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AUGUST 2013

PILOT BOATS AND THEIR CREW



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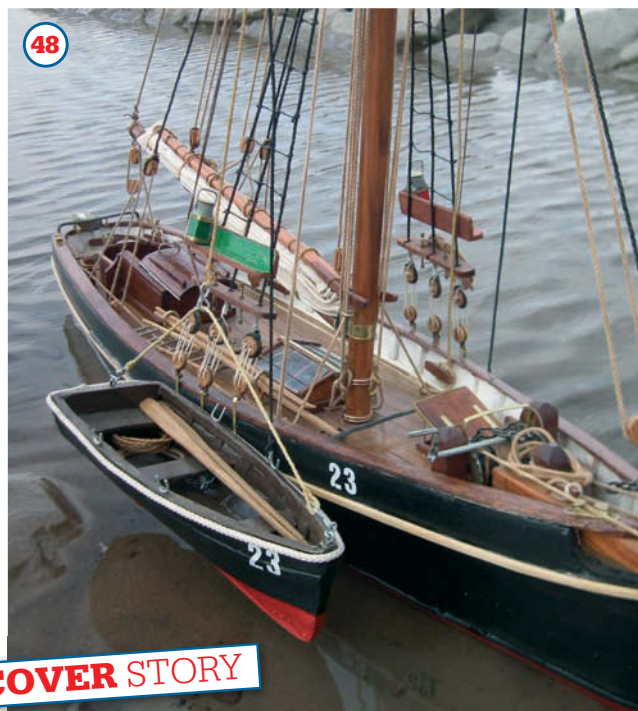
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AUGUST 2013 – ISSUE 317



COVER STORY

PILOTS AND THEIR CREW

Pilots and their craft varied to deal with different weather conditions around the coast in the days of sail. The life was hard and required great skill in navigating large sailing craft safely into port. In this article the author Tony James describes various different types of Pilot Boats. He has built two models of the full size boats, which could have been seen on the River Exe and Bristol Channel in the early part of the century.

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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.

HI EVERYONE,

The new sailing season has got off to a good start in the UK, after a very cold spring. One thing that has been particularly pleasing has been the increased vibrancy in all the local clubs. Gone is the gloom of economic pressures to be replaced by a real drive to have fun and develop the hobby. My local club, having had a very successful trip to Traplet Head Office, are now planning other outings to both Southampton and Bristol which represents a significant increase in the club's social activity. However, the new interest is not confined to social events; there are now more new models being launched and a buzz of interest in everything on the lake. This increased activity has had such an effect on one South Wales club that they debated closing membership as the administration of the club was becoming burdensome for the volunteer committee. A problem I should like to hear more clubs facing.

Another aspect of the improved commitment to the hobby has been the way members react when there has been a collision on the lake. In the past loud words would be exchanged and relationships damaged. However, recent events have shown a different approach. When John's ski boat dis-masted Brad's yacht everyone rallied round to rescue the craft, despite the enthusiastic jeering of some spectators. I got involved with my fast electric boat, offering to nudge the pair towards the shore. Permission was given and very gently the nudge began. Common sense would have predicted that this was to end in more problems with so much rigging in the water. The inevitable happened, the prop tangled with the sail and now three boats needed rescuing.

So with a more sensible approach to salvage, the three were returned to the shore and damage assessed. The biggest problem was that my prop had torn the mainsail. Instead of getting upset, Brad's immediate reaction was to look for a solution. Ideas flowed and options were put forward. The result was that, with my wife's help, new sails in pirate black were ready for fitting the next week at almost no cost. In fact Brad declares that the sails are better than the originals! This is the sort of community spirit which makes a club thrive and attracts new members.

This month we have articles on craft with very high standards of finish. Clearly the quality of painting and varnishing are a major influence on the visual impact of the model, thus the article on airbrushing and the associated DVD's should be of particular interest. The Thames V is a particularly beautiful model of a tugboat similar to those that transported barges on the Thames. The details of construction and line drawings are very helpful for anyone wishing to build a similar model.

For readers who like to model ships with interesting histories we have the article on the Battle of Midway and the role played by the aircraft carrier Akagi. Not only are there modelling details for the Akagi but additional material on the Kirishima and Nagato. Two other articles link history to the building of models, Tony James outlines how pilot boats were developed to transport pilots, with local knowledge, to and from large ships entering ports and the building of two models of these craft. In the second part on Eel Schokkers Chris Koenig concentrates on the Aranka and its renovation while describing how he constructed a model for the museum.

These feature articles together with the regular contributions of Plastic Kit Scene, Airwaves, Sail Free, Scale Scene, Waterlines and Powerplug make this magazine an interesting read.

I hope the good sailing conditions continue for you all,

Chris Saunders

CHECK OUT
PAGE 70 FOR
OUR LATEST
SUBSCRIPTION
DEALS



Not exactly 'The Black Pearl' but Brad's yacht looks good with new sails made completely from donated spare parts. I contributed by making the skull and cross-bones

MARINE modelling INTERNATIONAL

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MASTHEAD

LATEST MARITIME NEWS

MOUNTFLEET MODELS BACK IN PRODUCTION!

Following the disastrous fire in February this year at the main production workshop of this long and very well respected UK manufacturer of maritime kits, production has been restored. The new owner of the company, Adam Slater has been working tirelessly to get production back for many of the models. At the time of going to press with this edition he has four kits now available namely: Highlander, Sea Light, Lighter No.7 and River Queen but more will follow in the near future. Adam would like to thank all modellers and customers for their patience over this difficult period and looks forward to meeting modellers at the Haydock, Blackpool and Warwick shows.

To view the latest kits that are back into production visit:

www.mountfleetmodels.co.uk

HOLIDAY RESORT UNITY MODEL AND HOBBIES BREAK 20% DISCOUNT FOR MODELLERS!

Located on the delightful Somerset coast at Brean in Somerset this is the ideal holiday for the model maker with plenty of activities for other members of the family. You can bring your own tent, campervan, touring caravan or hire a luxury on site static caravan. For the maritime modeller there are two sailing sites, an outside lake and an indoor swimming pool, this break is from Monday 2nd – Monday 9th September (organised by MMI editorial staff!). Also for the model aircraft enthusiasts there are three flying sites one

within the park, one on the beach and one for slope soaring, this break runs from Friday 30th August to Friday 6th September. Other modelling activities take place depending on numbers and weather like model land yacht sailing on the beach etc.



For booking details visit www.hru.co.uk or telephone 01278 751235.

THE MIDLANDS MODEL ENGINEER EXHIBITION, 17TH OCTOBER – 20TH OCTOBER

As one of the biggest modelling exhibitions in size, scope and duration, this is THE event for any modeller's calendar. The show will feature around 1000 models, demonstrations, and both indoor and outdoor displays. To date 30 clubs and societies are confirmed to attend the event with more poised to sign up.

This year's displays will celebrate the 150th anniversary of the birth of Frank Hornby, the 75th anniversary of the Mallard breaking the world speed record for steam locomotives, and 50 years since the official inauguration of steam locos on the Festiniog 2 ft gauge railway. Outside the popular 5" gauge outdoor track will return along with the magnificent Fosse Steamers.

For further details call 01926 614101 or book online at

www.midlandsmodeleengineering.co.uk

FIRE BOAT MASSEY SHAW UPDATE

Some modellers that have built a model of the ex River Thames Fireboat Massey Shaw have been following the massive job of restoring the full size version here in MMI. To recall, the rusting hull was transported by lorry from the Thames to Gloucester for full restoration last year, after receiving a Heritage Lottery Fund grant. At the Gloucester Tall Ships Festival in May the Massey could be seen floating and getting prepared for her voyage back to the Thames. Due to technical difficulties with sailing her the 500+ miles around the South West coast of the UK the decision has been

made to transport her back to the Thames on a lorry ready for the Great River Race at Richmond on Saturday 7th September.

For further details visit www.masseyshaw.org



www.modelzone.co.uk

MODELZONE MOVE

ModelZone, the UK's largest model and hobby retailer have announced they will be opening a new store, located at 52-56 New Oxford Street, after recently having to close their flagship central London store in Holborn due to site redevelopment. The official launch event was held on 3rd June.



Sinking of the British tanker Caroni River in Falmouth Bay, January 1940. Image courtesy of David Barnicoat

NATIONAL MARITIME MUSEUM CORNWALL

New exhibition 'Fal Under Fire', June to September 2013.

To coincide with the 70th anniversary of the Battle of the Atlantic, a new exhibition opening at the Maritime Museum on 20th June features a selection of emotive images of life on the river Fal during wartime.

The exhibition, entitled Fal Under Fire, includes photography and paintings which illustrate how vitally important the defence of the port and surrounding area was during World War Two. At the height of the war Falmouth Bay and the Carrick Roads rarely had fewer than 100 vessels anchored. With the docks working at full capacity dealing with convoy casualties and Falmouth's strategic significance at the far west on the Atlantic seaboard, the Fal was an obvious target.

For more information on opening times and admission prices visit www.nmmc.co.uk or call 01326 313388.

CONGRATULATIONS...

To Mr Wilding from Lancashire who was the correct winner for the Ship Picture Competition in the May edition of MMI.

SAD LOSS

Dave Buckingham the Vice Chairman of the Clevedon and District MBC sadly passed away at the end of May. Dave was very well respected as a fantastic modeller with a fine sense of humour and always keen to help any modeller. His modelling interests also extended to G scale model railways. Dave will be sorely missed by many modellers and especially his family, son Dale and daughters.

MMI

DIARY DATES

WHAT'S ON, WHERE AND WHEN?

Event Dates for your Diary

If you know of any confirmed Maritime related events and you would like us to include them please let us know either by email mmi@traplet.com or post to 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.

AUGUST 2013

MMI DIARY DATES

AUGUST 4

Potteries Model Boat Club Navy Day

Westport Lake, Stoke On Trent, ST6 4RZ. Full details available on request to Terry Edwards, PMBC Sec, 4 Whygate Grove, Birches Head, Stoke On Trent, ST1 6TE or club website and online entry form: www.potteriesmbc.co.uk

AUGUST 11

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10:00 start. There will be a £2 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

AUGUST 11

Edinburgh Model Boat Club

Fast electric and I/C. Inverleith Pond. All are welcome, start time 12 pm, contact david.jack5@btopenworld.com

AUGUST 17

Social Afternoon and Evening Sail

All welcome from 1.30 pm till late. Balne Moor MBC, Kingfisher Pond. Refreshments available. Contact Peter Newton (Sec), Tel: 01977 791825

AUGUST 18

Roses Regatta. Scale and Towing Combined

Balne Moor MBC, Kingfisher Pond. Start 10:30. Refreshments. Contact John Pollitt, Tel: 01977 645696

AUGUST 18

Chantry Model Boat Club – Tug Fun Day

Lake 7, Town Square Crescent, Bluewater Retail Centre, Greenhithe, Kent, DA9 9SF. Event times are normally from 09:00 at the lakeside, at £2 per day for non club members. Contact Martin Oliver, Email: martin.999@hotmail.co.uk The club website is: www.chantrymodelboatclub.co.uk

AUGUST 18

Edinburgh Model Boat Club

Annual regatta. Inverleith Pond. All are welcome, start time 12 pm, contact david.jack5@btopenworld.com

AUGUST 24/25

The Model Boat Convention (Theme is Pleasure Craft)

Haydock Park Racecourse, Newton-le-Willows, WA12 0HQ. Contact Jean Barlow, Tel: 01492 583433, Mob: 07789 348817. Email: barlow777@btinternet.com Website: www.modelboatconvention.co.uk

AUGUST 31

Moorhen Model Boat Club Exhibition

St Mary's Church, Church Road, Stansted Mountfitchet. Essex, CM24 8UB. This exhibition which will have boats, trucks, tanks, cars and train layouts plus planes. 11 am – 5 pm. For more information contact Alan Argent, Email: argent62@btinternet.com

SEPTEMBER 2013

MMI DIARY DATES

SEPTEMBER 1

Model Ships Rally

Ramsgate Viking MBC. The Boating Pool, Westcliffe Leisure Park, Royal Esplanade, Ramsgate. This an open event. Contact Phil Allen, Tel: 01843 223230

SEPTEMBER 1

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10:00 start. There will be a £2 charge per boat for any non club members. Sorry no I/C or petrol boats. There is off road parking on club days but no food or toilet facilities. www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

SEPTEMBER 1

Glasgow Richmond MBC, End of Season Charity Show

Richmond Park, Glasgow (opposite Shawfield Stadium) 11 am – 4 pm. Dozens of boats on display, hands-on boats, for the kids, Harbour system to navigate, bring and buy etc. Come along, join in the fun. All enquiries to the club secretary Colin Miller, Mobile: 07719568539 or club email: glasgow.richmond@gmail.com Directions on the club website www.glasgow.richmondmbc.co.uk

SEPTEMBER 1

Camborne Pond Hoppers MBC Open Day

Coronation Boating Lake, Helston. 10 am – 4.30 pm. Free admission. All welcome. Contact G Copeland, Tel: 0129 711620. Email: marycopeland1947@hotmail.co.uk

SEPTEMBER 2 to 9

Unity Model & Hobby Break, Brean Sands, Somerset

Catering for planes, scale boats, yachts, helicopters. For further information/booking contact: www.hru.co.uk Tel: 01278 751235. Modellers activities contact Barrie Stevens, Tel: 01749 343017

SEPTEMBER 7

Dolphin Model Boat Club Night Sail

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 19:00 start. There will be a £2 charge per boat for any non club members. Sorry no I/C or petrol boats. www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

SEPTEMBER 7/8

Confederation Marine Modellers of Hamilton, Canada

50th Anniversary Model Boat Show and Competition at the Hamilton Museum of Steam and Technology, 900 Woodward Avenue, Hamilton, Ontario. Static/operational Boats. Saturday 10 am to 5 pm, Sunday 10 am to 4 pm. A judged competition for modellers who wish to participate. Contact Doug Grinyer (douggrinyer@cogeco.ca) for more information concerning registration and judging details

SEPTEMBER 8

Kirklees Model Boat Club Naval Day

Wilton Park Bradford Road, Birstall, Batley WF17 8JH. 10 am to 4 pm. Free parking and refreshments. Static and on the water displays. Event open to other types of models. Contact Stan on 0113 2675790 after 6 pm or stan@kirkleesmodelboatclub.org.uk for further information.

SEPTEMBER 8

The Fireboat Funday/Vintage Model Boat Day

King Lear Model Boat Club will be hosting an All Vintage Model Boaters informal and fun event at Watermead Country Park, Leicestershire, LE7 1PD. There is a £2.50 entrance fee payable to an unmanned machine. Further information can be obtained from Graham Taylor, Tel: 0116 2613959 or by email at kinglearmbc@ntlworld.com or website at www.kinglearmodelboatclub.co.uk

SEPTEMBER 8

Watermead Aylesbury Model Boat Club, Regatta

Model boat clubs/enthusiasts/public are invited to this event. 10 am to 4.30 pm. Sat Nav HP19 0FU. Models by Design trader plus others TBC, free parking, toilet facilities for club use, good access to the lake. Riviera restaurant, Tel: 01296 399699 to book in advance. Sorry no I/C local by laws. Contact Lee Email l.dickinson602@btinternet.com Club website www.watermeadmbc.wordpress.com

SEPTEMBER 8

Chantry Model Boat Club – Comedy Towing Day

Lake 7, Town Square Crescent, Bluewater Retail Centre, Greenhithe, Kent, DA9 9SF. Event times are normally from 09:00 at the lakeside, at £2 per day for non club members. Contact Martin Oliver, Email: martin.999@hotmail.co.uk The club website is: www.chantrymodelboatclub.co.uk

SEPTEMBER 22

Tug Towing for MPBA Shield – also Leisure Sailing

Balne Moor MBC, Kingfisher Pond. Start 10:30. Refreshments. Contact Peter Newton (Sec), Tel: 01977 791825

SEPTEMBER 22

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10:00 start. There will be a £2 charge per boat for any non club members. Sorry no I/C or petrol boats. www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

SEPTEMBER 22

Chantry Model Boat Club – Gray Navy Day

Lake 7, Town Square Crescent, Bluewater Retail Centre, Greenhithe, Kent, DA9 9SF. Event times are normally from 09:00 at the lakeside, at £2 per day for non club members. Contact Martin Oliver, Email: martin.999@hotmail.co.uk The club website is: www.chantrymodelboatclub.co.uk

SEPTEMBER 22

Edinburgh Model Boat Club

Fast electric and I/C. Inverleith Pond. All are welcome, start time 12 pm, contact david.jack5@btopenworld.com

SEPTEMBER 22

Burwood Spring Festival, Sydney Australia

The St George Model Boat Club as a key exhibitor will be exhibiting and sailing at the Burwood Festival, held in Burwood Park. Burwood Festival is the largest annual community event in Sydney's Inner West. Fellow modellers and those interested in radio control boats are welcome to come and say hello. Full details can be found at the club's website www.stgmbc.org.au or www.burwoodfestival.com.au

SEPTEMBER 29

Edinburgh Model Boat Club

End of season. Inverleith Pond. All are welcome, start time 12 pm, contact david.jack5@btopenworld.com **MMI**

MV DAWNLIGHT

BIDS FOR MV DAWNLIGHT MODEL BOAT IN AID OF MACMILLAN CANCER SUPPORT

Tom Gorman, well-known model boat builder and contributor to MMI, has kindly donated his MV Dawnlight model to Macmillan Cancer Support, and the charity is inviting bids for the model to raise funds for supporting people affected by cancer – so please bid now!

Model details: Mobile Marine Models MV Dawnlight, a Scottish coaster diesel puffer, which worked the Western Scottish coast and islands, including outer Hebrides, Oban, Irvine and Ardrossan. The model is complete ready to run with R/C, lights, batteries, charger and presentation case, OAL 940 mm, beam 215 mm, sailed/tested twice. Details about the design and build of MV Dawnlight were in the February 2010 edition of Marine Modelling International Magazine.



The model was donated by Tom to thank Macmillan for their help and support given to him after two operations for cancer, from which he thankfully has fully recovered. To view online the article and further pictures of MV Dawnlight visit www.marinemodelmagazine.com/article.aspx?a=6110

Macmillan will use the money as part of its efforts to raise over £800,000 over the next two years to fund a range of new services and posts. This includes an 'End

of Life Care Project Team' based across Sheffield Hospitals and in care homes who will support and care for patients, plus a 1-2-1 Support Nurse who will support Colorectal and Breast Cancer patients who have been discharged following treatment.



HOW TO BID

The sale is being arranged by Dennis Jephson, a Macmillan Volunteer in Sheffield. In view of the extent and quality

of workmanship by Tom, we are inviting bids over £450, with a deadline of 12.00 Noon SUNDAY 8TH SEPTEMBER 2013.

Please email your bids and contact details to: juliejephson@yahoo.co.uk and for any further details or queries, please call or email Dennis, Tel: 0114 2510515. Sorry, delivery cannot be arranged – the buyer to collect MV Dawnlight from Sheffield.

VIEWING

To view and inspect MV Dawnlight (in Sheffield), please contact Dennis, but sorry no 'test drives'! However, Tom says she's a marvellous sail. **MMI**



MMI VISITS

MMI TAKES A TRIP TO HAMBURG'S INTERNATIONAL MARITIME MUSEUM

AUTHOR: KELVIN HOLMES  GREAT BRITAIN

The museum was opened in a former quayside warehouse, the oldest in the city, in 2008. Over ten floors it houses the astonishing personal collection of Peter Tamm, a 1/1250 model ship collector since 1934, and former chairman of Axel Springer AG. Each floor has a particular theme, for example sailing

ships (2nd floor), naval vessels and armament (4th), merchant shipping (6th), maritime art (8th and well worth a look). The 9th floor, described as 'The Big World of Ship Models' concentrating as it does on 1/1250 models, was the magnet for this writer. With some 40,000 models available for display, this section was just amazing with rows of models (arranged in themes) and a series of harbour dioramas – surely a fabulous way to present these small scale models.

