30.88*)

Worldwide ☐ £63.00 (SAVE £13.20*)

2 YEAR
(24 ISSUES)

☐ £77.95 (SAVE £21.65*)

☐ £119.00 (SAVE £26.20*)

☐ \$169.00 (SAVE \$70.76*)

☐ £123.00 (SAVE £29.40*)

* savings based on cover price. (plus postage overseas)

PAYMENT DETAILS:

☐ **CHEQUE** I enclose a cheque for (made payable to Traplet Publications Ltd.)

☐ **CREDIT/DEBIT CARD** Please debit the amount of

from my: ☐ Visa ☐ Mastercard ☐ American Express ☐ Switch/Maestro

CARD NUMBER

.....

EXPIRY DATE

VALID FROM

SEC. No

(FROM BACK OF CARD)

ISSUE. No

(SWITCH/MAESTRO ONLY)

CODE:
MMFEB13

RETURN THIS FORM TO:

UK - MMI Subscriptions,
FREEPOST RLYE-ZLBC-RACS, Traplet
Publications Ltd., Malvern, WR14 1GA, UK

USA - MMI Subscriptions,
Traplet Distribution USA Ltd, PO Box 6178,
Champaign IL 61826, USA

AUS - MMI Subscriptions, Traplet
Publications & Hobbies, PO Box 501,
Engadine, NSW, Australia

ROW - MMI Subscriptions, Traplet
Publications Ltd, Traplet House, Pendragon
Close, Malvern, WR14 1GA, UK

Savings based on cover price. Prices correct at time of going to press and may be subject to change without further notification. Your subscription will begin with the next available issue. If you wish to cancel your subscription, please notify us to make arrangements. For one-off payments, requests for a refund must be made in writing. Refunds will be made at the Publisher's discretion. An administration charge of 15% of the remaining credit may be deducted from the refund issued.

HSAD.SUBS.FEB13.MM080113



SHOPPER'S DIRECTORY

ADVERTISE YOUR SHOP FOR £15

Advertise your shop for £15 (plus VAT) per month



Indicates retailers who stock Marine Modelling. Are you missing out on extra sales?

ENGLAND, BERKSHIRE

MANTUA MODELS UK LTD.
Tel. 01753 856321
Fax. 01753 857444
179 Dedworth Road, Windsor. SL4 4JN.
Mon-Sat: 9.30am-6pm.
Specialists in I.C. Cars, Planes, Boats,
Tools & Wood Centre.
Mastercard Amex Switch Visa Mail Order

To advertise here
contact Viv on:
Tel. 01684 588544
Fax. 01684 578558
email: advertising@traplet.com

NORFOLK

ANGLIA MODEL CENTRE
Tel. 01493 664815
Fax. 01493 658005
Unit 4, Riverside Ind. Estate, Gorleston,
Norfolk. NR3 6PU.
Open Mon-Sat: 9am-5pm.
www.angliamodelcentre.com
All major credit cards accepted Mail Order

YORKSHIRE

P & S HOBBIES & MODELS
Tel. 01904 611761
4 Walmgate, York. YO1 9TJ.
Mon-Sat: 9.30am-5pm,
Closed: Wed.
www.pshobbiesandmodelshop.co.uk
Mastercard Visa Mail Order

CHESHIRE

STEVE WEBB MODELS LTD
Tel: 01928 735225/735252
Fax: 01928 735410
80 Church St., Frodsham. WA6 6QU.
Mon-Sat: 9.30am-5.30pm
Closed all day: Weds & Sun
www.stevewebb.co.uk
Mastercard Visa Mail Order

LEICESTERSHIRE

MIDWAY MODELS
Tel. 0116 2701609
157 St. Leonards Road, Leicester. LE2 3BZ.
Tues, Wed, Thurs, Fri & Sat: 9.30am-5.30pm.
For Boats & Fittings. Catalogue £2.50 UK,
£5.00 Overseas.
Mastercard Switch Visa Mail Order

NOTTINGHAMSHIRE

GEE DEE MODELS & HOBBIES LTD.
Tel. 0115 9412211
Fax. 0115 9417717
21 Heathcote St., off Goosegate, Nottingham.
Open Mon-Sat: 9.30am-5.30pm.
hobbies@geedee-modelshop.com
www.geedee-modelshop.com
Mastercard Visa Mail Order

AUSTRALIA

FLOAT A BOAT
Tel. (03) 9879 2227
Fax. (03) 9720 4526
48c Wantima Road, Ringwood,
Victoria, 3134 Australia
Australia's Premier Maritime Hobby Shop
Nautical Gifts, books and artwork
www.floataboat.com.au Mail Order

LANCASHIRE

SCALE HOBBIES
Tel. 01695 732800
Unit 20, Sandy Lane, Skeimersdale, Lancs. WN8 8LQ.
Opening hours Mon-Sat: 9.30am-5pm,
Closed: Tues, Thurs, Sun.
Email: steve@scalehobbies.net
Building Service & Repairs Available.
All major credit cards Mail Order

Please mention
MARINE
modelling INTERNATIONAL
when replying to this advert

WORCESTERSHIRE

TRAPLET PUBLICATIONS LTD
Traplet House, Pendragon Close, Malvern, Worcs.
WR14 1GA Tel. No. 01684 588500 Fax No. 01684 578558
Email: general@traplet.com www.traplet.com
Open 9.00am-5.30pm Mon-Thurs, 9.00am-4.00pm Friday
Buy a copy of your favourite magazine, back issues,
binders, books and DVDs - Mail order/online shop
All major credit/debit cards accepted

To advertise here
contact Viv on:
Tel. 01684 588544
Fax. 01684 578558
email: advertising@traplet.com

To advertise here contact Viv
on: Tel. 01684 588544
Fax. 01684 578558
email: advertising@traplet.com



Retailers Get YOUR business noticed with:

FREE advertising for three month's in our Shopper's Directory
AND
FREE stockist-listing on our website at www.traplet.com

when you sign up to become an official stockist of our magazines.

Becoming a stockist couldn't be easier with our no-risk Sale or Return facility and generous trading discounts on magazines, books and DVDs. In return, we will offer you three month's of free advertising in our Shopper's Directory as well as a stockist-listing on our website at www.traplet.com

Stocking our magazines

Call our Angela Today on 01684 588568 or email tradesales@traplet.com to arrange your account with our no-risk Sale or Return facility and get more customers through your door.



CLASSIFIED ADVERTS

FREE Private Classified Ads — SEE COUPON

Trade Advertisements Semi Display £12.00 (plus VAT) per column cm, min 2 cm, max 7 cm or £15.00 per column cm (plus VAT) for spot colour.

FOR SALE

MANTUA MODEL UK LTD

Boat kits and fittings from:
Mantua, Sergal, Panart range of products. Walnut, Mahogany, Birch ply and Lime woods. Marine accessories in stock. S.A.E. for list & free leaflet.
New 323 page full catalogue £10.45 + £3.50 p&p.
www.mantuamodel.co.uk
179 Dedworth Road, Windsor, Berks. SL4 4JN.
Tel 01753 856321 Fax 01753 857444

PRIVATE FOR SALE

PART built Imara for sale, need the room, £200. For details call 01489 809221 after 8pm for details, Southampton.