Address is Koreastrasse 1, 20457 Hamburg and opening hours are Tuesday-Sunday 10 am to 6 pm, with late night closing 8 pm on Thursdays only; closed Mondays.

www.internationales-maritimes-museum.de

After the visit don't forget to call at Galerie Maritim (Martin Luther Strasse 21) to start or increase your 1/1250 collection. **MMI**



Just part of the 9th floor with showcases full of models



Part of the contents of just one showcase



It's not all 1/1250 scale!

WATERLINES

THE LAST BIG LINERS: KELVIN RECOUNTS THE STORY OF SOME POST-WAR LINERS

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

This issue we take a look at the last of the big ocean going liners which as a subject have always been a favourite amongst both 1/1200-1250 waterline manufacturers and collectors. As the Cunard and P&O-Orient Lines have been well covered by Waterlines we will limit ourselves briefly to their last four vessels but explore in more detail the final true liners of other key nations. Of course by specifying 'large and last' we have excluded many interesting liners built post-war and apologies if your favourite(s) failed to make the cut. Those chosen, eleven in all, are in the table. Cunard's Queen Mary 2 may well be the last and largest of the breed designed for trans-Atlantic crossings although she primarily operates as a cruise ship as did many of the other liners in their twilight years. What came as a surprise was the number of Italian liners built post-war. Just two (out of ten) are featured here so there is definitely scope for another article – there are plenty of models and they were fine looking ships.

United States – built to USN specifications as a troopship, on completion in 1952 she was, as always intended, sold to the United States Lines for less than half the cost of construction. Her engines had a similar power output to the Queen Elizabeth but with a smaller and yet longer hull design she was faster, indeed the fastest liner ever built. Her maiden voyage of New York to Southampton was in July 1952 when with an average speed of over 35 knots she took the Blue Riband – forever. She operated for seventeen years after which she was laid up initially at Newport News. She was towed to Turkey where asbestos was removed arriving back in Philadelphia in 1996 where she has remained ever since. Efforts are being made at preservation but at the time of writing it seems more likely that she will finally be scrapped.

Rotterdam – since absorbed by Carnival and indeed with a new Rotterdam completed in 1997, the innovative liner of that name of interest here was completed in 1959 and operated in conjunction with the old Nieuw Amsterdam (Triang). The latter made the last trans-Atlantic crossing for the Holland America Line in 1971. Carnival acquired the company in 1988 with the immediate benefit of new tonnage including that new Rotterdam (sixth to carry the name). In 1997 her predecessor was sold to the American company Premier Cruises as the Rembrandt. This company only lasted a few years after which the ex-Rotterdam was laid up in the Bahamas facing an uncertain future. After several changes of ownership the ship returned to Rotterdam in 2008 and is now open for tours (see www.derotterdam.com).

Oriana and Canberra - the last ship to be designed on behalf of P&O for scheduled liner services was 1961's Canberra and in parallel Orient Line's last was the Oriana delivered with the company's distinctive 'corn' coloured hull. Both ships were briefly part of the P&O-Orient Line but by 1965 the 'Orient' was dropped and Oriana repainted in white. She served the company well for a further 21 years until sold as a static exhibition ship in China. Oriana was scrapped in 2005 outliving the arguably more famous Canberra by eight years.

France – completed in 1962 by Chantiers de L'Atlantique for CGT's trans-Atlantic service she operated for just twelve years before the withdrawal of government subsidies forced her lay up at Le Havre. In 1977 she was sold to Saudi business interests and again in 1979 to Klosters, owners of the Norwegian American Cruise Line. Refitted as the Norway she became the world's largest cruise ship. Following a boiler explosion in 2003 she was taken out



Atlantic model of Hamburg



Hansa Rotterdam



Mercator France

of service and eventually scrapped circa 2007/08.

Michelangelo and Raffaello – this pair of sisters were the last two Italian liners. Both were completed in 1965 undertaking their maiden crossings of Genoa to New York in May and June respectively. By the early 1970s both had reverted to cruising and in 1975 they were laid up and offered for sale. Their new owner in 1976 was the Iranian Navy who used the ships as floating barracks. Their story is then one of steady decline: two ill-considered ventures (1978 and 1983) to refit them as cruise ships, Raffaello was damaged and looted in 1979, torpedoed during the Iran/Iraq war of 1983 and sank near Bushehr. Michelangelo was scrapped in 1991 after 15 years moored at Bandar Abbas.

Kungsholm – almost the last liner built on the Clyde, the Kungsholm was launched in 1965 undertaking her maiden voyage in April 1966. She was sold to Flagship Cruises, Monrovia in 1975. Four years later she was bought by P&O and, following a major overhaul in Bremen during which she lost her forward (and dummy) funnel, was re-named Sea Princess and deployed as P&O's Australian cruise ship until 1981 when replaced by Oriana. She adopted Princess Cruises colours from 1986 to 1991. From 1995 to 2002 she served P&O as Victoria after which she was sold becoming Mona Lisa and later Oceanic II for Spanish owners. She is currently in the Far East but cannot be far away from the scrappers.

Hamburg – the Hamburg Atlantic Line (later German Atlantic) was established in 1957 with the purchase of Canadian Pacific's Empress of Scotland, which was modernised as the Hanseatic (model CM-KR 4). She was destroyed by fire in 1966 so a replacement was ordered from Deutsche Werft. Pending delivery in 1969 the Israeli liner Zim Shalom was acquired taking the name Hanseatic (model Hansa S170 or CM-KR 5); her final voyage Cuxhaven to New York occurred in September 1968 with the new Hamburg's first trans-Atlantic crossing taking place the following June. In September 1973 she adopted the name Hanseatic but just 15 months late financial difficulties forced the sale of the ship to new Russian owners for whom she became the Maxim Gorkiy. Later chartered by Phoenix Reisen she served until 2008.

Queen Elizabeth 2 and Queen Mary 2 – the story of these ships is too well known to dwell on here. Suffice it to say that we all await the final destination of the QE2 (Singapore?) and for QM2 please read 'The Age of Cunard' by DA Butler to discover how the UK government of the time contributed to the award of the building contract to Chantiers de L'Atlantique rather than the other short-listed bidder Harland & Wolff.

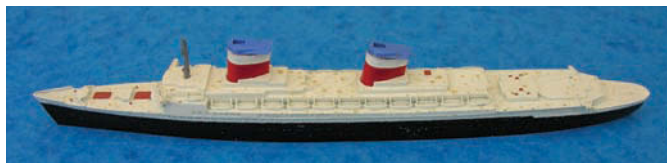
Ship	Built	Line	GRT	1/1200-1250 Models (* = illustrated)
United States	1952	US	53,329	Triang/Rovex, Mercator (M)906, CM-KR 71, Classic Ships (CS) 004, Konishi (KO) 919
Rotterdam	1959	Holland-America	38,645	CM-KR 143, CS 076, Hansa (S) 130
Oriana	1960	Orient	41,915	Skytrex -M927A, Helvetia 11A (Orient colours)
Canberra	1961	P&O	45,270	Colonia 29, CM-KR 67, Triang/Rovex, Skytrex -M930
France	1961	CGT	66,348	Triang 707, M 903, CM-KR 260 (as Norway M 904, CM KR-270)
Michelangelo	1965	Italia	45,911	CS-016, KO 913, M 907, CM-KR 47, Mercury 446
Raffaello	1965	Italia	45,933	CM-KR46, M 907a
Kungsholm	1965	Swedish America	26,678	Risawoleska RI-240
Hamburg	1969	German Atlantic	25,022	CM-KR 6, S172, Atlantic 20, CS 075
Queen Elizabeth 2	1969	Cunard	67,107	M 921, S 200, CM-KR 61, Revell plastic kit
Queen Mary 2	2004	Carnival/Cunard	148,528	CM-KR 323, Scherbak (two Collector's versions, plus Souvenir), CS 094 & Revell kit

Last Big Liners

The manufacturers in the table include current ranges CM-KR, Risawoleska, Classic Ships, Scherbak, Konishi and Revell plus discontinued makers Hansa, Skytrex/Mercator, Helvetia, Colonia, Atlantic (all in 1/1250) plus Triang/Rovex and Mercury (1/1200).

MODEL NEWS

A new venture from UK manufacturer Mountford is merchant ships, their first being Cunard's 1924 liner Aurania. This model was produced to accompany their Southampton Trafalgar dock diorama of which there are two versions, one for the 1930s when the big floating drydock was located there and a second for circa 1948-58 when BOAC's (later Aquila Airways) flying boats operated from Berth 50. The models are available from online retailers Antics and Navy Blue plus Mountford can supply direct (Tel: 01246 241 881, email: sales@mountfordmodels.com). You can see all the models at www.mountfordmodels.com or in a free 27-page colour catalogue. At this point I must declare a vested interest as since retiring I have been building masters for Mountford although the liner is not one of mine. You must judge for yourselves although I would welcome suggestions for new projects. **MMI**



Triang United States; the model is rather showing its age



Italy's Triang was Mercury and here is their Michelangelo



Michelangelo and Raffaello at New York in 1965



Rembrandt circa 1998 was the former Rotterdam



Maxim Gorkiy in the colours of Phoenix Reisen



Lovely aerial shot of the United States



Helvetia's Oriana in Orient Line colours



River Queen

a steam towing launch

Built by Lobnitz & Co. Ltd, Renfrew, Scotland with the yard No. 478. Launched in 1895, originally named Clive, she disappeared from mercantile navy lists after 1935.

A typical river tug of her time, she had a compound engine and coal fired boiler. Used mainly for light towing, soundings and the transportation of people. She had only limited accommodation aft, and a forward saloon fitted with bench seats, lockers, fold down wash basin and earth closet.



Scale: 1:24
L.O.A. 271/2" (698mm)
Beam: 6" (152mm)

£215
inc UK Carriage

The kit is presented to our usual high standards. Hull, superstructure and forward housing are from GRP. White metal fittings, printed wood, strip wood, rod, wire, card and helmsman figure. Supplied complete with electric motor, propshaft, coupling and propeller, complemented with an illustrated instruction booklet and full size plans. A very complete kit to make the model as illustrated, with the exception of paints and adhesives.



Mount Fleet Models, change of owner ship, please call Adam on: **01977 620386**



[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
Maggie M: Shelter Deck Trawler, 1/32nd 850mm.....	£239.00
Tscho 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
Wyeforce: 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-ripr trawler.....	£274.73
Joffre: Tyne Tug 1:48th 775mm.....	£232.23

Caldra Craft R/c

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
Bramaren: Coastal tanker 1:48th 1067mm.....	£277.36
Millford Star: Steam Trawler 1:48th 933mm.....	£212.57
Alte Liebe: Harbour tug 1:25: 984mm.....	£260.81
Scharhorn: 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 1:1/4 Scale Laser Yacht Inc with bag & radio.....	£413.00
Graupner True Blue: Bermudian Rig.....	£144.99

Pro Boat

Impluse 17 Ready To Run L=17in.....	£79.99
Impluse 31 VII Artf L=31in.....	£299.99
Miss Geico 17 Rady To Run L=17in.....	£79.98
Miss Geico 29in Brushless Artf.....	£188.10

R/C Yachts

Joysway Discovery Yacht II RTR 610mm.....	£135.98
Aquacraft Vela One Meter sailboat.....	£410.39
Thunder Tiger Vouger II IMT.....	£149.99
ProBoat Westward RTS Return to base motor 69Cm.....	£139.60
ProBoat Serenity IMT 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, Radio Control Systems, Electric motors, and Steam plants, plus many other accessories for model boats.



Mamoli HMS Victory.

Nelson's Flagship - 1:150 Scale - MV56 Ref: 7499

The first rank vessel

H.M.S. Victory, with 104 guns,

was launched at Chatham in 1765.

It was in service for a long time

under the command of famous

admirals. Its name was indissol-

ubly tied to Nelson's in the battle

of Trafalgar in 1805. Large use

has been made of precious wood

moulded according to the form

requested by the original. The

sheathing of the bottom of the hull

with plates reflects the constructive

schemes of the original

Scale 1:150

Length 654mm

Height 475mm

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 Osberg 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
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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
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PLASTIC KIT SCENE

ROBIN HAS SOMETHING UNUSUAL THIS MONTH – TWO KITS WITH THE SAME NAME BUT BOTH WITH A STORY TO TELL

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

MERIT/TRUMPETER

The first one is from a company called Merit/Trumpeter they are two separate manufacturers but I am not sure what is the connection between these two companies, when I do find out I will let you know.

US Navy Aircraft Carrier USS Hornet (CV-8)

Model No.: 62001

Scale: 1/200

Length: 123.9 cm

Parts: 1,290 plastic and etched



Merit/Trumpeter 1/200 scale USS Hornet CV-8
(courtesy Freetime Hobbies)

The USS Hornet CV-8 was launched in December 1940; her service career was very short. In April 1942 after the Japanese attack on Pearl Harbour on the 7th December 1941, she was sent on a secret mission deep into enemy waters to launch the first attack on the Japanese home land. Approximately 600 miles from Japan she launched sixteen B-25 bombers from her decks, although it was only a token raid with few of the aircrews surviving it helped raise the morale of the American people for the fight back against the Japanese forces and to defeat them. She also saw action at the Battle of Midway and the Solomon Islands, here at the Battle of Santa Cruz Island on the 26th October 1942 she was attacked by Japanese aircraft and sustained serious damage from bombs and torpedoes and was taken in tow by a US warship. While undertow she was again attacked and the order was given to abandon ship, the decision was made to scuttle her but this had to be abandoned when the Japanese fleet arrived in the area. They finally sank her with another four torpedoes on the 27th October. Other than the smaller light and escort carriers she was the last Fleet carrier ever to be sunk by enemy fire.

This model is huge over 4 feet in length and is wonderfully detailed, the hull comes in one piece, a fully detailed hangar deck, carrier deck moulded in clear plastic to view the interior hangar deck, a mix of 18 Wildcat fighters, Devastator and Dauntless torpedo and dive bombers, metal anchor chain and 9 photo-etched frets containing many parts. Sixteen detailed B-25 bombers are also included so the ship can be built to represent her when she launched the Doolittle raid. A model of this size will be just screaming out to be converted to radio control as well as being built as a static model. I have only a small image of the box at the moment but as I receive more images of the kit I will show them in this article as soon as possible.

Full details of this model can be found at: www.freetimehobbies.com many thanks to them for supplying the details.



REVELL

USS Hornet (CVS-12)

Model No.: 05121

Scale: 1/530

Length: 52.3 cm

Parts: 127



Revell 1/530 scale USS Hornet CVS-12 (courtesy Revell)

USS Hornet CV-12 was originally named USS Kearsarge but was renamed in honour of CV-8, she was an Essex class carrier that entered service in late 1943 and saw action during WWII, Korean War and Vietnam War. In 1969 she was used as the recovery ship for the Apollo space missions 11 and 12. Retired in 1970 she is now preserved as a museum ship in Alameda, California. This model is well detailed and comes complete with aircraft, helicopters, deck crane and the landing capsule of Apollo 11.

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



A view of the stern area of the flight deck (courtesy Revell)



Note the Apollo space capsule on the deck (courtesy Revell)

AIRFIX

Two old favourites have now been re-released by Airfix.

RAF Rescue Launch

Model No.: A05281

Scale: 1/72

Length: 26.6 cm

Parts: 155

The RAF Rescue Launch was a very fast and mobile craft used during World War II and was just what was needed to rescue downed pilots from the sea. Many airmen owe their lives to these vessels and their crews; the RAF Air and Sea Rescue motto is "The sea shall not have them" – a very apt motto.

This model has been released several times over the years so it is great to see it available once more. A detailed model that is complete with two machine gun turrets and a full set of decals to enhance the appearance.

Airfix RAF Rescue Launch



Airfix Vosper Motor Torpedo Boat

Vosper Motor Torpedo Boat

Model No.: A05280

Scale: 1/72

Length: 30.5 cm

Parts: 189

This craft is a model of the 73 ft version that entered service in 1944, it was a very versatile vessel and one of the fastest used by the Royal Navy. Well armed with four 18" torpedoes and an Oerlikon 20 mm gun as the main armament and two Vickers 303 machine guns for anti-aircraft defence. It was capable of at least 40 knots and carried a crew of 13 sailors. It had many roles apart from an attack role and was used for mine laying, delivering and collecting commandos and agents from enemy coastlines.

A detailed model can be built from this kit, it comes complete with full armament detail, well reproduced wheelhouse and five crew figures.

Full details of these models and the complete range of Airfix kits can be found at: www.airfix.com

GUNTHWAITE

Now these two Airfix models have been re-released they are just the type and scale for the Gunthwaite Royal Navy figures that they produce cast in white metal. I have reviewed these figures before and their detail is very good.

To see the full range go to the Gunthwaite website at: www.gunthwaite.co.uk

TRUMPETER

This is a great addition to their range of 1/350 models.

HMS Belfast 1942

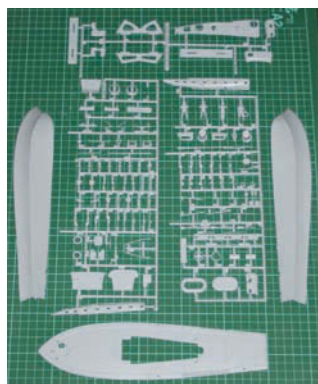
Model No.: 05334

Scale: 1/350

Length: 56.3 cm

Parts: 520+

HMS Belfast saw action in many places during World War II including the Battle of the North Cape where she was involved in the sinking of the German warship Scharnhorst. She was also used for convoy protection on the Arctic runs to and from Russia. In 1944 she had a major role shelling German emplacements during the D-Day landings on 6th June. During the Korean War she was in action again after which she was modernised, but in 1963 she was decommissioned. During the 1970s she was saved from the breakers yard and became a museum ship and is now permanently moored on the Thames in London and is part of the Imperial War Museum. This year marks the 75th anniversary of her launch on the



There are many detailed parts with this old favourite

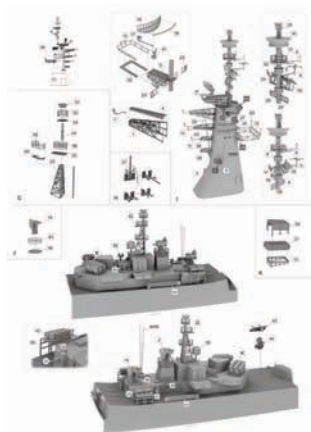


Trumpeter's HMS Belfast 1942 (courtesy Trumpeter)

17th March 1938. It's great to see a larger scale plastic kit of the Belfast now available.

This kit is superbly detailed with well over 500 parts, those who have built any of the Trumpeter kits will know the quality of the moulding is second to none. The model is as she appeared in 1942 and comes complete with spotter aircraft. I know many Royal Navy enthusiasts will be rushing to get their hands on this kit.