MARTEN Hayes & Baylis wooden launch, Opel kit, still in box, £450. Mike 01624 671177, Isle of Man.

PRIVATE FOR SALE

TYPE VII U boat, length 75", beam 7", height top of conning tower 13", 12 volt dive pump, 2 x 400 MFA 12 volt motors, 50 amp speed control on motors, 6 ch 40 meg radio, brand new boat, ready to sail, c/w trolley, photos available, £375 ono. 01633 613790, South Wales.

MOTORISED Minivap ministream tender plus extra strength, constructed with a military theme, painted black/white, price at less than the cost of a new hull, £36. 01925 817651, Cheshire.

FOR sale XXI U boat, Robbe U2540, length 75", beam 7", height 13", 2 new 6 v 4.5 amp batteries, new 25 amp speed control, 4 ch 40 meg radio, ready to sail, £375 ono, photo available. 01633 613790, South Wales.

WANTED

ANY made or unmade plastic model kits wanted, Airfix, Revell, Tamiya, etc. Write 27A The Grove, Biggin Hill, Kent. TN16 3TA.

MARINE modelling INTERNATIONAL CLASSIFIED ADVERTISEMENTS

Use this coupon for
FREE private
classified ads.
Free ads are
ONLY accepted on a
coupon, by post, fax
or email.

FOR SALE
WANTED

FREE

FREE

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
					COUNTY

PLEASE ENSURE YOUR NAME AND ADDRESS IS INCLUDED FOR RECORD PURPOSES.

Name..... Address.....

Postcode.....

Tel. No.....

Send to: Marine Modelling International, Traplet Publications Ltd., Traplet House, Pendragon Close, Malvern, Worcs., WR14 1GA, England.

Fax or E-mail us now!

Fax no. +44 (0)1684 578558 Email: adcopy@traplet.com

If you do not wish to receive
future mail shots please
tick this box ☐

IF YOU DON'T WANT TO SPOIL YOUR MAGAZINE JUST PHOTOCOPY THIS FORM.

We will print your classified advertisement in the next available issue of Marine Modelling International. Classified adverts received after the copy date may be held over for the following issue. We advise you to print clearly (capital letters) the text of your advert and indicate, which section you would like your advert to appear in. No responsibility will be accepted for misprints or printing errors.

Send your advertisements to: Marine Modelling International, Traplet House, Pendragon Close, Malvern, Worcestershire, WR14 1GA.

Fax: (01684) 578558 or Email: adcopy@traplet.com Please make your cheques payable to "Traplet Publications Ltd".

We will print your classified advertisement in the next available issue of Marine Modelling International. Classified adverts received after copy date may be held over for the following issue. We advise you to type or print clearly (capital letters preferred) the text of your advert on the coupon provided. Please provide us with your county. **No responsibility will be accepted for misprints.**

Trade Description Act. Attention should be paid to the requirements of the Act when giving detailed descriptions of all goods offered for sale. **The Business Advertisements (Disclosure) Order 1977** requires that persons attempting to sell goods in the course of business must make that fact clear. Consumers should know whether an advert relates to a sale by a trader or private seller.

CHOOSE FROM A GREAT RANGE OF DVDs AND BOOKS

Mastering RC Hovercraft

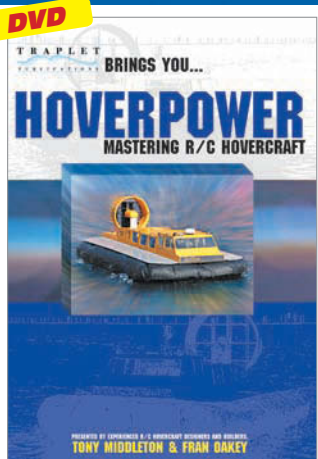
Presented by Tony Middleton & Fran Oakey, this is the essential DVD for all hovercraft enthusiasts.

Including a short history of hovercraft and the basics of how they work, as well as a look at some successful models and their development, this guide covers all aspects of fascinating craft. Topics covered include: Designing an R/C model hovercraft, Hull - Materials, Construction and Waterproofing. Creating the air cushion, Thrust & Steering, Radio control, Operation. A visit to Griffon Hovercraft.

Product Code: DV505

RRP £9.95/ US\$14.95 + p&p/s&h

DVD



R/C Racing Skipper

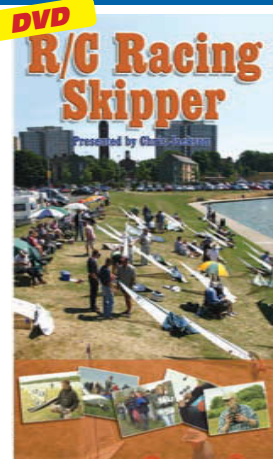
Presented by Chris Jackson

Chris Jackson is an experienced racing skipper in his own right. Join Chris at five championship events as he examines the boats, the technology and the tactics used by top competition skippers as they battle for success.

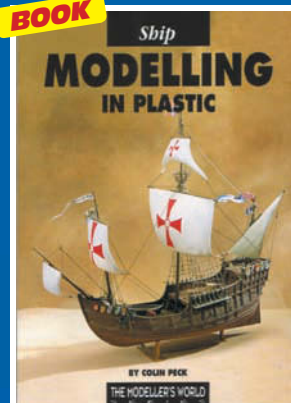
Product Code: DV506

RRP £12.95/
US\$19.95 + p&p/s&h

DVD



BOOK



Ship Modelling in Plastic

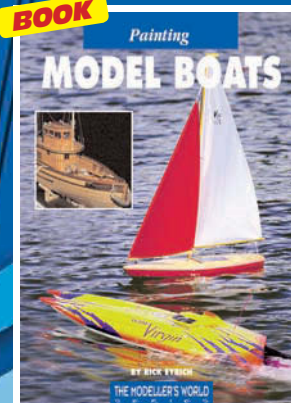
By Colin Peck

Learn the art of ship modelling in plastic with this fantastic book for marine modelling enthusiasts. Whether you wish to build a good replica on a budget, or a sophisticated scale model regardless of expense, this book is a must!

Product Code: SMP

RRP £9.95/US\$14.95 + p&p/s&h

BOOK



Painting Model Boats

By Rick Eyrich

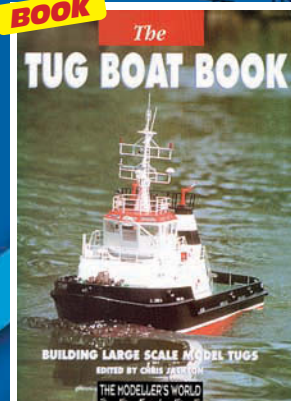
Learn the art of painting model boats in this exciting book detailing how to paint static and R/C models. Suitable for both novice and expert alike, the book features:

- The basics of painting model boats
- Hull preparation for painting
- Ways to protect a boat once it has been painted
- Clear coats, graphic applications and repairs

Product Code: PMB

RRP £9.95/US\$14.95 + p&p/s&h

BOOK



Model Tugboat Book

By Chris Jackson

Thinking of building a large tug model? This second edition of Chris's popular book covers a variety of building methods - from building from kits to scratch-building, with projects covering an interesting range of subjects. These impressive models, always much admired, are major projects and need careful consideration.

Product Code: TUG2

RRP £12.95/ US\$19.95 + p&p/s&h

BOOK



Scale Model Warships

by Tim Morgan

Join Tim Morgan as he guides you through the fascinating world of model warships. With emphasis on modern ships and to date modelling methods, the 120 pages feature: Plans and research, Specialist suppliers, Construction of superstructures, hulls and decks, Working in plastic and brass as well as fittings, finishing and painting.

Product Code: SMW

RRP £12.95/ US\$19.95 + p&p/s&h

BOOK



Submarines, Models and Their Originals

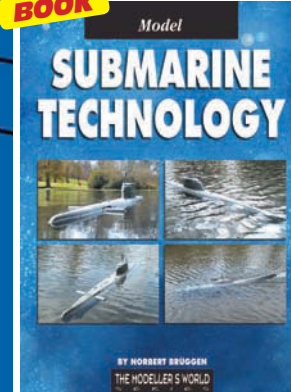
By Carsten Heintze

Submarines have a unique fascination. What makes them so special - in the original as well as in the model - is the breadth of technology that is required for a vessel to dive and, above all, to return safely to the surface.

Product Code: SMO

RRP £12.95/ US\$19.95 + p&p/s&h

BOOK



Model Submarine Technology

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.

Product Code: MST2

RRP £12.95/ US\$19.95 + p&p/s&h

All prices correct at time of going to press and may be subject to alteration without further notification.

To order, go to www.trapletshop.com or call 01684 588599

KON-TIKI

An easy to build model based upon the famous raft can be constructed from scrap materials collected around the home



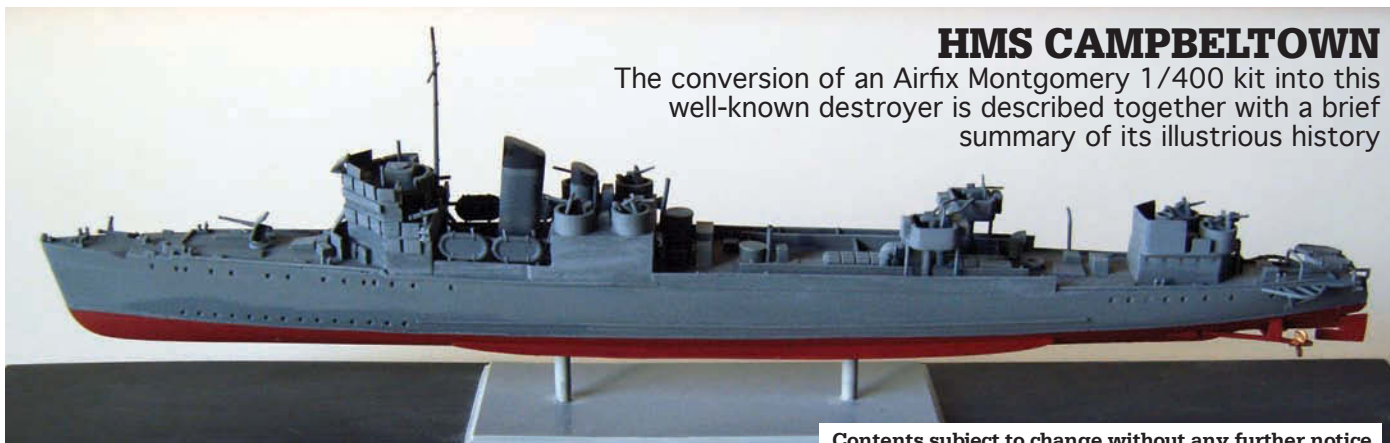
LINDA 2ND

Details on the construction and sailing of a model of a four-masted 'fully rigged' ship based on the Peter Rickmers



HMS CAMPBELTOWN

The conversion of an Airfix Montgomery 1/400 kit into this well-known destroyer is described together with a brief summary of its illustrious history



Contents subject to change without any further notice

ADVERTISERS INDEX

A Model World. 31	Dennis Nixon 67	Nautical Marine. 67	The Airbrush Company 51
Airfix 43	Hobbies 17	Northern Modelling	The Model Dockyard 75
Astec 25	Howes Model Shop 2-3	Exhibition 25	Traplet Products. 67, 73
Boca Bearing 67	Maritime Models 67	Plans and Parts 60	Web Directory 68-69
Component Shop 51	Metcalf Mouldings 25	Prop Shop 47	Westward Mouldings. 47
Cornwall Model Boats 76	Mobile Marine Models. 16	SHG Marine 47	Westbourne Model Centre .. 16
David H Alderton 67	Mountfleet Models 41	Speedline Models 61	Wings & Wheels Model
Dean's Marine 67	M.Troniks 41	Subscriptions 70	Spectacular 47

NEWSAGENT ORDER FORM • NEWSAGENT ORDER FORM • NEWSAGENT ORDER FORM • NEWSAGENT ORDER FORM

Having difficulty obtaining your copy?

MARINE
modelling INTERNATIONAL

Then place an order with your newsagent!

S All Traplet Publications Limited magazines are available from all good newsagents either as a stock item or via the ordering service.

Name.....

Address.....

Post Code

DISTRIBUTED TO THE NEWS TRADE BY

Seymour Distribution Limited, 2 East Poultry Avenue, London, EC1A 9PT, England.
Tel: +44 (0)20 7429 4000 Fax: +44 (0)20 7429 3628

DISTRIBUTED TO THE HOBBY TRADE BY

Traplet Publications Ltd., Traplet House, Pendragon Close, Malvern, Worcestershire, WR14 1GA, England.
Tel: +44 (0)1684 588588 Fax: +44 (0)1684 578558
Email: tradesales@traplet.com

DISTRIBUTED TO THE NORTH AMERICAN HOBBY TRADE BY

Carstens Publications Inc., P.O. Box 700, Newton, New Jersey 07860, USA.
Tel: 973 383 3355 Fax: 973 383 4064
Email: carstens-publications.com

ON SALE THE LAST THURSDAY OF EVERY MONTH

The Model Dockyard



17 Tremorvah Barton
Tregolls Road, Truro
Cornwall, TR1 1NN
Mail order Only. Sorry no callers
Open Mon-Fri 9am-3pm

Tel UK: 01872 261755
Tel Int: +44 1872 261755
www.model-dockyard.com
U.K Delivery

Order value under £10 Add £2.00
Between £10 & £19.99 Add £3.00
Between £20 & £39.99 Add £4.00
Between £40 & £49.99 Add £5.00
Between £50 & £190 Add £8.00
Over £190 Free Delivery

Free delivery does not apply to shipments weighing over 4 kilos, being sent to the Channel Islands or Northern Ireland. Delivery here will be charged at cost.