Details of this model and all Trumpeter kits can be found at: www.trumpeter-china.com



A section of the Suffren assembly guide (courtesy Niko)

NIKO

French Frigate Suffren (D602)

Model No.: 7085

Scale: 1/700

Length: 22.5 cm

Parts: Approx 60 resin plus brass etched fret

The Suffren was designed to provide protection to fleet carriers from air, surface ships and submarines and also her firepower could be used against land targets. She entered service with the French Navy in April 1969 and remained with them until she was taken out of service 32 years later in April 2001, eventually

decommissioned in 2008. She was an extremely well armed ship carrying: 1x twin surface to air missile system, 4x Exocet missile launchers, 1x anti-submarine rocket torpedo launcher, 4x anti-submarine torpedo launchers, 2x 100 mm turret mounted guns, 4x 20 mm cannons, 4x 12.7 machine guns.

The model is very detailed with the armament well reproduced. The hull and superstructure are cast in one piece with many resin parts to be fixed in place. The etched fret contains all the finer detailed extras to build an unusual topic ship model.

Niko do produce some of the finest resin kits, their website is well worth a look, further details of this model and their complete range can be found at: www.nikomodel.pl **MMI**



The Niko French Frigate Suffren (courtesy Niko)

SAIL FREE

NEWS FROM THE MODEL SAILBOAT WORLD

AUTHOR: CHRIS JACKSON  GREAT BRITAIN

chris.jackson43@btinternet.com

In my last column I mentioned the idea that anyone wanting to avoid the heavily subscribed IOM fleets at district and national level might consider getting a boat in one of the other MYA recognised classes, and in this month's column we have a welcome report of the recent MYA Tenrater Nationals which has seen a good increase from the position a few years ago when the class was looking on the point of extinction.

2013 MYA 10 RATER NATIONAL CHAMPIONSHIP

Guildford Model Yacht Club were delighted to receive 26 entries for this event from 15 clubs including three from France because this was nearly four times last year's entry. This is as a result of a remarkable revival of interest in the oldest of the International radio sailing classes. The 10 rater class was created in the 1880s with a very simple idea relating waterline length and sail area, so that the longer the boat, the smaller the sail area. The class may be old, but modern 10 raters are state-of-the-art and are magnificent performers with their light displacement, narrow beam, high stability and plenty of sail. The beautiful sleek appearance with long overhangs has recently attracted enthusiasts from two full size sailing clubs and there is now regular racing available every week at Frensham Pond Sailing Club.

Guildford's water at Abbey Meads Lake was an ideal venue for this event, because of the ability to set long courses with good visibility from a raised control area. The steep bank has been



The skippers and boats ready for action at the MYA Ten Rater Nationals

a problem in the past, but Terry Rensch's fantastic new steps have made access to the launching area much easier and safer. Graham Bantock sailed his Diamond design superbly to win this Championship again, in difficult and unpredictable light fluky wind conditions in 17 races, against the biggest fleet of 10 raters in recent times.

SATURDAY

Light easterly winds and beautifully warm sunshine greeted competitors at Abbey Meads, Chertsey. Principal Race Officer, Martin Crysell, set a 700 metre long windward/leeward course with a leeward gate and windward mark spreader. The wind varied both in direction and strength and gave advantage to those who could best follow the constant changes.

The Race 1 winners were ex-IOM world champion, Trevor Binks and Andy Lunt. Race 2 saw Graham Bantock come to the top with Trevor Binks 2nd and Hugh McAdoo 3rd. Trevor maintained his consistent performance in Race 3, but was beaten by Andy Lunt. Graham Bantock came back to win Race 4 in front of Trevor with last year's champion, Peter Wiles, sailing his Tension design into 3rd place. After lunch Graham won Race 5 in front of Colin Trower,



A good start here with 52 in clean air!



Nick Whyte looks pleased to get the Classic Cup for sailing a 12-year-old Rok from Martin Crysell

again on the south bank and the wind gradually increased from nothing to a light breeze, but was hopelessly inconsistent and during the day came from every direction except from the east. PRO, Martin Crysell, set a similar windward leeward course with a gate in the forecast west/southwest direction. However, the wildly inconsistent wind at times gave a lot of reaching both ways with winds both from the north and the south. Some of the gusts were strong enough to promote some planing for the lighter boats from both these directions.



Close action with a 'crossover' M class (16) in the lead and closer to the camera a Prizm (55)

Race 11 was won by Patrice Montero with Colin Trower 2nd and Roger Stollery sailing his Crazy Tube Ten 3rd. Colin maintained his challenge to win Race 12 from Graham Bantock with Derek Priestley 3rd. Graham came back to win Race 13 with Derek Priestley 2nd and Patrice Montero 3rd.

Alf Reynolds, who had been struggling with technical problems throughout the Championship with a modified Peken design, sailed a brilliant Race 14 to win from Colin Trower. Colin maintained his challenge to win Race 15 from Trevor Binks and Graham Bantock. Graham came back to win Race 16 from Colin and Peter Wiles. After a couple of bad races, Patrice Montero renewed his challenge to win the final Race 17 from Robbie Nevitt sailing a Maverick design and Hugh McAdoo.

Martin Crysell and the six-man GMYC race team were thanked by the prize winners for running a good event in difficult wind conditions. Graham Bantock commented that with the bigger entry the pressure of competition had been tougher in previous years. The prizes included a furthest travelled prize, which went to Eric Van de Kindere, who had driven from Marseille to sail at this championship.

A brand-new trophy, the Classic Cup, presented by Guildford Model Yacht Club to encourage older 10 raters to take part in the championship was presented to Nick Whyte, who sailed a 12-year-old ROK Marblehead hull with a large rig as a 10 rater. There were six older 10 raters that qualified to race for this trophy and it is to be hoped that there will be many more next year.

who maintained his challenge to win Race 6 ahead of Peter Wiles. Graham then had a consistent run of races winning Races 7, 8 and 10, only losing out in Race 9 to Trevor Binks. Patrice Montero from the south of France and MYA 10 rater champion in 2011, also had a consistent run with three thirds in these races.

SUNDAY

With the wind forecast to come from an opposite direction competitors were

BOATS

The racing was dominated by Graham Bantock designs. Where designs have not been mentioned in the text this is because they were all Graham's designs, with the Diamond being the most popular, as noted below. There were half a dozen 'crossover' 10 raters, based on a Marblehead hulls with a big rig. In the light winds these perform very well as can be seen from Trevor Binks' results, and in the stronger winds the off wind speed of the swing rigged Crazy Tube was exceptional.

The majority of boats were sailing on the waterline of approximately 1250 mm, with sail areas in the order of 1 m². Apart from two swing rigs and a rotating Walicki wing mast rig with a fat head, the majority of the rigs were very conventional, both in sail plan area and in detail. There were three DIY boats, but these were all made by their designers. There is no need for large expense to compete in this class as there was a boat bought for just £180, complete with several rigs, and the owner thoroughly enjoyed the experience.



Another good photo of the elegant Tenrater fleet in action

TOP TEN RESULTS

1	Graham Bantock, Chelmsford, Diamond	24
2	Trevor Binks, Eastbourne, Prime Number Ten	44
3	Colin Trower, Hampton Court, Diamond	45
4	Patrice Montero, Le Ciotat – FRA, Diamond	54
5	Peter Wiles, Poole, Tension	60
6	Hugh McAdoo, Guildford, Diamond	87
7	Roger Stollery, Guildford, Crazy Tube Ten	95
8	Graham Frazer, MYSA, Diamond	105
9	Andy Lunt, MYSA, Prism	118
10	Eric Van de Kindere, Le Ciotat – FRA, Graffico	123

INTERNATIONAL RADIO SAILING ASSOCIATION

The Executive Committee of the IRSA has just concluded their 2013 Annual Meeting, which took place via the EC Forum. The Minutes of the meeting, together with the Officers Reports, are available on the IRSA website www.rudiosailing.org A brief summary of the main points is presented here. There has been



The boat to beat in the RG65 class, the Argon from Sails Etc. sailed by Agustin Moreno

considerable activity from around the world concerning our sport. IRSA are pleased to welcome Israel and Turkey as new members to our organisation. Chile's application is in the process of being ratified, increasing membership to thirty-one (31) active members. Jim Atkinson is the new Regional Officer for the Americas and we all look forward to his input in such an important developing area for radio sailing. Jim's background and profile will soon be appearing on the website.

The 2013 IOM World Championship will be held between the 11th and 19th October in Israel. The Netherlands has applied to run a Radio Marblehead World Championship in 2014. To stimulate competition in the 10 Rater and Radio A classes we wish to encourage applications to host International and World Championships from our members.

We hope that new classes, such as the R65, RC Laser, Micro-Magic and similar groups will consider joining the IRSA family and developing our joint exposure throughout the world.

We intend introducing the supply of the necessary graphics to produce flags and banners locally for future major events. Hopefully this will raise the profile of IRSA within the radio sailing fraternity. In future hosts of IRSA events will be required to include the IRSA logo on the website and competition documents. We would also like future hosts to comply with the IRSA requirement to compile a report of the event, including the results, venue and organisation details. These reports will be useful for future hosts and should



All the Acorn Trophy Marbleheads sailed as one fleet of fifteen boats, and if you look closely in the middle there is an almost hidden boat behind 46 and 52

encourage other countries to share the load of organising world-class events for our sport.

Members are continuing to use the forum, where their views and ideas can be aired for general inspection and the IRSA officers in particular. This medium should speed up the exchange of ideas and allow us to develop our sport to suit the needs of the membership. The Executive Committee of IRSA look forward to receiving any comments concerning the latest meeting – comments should be sent to the Secretary or posted on the forum. The IRSA Executive Committee includes: Chairman: Des Fairbank (RSA); Secretary: Bruce Andersen (USA); Racing Chair: Roy Granich (NZL); Tech Chair: Val Provoost (NED); Policy Chair: David Coode (GBR); Publicity Officer: Robert Hobbs (GBR); Regional Officer Europe: Bernard Merlaud (FRA); Regional Officer Oceania: Ken Dobbie (AUS). Website: www.radiosailing.org

RG65 CLASS UPDATE

There has been some development within both the ICA and the newly constituted GBR NCA over the last few months. A first UK Nationals was run during last October and the AGM held after sailing finished elected a new face, Mark Dicks, as Class Secretary. During the winter the ICA conducted a review of the current class rules and in March a number of proposals were put to the member country NCA's for vote. By and large they voted to hold much of the status quo rather than any major changes.



A good start for the fleet, although 84 was presumably early and is returning to start again

During 2013 the fleet in the UK has held a season opening regatta at Keighley where two final production examples of the Joysway Dragonforce were able to show off their paces against the specialised boats known to perform well. A National Championships is scheduled for 22nd September at Huntingdon Model Yacht Club and they are also hosting an event on 3rd July. It is also hoped that the Saturday before the Nationals, 21st September, will be made a practice day for competitors and anyone else interested in bringing along a boat of the class. Among these will no doubt be some of the first customers for the initial batch of Joysway Dragonforce production boats which are on their way to the UK in a container as we write this column. Howes of Oxford are advertising this boat with an introductory offer which makes very attractive for any newcomer to radio controlled sailing, and we understand that the manufacturer will be making available a second rig for higher wind strengths.

The NCA has a very informative website at www.rg65.org.uk which provides a link to events and manufacturers.

ACORN TROPHY

Guildford Model Yacht Club hosted this event for 15 entries from all the English districts at their home water, Abbey Meads, Chertsey, in what was considered to be the first summer weekend!

Sixteen races were run in warm sunshine with light winds in a basically northerly direction, an ideal wind direction to allow a long windward/leeward course, parallel to the control area. The 700 m long, two-lap course with a windward spreader and leeward gate took on average 17 minutes and still gave reasonable time for lunch and coffee breaks. There were seven individual race winners and so no one dominated the event, but Roy Stevens was the most consistent with a series of good placings and five wins and he regained the Acorn Trophy that he won two years ago.



Bravely number 42 tries a port tack start, not sure if it worked!

runner-up in both these early races made no mistake in Race 3, winning from Alf Reynolds and Martin Crysell. John Arundell made it to the front in Race 4 after overtaking Mark Mortimore, who held the lead for most of the race with his Roar Edge. Roy Stevens, who had made a mediocre start, showed his form to beat John Arundell into 2nd place in Race 5. John then had a battle with Alf and sailed a very good final offwind leg on the left hand side of the course in more wind to win Race 6. The wind was by this time not as steady, with odd gusts from a more westerly direction and much lighter, leaving patches of calm in the centre of the course. The stronger gusts bunched up the fleet on the offwind legs and in Race 7 at the first gate rounding there was a minor pileup, as a

The racing started in a steady 4-6 mph northerly breeze and John Arundell, with his powerful Starkers design led the fleet to the windward marks, but had miss-read the course board and did not round them correctly, letting Hugh McAdoo into the lead to win Race 1 and then go on to win Race 2 also. Darin Ballington, who had been

result of doubt about last-minute overlaps claimed over a series of already overlapped boats. Roy Stevens was already leading ahead of the main body of the fleet and pulled away to win from Martin and Hugh.

Race Officer, Roger Stollery stopped the racing in this patchy wind for lunch and the results with one discard gave the lead to Hugh, with an equal score of 16 points with Darin and Roy third with 24 points. During lunch there was a healthy discussion about the new Marblehead website <http://marbleheadsailing.wordpress.com/> which is being set-up to help promote the class and provide information to those who have not yet experienced the design freedom and performance of these fantastic Formula 1 boats.

Suitably refreshed, John Arundell returned to form to win Race 8 from Roy and Hugh. Race 9 was very slow, as the wind was very patchy and took 22 minutes, but was won by John Taylor, who had driven up from Plymouth for the day and during the morning had several disappointing results with technical problems. However, his new swing rigged Pixel design was now going well and made up for the disappointment by not only winning Race 9, but also finishing 2nd to Roy in Race 10.

The wind became more NNW, blowing a bit more over the left shoulder and favoured those who chose to go to windward up the right hand side of the course in the stronger breeze on the leeward side of the lake. It was Martin Crysell who took advantage of this to win Race 11 from Hugh and Roy. Trevor Jenkins got the best start in Race 12 and led to the first mark, but was eventually overtaken by Darin, who went on to win.

Phil Holliday, new to radio sailing, had borrowed Roger Stollery's Crazy Tube Free and was on a big learning curve initially, with 9th as his best result. However, in Race 13 he decided to start late on port and whilst others continued on starboard into the calmer air he gained a big advantage in the stronger winds and rounded the windward mark in the lead. The power of his swing rig extended his lead downwind and he managed to cover the chasing boats to win the race. He was absolutely delighted! John Taylor too was delighted in Race 14 with another win from John Arundell and John Shorrock. He was 3rd in Race 15 also, behind Trevor Jenkins and the winner, Roy Stevens, who made no mistake in the final Race 16, to win that as well and make sure that he could take the Acorn Trophy home.

It was good to see five new competitors to this event at Guildford's Abbey Meads Lake and also to see nine clubs represented with nine different designs, all of them showing that they could reach the front of the fleet at some point during the event. The prize winners thanked the Guildford club and Roger for organising a good day's racing. He in turn thanked Keith Parrott of the Frensham Pond MYG, who had kindly volunteered to be the assistant race officer. The next GAMES event on 21st July is the Canada Cup at Poole, which is the SW District Marblehead Ranking event at which competitors will again be able to enjoy plenty of races on a large open lake.

RESULTS

1st Roy Stevens, Killingworth, Prime Number, 34; 2nd Hugh McAdoo, Guildford, Prime Number, 41; 3rd Darin Ballington, Manor Park, ROK, 44; 4th John Arundell, Reading, Starkers, 45; 5th Martin Crysell, Guildford, Prime Number, 60; 6th John Taylor, Dartmouth, Pixel, 75; 7th John Shorrock, Reading, Strad, 89; 8th Trevor Jenkins, Birkenhead, OD, 90; 9th Alf Reynolds, Chelmsford, Paradox, 95; 10th Alan Viney, Guildford, Prime Number, 96; 11th Terry Rensch, Guildford, Prime Number, 102; 12th Phil Holliday, Watermead, Crazy Tube Free, 139; 13th Mark Mortimore, Guildford, Roar Edge, 139; 14th John Townsend, Guildford, ROK, 146; 15th Ian Garner, Frensham Pond, ROK, 172.

CONCLUSIONS

We thank Robert Hobbs, IRSA Publicity Officer for his report and Roger Stollery and his team for the Tentrater Nationals and Acorn Trophy reports. **MMI**



POWERPLUG

RICK DISCUSSES SOME RUDDER-RELATED PROBLEMS NOT NORMALLY CONSIDERED BY THE I/C BOATER

AUTHOR: RICK EYRICH reyrich99@gmail.com  USA

Back in the Dark Ages when your writer was going through his dirt bike racing period, a very experienced motocross racer told me something that would prove to be extremely helpful in both my off road motorcycle skills and then with the radio-controlled aircraft, cars and boats I had once my two-wheel days were over. The experienced 'motocrosser' had caught me berating my motorcycle so he took me aside and read me the riot act for the average dirt biker.

"Yelling at your motorcycle isn't going to make it perform better – that job is the soul responsibility of the machine's owner."

In most cases, a foul-running machine does so because the rider didn't do all of the required servicing work to the bike, which would promptly quit during a day at the track. Moving forward in time, this same trait has occasionally caused one of my powerboats to end up stalled (or worse) out on the local pond. Even a single loose fastener or a slightly tweaked bracket can completely throw off your nitro/petrol hull's performance levels, which in turn will ruin your time at the lake.

For this particular Powerplug column, the main focus will be on things sometimes overlooked on your boat's rudder set-up, either on the blade's pivoting point or its control rods or servo areas. Simple wear and tear, a bad mounting job, a hard shunt and even the size of your vessel can muck up your hull's steering abilities enough to make your powerboat completely uncontrollable. Now factor-in the chances of a rudder servo glitching and/or a failure of a control horn or linkage rod and you can better grasp a good portion of the ways your I/C boat's rudder actions can be disrupted. With

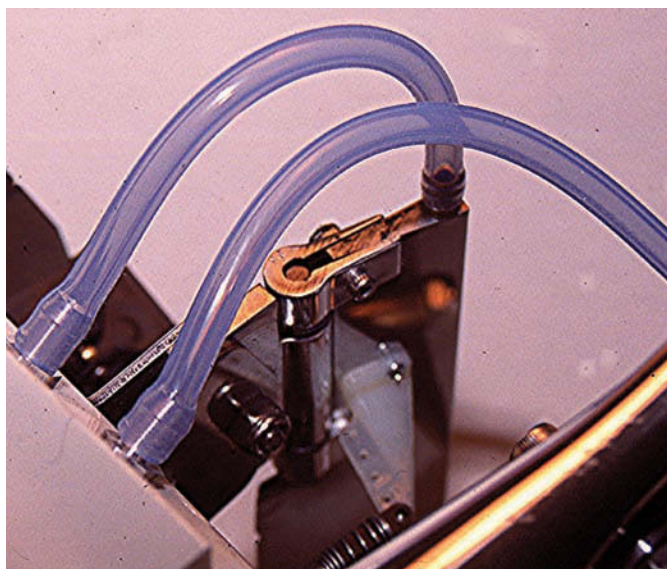
Maintaining an I/C boat's steering set-up via the right servo, linkage and rudder type will help to prevent any high-speed tail-wagging as the marine craft runs down your local body of water

that speech done, we'll now relate a couple of rudder gremlins that could happen to any marine craft you might have in your fleet.