Orders are sent by 1st class post or UPS carrier. Large parcel deliveries to Scottish Highland and Islands, the Isle of Man, Isles of Scilly and Northern Ireland will be shipped by 3 day UPS carrier. Deliveries to Channel Islands will be shipped by Euro 48 service

We ship Worldwide too

All prices correct at time of going to press but we reserve the right to supply at the prices ruling at the time of order despatch. E&OE

Aerokits

Sea Queen Cabin Cruiser 1170mm £169.95
Sea Commander Cabin Cruiser 863mm £149.95

Amati Kits

Dutch Royal Yacht in Bottle 1:300 95mm £46.93
Hannah U.S. Schooner in Bottle 1775 £46.93
Egyptian Ship Sphure Dynasty 350mm £77.57
Greek Bireme 480 BC 560mm £77.57
Viking Ship Oseberg 1:50 440mm £105.14
Santa Maria 1409 540mm £123.52
Pinta 1409 450mm 1:65 scale £94.93
Nina 370mm 1:65 scale £94.93
Albion. Scandinavian ketch 1700 390mm £72.54
Mayflower 1620 1:60 scale 650mm £174.59
Chinese Junk Scale 1:100 400mm £37.78
Arrow. American Gunboat galleys £37.99
Xebec. 1753 720mm 1:80 £155.95
H.M.A.V. Bounty 1:60 scale 750mm £222.95
Robert E Lee 1:160 600mm £249.95
New Bedford Whalerboat 1:16 550mm £122.50
Bluenose. Fishing Schooner 1:100 540mm £89.82
Q ship Hunter 590mm scale 1:60 £95.95
Titanic. Liner 1912. 1:250 scale 1070mm £389.95
Riva Aquarama. With Transmission kit £509.57
Endeavour J Class. Wood Hull 1:80 480mm £83.69
Rainbow J Class. Wood Hull 1:80 510mm £83.69
Endeavour J Class 480mm Preformed Hull £79.61
Rainbow J Class 480mm Preformed Hull £79.61
Enterprise J Class 480mm 1:80 £79.61
Shamrock J Class. 445mm Preformed Hull £79.61
Ranger. 1:80 scale 470mm Preformed Hull £37.78
Endeavour J Class 1:35 scale 1130mm £259.95



Mantua & Sergal Kits

HMS Victory. Scale 1:200 620mm £116.95
Titanic Complete set 1:200 1350mm £854.14
Trotameres. Motor Ketch 1:43 800mm £179.10
Nina. Columbus's Caravel 1:50 400mm £39.00
Albatross U.S. Cutter 1:40 scale 700mm £112.50



English Carronade 1:17215mm x 215mm £44.95

Mamoli Kits

Roter Lowe. allison 1597. 1:55 720mm £289.64
H.M.S. 8 gun Brig 1:64 645mm £176.98
Friesland 80 gun 2 Decker 1:75 775mm £492.14
H.M.S. Victory 1:90 scale 1116mm £336.56
Mary Royal Yacht 1:54 scale 483mm £179.18
Golden Hind 1:53 scale 496mm £184.58
La Gloire 34 gun Frigate 1:90 840mm £287.18
Hunter 12 gun Cutter 1797 1:72 440mm £134.76
Rattlesnake Privateer 1779 1:64 697mm £222.62
H.M.A.V. Bounty 1787 1:64 610mm £215.76
Britannia Yacht 1893 1:64 760mm £189.00
Portsmouth. Brig 1796 695mm 1:64 £159.80

Endeavour. Bark 1:100 430mm £117.58
Lexington. brig 1775. 1:100 420mm £125.68
Mayflower. 1:70 480mm £137.94
HMAV Bounty 1:100 448mm £134.26
CSS Alabama. 1:120 694mm £206.92
HMS Prince 1670. 1:144 scale 560mm £261.66
Blackbeard Corsair Sloop. 1:57 scale 520mm £112.95

Victory Models Kits

Lady Nelson Cutter. 530mm NEW Edition £118.95
Granado. Bomb Ketch 1756 1:64 800mm £261.95
HMS Fly. Swan Class 1776 1:64 800mm £250.95



Vanguard. 74 gun 1782 1:72 1171mm £985.00
HMS Pegasus Swan class 1:64 800mm £347.95
Mercury. 20 gun Brig 1820. 1:64 860mm £357.95

Panart Kits

H.M.S. Victory Nelson Flagship 1:78 1300mm £395.10
Between Decks Gun Section 1:23 250mm sq £99.00
Open Whaler 1850 1:16 scale 615mm £139.50
HMS Victory bow section 1:78 scale £179.95
San Felipe Spanish 3 Decker 1:75 960mm £670.00
Armed Naval Pinna 1800 Scale 1:16 620mm £139.50
Royal Caroline 1749 Royal Yacht 1:47 830mm £269.95
H.M.S. Victory's 34 Ft Launch 1:16 620mm £139.50

Caldcraft Display Kits

HMAV. Bounty. 1789. 1:64 scale 660mm £196.95
HMS Diana 38 Gun Frigate 1:180mm £440.95
HMS Cruiser. 18 Gun Brig 1:67 850mm £196.95
HMS Snake 18 Gun Sloop 1:67 910mm £242.95
Mary Rose. 735mm 1:80 scale £136.95
Supply 1759. Yard transport 1:64 765mm £615.95
Agamemnon 64 gun ship 1:64 1300mm £615.95
Endeavour. Bark 1768. 1:64 725mm £224.95
HMS Sherbourne. 8 Gun 1:64 500mm £73.95
HMS Mars. 18 gun brig 1:64 790mm £186.95
HMS Jalouse brig 1794 1:64 815mm £208.95
HM Yacht Chatham 1741 1:64 530mm £85.95
Mortar Vessel Convulsion. 1:64 530mm £91.95
HM Schooner Ballahoo. 1:64 520mm £99.95
HMS Victory 1781. 1:72 1385mm £715.95
Granado. Bomb Ketch 1756 1:64 785mm £208.95
HM Brig Badger 1778 1:64 600mm £208.95
HM Schooner Pickle 1778 1:64 565mm £124.95

Caldcraft R/C Kits

Joffre. 1916 Tug. £251.95
Imara. Twin Screw Berthing Tug New Version £459.95
Milford star. East Coast side trawler £228.95
North Light. Steam Clyde Puffer £251.95
Resolve. Twin Screw Admiralty Tug £508.95
Amaranth. Motor File £116.95
SS Talacre. Single hatch Steam Coaster £251.95
Sir Kay Round Table Class Minesweeper £294.95

Card Models



SD14 general cargo ship 1:70 2133mm £285.96
Queen Mary 2. 863mm 1:400 scale £53.06
USS Missouri. battleship 1:200 scale £51.01
Tirpitz 1:200 scale Full hull 1260mm £49.99
Bismarck 1:200 scale Full hull 1250mm £48.98
HMS Victory. 1:96 scale £45.91
HMS Mercury frigate 1:96 660mm £44.95
Admiral Hipper. cruiser 1:200 1030mm £40.81
Enterprise 28 gun Frigate 1:96 670mm £40.80
USS Lexington Aircraft carrier 1:200 £38.76
Prinz Eugen. 850mm. 10 sheets. £37.74
HMS Endeavour. Bark 1:96 scale 500mm £30.59
Santa Maria & Nina £30.59
Lexington. American Brig 1:96 scale £30.59
H.M.S. Invincible. Battlescruiser 1:250 £28.54
HMS Sheffield 1:200 full hull £28.54
HMS Dreadnought. 1:250 scale £28.54
HMS Abdal Light Cruiser 1:200 635mm £28.54
HMS Repulse. 1:300 scale 800mm £27.53
Iowa. 1:400 US Battleship 1942 680mm £26.52
Titanic 1:400 scale 672mm £26.50
HMS Dreadnought 1:200 £26.50
HMS Cammellown 1:200 scale 470mm £25.95
Graf Spee. 1:400 scale 930mm £24.46
Yamato. Battleship 1:400 scale 685mm £23.95

Hull and Plan Sets

Victoria Steam Launch 1:12 scale 762mm £42.95
Pilot 40. Pilot boat 698mm £50.45
Bluebird Of Chelsea. 1:24 scale 654mm £46.95



Forceful Paddle Tug Hull only. 1:48 1003mm £51.45
Guardsmen Customs launch 1:32 scale 571mm £40.45
Burutu & Bajima Tug 1:50 scale 768mm £46.95

Tyne Life Boat 1:12 scale 787mm £44.95
Smit Nederland Hull 558mm £44.95
Liverpool Lifeboat 1:90 5mm 1:12 scale £91.50
RMAV Moorhen Hull 1:43 scale 740mm £54.45
Kingston Peridot Hull only 1:48 scale 1257mm £96.50
Cervia. Trawler 1:48 scale 711mm £71.50
Brave Borderer 1:32 scale 914mm £66.50
HMS Warspite. Queen Elizabeth class £127.66
H.M.S. Gambia. Cruiser 1:128 1320mm £104.17
H.M.S. Devonshire. Cruiser 1504mm £99.00
H.M.S. Liverpool. Town class 1405mm £99.31
H.M.S. Hood. Battlescruiser 2057mm £137.87
H.M.S. Repulse. Battleship 1879mm £137.06

Deans Marine Kits

Lady Of Wrotham launch 1:15 720mm £117.95
Lady Bessie Slipper Launch 1:10 720mm £117.95
Amethyst Black Swan Class 958mm £266.50
H.M.S. Verulam Destroyer 1155mm £272.63
Compass Rose. Corvette 1:96 673mm £177.65
U.S.S. Kidd. Destroyer 1:168mm £231.52
SS Hudson Sound Collier 1950 990mm £263.44
H.M.S. Kelly Destroyer 1938 1:130mm £257.31
H.M.S. Solebay Destroyer 1945 1:120mm £306.33
Robert E Peary Liberty Ship 1384mm £336.97



MGB77. 71 ft BPB 1:24 920mm £243.01
73ft Vosper Type 1 1:24 scale 965mm £252.20
H.M.S. Dreadnought. 1660mm 1:96 £686.95
Grampian Pride Rescue vessel 830mm £345.95
Bronington. minesweeper 1:100 465mm £107.18
HMS Royal Marine. minesweeper 619mm £113.95
Rix Hamier. Tanker 1:50 920mm £283.86
BPC 441 Seaplane Tender 1:24 520mm £102.08
Trilight. Clyde Puffer 1:72 scale 269mm £77.57
MTB 488. B.P.C. 71.6 MTB 1:24 920mm £272.63
RAF Crash Tender 1:24 scale 610mm £113.31
Steam Yacht Medea 1904. 1:48 670mm £139.86
Tradition. Seine net trawler 670mm 1:24 £280.92
HSL 2651. 67ft HSL Mill. 1:24 850mm £227.78
Empire Susan Tug 1:96 440mm £121.48
M.F.V. Vigilant. Trawler 1:72 460mm £124.95
H.M.S. Cossack Destroyer 1938 1:200mm £272.63

Plastic Kits



Trumpeter Bismarck 1:200 scale £199.99
Italian MTB 77. 72 ft Vosper 1:35 632mm £99.99
Heller Le Soleil Royal 1:100 scale £149.95
Trumpeter USS Arizona 1941 1:200 £163.99
Trumpeter HMS Dreadnought 1907 1:350 £37.99
Academy Titanic 1:400 Ltd Edition £99.95
Italian Schnellboot S-100 1:35 £175.00
Revell Titanic 1:400 £51.05



Revell Flower Class Corvette 1:72 £99.95
Trumpeter HMS Repulse 1941 1:350 £100.06
Heller HMS Victory 1:100 scale £28.99
Trumpeter Queen Elizabeth 1:350 £69.99
Trumpeter USS Alabama 1:350 £79.99
Trumpeter HMS Hood (1941) 1:350 £91.89
Revell Gato Class Submarine 1:72 £72.36
Trumpeter Admiral Hipper 1941 1:350 £69.95
Trumpeter Prinz Eugen 1945 1:350 £81.22
Airfix HMS Illustrious 1:350 £51.05
Trumpeter Graf Spee 1:350 £51.04
Trumpeter Jeremiah O'Brien Liberty Ship £32.99
Trumpeter John Brown liberty ship 1:350 £30.62
Tamiya Yamato 1:350 scale £270.95
Tamiya HMS King George V 1:350 £49.99
Tamiya HMS Prince of Wales 1:350 £49.99
Tamiya Bismarck 1:350 717mm £61.99
Tamiya Tirpitz 1:350 717mm £58.50
Academy Tirpitz 1:350 £28.00
Academy Graf Spee 1:350 £28.00
Airfix Cutty Sark 1:130 £27.99
Airfix HMS Bounty 1:87 £26.54
Airfix HMS Victory 1:180 £26.54
Airfix Wassa 1:144 £26.54

Etched Brass for Plastic Kits

Lionar HMS Repulse Super detail 1:350 £95.57
Lionar Arizona Super detail set 1:350 £74.18
1:350 1:400 Naval Ship Decals £7.19
1:350 Bismarck and Tirpitz detail sheets £45.95
1:350 KG5 & Prince of Wales detail sheets £49.95
1:350 Naval Figures sheet of 100 £4.95
1:350 Various ladders. £6.20
1:350 Quad Bofors and Oerlikon details £8.75
1:350 Doors, Hatches, Fire Hoses & Life rings £6.20

1:350 5:000 scale feet of U.S. Navy railing £20.55
1:350 Arizona Details sheets £43.97
1:350 WWII Liberty Ship Etched detail £43.99
1:350 Hood detail sheets £49.99
1:350 Hood extra detail sheet £25.83
1:350 Alabama Details sheets £49.99
1:350 USS San Francisco Details sheets £49.99
1:350 Reprise detail sheets £49.99
This is just a selection from Gold Medal, MK1 Design and Eduard.