BENT BLADE BLUES

Beginning with the possible rudder problem in where the blade or its mounting bracket suffers a bit of damage from a shunt, there can be a handful of different ways for this malady to occur over the course of a single day at the lake. In the event that your boat suddenly goes airborne and then rolls its way down the shoreline, it's likely that the amount of force the rudder will face will upset the blade's position on the transom plate. If you're lucky, the only repair work you'll have to perform will be to loosen a couple of bolts, move the rudder back to its proper position and re-tighten the fasteners. Now if the boat's rudder has a sudden, hard contact with another hull, some junk floating on the water or a hidden rock on your lake's bottom you'll have to check/inspect the complete strut, rudder that joins the blade to the vessel, plus its control linkage and servo. Even with strut brackets now formed from hardened steel and aluminium, it's not uncommon to find yourself with a bent rudder or bracket that will have to be straightened, or in extreme cases, replaced to get the boat's steering action back to its original position/angle on the hull.

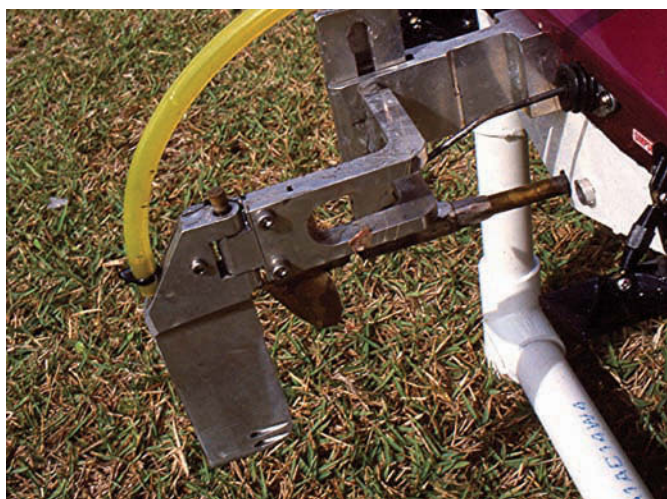
Just recently I myself had a rudder blade incident on a fast electric deep vee and the damage had actually occurred while the RTR vessel was being shipped to me for testing. Judging by the outward condition of the boat's shipping container it's likely that a forklift went a few rounds with the boxed boat, and one fork had punched right through the cardboard box, hit the large block of foam that was around the transom and bent the rudder blade. In my rush to get the deep vee set-up and run I didn't notice that its rudder was sporting a pretty good bend at the point where the blade fitted into its strut. When I did see the problem (and with a deadline looming over my bald head) I quickly ordered a replacement blade and the



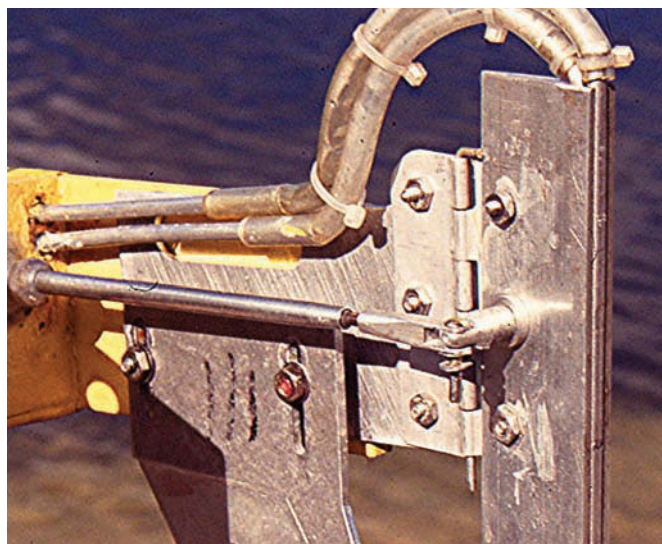
Set-up with a well-designed rudder and strut, this hull's transom layout will only demand a regular check for any signs of a worn rudderpost or excessive play in the control horn connection

deep vee handled very well throughout its testing period. Once the review was written and posted to the magazine I re-attached the damaged rudder blade to the marine craft, charged the battery packs and ran the boat to see how it would act with the tweaked rudder handling the hull's steering duties.

At first there didn't seem to be any serious steering problems with the boat but once the lake's surface smoothed over as the wind died-down, adding more throttle to the hull's motor made the bent-bladed power craft a lot more unstable, both in a straight line and while attempting to pivot around a regular oval racing circuit. As built by the manufacturer this FE boat was just as fast as a good nitro powered hull; so, this bent rudder situation would make it almost impossible to run/race without a constant re-trimming of the steering servo. Any slight bend in your vessel's rudder blade, mounting strut or main transom bracket would upset the marine craft's steering/tracking abilities, which in turn would lead to missed corner markers and the likelihood of impacting the other boats running in your race. As the blade I was testing was constructed of hardened aluminium and due to the fact that the bend itself made a sharp crease at the rudder's mounting bolt location, it couldn't be straightened. Sometimes you must just replace the tweaked rudder to regain the correct control of your I/C boat!



Made up of a couple of heavy-duty brackets, this boat's rudder/drive layout will require a regular check for misalignment due to the torque an average power craft can put on the components

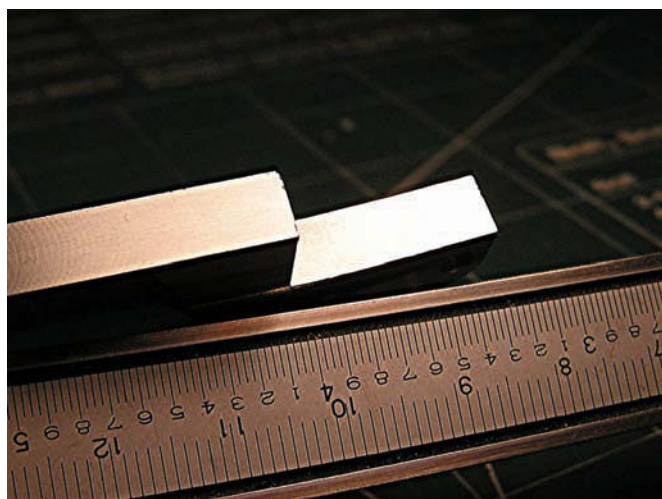


Although the modeller went to a lot of effort to construct this custom rudder/bracket combination, keeping it adjusted and/or having it be damaged in a shunt could lead to an unstable vessel at speed

FLUTTER FACTORS

Our second rudder-related story this month involved a local boater's hull that was causing him a lot of steering problems especially when running at full throttle speeds. Having had the chance to watch this particular I/C boat in action, the hull also appeared to be 'wagging its tail' as it travelled down the pond and this actually reminded your writer of what wing flutter looks like on a R/C aircraft. When attempting to use a less-than-adequate servo or servos on a plane's wing ailerons, the result can be an excessive back-and-forth motion (flutter) that can put the aircraft quickly into the ground. On an I/C hull, this same trait of its rudder moving without any input from your transmitter can lead to all sorts of problems up to and including the destruction of the marine craft from a high-speed crash. Getting back to our friend's tail-wagging gasboat, it was returned to the shoreline and given a thorough inspection to determine what was causing the unwanted rudder movement.

Beginning with the boat's rudder and strut components, no detectable slop was found on either the rudder shaft or its matching strut bushings as this area can cause a lot of rudder control problems. A worn shaft or races can easily induce a wobble in your hull as can any flex in the strut bracket itself. In an attempt to end



Laid out on this straight edge you can clearly see the major bend in the rudder blade and this caused a big instability as the boat ran at anything over a mid-throttle speed



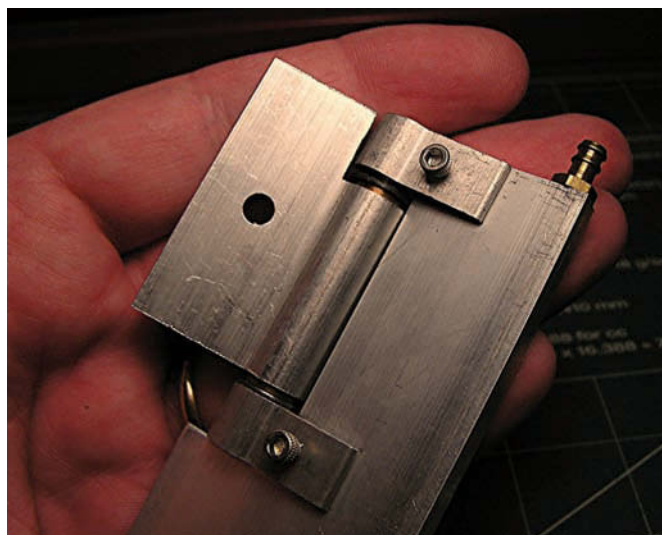
No matter what material your hull's rudder is constructed from you'll need to always maintain its strut/bracket and shaft wear points, as any excess movement will upset the boat's steering action

up with the lightest possible nitro/petrol race boat, you can end up with a flexible set of rudder hardware and/or one that's easily bent out of shape. One way to check for this gremlin is to have a buddy hold your hull while you try to move the rudder/strut with your hand and if you detect any excessive movement you might have to re-think your vessel's transom layout. Any looseness in the attachment fasteners between the strut and transom can also create an instability in your rudder's control functions; so, always use the best screws and/or backing nuts on this bracket to make sure there's no give between your rudder and the hull.

Moving over to the rudder's connection to the on-board steering servo, the control horn found on the rudder shaft/blade and the linkage end can wear heavily on your boat and this can lead to a high-speed hull wobble. Using the stoutest link ends, horns and control rods will eliminate any possible slop in your steering set-up; plus, you should also choose rudder and servo control horns that feature multiple mounting holes for your linkage rod. As I've discussed in previous Powerplug columns the steering servo's rod ends can be moved to either increase or decrease the rudder's available swing rate so, we won't dwell on this subject; but, more holes are better! Having a steering rate knob on your radio transmitter can also be used to adjust the rudder's side-to-side movement; so, you can generally tweak any serious hull shake by working closely with these components and/or features found on most I/C marine craft.

TIP OF THE MONTH

Once the I/C marine modeller has gained the ability to handle a high-output powerboat it's possible to get an even higher level of hull control by upgrading the vessel's rudder servo. Rapid improvements in a whole series of available high-torque, high-speed digital servos make them highly suitable for nitro/petrol marine craft and many are the same size as standard servo units. Another advantage with some of these new servos is that they can handle higher input voltage than a regular servo so you can use a wider variety of receiver battery packs to power these servos. For a good-sized I/C vessel, a metal-gear servo will ensure your control horn/linkage won't deflect should the rudder come under a lot of side load as a nylon/composite geared servo unit might do in these situations. Altogether, a steering servo update can greatly improve your boat's handling levels - especially if you're racing in a large pack of race craft.



Attached by a single large bolt and nut, this aluminium rudder can be easily adjusted; plus, it features a big blade post and strut opening that will stay tight even with a lot of side force applied to it under running conditions



Situated at the end of the hull's rudder horn, this steering rod mounting point slightly minimises the boat's steering action as moving the linkage connection inward on the horn would increase the blade's movement



Capable of both moving a lot of rudder force on any I/C marine craft, this high-output, high-speed digital servo can also be powered by an above average receiver battery pack should the boater want more performance on his/her hull's steering set-up

To wrap up the flutter segment of this column we should mention that if your hull uses a multi-component rudder/drive strut layout it's possible for them to shift around enough to produce a wobbly rudder. Using good quality bolts and locknuts will help keep the brackets aligned, however, a shunt can sometimes cause a shift between the transom/rudder assembly. Placing some alignment marks with a fine-line marker at each bracket/clamp junction can help the modeller to keep the parts in-line, which in turn keeps the rudder correctly working when the boat's under power. Finally, checking both the bracket/strut alignment regularly will eliminate hull wobbles as well. In the case of the tail-wagging boat we're discussing here, the inspection revealed that the problem is being caused by a combination of a worn out ball joint at the rudder horn/linkage connection; so, a new pair of ball joints were added to the control rod and the wobbly boat was cured.

Final thoughts without a strong, predictable rudder set-up on your I/C boat you'll quickly find yourself running a lot without any other vessels around you as many modellers will keep their hulls on shore to avoid playing 'bumper boats' with your twitchy marine craft. By checking every possible wear point on your rudder arrangement; plus, making sure they all line up as the boat's designer envisioned, you can keep the rudder woes away from your powercraft. **MMI**

With the ever-increasing movement towards larger I/C boats, an upgrade to a carbon fibre rudder linkage may be necessary to eliminate any flex in the steering linkages

TRICK OF THE MONTH

With the advent of larger, more powerful I/C marine craft, the boater may have to even upgrade a stout piano-wire rudder linkage to ensure that there's no flex in the control system.

A couple of years ago your scribe got to check out both a huge monohull and catamaran powered by multiple turbine (yes, turbine) engines in each vessel. Experimental and highly modified to fit these kerosene-burning power plants, the mono/cat hulls also had massive rudders to properly control the boats once the turbines spooled-up to their top rpm levels. To improve the pivot action of both hulls, dual rudders were used and each was linked to a large-scale servo via carbon fibre control rods. I'd imagine no wooden dowelling or section of stainless steel wire was strong enough to suit the needs of these massive turbine boats so the carbon rods were joined to the servo/rudder horns via titanium turnbuckles epoxied directly into the carbon rods. Ultra stiff, the linkages had zero give and no flex and with the large threaded ball joints on the turnbuckles it was relatively easy to adjust the rods' lengths within the hulls. Due to the diameter of the carbon tubes some special rubber waterproofing grommets were needed to properly seal the rods as they passed through the hull transoms but stock rubber grommets were found and cut to fit the linkage/hull openings. Especially useful if your particular power craft must rely on extra-long servo/rudder linkages, the carbon rod and turnbuckles can be purchased either through your hobby shop or several online catalogues that cater to large-scale R/C aircraft.



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Designed by Hal Harrison

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Featured in: MMI JANUARY 1997

Ref: MAR 2532

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Designed by Clive Halliwell

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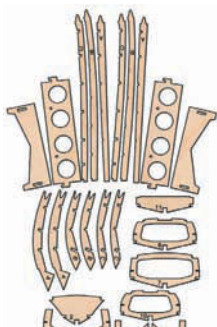
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PS WILTON CASTLE

Designed by Eric Rawlins

A model of a 1902 unique river paddle steamer built in Hay on Wye. Model is



1:16th 3/4' to 1ft scale 1200mm long and 190mm beam and uses one or two electric motors for propulsion. Original and relatively easy to build. Featured in: MMI JAN/FEB 1995

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MV EARL OF ZETLAND

Designed by Jim Pottinger

The original ferry was built in 1938. The plans as she was built, and a number of alterations were introduced over the years in service, protective Perspex screens were fitted around the forward end of the curved bulwark on the bridge deck, longer lifeboats replaced those originally carried.

FREE PLAN WITH MM AUGUST 2009

Ref: MAR 3409

RRP: **£16.50/US\$21.00** + p&p/s&h

Difficulty Rating ●●●○



Scale: 1:48

Length: 105.4 cm

Beam 18.4 cm

HMS INFLEXIBLE



Designed by John Haynes

John R Haynes' scale drawings of the RN Pre-Dreadnought as at 1890s. Two sheet plans at 1:96th scale give a model of 1100mm length and 240mm beam. For experienced modellers only.

Featured in: MM DECEMBER 1992

Ref: MAR 2581

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HMS EDINBURGH

THE LAST VOYAGE OF HMS EDINBURGH GIVES PATRICK AN OPPORTUNITY TO PHOTOGRAPH THE BOAT IN DETAIL

AUTHOR: PATRICK BONIFACE

On Tuesday 7th May 2013 the last of the Royal Navy's Type 42 destroyers, HMS Edinburgh made her last visit to Central London and secured alongside the World War Two cruiser HMS Belfast as part of the Royal Navy's celebrations of the 70th anniversary of The Battle of the Atlantic. Patrick Boniface was lucky enough to join the destroyer for her passage up the River Thames from Gravesend and toured the ship to record for this magazine the arrangement of the ship's fittings and weapons.

The Type 42 destroyers have long been a popular choice for model boaters, as they made up the mainstay of the Royal Navy's surface fleet from the time that the first of the class HMS Sheffield entered service in 1974. Often criticised as being too small, too under armed and too expensive the class, which eventually totalled

fourteen ships in Royal Navy service, plus another two for the Argentine fleet, went on to provide sterling service for the next four decades.

Each of the Type 42 destroyers was designed to provide area air protection for the task group and armed with the latest version of the Seadart anti-aircraft missile system. A twin arm launcher was installed on the forecastle with two very prominent round radar domes for the associated launch radar system mounted on the bridge roof and the roof of the hangar. When HMS Sheffield was commissioned this system was capable of engaging three or four separate targets simultaneously, as HMS Edinburgh leaves service in May 2013 the system is now reported to be capable of dealing with upwards of ten targets at the same time.



Starboard amidships looking aft from the bridge wing



Starboard amidships featuring the 40 mm cannon



The design of the class was bogged down with bureaucratic infighting, which resulted in the ships being overdue when they eventually entered service. It also meant that they had been shrunk from their original design so internally the Type 42, whilst still a very capable platform, was cramped with little room for growth or the retrofitting of new equipment. This problem was, only partially, resolved by lengthening the hull by 42 feet, back to its original design, for the last four of the class, HMS Manchester, HMS York, HMS Gloucester and HMS Edinburgh.

During the Falklands War two of the class, the lead ship HMS Sheffield and sister ship HMS Coventry, were lost to an Exocet anti-ship missile and air attack respectively. The lessons learnt from this war were quickly retrofitted and the ships were soon seen bristling with extra small calibre weapons and eventually Phalanx close-in weapon systems (CIWS). Periodically the class were upgraded with new radar systems and electronic countermeasures.

On 31st May 2013 HMS Edinburgh sailed into Portsmouth Dockyard for the final time flying her paying off pennant bringing to an end over four decades of work with the Type 42 destroyers in Royal Navy service. Their place in the fleet has now been taken by the six Type 45 destroyers armed with the extremely capable Seaviper anti-aircraft missile system and Samson radar combination. **MMI**



40 mm cannon starboard side – an identical one is located on the port side



Main radar, aerials and mast



Life rafts starboard side



A typical storage box on starboard side bridge wing



Looking aft from rear of bridge structure starboard side



Starboard side details looking aft



Looking aft port side amidships



Electronic sights on bridge wing port and starboard



Forward end of the funnel port side



Comms box starboard side



Mainmast



Starboard side of funnel plus ship's crest



Rear radar dome for Seadart missile system



Starboard side forward end of rear superstructure



Starboard side looking forward



Forward superstructure and Seadart launcher



Seadart launcher



Details of dials and switches on forward end of rear superstructure



Arrangement of the forecastle



Breakwater positioned between main gun and Seadart launcher



Forecastle details



Seadart launcher



Vickers 4.5 inch Mk.8 Mod 1 Kryten semi-automatic main gun



Portside looking aft at rear superstructure – note chaff launchers

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MEETING POINT

REPORTS ON SHOWS HELD DURING MAY 2013



An impressive diorama of the Kelvin Aqueduct era 1832



MEE gold medal winner Graham Castle with his iron twin boat steamer Lord Dundas



Philip Warren with his latest matchstick model of HMAS Swan



Model of an A class lifeboat based at Falmouth from 1980 to 1988, exhibited by Mick French

Matchstick Fleet. Philip told us that after 65 years of exhibiting his fleet this may well be the penultimate year of him exhibiting, they are all made from matchsticks and boxes. Also in attendance was Graham Castle (alias Tiffy) with a new impressive diorama of the Kelvin Aqueduct era 1832, which is part of his growing history and development of the Clyde Puffer. Graham also exhibited his stunning gold medal winning model of the iron twin boat steamer Lord Dundas awarded at the 2012 Model Engineer Exhibition held at Sandown Park.