Decking for Plastic Kits

Wooden deck for HMS Hood 1:350 scale £35.80
Wooden deck for Graf Spee 1:350 scale £32.30
Wooden deck for HMS Repulse 1:350 scale £34.80
Wooden deck for Prinz Eugen 1:350 scale £34.80
Wooden deck for Bismarck 1:350 scale £34.80
Wooden deck for Tirpitz 1:350 scale £34.80
Wooden deck for Admiral Hipper 1:350 scale £34.80
DX Wooden deck and Railing for Bismarck 1:350 £37.99
Wooden deck for Bismarck 1:350 scale £31.50
Wooden deck for Tirpitz 1:350 scale £31.50
Wooden deck for KG5 1:350 scale £33.20
Wooden deck for Price of Wales 1:350 scale £33.20
DX Wooden deck and Railing for Warspite 1:350 £33.80

R/C Equipment

Hitec Optic 6 (2.4 GHz) combo £124.99
Viper Marine 75 £115.00
Hitec Optic 5 channel (2.4 GHz) combo £99.95
Mtronics G2 Hydra 15 combo £56.12
Hi Tech Zebra 4 Channel £55.22
Viper Marine 40 £51.99
Planet 5 Transmitter and Receiver Set £49.95
Hi Tech Ranger 2 Channel £47.14
FR30HX 30amp speed controller £42.99
Viper Marine SUB 10 6-12v £42.50
Viper Marine SUB 8 4.8-9.6v £39.99
Viper SSR 25amp speed controller £37.69
15HVR 15amp speed controller £34.99
Viper Marine 25 £34.20
Viper Marine 25 Mirror £33.86
FR12VR 12amp speed controller BEC £30.99
Hi Tech Mega Arm Sail Winch 19.8kg/cm £30.63
Proportional Drum Sail Winch £28.99
Viper Marine 20 £22.99
Viper Marine 15 £22.99
Viper Micro Marine 10 £22.99
Viper Marine 15 Plug Play £22.99
Programmable mixing module £20.34
Waterproof mixing module (w-tail) £17.80
Waterproof mixing module £15.70
Mtronics EP Multi charger £12.14
1300ma receiver nicad battery square £5.61
1300ma receiver nicad battery flat £5.61
Switch harness with charging lead £4.70
Full range of R/C installation equipment available

Miniature Steam

Tyne Vertical Self Assembly Engine £199.50
Exhaust Oil Trap (1-1/4") £33.60
Horizontal Boiler Mounting Tray £33.60
Clyde Horizontal Self Assembly Plant £306.40
Clyde Vertical Self Assembly Steam Plant £932.39
Clyde Horizontal Assembled Steam Plant £932.39
3" Vertical Boiler £510.01
3" Horizontal Boiler £510.01
4 inch Horizontal Boiler £649.99
1-1/4" Ceramic Burner: £66.64
Engine Kit for Self Assembly £294.01
Refillable Gas Tank Adaptor (Long) £21.00
Self Refillable Gas Tank £22.00
Vertical Refillable Gas Tank (1-1/4" Dia) £64.99

Sound Modules

Petrol/Diesel Engine with Horn £43.40
Machine Gun £35.73
Steam Engine Sound £43.40
Whoopee £35.73
Fog Horn £35.73
Ship Klaxon £35.73
Sub Sonar Ping £35.73
Sub Dive Alarm £35.73
Air Horns £35.73
Large Ship Horn £35.73
Large Ship Steam Whistle £35.73
Old Steam Whistle £35.73
Tug Boat Air Horn £35.73
Mtronics Diesel Canal Boat £59.99
Mtronics Multicylinder Diesel £59.99
Mtronics Small Diesel Tug £59.99

Motors

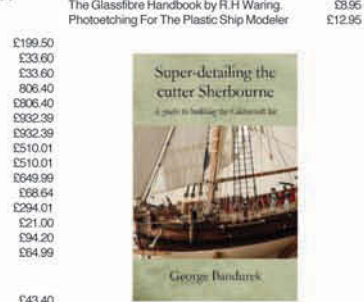
Hectopern Motor 2:1 6v £158.96
Voith-Schneider drive unit £157.08
Decapern Motor 2:75 6v £142.13
Pile Gearbox and Motor: 12 V. £81.75
Schottel drive unit £79.42
Rudder-propeller drive: £74.42
Rudder-propeller drive Adaptor £41.92
Deans Marine Navy Geared Maxi 6v £40.80
Speed 7208B Torque £40.42
6v Geared motor 3 pm £34.83
Robbe Navy geared motor EF 76 - 6v £29.50
900 Torque Motor £26.40
Multispeed 380 £28.83
LE653/16 low drain motor £21.95
700 Speed Motor £19.80
Deans Marine Kestrel 4.8 to 12 volts £19.28
543/12 low drain motor for large props £18.85
Speed 480 Motor 7.2v £18.75
Deans Marine Kondor 2 £17.31
Deans Marine Kondor £17.31
Speed 600 RACE 7.2 £16.00
543-24 low drain motor £15.93
Speed 600 ECOT 7.2 £12.33
Speed 600 7.2 £11.67
Deans Kite Motor £11.18
LE653/33 low drain motor £10.95
Mabuchi Low Drain 545 £9.96
Speed 500 £9.58
550 Speed Motor £8.50
Mabuchi 400 £7.00
Mabuchi 480 motor 4.8 to 8.4v £7.00

Books

The Anatomy of Nelson's Ships £40.00
Inshore Craft of Britain Vol 2- £30.00

Shipwright Annual 2011 £30.00
Shipwright Annual 2010 £30.00
Inshore Craft of Britain Vol 1 £30.00
Shipwright Annual 2012 £30.00
Merchant Ship Construction £28.00
Thunderer. Building a Model Dreadnought £28.00
RMS Titanic. A Modelmaker's Manual £25.00
Rigging Period Ship Models £25.00
Grand Fleet Battlescruisers £25.00
West Highland Steamers: £25.00
Plank on Frame Models. Volume Two £25.00
Plank on Frame Models. Volume One £25.00
The Warship Mary Rose: £25.00
The Steam Collier Fleets £24.95
British Steam Tugs £24.95
Ship Modeling Simplified £23.95
Rigging Period Fore & Aft Craft £22.50
Masting & Rigging of Clipper Ship and Ocean Carrier £22.00
Ship Modeling from Stern to Stern £21.95
The Young Sea Officer's Sheet Anchor £21.95
The Ship Model Builders Assistant. £20.95
The Built up Ship Model £20.95
Puffer Ahoy £20.00
The Ship Model Builders Handbook £19.95
Card Modelling £19.95
Essex Class Aircraft Carriers of WW2 £19.95
Ship Modelling from Scratch £19.95
Architectura Navalis Mercatoria £17.95
Flower Class Corvettes £16.99
Advanced Ship Modelling by Brian King: £15.95
Titanic & her Sisters Olympic & Britannic £14.99
County Class Cruisers £14.99
Bismarck & Tirpitz £14.99
British Destroyers A-1 & Tribal Classes £14.99
Model Marine Steam £14.95
HMS Victory Owners workshop manual £21.95
Scale Model Tugs £14.95
Historical Sailing Ships: Remote Controlled £14.95
Period Ship Handbook. Vol One. £14.95
Period Ship Kit Builders Manual £14.95
RMS Titanic Manual 1909-12 £12.95
Model Ships Fittings £12.95
Model Submarine Technology £12.95
Painting Model Boats £12.95
Ship Modelling in Plastic £12.95
Scale Model Steamboats £12.95
Making Model Boats with Styrene £12.95
Simply Model Submarines £12.95
The Model Tug Book Book: £12.95
Scale Model Warships £12.95
Submarines. Models and their Originals £12.95
Making Ships in Bottles £11.95
Scale Model Boats. Building & Operation £9.95
Radio Control in Model Boats £9.95
Introduction to Marine Modelling £9.95
Ship Modelling Solutions £9.95
Scratch Building Marine Models £9.95
The Glassfibre Handbook by R.H. Waring. £9.95
Photetching For The Plastic Ship Modeler £12.95

Shipwright Annual 2011 £30.00
Shipwright Annual 2010 £30.00
Inshore Craft of Britain Vol 1 £30.00
Shipwright Annual 2012 £30.00
Merchant Ship Construction £28.00
Thunderer. Building a Model Dreadnought £28.00
RMS Titanic. A Modelmaker's Manual £25.00
Rigging Period Ship Models £25.00
Grand Fleet Battlescruisers £25.00
West Highland Steamers: £25.00
Plank on Frame Models. Volume Two £25.00
Plank on Frame Models. Volume One £25.00
The Warship Mary Rose: £25.00
The Steam Collier Fleets £24.95
British Steam Tugs £24.95
Ship Modeling Simplified £23.95
Rigging Period Fore & Aft Craft £22.50
Masting & Rigging of Clipper Ship and Ocean Carrier £22.00
Ship Modeling from Stern to Stern £21.95
The Young Sea Officer's Sheet Anchor £21.95
The Ship Model Builders Assistant. £20.95
The Built up Ship Model £20.95
Puffer Ahoy £20.00
The Ship Model Builders Handbook £19.95
Card Modelling £19.95
Essex Class Aircraft Carriers of WW2 £19.95
Ship Modelling from Scratch £19.95
Architectura Navalis Mercatoria £17.95
Flower Class Corvettes £16.99
Advanced Ship Modelling by Brian King: £15.95
Titanic & her Sisters Olympic & Britannic £14.99
County Class Cruisers £14.99
Bismarck & Tirpitz £14.99
British Destroyers A-1 & Tribal Classes £14.99
Model Marine Steam £14.95
HMS Victory Owners workshop manual £21.95
Scale Model Tugs £14.95
Historical Sailing Ships: Remote Controlled £14.95
Period Ship Handbook. Vol One. £14.95
Period Ship Kit Builders Manual £14.95
RMS Titanic Manual 1909-12 £12.95
Model Ships Fittings £12.95
Model Submarine Technology £12.95
Painting Model Boats £12.95
Ship Modelling in Plastic £12.95
Scale Model Steamboats £12.95
Making Model Boats with Styrene £12.95
Simply Model Submarines £12.95
The Model Tug Book Book: £12.95
Scale Model Warships £12.95
Submarines. Models and their Originals £12.95
Making Ships in Bottles £11.95
Scale Model Boats. Building & Operation £9.95
Radio Control in Model Boats £9.95
Introduction to Marine Modelling £9.95
Ship Modelling Solutions £9.95
Scratch Building Marine Models £9.95
The Glassfibre Handbook by R.H. Waring. £9.95
Photetching For The Plastic Ship Modeler £12.95

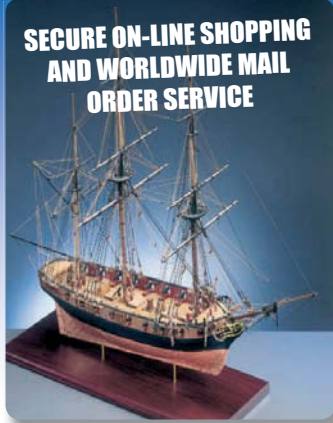


Super-detailing the Cutter Sherbourne £19.00
Model Boats Magazine Back Issues 4.15
Marine Modelling Magazine Back issues 3.95
Model Boats Plan Features Special 2012 4.99

Modelling Tools

Mantua 12v Electric Fret saw 12v £110.00
Mini Compressor £105.00
Mantua Spar Lathe. 12V £99.00
Mantua 12v Electric Planer £79.00
Amat heavy duty Building cradle £55.10
Building Ship £54.95
Mantua 4 speed mains transformer £48.40
300 Series Drill + 25 Accs £45.95
Deluxe Modelers Tool Chest £38.95
Amat Electric Pin Bender £36.71
Rope Walk kit £35.69
Strip Clamp £32.95
Dremel MultiVise £32.73
Master Cut £26.50
Bench Vice £24.46
Swann-Morton ACM Tool Set £22.61
Planet. special work bench £11.50
20 piece twist drill set. 3 to 1.6mm £13.23
Amat Pin Pusher De-Luxe £13.23
Pin Pusher £12.99
Waterline marking tool £12.97
A3 cutting mat £11.18
Pounce Tool with 4 wheels £10.95
Assorted grade Sanding Sticks (5) £10.94
Shroud Making Jig £10.72
Zona Fine Kert Universal Razor Saw 32tpi £9.39
Zona Medium Kert Razor Saw 24tpi £9.39
Zona Fine Kert Universal Razor Saw 42tpi £9.39
Zona Fine Kert Universal Razor Saw 24tpi £9.39
Zona Ultra Thin Kert Razor Saw 52tpi £9.34
Zona Ultra Thin Kert Razor Saw 32tpi £9.34
8 piece twist drill set. 5 to 2.0mm £8.38
Parallel Toolmakers Clamps 50mm £6.79
Rigging Tool £11.18
Archimedean Hand Drill £6.74
Pin Vice with collets for .01 to 3.0mm drill bits £6.64
K

**SECURE ON-LINE SHOPPING
AND WORLDWIDE MAIL
ORDER SERVICE**



CORNWALL MODEL BOATS

www.cornwallmodelboats.co.uk

4D HIGHFIELD ROAD INDUSTRIAL ESTATE,
CAMELFORD, CORNWALL, PL32 9RA

TEL: 01840 211009

INT: +44 1840 211009

MAIL ORDER ONLY

FREE UK SHIPPING ON ORDERS OVER £150

**WE CARRY IN STOCK ONE OF THE LARGEST RANGES OF
RADIO CONTROL AND STATIC DISPLAY BOAT KITS IN
THE COUNTRY. IN ADDITION TO THIS WE ALSO STOCK
A VAST SELECTION OF FITTINGS, HARDWARE, RC
SYSTEMS, BUILDING MATERIALS, TOOLS AND PLANS.**

**SECURE ONLINE SHOPPING AND WORLDWIDE MAIL
ORDER SERVICE**



**AERONAUT, AMATI,
BILLING BOATS,
CALDERCRAFT, MFA,
COREL, GRAUPNER,
PANART, KRICK,
MAMOLI, MANTUA, NEW
MAQUETTES, OCCRE,
ROBBE, SERGAL**



AMATI KITS

Arno XI Ferrari 800kg Hydroplane	£330.00
Arno XI Ferrari Pre Built Hull	£385.96
Arrow Gunboat 1914	£94.96
Chinese Pirate Junk	£84.95
Endeavour 1:35 Wood Hull	£259.00
Endeavour (Wood Hull) 1:80	£79.99
Endeavour Pre Formed Wood Hull 1:50	£239.95
Enterprise Pre-formed 1:80	£77.95
Grand Banks Motor Yacht	£432.00
Greek Bireme	£74.95
Greek Galliot	£105.95
HMAV Bounty 1787 1:60	£223.00
Mayflower, English Galleon 1620	£164.95
Rainbow (pre-formed) 1:80	£77.00
Rainbow (Wood Hull) 1:80	£80.00
Riva Aquarama inc Motor & Trans kit	£497.95
RMS Titanic	£379.00
Robert E Lee	£245.00
U-Boat U47 Type VIIb	£225.95
Wells Fargo Stagecoach	£196.00
Viking Ship	£99.95