BEALE PARK MODEL BOAT SHOW, 5TH MAY 2013, BY CHRIS SAUNDERS

Despite it being a regular, major event I have never visited the Beale Park Show before so I was delighted to be asked to attend on behalf of MMI. From the start it was clear that this show was being organised by a new group, the A Team Boatyard, and their enthusiasm infected everything that went on. The centrepiece of the show was the preparations for the journey of the HMS Daring Type 45 destroyer along the Thames over the next 14 days. This boat was on display outside the trade stand area and attracted a great deal of interest.



Brian Freegard of the Swindon Model Boat Club with his Bluebell Steamer



The Chant Class Coastal Tanker Averity owned by John Waldron of the Portsmouth Model Boat Club with weathering and painting by Alan Taylor



The Watermead Model Boat Club stand with the amazing floating lawn mower by Lora Goldswain in the foreground. It works – I have seen it on the water

Clearly the enthusiasm of the organisers had spread to the model clubs, as there were no less than 26 clubs present. It took me almost the whole day to visit each display and have a few minutes chat with the exhibitors. The variety and quality of craft on display was very impressive and so it has proved very difficult to select just a few for this report. As a result I have selected pictures which cover as many clubs and types of exhibit as possible. There was vibrancy to all the club stands with members keen to explain models and answer questions.

The club stands extended down the whole of one side of the boating lake. On the other side visitors were encouraged to try the 'Have a Go' boats. Here there were models to interest both the young and older children. The lake itself was full of boats right from the start. A clear sailing plan operated throughout the day but everyone was prepared to be flexible in the interest of keeping the public's attention. The lake itself is ideal for boating with excellent access to the water and clean, clear water. The only variable ingredient was the wind, which stayed light for most of the day and only a few yachts could show their full potential.



Two beautifully prepared boats on the Dover Model Boat Association stand. The Loyal Mediator by Alan Poole (Won silver at the London Model Engineering Exhibition) and the Archer Class Explorer by Kelvin Castle (Highly Commended at Sandown)



Tug and Barge by David Friths of Tugs are Us on the water. The crane is fully functional under radio control



Darky was built by Phil Abbott's grandfather (Blackheath MPBC) in 1946 without any glue



Challenger is 10 ft 6" long and uses a water ballasting system. Built by Tony and Jon Simons and Roger Keep of the Mid-Thames Model Boat Club

The trade stands were situated in a building overlooking the boating lake. I will list all of the traders because they had all made a special effort to attend and perhaps did not get the flow of visitors or purchasers they deserved. Next time it would be a good idea to clearly signpost the trade area as it was missed by many people as it was unusual to have the display area open. In no particular order the traders at the show were: Deans Marine, S&M Tools, DH

Models, Mastman, Miskin Models, J Class Yachts, MACS Moulding, and Models by Design.

Overall the day was a huge success with Richard Howard reporting the best attendance for the year so far. The A Team Boatyard are to be congratulated on their organisation and it was

a delight to see so many clubs and societies represented. I am sure all the visitors went away feeling they had a great time, and perhaps a spark of interest in model boating had been ignited in some. Well done everyone.



Model Hovercraft Association display



Ocean Breeze by Peter Fisher of the Association of Model Barge Owners sailing on the busy lake



A Gold Award was won by Philip Sadd of the Shepton Mallet Drifters for his Compton Castle



Martin Davis (Mr Mayhem) was so stunned to have sunshine that he wore one of his brightest shirts!



The RNLB Mary Ann Hepworth in 1/12th scale. Built by Martin Kinghoward from the King Lear

MODEL BOAT MAYHEM, WICKSTEED PARK, 25TH – 26TH MAY 2013, BY STEVE DEAN

Over the years, the Model Boat Mayhem event at Wicksteed Park, Kettering, has become famous for vertical mist and gazebo flying. Therefore when the eastern side of the country was hit with torrential rain and very high winds on Friday 24th May it looked like this year's event was going to be a total washout. It was so bad that organiser Martin Davis had to attach ratchet straps to his marquee to stop the park blowing away!

If proof were ever needed that model boaters are made of sturdy stuff, then a standing ovation should go to the lads from the Scottish Model Warship Association and Glasgow Richmond MBC. They spent ten hours driving down in atrocious conditions.

What a difference 24 hours can make. Saturday produced a sunny day with white fluffy clouds and Sunday reminded everyone what



Blue sky, blue water and blue boat. This 1/24 Nautical Marine Water Cat is a very attractive model



The wee lads from the Scottish Model Warship Association and Glasgow Richmond MBC



Geoff Cox of Kettering MBC with his 1/5th scale circa 1980s Graupner rowing boat



This 1/12th scale model of the steam picket boat Tiger was absolutely delightful



A glorious model on a glorious day. John Dowd of Runcorn & District Scale Model Boats sailed his 1/22nd scale 'J' Class yacht. It has a length of 6 ft 3" and a 7 ft mast



Andy Griggs of Models by Design enjoys the sunshine as he demonstrates the new 1/24th scale version of the Wild Cat 53 wind-farm support vessel



'Steamboat' Phil and Stephanie take to the catwalk in this year's designer waders. Tea mugs courtesy of the A Team Boatyard



Making loads of noise all weekend was Mark Thatcher of Model Sounds Ltd

summers are meant to be like. Martin Davis was so delighted that he wowed us all by wearing the loudest shirt we've ever seen him in. He was one happy bunny!

Mayhem is all about sailing and the number and variety of models on the water can be staggering. Yachts relished the conditions, warships cruised around menacingly, lone sailors rowed across the pool and fishing boats went in search of their quota. Down the far end of the pool, rubber clad folk engaged in some straight running and in the middle those with skill (or none at all) had a go on the complex steering course. If you like your models on the large side, then the 'A Team Boatyard' crew were present with the huge HMS Daring, victorious from successfully completing the Big Thames Cruise. Mix into all this activity lots of smiles, warm handshakes and lots of cups of tea and you have an event that's just joyous to be part of.

Wicksteed Park is a very popular facility and the arrival of good weather meant that campers and caravans poured in over the weekend and were delighted to find they had free access to a model boat show. Families were able to walk around the pool, watch the activities on the water, look in all the gazebos and tents displaying models and ask questions. There is no doubt that many youngsters will be asking their parents for a model boat for their next birthday present.



Rick Jones with his beautiful model of the Bluebird of Chelsea



Graham Charles' Dutchess of Fife (1903-1953) paddle steamer. Mostly scratch-built with seven or eight layers of 'gum paper' strip and varnish to cover the hull. Thin plastic was then used to simulate the plating



Scharnhorst by Kelvin Haines based on the Fleet Scale hull with scratch-built superstructure

Smile of the weekend must go to a man we all know as 'Stavros'. He arrived with a floating contraption (we can't really call it a boat) that stood more of a chance of winning the 'Turner' prize than any model boating silverware. It had a great deal to do with pregnancy and babies (he's about to become a dad) – well done, we loved it.

It was easy in the sunshine to forget that Martin, all the helpers and the members of the Wicksteed Park MBC had put the show together in what must have seemed impossible conditions. Your efforts were well rewarded and we all owe you a great deal of thanks. We just need more of the same in 2014.

MARGAM PARK MARINE MODELLING CLUB OPEN SAILING WEEKEND, 25TH – 27TH MAY 2013, BY CHRIS SAUNDERS



The 'Have a Go' boats were in constant demand

On a beautiful Sunday Afternoon Margam Park was an ideal place for a stroll. Added to this there was a kite exhibition and model boating on the large lake at the top of the hill. Clearly Margam MBC had gone to some lengths to set-up display tents and arrange a 'Have a Go' area for young people. Unfortunately, despite all the advertising, the local club was the only one displaying models. However, they had such a wide variety of different models both on the water and in the display tents that there was plenty to interest the public.

Members of the club were actively engaging anyone showing an interest and did a great deal to promote the hobby. There was almost a constant queue of excited children waiting for their turn to try the 'Have a Go' boats. It was a pity that there were not more clubs represented. **MMI**



Titan built by Howard Greenwood-Davies

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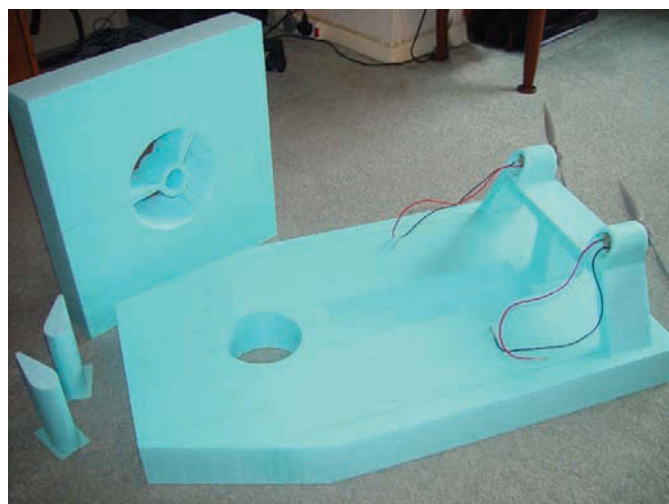


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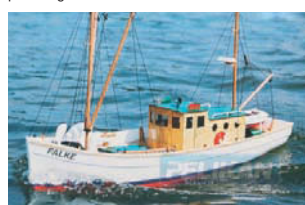
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The Thames V



AUTHOR: ERIC BAUTHIER

THAMES V – A TUG OF TRADITION

ERIC BAUTHIER COMPLETES THE DETAILED BUILD OF A TRADITIONAL TUG

André Willems is an experienced naval designer from northern Belgium who is well known to readers of French model boat magazines. This former fighter pilot and commander of a military base always presents high quality models. In this article we look at one of his latest achievements, the Thames V. This is more a typical English tug of the first half of the twentieth century rather than a faithful reproduction of a real boat. In short, it's a spirit; a philosophy that shines through this model.

Despite the ease of travel on the high seas the operation of boats along inland waterways was much more difficult. Until the nineteenth century many such craft were pulled along by animals or humans using the towpath. With the advent of steam, a new form of traction developed using other boats called towboats or tugs. These tugs were symmetrical front and back and were also called 'double-ended boats' (which can navigate in both directions). They are equipped with side paddles and move along a chain or cable that rests on the bottom of the river, which pulls the ship forwards.

In the late nineteenth century the first propeller driven tugs emerged. They gradually replaced the towboats. Thus, technology followed a slow evolution that changed the landscape of towing forever. Typical of vessels that operated on the Thames was the Thames V (V for 5) a steam powered towing craft. It was also the precursor of 'Tug Inshore Defence' (TID) which were tugs built, in haste and in series, from prefabricated elements. Note for the record; in 1931 the John H. Amos was the first tug to have an all

welded hull, technology was changing again. Ironically, this craft was the last to be equipped with side paddle wheels and had a number of interesting features: it was equipped with a steam engine developing 127 hp, had a displacement of 202 tonnes, a length of 33.55 m, a width of 6.9 m and a draft of 3.26 m. This paddle tug seemed so interesting to André Willems that he decided to build a model. When plans were drawn and the construction completed the model was immediately entered into class C of the Belgian championship where it won a gold medal.

THE MODEL OF THE THAMES V

The model presented here is the tug André Willems made in true English style. Indeed, it is based on the design of a traditional craft seen on the Thames. In reality this Thames V has never existed but it reflects the type of boat that was used by the British between 1900 and 1960. There were many in service and almost all were very similar. The only differences reflected the different boatyards and owners. For example a cabin could be somewhat larger or a bow more rounded, but overall they were broadly the same.

The main task for the Thames type of tug, which also had a flat bottom, was towing several barges attached on both sides of the hull into which larger ships unloaded their goods. The latter could not navigate the inland waterways due to their deeper draft. It is for this reason that the Port of London finally gathered a large fleet of tugs.

Detailed views of the superstructure



SOME FEATURES

The length of a Thames tug was about 25 m, width 6 m, a height of just over 11 m, and a draft of 5 m. For its propulsion, it was initially equipped with twin engines, which later evolved into triple-expansion models. The power was between 110 and 250 hp, which was sufficient to tow two to six barges, but not enough to manoeuvre around the big boats such as liners or even cargo ships.

The Thames tug was generally equipped with a coal-fired boiler similar to a Scotch design dating from 1890. This boiler had a large diameter while its length was relatively short. It took a day of heating to reach the working pressure for the engine. Compared to other types of boilers, the water volume was relatively low; we're talking about 110 litres per square metre of heating surface. This data came from the excellent book, in Dutch, called 'Model Stoommachines' written by Rob van Dort, and Joop Oegena, a publication of the Editions Kluwer Deventer.

It's easy to see that the installation of this boiler had a direct influence on the construction of the superstructure. This chimney had a trapezoidal base, which was located on the captain's open cabin, usually made of teak with a height of around 1.5 m. The whole structure was topped by metal poles to receive a canvas in case of bad weather. This type of vessel had a very limited height to facilitate the passage below the small bridges located along the inland waterways. In the same vein, the fireplace, with two flues, and the mast, all folded down. The anchor was handled through a davit and a hand winch. Note: these all function on the model by André Willems.

Even at the end of their career in the sixties this type of tug was still not equipped with an electric generator. Thus, the two signal lights, installed above the mast, slide down by two cables to be refuelled with kerosene. This aspect, however, highlights how old fashioned these vessels were.

INFRASTRUCTURE

The work for this type of tug often meant travelling on board for several days. As a result, the captain had comprehensive accommodation, located in the bow. The crew were accommodated in the rear cabin. Due to the shallow draft the crew's quarters were needed to be higher than the level of the bridge. This design was unique and greatly reduced the deck surface as the space was very limited (compare this with present day tugs). Note that the bollards extend above the rail, this was necessary to allow the barges to be moored alongside the ship.

THE PLAN INSET

The plans in this article were designed with great care, by René Lefèvre. He is a talented designer with the artistic ability to interpret a design. René has brilliantly transposed the plans to reflect typical English tugs from the first half of the twentieth century.

THE MODEL

André Willems acquired a 1:20 scale polyester hull of the Thames from a mould owned by the Navimodélisme club. The hull plating was faithfully reproduced with the riveting distinguishable. This model was built on the hull using 1.5 mm thick material with a wale reproduced using a 'U' shaped brass profile fixed every 4 mm by lacemaking pins. These are soldered in place. The whole was topped with a brass plate 2 x 5 mm.

CONSTRUCTION

The wheelhouse was made from 1.5 mm plywood. A covering of teak planks gave it homely warmth. The superstructure was constructed from 0.3 mm brass sheet. Each item was made using a cardboard template. The design was transferred onto the sheet of brass and carefully cut out. To aid this work, the pieces were held between two 'L' shaped metal profiles held together by bolts. This assembly was mounted on a worktable with a clamp. Then cut through using a single pass of the cutter, which makes a clean break when folded. With this method, we get a straight clean cut. The elements were assembled by drilling holes through each section and inserting lace pins, placed 4 mm apart, and soldering them in place. The resulting joint perfectly simulated the riveting used on the real ships. André Willems used about three thousand of these lace pins to complete the model.



Over 3,000 lace pins are necessary to reproduce the riveting



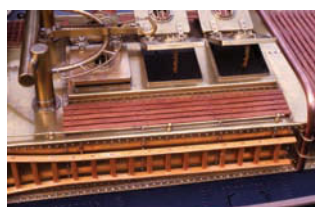
The wheelhouse is made of plywood covered with teak slats



Brass, but sometimes copper



Lifebelts based on a simple ring of plywood

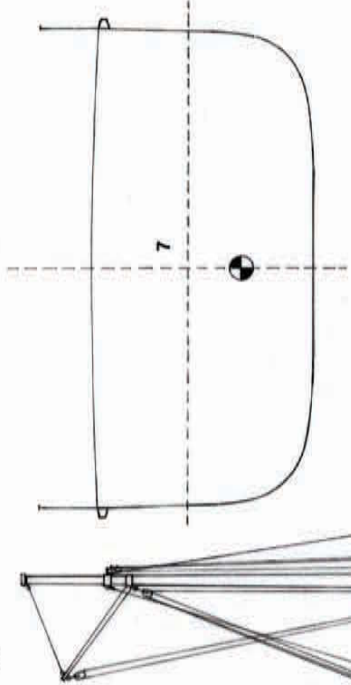
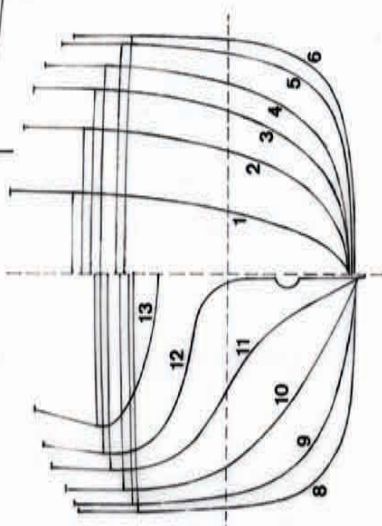
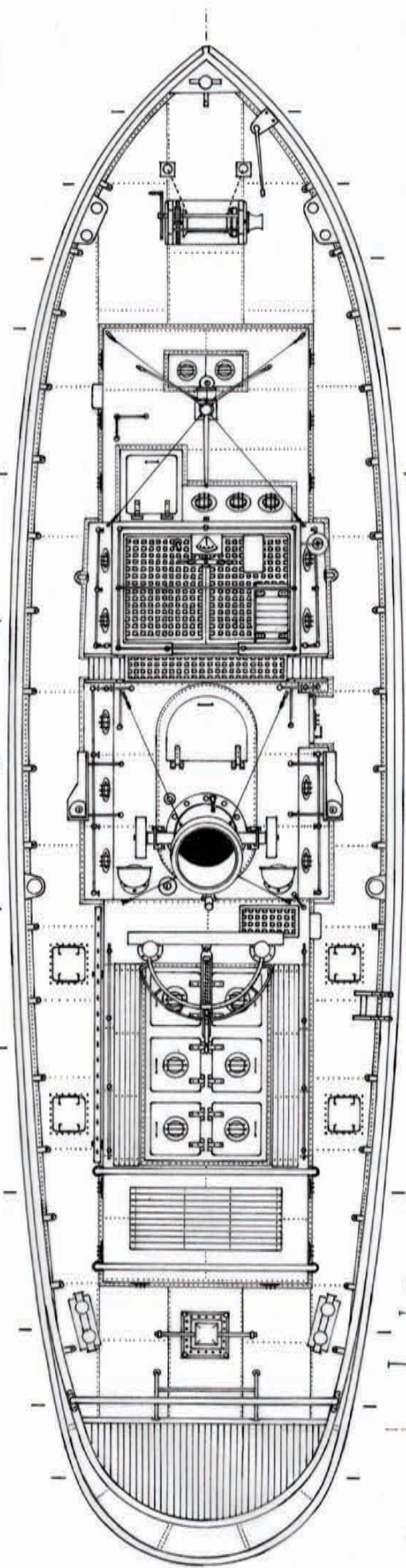