ARTESANIA LATINA

Amsterdam	£211.99
Bounty Jolly Boat	£53.99
HMS Victory 1:84	£621.00
King of the Mississippi	£130.50
Titanic Lifeboat	£53.99
San Juan	£103.50
Santa Maria	£112.50

BILLING BOATS

Absalon	£450.00
African Queen	£138.00
Andrea Gail 1:35	£230.00
Bluenose	£125.95
Boulogne Etaples 1:50	£149.99
Building Slip	£44.98
Colin Archer 1:25	£479.95
Cutty Sark 1:75	£266.95
Evelyn Rose UK Fishing Boat	£231.69
Fairmount Alpine	£324.94
HMS Reknown	£75.95
Norden 1:30	£65.94
Nordkap 1:50	£269.94
Smit Nederland 1:33	£319.99
Smit Rotterdam 1:75	£266.95
Viking Ship Oseberg 1:25	£111.98
USS Constitution	£188.99
Will Everard 1:67	£71.94

CALDERCRAFT RC KITS

Alta Liebe	£264.95
Branneran	£299.95
Cumbræ	£266.95
Imara Twin Screw	£459.95

Joffre	£251.95
Marie Felling Single Screw	£395.95
Milford Star	£228.95
Northlight	£251.95
Resolve	£508.95
Sir Kay	£294.95
Talacre	£251.95
The Motor Fife "Amaranth"	£121.94

CALDERCRAFT STATIC KITS

HM Bark Endeavour	£224.95
HM Bomb Vessel Granado	£204.95
HM Brig Badger	£167.95
HM Brig Supply	£134.95
HM Cutter Sherborne	£71.95
HM Gunboat William	£167.95
HM Mortar Vessel Convulsion	£89.95
HM Schooner Ballahoo	£59.95
HM Schooner Pickle	£124.95
HM Yacht Chatham	£83.95
HMAV Bounty	£184.95
HMS Agamemnon	£588.95
HMS Cruiser	£193.96
HMS Diana	£440.95
HMS Jalouse	£204.95
HMS Mars	£183.00
HMS Snake	£193.96
HMS Victory	£709.50
Mary Rose	£242.00

CONSTRUCTO KITS

Albatros	£92.99
America Schooner	£128.99
Cutty Sark	£218.99
HMS Prince	£442.00
HMS Victory	£413.99
Le Pourquoi-Pas	£189.98
Louise	£103.98
Mayflower	£212.99
Robert E Lee	£218.99

COREL KITS

Berlin	£336.00
HM Endeavour	£206.00
HMS Bellona	£326.00
HMS Neptune	£246.00
HMS Resolution	£170.00
HMS Unicorn	£216.00
HMS Victory	£350.00
HMS Victory Cross Section	£100.00
Prince William	£332.00
Ranger	£65.00
Reale de France	£543.00
Scotland	£65.00
Wasa	£395.00

GRAUPNER KITS

Atlantic Challenger	£332.95
Bernhard Gruben	£350.00
Bugsier 3	£130.00
Glasgow, Side wheel Paddle Tug	£199.95
Micromagic Carbon Edition	£120.00
Micromagic Racing	£149.95
Moonraker	£380.00
Multi Boat	£115.00
PowerKat	£121.00
Riviera	£74.00
Sea Rescue Boat	£105.00
Sydney Star	£216.00
Ti Amo	£405.00
Tito Neri	£340.00
Ton 12 Crab Cutter	£85.00
Trueblue	£158.00
Wiesel MTB	£218.00
Graupner Premium Line Models Now In Stock	

KRICK KITS

Alexandra Steam Launch inc Fittings	£300.00
Anna Steam Launch	£100.00
Borkum Steam Launch inc Fittings	£339.00
Felix	£88.93
Lisa M	£104.95
Gulnara	£271.99
U-Boat	£326.95
Victoria Steam Launch inc Fittings	£355.00

MAMOLI KITS

Blackbeard Pirate Ship	£111.95
CSS Alabama	£202.00
Golden Hind	£180.00
HMS Beagle 1:64	£173.00
HMS Bounty 1:64 Scale	£211.00
HMS Endeavour 1:100 Scale	£115.00
HMS Portsmouth 1:64	£156.00
HMS Prince	£256.00
HMS Surprise	£305.00
HMS Swift	£126.00
HMS Victory 1:150 Scale	£260.00
L'Orenoque	£300.00
Roter Lowe	£283.33
Valiant	£173.00

MANTUA KITS

Amerigo Vespucci	£296.00
Armed Swedish Gunboat	£140.00
Astrolabe, French Sloop 1812	£197.00
Bruma Open Cruiser Yacht 1:43	£173.00
Golden Star	£77.00
HM Endeavour Bark 1768 1:60	£156.00
HMS Victory 1:200 Scale	£103.00
HMS Victory 1:98	£283.00
Mercator	£145.00
Mincio	£94.00
Le Superbe	£322.00

OCCRE KITS

Albatros	£80.99
Apostol Felipe (Galleon)	£223.99
Cazador Xebec	£185.99
Diana (Frigate)	£226.00
Gorch Foch	£297.00
Mississippi Paddle Steamer	£185.99
San Marcos (Galleon)	£226.00
Santisima Trinidad	£365.99
Santissima Section	£119.99
Ulises	£202.00
London Tram	£107.95
Dennis Bus Type B	£107.95
Stephensons Rocket	£75.95

PANART KITS

Amerigo Vespucci 1:84	£670.00
Anteo Harbour Tug	£329.00
Armed Naval Pinnace	£132.00
HMS Victory 1:78 Scale	£389.00
HMS Victory Bow Section	£173.00
Section Deck	£130.00
San Felipe	£583.00
The Royal Caroline	£265.00

ROBBE KITS

Estelle	£299.99
Kormoron	£208.98
Le Courageux	£340.00
Magin One	£99.98
Magin Two	£190.00
San Diego	£189.99
Sea Jet Evolution	£209.99
Sylt	£559.99

SERGAL KITS

Cutty Sark	£358.00
HMS Bounty	£174.00
HMS Peregrine	£182.00
HMS President	£77.00
HMS Racehorse	£77.00
Mississippi 1870	£356.00
Soleil Royale 1669	£710.00
Sovereign of the Seas	£710.00
Thermopylae	£77.00
Wasa	£710.00

VICTORY MODELS

HM Granado	£261.95
HMS Fly	£289.00
HMS Pegasus	£345.00
HMS Vanguard	£685.00
Lady Nelson	£117.95
Mercury Russian Brig	£355.00

All prices correct at time of going to press

ALSO: ALL THE HARDWARE, BUILDING MATERIALS AND RC EQUIPMENT REQUIRED TO COMPLETE YOUR MODEL

Visit the website for our full range of products:

www.cornwallmodelboats.co.uk

email: sales@cornwallmodelboats.co.uk