A perfect scale model in every detail

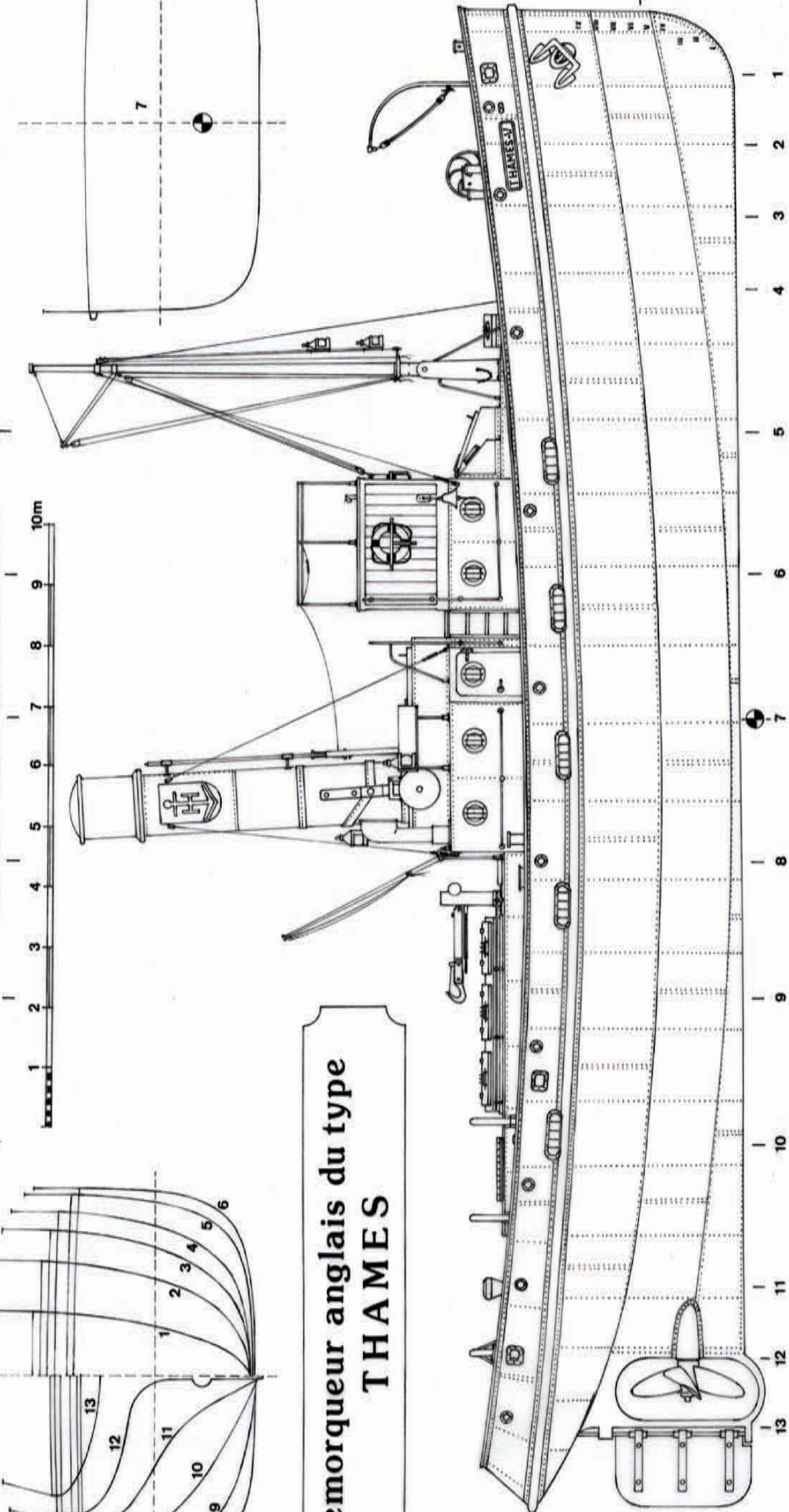


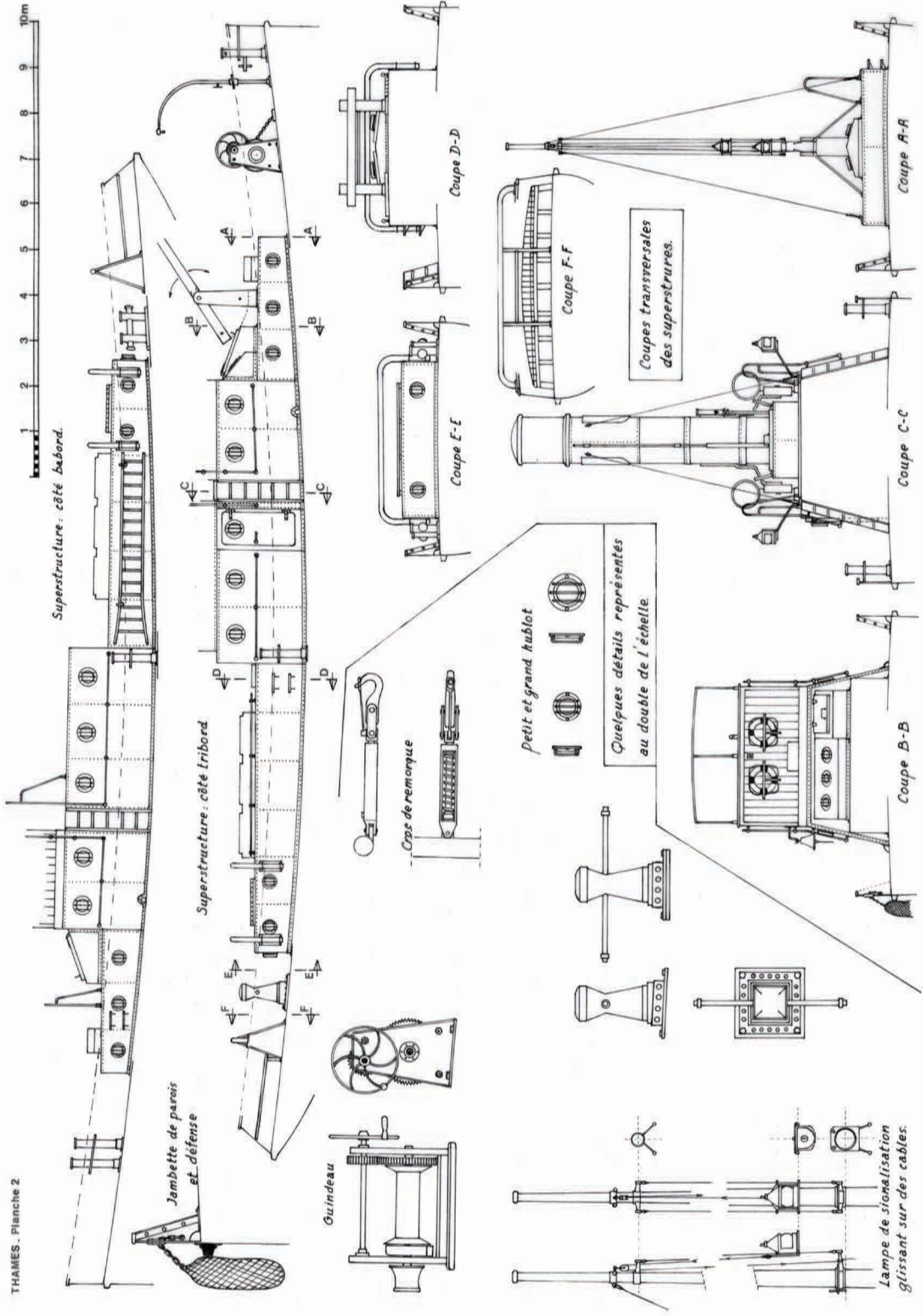
The functioning windlass

The lifebelts are made of plywood covered with a 4 mm linen winding ribbon soaked in a solution of Graupner Huhu and acetone. This mixture gives rigidity to the linen, which facilitates wrapping it around the plywood and prevents any fraying. A rope is placed at four points on each lifebelt before painting. The illusion is perfect! The flag came from a specialist trader, but was not thought good enough. Since the completion of the Thames, our modeller has discovered another technique for making cloth flags. He now uses a piece of silk, and hand-paints using Art Deco brand (Hobby), shades that are set by the heat of an iron.



Remorqueur anglais du type
THAMES







The chimney in all its glory



The towing hook



The anchor davit

MODEL FEATURES

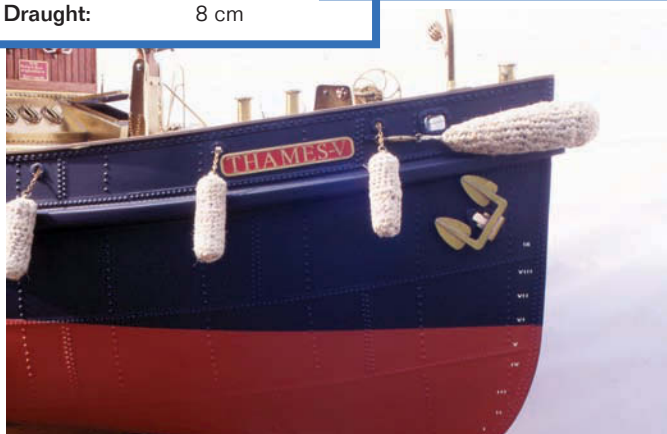
Scale:	1:20
Length:	124.5 cm
Width:	32.5 cm
Total Height:	58 cm
Draught:	8 cm

THE PAINTING

Small brass surfaces of the hull, such as the rudder and the wale, are covered with a special paint type Super Aerozine of Levis that dries in 72 hours. All colours used are from Humbrol. These paints are applied with a Badger 200 single action airbrush. The Matt Black No. 30 is sprayed on the hull above the waterline, while the bottom is in Satin Red No. 132. The hull is ultimately protected by five coats of Satin Varnish 135. The brass parts of the superstructure were left unpainted. They are simply coated with an acrylic varnish plasticizer spray. This product protects the brass from the acidity of the air, weathering and oxidation.

ORIGINAL FEATURES

Length:	24.90 m
Width:	6.50 m
Total Height:	11.60 m
Draught:	1.60 m
Engine:	Steam
Heating Means:	Coal-fired boiler



The bow, showing the fineness of the plating



The bow area

CONCLUSION

With this Thames V model, André Willems offers us a boat of exceptional quality. The unpainted brass parts give a very attractive appearance. One can imagine the complexity of the work performed and the talent that André has employed to achieve such a pleasing result.

The author would like to thank André Willems for all the help he has given during the writing of this article.

Please note: this article was submitted in French. We would normally not accept such articles without a translation, however, this was such a well built and interesting article that we used Google Translate and school French to translate it into English! We cannot guarantee the accuracy of the translation but can offer to send a copy of the original French article to anyone wishing to study the Thames V further (email mmi@traplet.com). **MMI**

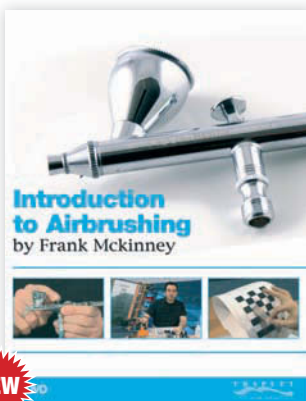


The Thames IV of Luc Cliteur, a radio-controlled model from the same mould as the polyester Thames V



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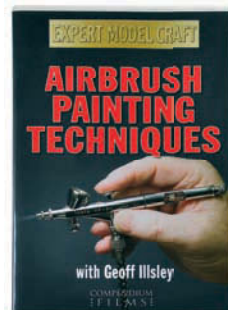
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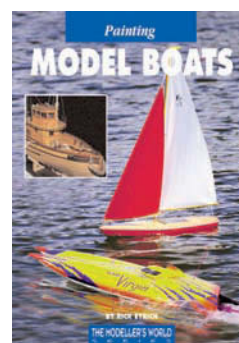
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BEGINNER'S AIRBRUSHING

ROBIN LOOKS AT THE ART OF AIRBRUSHING, SOMETHING HE HAS EXPERIMENTED WITH OVER THE YEARS

AUTHOR: ROBIN TROTT



Airbrushing is something I have tried several times over the past ten years, all with very poor results. I put this down to inexperience, poor airbrush and using aerosol-canned air as the propellant. So when I was sent the new Neo Air miniature air compressor and the Neo Gravity-Feed Dual-Action airbrush, made by Iwata, for review by The Airbrush Company, I thought it was time to try again. This time I decided to find out more on airbrushing first, instead of just filling the airbrush full of paint and making even more mistakes!



Neo Air miniature compressor with airbrush holder in place, the paint pot gives an indication of size

WHERE TO FIND INFORMATION?

There are many sources; books, magazines, Internet and also DVD's. The two DVD's I found were very useful and proved indispensable. The first is called 'Airbrush Painting Techniques with Geoff Illsley'. Although the majority of this DVD is about advanced techniques such as figure painting and shading, metallic effects, aircraft and feather painting, watching this film will give you an idea of what

can be achieved with an airbrush. The sections that really helped me were on mixing paints, masking and, most importantly, how to clean the airbrush. If you do not keep the brush clean then there is little point in having one. This section not only shows you how to clean the brush between each colour but also how to clean the brush when you have finished that particular painting session. Most important is how to completely strip down the brush to thoroughly clean it; this is what you may call a full MOT of the brush.



The Revell U-Boat built and primed together with LifeColor products

The second DVD is from AK Interactive and is called 'Weathering German Ships', this is a very interesting film which shows in great detail the painting and weathering of a warship. After watching this I could not believe how realistically the weathering could be reproduced; it puts my own efforts way down the scale. The techniques show how to paint rust streaks, worn decking, shading, how to reproduce chipping on the hull, green algae and battle damage. As I have said it is important to find out as much information as you can before starting.

NEO AIR MINIATURE AIR COMPRESSOR

The compressor is really well designed; it is only 13 cm x 9.9 cm x 2.5 cm and will fit into any workshop or the kitchen table. It has a push button control which acts as the on/off switch and a 3-speed control button (low, med, hi), it produces air pressure of 1-30 psi max. It comes complete with air hose, plug-in power pack and a useful airbrush holder that clips to the side of the compressor. There are no dials to show what the pressure is but the three settings were ample for my needs.

NEO FOR IWATA CN AIRBRUSH

This is a gravity-feed dual-action airbrush and is the ideal brush to use with the Neo Air miniature compressor. With the brush comes two gravity feed cups; one large that will hold 9 ml of paint and one medium which holds 1.8 ml. Without the cup the airbrush can hold 0.9 ml, just right for small paint jobs and touching up. A small spanner comes with the set, which is used for disassembling the airbrush for cleaning.



Pipette used to add thinners a drop at a time when mixing



Loading the airbrush paint cup



My practice spraying, the bottom two splatters show what happens when too close

MIXING THE PAINT AND CLEANING

I decided to start my reintroduction to airbrushing using acrylic paints. Remembering what I had learnt from viewing the DVD's. I began mixing the paint on a plastic paint pallet which are inexpensive and are available from art shops and many of the cheap pound shops. The information I had gathered about mixing paint all came basically to the same answer, 'Mix the paint until it's the same consistency as milk'. OK but what sort? Full, semi or skimmed milk? I came to my own conclusion, mix it until it works to my own satisfaction; trial and error comes to mind as with many jobs it's the only way to learn and you've got to learn somewhere. The paint, acrylic thinners and cleaner all came from the LifeColor range. You can use water to thin acrylic paint but the correct thinners contains an agent that stops acrylic paint drying too quickly on the nozzle and needle of the airbrush.

My mixing pallet has ten bowl shape recesses in a circle around a larger bowl shape; placing paint in one



The first couple of coats looks patchy

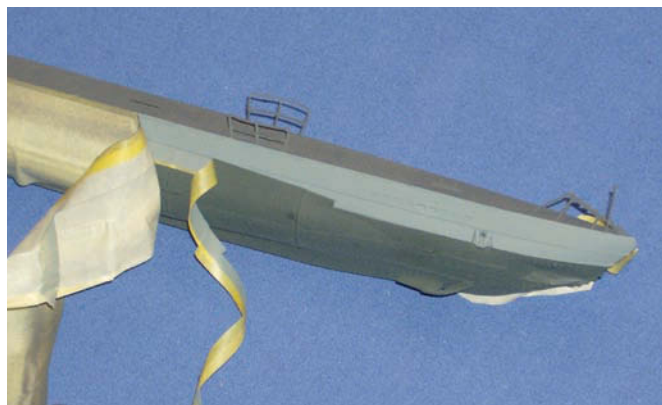


Two more light coats and the finish is better, mark near the rails is where I touched it while wet!

of the small bowls and thinners in another, a pipette was used to add the thinners one drop at a time to the paint. I could then mix the two together in a third bowl on the same pallet. After mixing I filled the airbrush cup with a small amount of the paint using a paintbrush; letting it just run off the brush and into the cup. I began practising on a sheet of plastic card to see what the paint effect was like and after several different mixes I came to the consistency I thought would be good enough to use on a model. Using the wrong consistency will cause the airbrush to spit the paint giving the surface a splattered effect; this will leave an uneven finish to whatever you are painting. I think this is the best way to find the consistency of paint that is suitable; others have different opinions. One other point about mixing paint is to ensure sufficient paint is mixed for the colour you are spraying, as there could be the possibility of a slight colour variation when you mix more.



Lower section masked, next colour has been applied



Deck airbrushed, masking tape being removed, note how many layers of tape

I thought cleaning and keeping the airbrush clear of old paint would be a long tedious job after each spraying, but no! I had watched the DVD Airbrush Painting Techniques and there is a complete section on how to clean the airbrush, this was invaluable. All that is required is to wipe the paint cup clean ready for the next colour, and clean the airbrush by flushing it thorough with water first, then airbrush cleaning fluid, and finally water and it is ready to go again. At the end of the airbrushing session I gave it a clean which also involved removing the cover around the nozzle and retracting the pin just to clean away any build-up of paint residue that may have occurred. I will not go into it here but the DVD gives details on how to completely dismantle the brush to give it a thorough clean, but this does not have to be done every time, only if you notice that the performance of the airbrush has decreased. So it will pay to watch the film to keep the brush in tiptop condition.

AIR PRESSURE: HIGH, MEDIUM OR LOW?

The Neo Air compressor has three pressure settings; I tried each of these by spraying paint on a sheet of plasticard. Each of these has their own characteristic spray pattern; I found as a beginner I was more comfortable using the low setting as this seemed to give me more control over the paint flow and application. This setting I used on my first model, this is my own choice at the moment, and as I gain more confidence I will use the other settings.

THE CHOSEN MODEL

I wanted something that would be an ideal starting point so I chose the Revell 1/144 scale German Type IIB U-Boat (model No. 05115). Most of the models I build are small so as this model is only 29.6 cm in length it is just right and not too complicated to paint. So this was my introduction as a novice to the art of airbrushing.

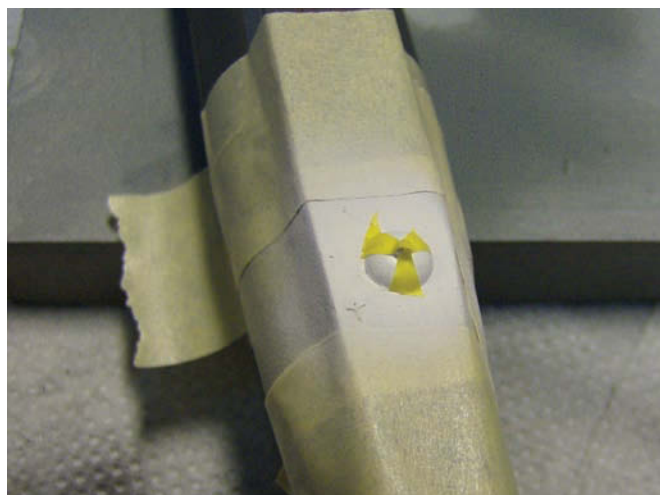


Masking tape in place around dome

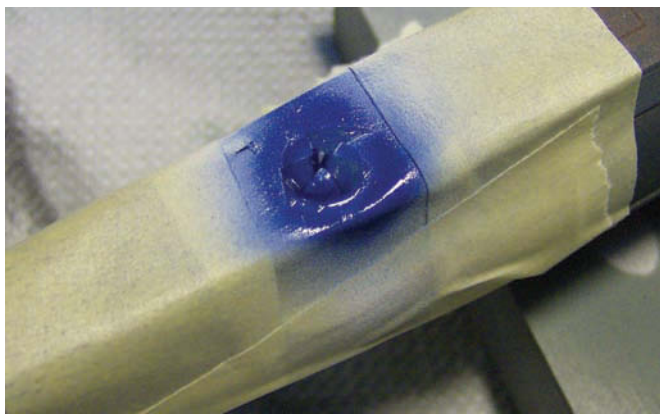
The model was a straightforward assembly, just the main hull and deck with a separate conning tower and deck gun. To begin these sections were built and then given a primer coat of light grey paint, this was done with an aerosol can paint, not the airbrush. This gave the model sections a good base for airbrushing. The hull has three different colours, all variations of grey. I have a set of paints from the LifeColor range which are for German U-Boats so I had



Airbrush only filled with paint this time



Small segments of tape applied over white paint



Blue paint now covering the complete dome, tape will be removed when dry

all the correct colours to start with; this was also one of my reasons for choosing the U-Boat kit.

The first coat was for the lower section of the hull; I thinned the paint and started spraying. Always begin off the model and gently move the airbrush along the complete length of the hull and off and then back along from the opposite direction, moving gently without stopping in any one spot or there will be a build-up of paint in that one area. I kept the brush at a distance of approximately 10-15 cm from the surface. It is better to cover with several light coats rather than one thick coat as this may run and cover any fine detailed moulding of the kit. I must say I was impressed with the first coats; the coverage was very good. After drying a couple more light coats were applied and the first colour was done.

A little tip: gently blowing warm air over the paint helps it dry quickly so reducing the time between coats. For this purpose I have pressed my wife's old hair-dryer into service; it is a good job I had bought her a new one for Christmas!

Now the next coat from the waterline to the deck, this is where the masking came in. The area I had just sprayed below the waterline was now covered with masking tape; use a good quality one like the tape produced by Tamiya which sticks well, stops any paint seepage under the tape, and is easily removed. The previous colour paint was now cleaned out of the brush and the new mix added, applied like the first paint in several light coats and this section was finished. I'm beginning to get the hang of airbrushing now. Masking tape was now applied to this newly covered area, still leaving the tape previously applied in place. Another new colour mix, and the deck was painted with a lovely even coat. When all was dry I gently removed the masking tape taking care not to damage any of the new paintwork. The finish was very good with lovely demarcation lines between the colours. I was very impressed with my handiwork, if I had used a paintbrush there would have



Rust weathering wash being applied and streaked down sides



The complete U-Boat viewed from the stern with rigging in place



The finished model now given an airbrush covering of Humbrol Matt-Cote, this covered the shine of the decals

probably been signs of brush strokes on the hull. The conning tower and deck gun were painted separately attached to a board to hold them. Different colour yet again, but it only takes a few minutes to clean the old paint from the airbrush so this is no great hardship. A few passes with the airbrush and these were painted.

Now I was starting to get a little more confident, on the deck is a raised dome that according to the painting instructions of the kit has to be painted in segments of blue and white. So I thought I would try the airbrush and masking tape. I cut a hole in the masking tape the size of the dome and placed it making sure enough of the deck was covered because of the over-spray from the airbrush on such a small area. This was now airbrushed with several coats of white, once dry I cut some small wedges of masking tape and placed them in a pattern on the white painted dome. Blue paint was now sprayed over the complete dome. After drying the tape was very carefully removed using tweezers to reveal the dome correctly painted as per instructions, this shows that airbrush painting can be used on small ship kits but with the aid of masking I must stress. I only used small quantities of paint so I added the paint straight into the airbrush without using the paint cup. The very tip of the dome was painted very dark grey but for this I used a paintbrush.

RUSTY WEATHERING

Being a submarine I wanted to weather the complete model, to do this I gave the model a wash coat of rust colour paint. This paint also came from the LifeColor range; a set called Weather and Rust contains six weathering rust colour paints and powders. This paint I applied with a paintbrush, left for a minute or so and then with another dry brush the surplus wash was removed leaving traces enhancing the moulded detail where it had run. With a fine-pointed brush I added rust streaks down the sides of the model. I used some of the techniques shown on the AK Interactive DVD 'Weathering German Ships', this type of weathering does need a lot of practice so I have just done a basic rust effect on this U-Boat. I will try and master the process on some future builds.

I FORGOT THE DECALS

These I should of applied before I weathered the model; I was too impatient to do the weathering I think. This did not matter as I applied them using Humbrol Decal Fix to secure them in place, once dry I gently applied the rust effect streaks over them. The decals were shiny so they stood out, so the complete model was now airbrushed with Humbrol Matt-Cote. This now gave the complete model a lovely even matt finish covering the decal shine. Matt-Cote was thinned using Humbrol Enamel thinners; this was also used to clean the airbrush after spraying.

FINISHING THE U-BOAT

Rigging was now attached; this was made from black stretched sprue and glued into position using cyanoacrylate. I used black as this saved having to paint the rigging. The small insulators on the rigging are beads of glue left to harden in their positions. The bases were airbrushed in black with the two pedestals finished in brass, the name decal was now fixed in position and allowed to dry. The

U-Boat was now attached to the base, and a final airbrush of Matt-Cote was applied covering the bases' decal and the rigging.

MY CONCLUSION

The Neo Air compressor and Neo for Iwata CN airbrush in my opinion are excellent and are very compatible with each other. The size of the compressor is ideal for any workshop and the noise is nowhere near that given from larger models. It supplied me with all the air pressure I required for the job. The airbrush was easy to use, and I found that cleaning the brush was quicker than I had believed. This was one of the things that had put me off airbrushing in the past as well as using canned air for the propellant. I will be using the airbrush more and more now for my 1/144-1/350 scale models, I know it will not replace the paintbrush for all my painting needs but it will certainly help me achieve better finishes. My models that are smaller – 1/600-1/1200 – I think I can use the airbrush on certain parts of them so I will give it a try using lots of masking tape and most important great care with plenty of patience. As they say practice makes perfect. The use of this airbrush on much larger models would be limited because of the size of the paint reservoir, but could be used on smaller parts of the model.

I hope some readers may find this article of help to them, but remember I am a beginner to airbrushing not an expert; that comes with plenty of practice.

Many thanks to The Airbrush Company for supplying the airbrush and compressor and also thanks to them for supplying the LifeColor paint sets, Thinners and Cleaner.

More details at: www.airbrushes.com

I would also like to thank the following for supplying items for this article:

Revell – German Type IIB U-Boat (Model No. 05115) – www.revell.eu

Humbrol – Matt-Cote and Decal Fix – www.humbrol.com

AK Interactive – 'Weathering German Ships' DVD (AK650).

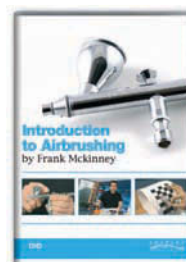
60 min – www.ak-interactive.com

Traplet Publications – 'Airbrush Painting Techniques, with

Geoff Illsley' DVD. 85 min and the new 'Introduction to

Airbrushing, by Frank McKinney' DVD. 75 min –

www.trapletshop.com **MMI**



The two very useful DVD's that I used

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IAN LOOKS AT SOME SIMPLY MADE SCALE FITTINGS

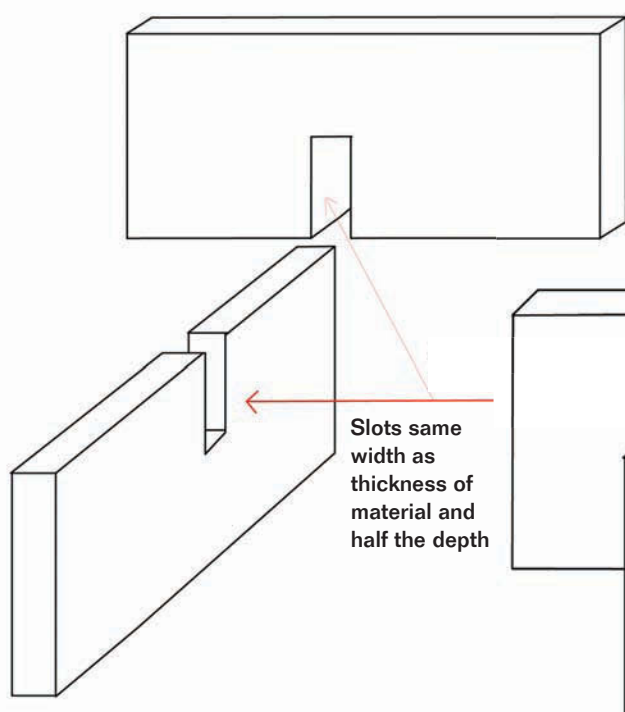
AUTHOR: IAN WILLIAMS  GREAT BRITAIN
electro-marine@talktalk.net



Home made ships' wheels as described in text

Over the last few months I have been wittering on about 1:1 scale craft, so I thought it was time I went back to model matters. So for this month at least and probably next month too, I am going to be having another look at some scale fittings which should be easy to make and at some of the techniques involved. Now I know that there is any number of small model firms producing quite large ranges of high quality scale fittings, but it is nice to be able to turn out some nice neat fittings and be able to say, "I made those." Also, I have quite often found that the fitting I needed was the very one that was not available in the scale I wanted.

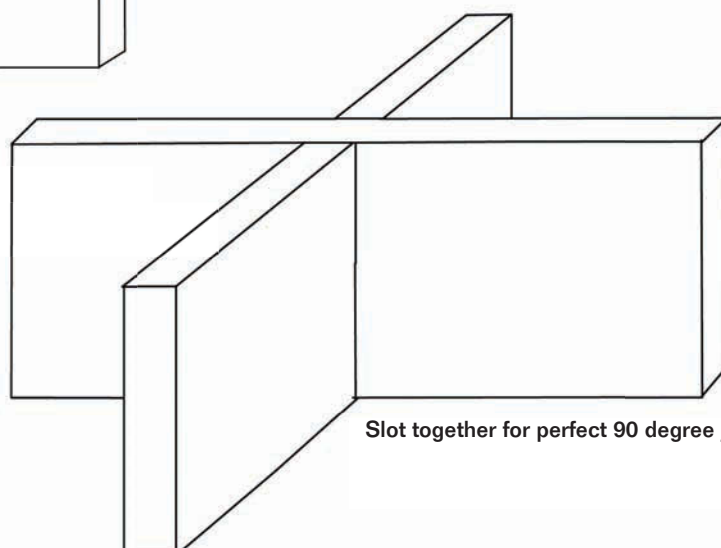
Making a slotted joint as per the text (more on this next month)



Slots same width as thickness of material and half the depth

an assumption at this point! I am assuming that you have a basic modelling tool set without lathes and suchlike fancy stuff. Everyone has a variable speed electric mini drill though, right? OK then, you can use that as a sort of rudimentary lathe with care. Clamp the drill horizontally in a vice, being careful not to damage it by tightening too much. Then grip a piece of thin dowel, barbeque skewer, cocktail stick, whatever diameter you need (remember this is only for very small scale 'turning'), and you can turn spindles such as the spokes on a ship's wheel, etc. It takes a little practice but can work well. The tools I mainly use are different grades of glass paper! Just fold a small piece of fine glass paper and use the folded edge as the cutting tool. Use different grades for different jobs as normal, just don't press hard as you will distort the job, or even snap it. Other useful 'tools' for this job are the throwaway type nail files that most women carry in their handbags. Don't over speed the drill, keep it fairly slow at first, as you become practised you will know what speed works best for your situation.

Finished joint as per text (photos next month)



Slot together for perfect 90 degree joint

What I propose to do is have a look at some fittings and if I have made them before I will tell you how I did it, however I also intend to look at some things I haven't made (for whatever reason) and outline how I would go about making it. Now at this point I would like to say that if anyone has a better/easier/cheaper/more elegant way of making something than my effort, please do get in touch and let me know. You can contact me via the email address at the top

of the page, or via the Editor.

First of all I want to show you a couple of ships' wheels I made a few years ago. I am quite proud of these as I think they look as good as bought items! So good in fact that I never did get round to hiding them away in cabins. There are a couple of techniques used in their construction which are useful to know. I am going to make



Mini drill clamped to my workbench

The centre boss and outer rim of the wheel are made using a technique I've covered before. Using a compass cutter, only this time instead of plastic, I used some thin wood sheets I had lying around at the time. Two circles were used for the boss and two rings for the rim. All you need to do then is file some slots for the spokes on the inner surfaces of both rings and the two parts of the boss and glue everything together. You could of course cut a slice off a piece of dowel to make the boss and drill holes for the spokes, but this is difficult at small scales. The profiling on the wheel rim is done simply by cutting grooves with the compass cutter before increasing the diameter to cut the outside of the rim.

The next thing to detail is the usefulness of the slotted joint which is a variation of a cross halving joint. I think I covered this briefly in the column when I outlined working with plastic. Basically it is a



Toothpick being turned

very easy way of creating a strong 90 degree joint by slotting the two bits of material for half their width and slotting the two together. The diagrams should show how this works. The slots need to be as wide as the material is thick. So if you were using 1 mm styrene sheet, you would make the slots 1 mm wide. Four strips of styrene or wood slotted together at 90 degrees will form the sides of a box which could be the basis of any boxlike structure on a ship, such as superstructure, hatches etc. All you need to do after the joints have been glued is to carefully remove the extraneous bits of material and hey presto!

Better yet, you can use this type of construction to easily make ships' ladders; always very difficult things to make. I will show you my ideas on this subject next month, so I'm off to practise with plastic sheet and a razor saw! **MMI**

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Model Sophie waiting for the tide

PILOT BOATS AND THEIR CREW

AUTHOR: TONY JAMES

THE STORY OF THE MEN AND BOATS CHARGED WITH THE DUTY OF PILOTING LARGE CRAFT INTO PORT, SOME DETAILS OF THE DIFFERENT CRAFT USED TO TRANSPORT THE PILOTS AND INFORMATION ON A MODEL PILOT BOAT



*Exe Estuary Model Pilot
Boat Sophie No.58*

THE PILOTS

You see them in every major port – the ubiquitous orange and black powerful cutters of the pilotage service, the ships of men who know their corner of the sea like the back of their hands and on whose knowledge a skipper knows he can rely, regardless of wind and weather.

Today, pilots wait at 40 UK coastal stations for ships to call but less than a century ago things were very different. Over 1,000 freelance pilots under sail in anything from converted yachts to open boats, cutters, schooners and gigs, cruised the sea hoping to persuade a ship that it needed a pilot. They were registered with the Corporation of Trinity House – the pilotage authority founded in the 16th century – but they were actually self-employed and prided themselves on being independent, however much hardship that entailed. Trinity House remained the pilotage authority until 1987 when it handed over to local councils. It still controls deep-sea pilotage.



Tyne foyboat



Liverpool pilot No.2



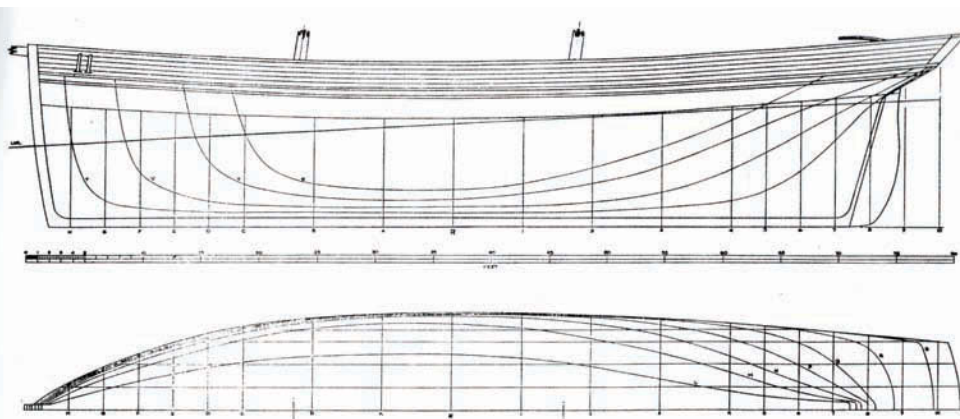
Liverpool pilot schooner The Duke



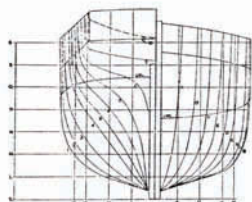
Liverpool pilot schooner



S4 and S7



Liverpool pilot boat



Mention sailing pilot-boats and most people will immediately think of Bristol Channel cutters, but in fact there are an awful lot more regional classics which are well worth the modeller's attention – and here are just a few...

THE BOATS

The massive industrial development on the Tyne, Wear and Tees in the 19th and early 20th century resulted in a new breed of intrepid pilots – foyboaters, who sailed their 20 ft luggers far out into the North Sea seeking incoming ships in all weathers. Foyboats were clinker planked, larch on oak, powered by a dipping lug with full lines leading to a wineglass-shaped transom. They had to be tough and sturdy because foying was dangerous – ships rarely slackened speed when the pilot came alongside and boats were swamped or even dragged under. Many pilots were drowned. Foying ended in 1933 when competitive

'seeking' was abolished and foyboats worked on a rota basis.

Deal pilots, stationed off the Downs, the busiest English Channel anchorage in the days of sail, certainly earned their money. Sailing open luggers, they scoured the Channel as far as the Western Approaches seeking vessels bound for North Sea ports. And often finding a ship was only the start of their problems. "We were frequently shockingly treated and paid," recalled John Williams, a senior Deal pilot in the 1860s. "In just one case I remember I was put aboard the ship Royal Charlie at the Downs to take her to the Isle of Wight. The wind was a strong easterly and the captain

refused to heave-to for a few minutes for me to transfer to a shore boat. Instead, he took me 300 miles down channel until he met a schooner bound for Liverpool and put me aboard. When I landed in Liverpool a week later I had to pay my own train fare back to Deal. I walked the last 20 miles as I had run out of money."

John Williams remembered another occasion when he offered to pilot the East Indiaman Earl of Eglinton down-channel for eight pounds, which the skipper haughtily declined, saying he didn't need a pilot. A few hours later the ship was wrecked on the Isle of Wight, losing 100,000 pounds worth of government stores. The wreck was later sold for 150 pounds.

One of the fastest English Channel pilot boats was Vigilant, 69 tons, stationed at Dungeness. Built as a cutter in 1879 she was later converted to ketch rig and was reputed never to have missed a ship whatever the weather. Attempting to board a ship in a force ten storm, Pilot John Parish was washed along the deck and jammed under the windlass. Despite several broken ribs he insisted on completing his pilotage contract.

The exploits of the sailing pilots were legendary, particularly those of Pilot John Long, owner of Pallas, based at Yarmouth, Isle of Wight.

A heavy southwest gale had been blowing for days before Christmas, 1820, and no pilots had put to sea. But Pilot Long, hearing there was a ship off the Needles, had no intention of staying ashore. Before dawn on Christmas Day, Pallas put to sea in a violent snowstorm and beat down to the Needles in pitch-blackness under trysail and storm jib. In the gloom, Long saw a square-rigger, crowded with passengers, obviously lost, heading for Shingle Bank on which huge seas were breaking. Long made for the vessel and managed to get on board just as the mainmast came down and guided the ship into the Solent where it anchored in Cowes Roads.

The skipper had been without an observation for 12 days and believed he was off Falmouth. Long bought a new pilot cutter with the salvage money. After Pilot Long parted with Pallas she was plagued by bad luck. The new owner was killed falling from the masthead and finally she was run down by the P&O steamer Syria, drowning the pilot and two crew.

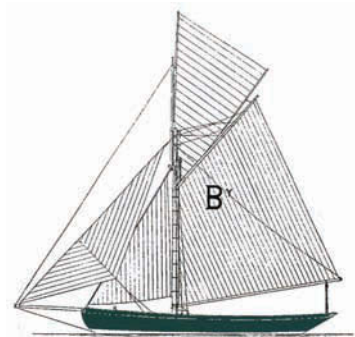
WEST COUNTRY PILOT BOATS

Falmouth had a fine fleet of pilot cutters, reckoned to be the fastest on the southwest coast with averages of 9 to 10 knots in moderate winds. Masts were stepped further aft than the usual distance of one third of the hull length. Design varied according to an owner's taste but everyone insisted on straight stems and keels, a deep heel and a good rise of floors. One requirement was paramount for a Falmouth pilot cutter – good sea-keeping ability, which meant that construction was always on the heavy side. Elm keels were 60 to 70 ft long, often in one length, floors moulded 15", frames sawn oak and doubled and planking up to 2" thick.

West Country pilot gigs were traditionally the pilot cutters' main rivals for business in the Western Approaches. Rowed with six oars or sailed with two standing lugs, the slender 30-footers went out in all weathers, often for weeks seeking ships. Sometimes the boat



Falmouth pilot cutter

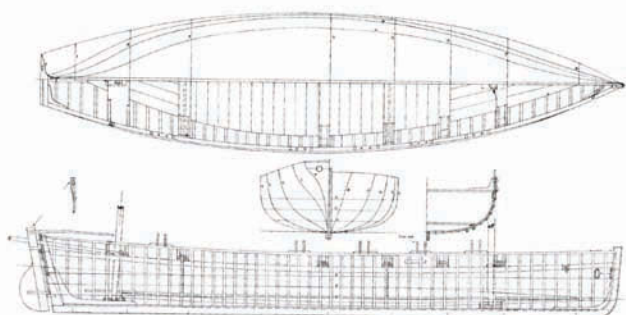


Bristol pilot cutter lines



Mounts Bay pilot gig

southwest. For instance, in 1872 the gig Golden Eagle saved the crew of the SS Brinkburn and later the same night took 20 people from the steamer Minnehaha, ashore on a sunken ledge in dense fog. A few days later she rendered assistance to the French barque Paranee, driven ashore with a cargo of coconuts. Incredibly, the pilots taking part in these epic rescues were never rewarded or even acknowledged.



Lines and details of St Ives gig

THE BRISTOL CHANNEL PILOT BOATS

The pilot cutters – known as skiffs – of the Bristol Channel were without doubt the *creme de la creme* of the pilotage trade – a century ago, 150 pilots from half a dozen Bristol Channel ports ranged from London, Ushant, Fastnet and Glasgow in search of vessels destined for Bristol or the Welsh ports. The unlikely centre of the Channel's pilotage activity was Pill, a muddy creek at the mouth of the Avon. It was from Pill in 1497 that pilot George James Ray took John Cabot's *Matthew* from Bristol down-channel to the open sea on her voyage to the New World. From then on, until

was beached overnight and the pilot and his crew slept underneath it. By the early 19th century at least 200 gigs were stationed around the southwest as far north as Newquay and Padstow and southeast to Falmouth and Fowey, with the main concentration in the Scillies. Their main occupation was boarding pilots on ships – often roaming 50 miles out into the Western Approaches in search of business.

Very little is known of the ancestry of west country pilot gigs but the present-day boats are based on a six-oared pilot gig built by the Peters family at St Mawes in 1790. Traditional gigs are clinker built with American elm or oak keels and hand-made copper fastenings. Their astonishing flexibility in rough seas comes from the delicacy of their timbers – 1/4" thick planking and three-eighths thick garboards. And the price of a beautifully crafted gig: around a pound a foot in the 1870s and '80s. Today it's over 20,000 pounds.

The heroic exploits of pilot gigs are legendary in the



Cardiff cutter Cariad



Gwen



Falmouth pilot cutter Arrow on the beach

pilotage came under government control after the First World War, the men of Pill built and sailed cutters which have never been bettered for speed and sea-keeping.

By 1870, when Bristol was second only to London as the UK's busiest port, nearly 50 pilot skiffs were based at Pill, built and serviced by five busy shipyards, including James Phillips, William Morgan and Thomas Price. However, when pilots wanted a real thoroughbred they went to one of two legendary rivals, George Cooper or Edwin Rowles, builders of such classics as *Pet*, *Carlotta* and *Peggy*, all still sailing today.

By the 1880s, Pill builders had evolved the classic skiff which was to remain the basic blueprint for as long as pilots worked under sail – sturdy cutter-rigged craft up to 50 ft on the waterline, flush-decked with high bulwarks, snug cockpit and doghouse,

oiled-teak brightwork and a shiny black hull. Every pilot had his own ideas, which he insisted were incorporated in the build. Many pilots believed that keeping ballast out of the stern and stem kept the boat dry and the motion more comfortable – after all, many pilots lived aboard their craft for at least nine months of the year.

Swansea pilot boats were quite different from anywhere else in the UK – schooners with raked masts unsupported by any standing rigging. The gaffs were short and the sails laced to the mast instead of the usual mast-hoops. Originally the schooners were open boats, clinker-built and around 25 ft long but a new dock built in 1859 attracted larger ships and pilots had to operate beyond Lundy Island and so needed larger boats. From then on, Swansea hulls were almost identical to traditional Bristol Channel pilot cutters while retaining the traditional schooner rig. When racing, the schooners could usually hold their own with the gaff cutters except in light airs.

The schooner-rigged pilot-boats developed for the hazardous approaches to Liverpool and the Mersey were some of the biggest and most powerful in Britain. Pioneer, built by the Buckley Jones shipyard in 1852, was 70 ft long, with a gross tonnage of 78 tons and could carry up to 30 pilots, put aboard Liverpool bound ships during a week at sea. Ten similar boats were built and five were lost after colliding with steamers. In bad weather when it was impossible to get a pilot on board, schooners would hoist the signal 'follow me' and lead a fleet of ships across the bar into the Mersey. Liverpool pilot-boats were more like yachts – the biggest the 104 ft, *George Holt*, built by Philip and Son of Dartmouth in 1891, were created by an America's Cup designer, had a steel composite hull and could carry 40 pilots and crew in luxury accommodation.

The pilot-cutter at Barrow was for many years the once-famous yacht *Mosquito*, one of the first high-flyers to have a long hollow bow and a short beamy after-body. Narrowly losing to the yacht *America* in the Queen's Cup in 1851, she was re-rigged as a schooner for the pilot service, on station off Barrow or in nearby Morecambe Bay.

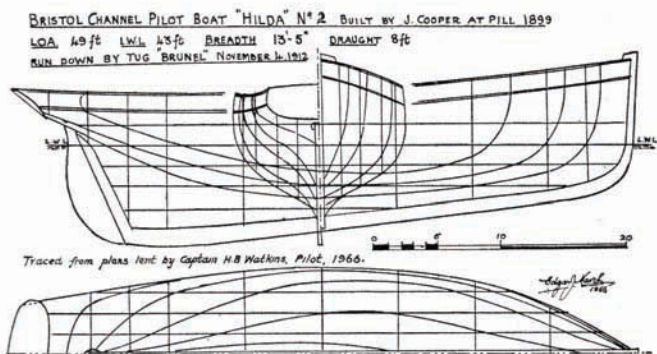
To be a pilot, or lodesman, to use the old name, is an honourable calling involving great responsibility – once the pilot takes the helm of a ship only he is responsible if things go wrong. But for today's pilots, penalties for negligence, although severe, hardly compare with those in the 15th and 16th centuries. Lose a ship in those days and if you couldn't pay full compensation to the owners, you lost your head as well.

THE MODELS

Sophie was a three-quarter-decker pilot boat used for many years on the Exe estuary in Devon, ideal for the ever-shifting eight-mile shoaling channel to the then-busy port of Exeter. Her pronounced sheer and shallow draft seems to confirm that she was of French origin. She originally had a lug rig before being converted to gaff, as shown here. Sophie left the Exe in 1902 and ended her days in Plymouth. The model is planked in half-inch pine and decked in lime with mahogany coaming and cockpit floor.

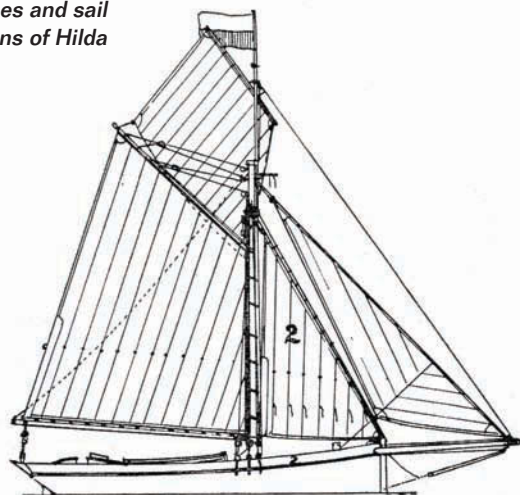
The Bristol Channel skiff Hilda, built by George Cooper in 1899, was run down and sunk in 1912. She cost 350 pounds complete with rigging and sails. The waterline model is framed in quarter-inch dowel steamed in a kettle and fixed to a plywood base. The bulwarks were later capped in teak, which was also used for the deck furniture. Deck and topsides are planked in half-inch pine.

MMI

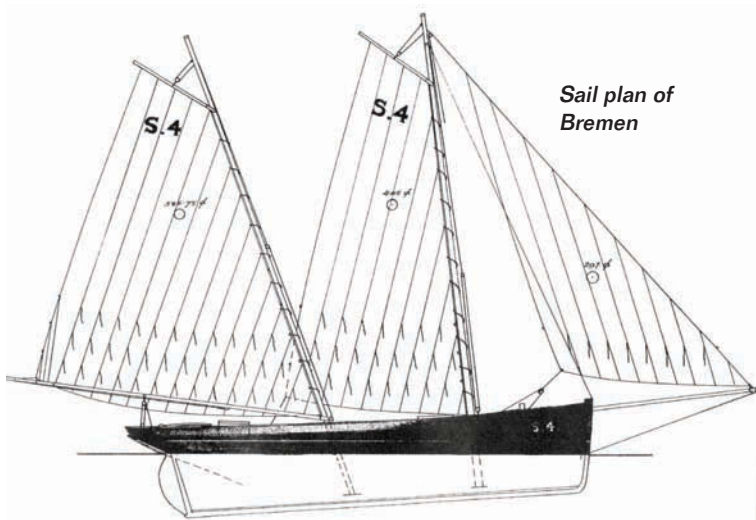


Lines of Bristol Channel pilot boat *Hilda*

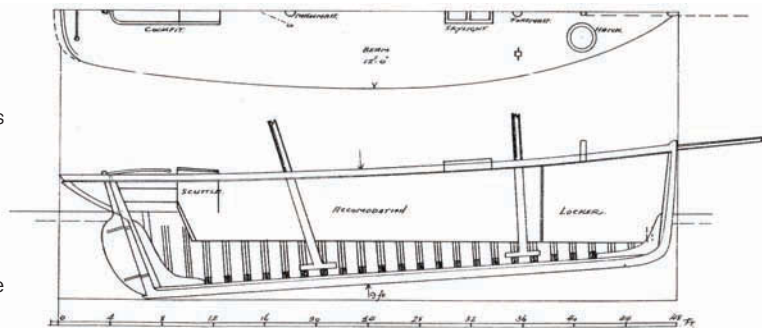
Lines and sail plans of *Hilda*



Sail plan of *Hilda*



Sail plan of *Bremen*



Sheer and deck layout of *Bremen*



Stern of *Hilda* with her hatches removed



Tender of *Hilda* waiting to be launched



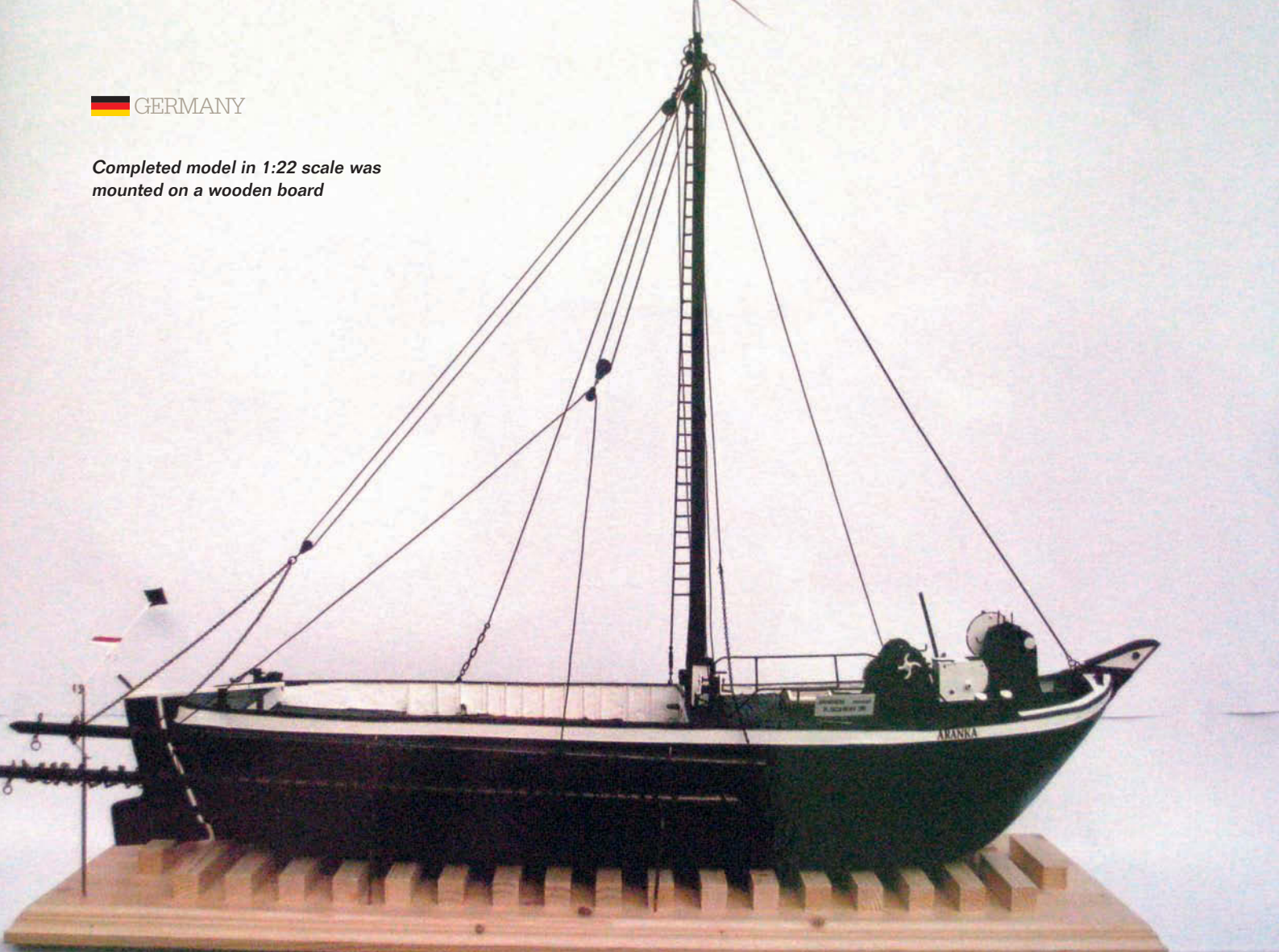
Bow details of *Sophie*

Bow deck fittings on *Hilda*



Model of Bristol Pilot Skiff No. 23 *Hilda*

Completed model in 1:22 scale was mounted on a wooden board



EEL SCHOKKER – PART 2

FOLLOWING ON FROM LAST MONTH CHRIS GIVES DETAILS OF ARANKA, OPERATED IN THE BAD HONNEF REGION AND NOW A FLOATING MONUMENT

AUTHOR: CHRIS KOENIG

WHO BUILT ARANKA?

Although the original Dutch yard remains unknown, its craftsmen left their personal markings and the hull of Aranka shows time stamps dating back to 1917. Aranka was specially built to become an eel schokker. When Dutch historians got the chance to evaluate a 45-year-old Nordzee botter in 1943 (and again in 1945), they managed to draw a set of lines. Comparing these lines with those of Aranka showed both vessels had the same origin. Schokkers and bidders potentially came in the same size and layout, but the bidders were meant to actively sail and therefore sported fins. Even the size and position of the basins, to keep freshly caught fish alive, were the same. So trying to determine the builder of Aranka simply by its shape of hull is not an appropriate methodology.

The quality of craftsmanship, especially in regard to rivets, is extraordinarily high. Iron plates had been cut to fit, and every bolt created from raw materials by hand. She has very even, balanced lines – proof of a yard with high standards, even in 1917, which points to an experienced firm. Only three yards were capable of creating such a piece of art in 1917; these being either a yard in Leeuwen, Dreumel an der Waal, or a venture operated from Heerewarden/Maas. All of these had been known as 'schokker cities', since more than 30 vessels had been entered into the local registers for each city.

ARANKA'S DIMENSIONS AND CONSTRUCTION

Aranka measures 18.04 m in length and 4.84 m in width; her average draft is just 0.96 m. Although the hull looks like a bathtub, its floor plates are shallow. The whole hull was made from 0.6 cm thick forged iron plates held together by rivets. The design has a small store in the bow section, a cabin, the basin in the centre and another storage hold aft. To increase the durability of the construction trimmers and L-profiles hammered from iron had been used widely, while the vessel's floor plates received a reinforcement called Kattesporen, made by applying a second layer of 0.6 cm strong sheet metal. This reinforcement was only of limited use for a sailing vessel, but added to the stability of the hull once the boat had to be pulled out of the water for maintenance. None of the fishermen could afford contracting a yard; instead shaped trees were cut down and used as a rudimentary slipway.

The main deck on the forecastle and the lower one above the basins rested on L or T-shaped iron formers. Although the vessel is of an all-metal construction the lower deck was covered with wooden planks. With length, beam and draft given, and with material sizes and weights known, the net weight of Aranka may be calculated at 37 tons. Once in the water, nets, anchor chains, windlasses, the net booms, some supplies and the fisherman's family could be added, increasing the total displacement to 42 tons (approximately).



Seen from a bridge, Aranka sleeps at her jetty in this 2008 shot



Aranka at her jetty in the spring of 1993, later that day she was sold off to a local club for preservation



A few years down the road and Aranka had to undergo repairs again



This time Mondorf yards got the bit between their teeth and stripped down the boat of old paint

When she was completed, her proud owner will have paid 5,000 Dutch Guilders for the boat, while another 1,000 Dutch Guilders had to be invested in chains, ropes and two handle ends. Many fishermen knotted nets in their spare time simply because they lacked the money to buy them. A few years down the road and in the early 1920s, Paul Jansen of Worringer (a small town close to Cologne, Germany) bought the eel schokker. He allegedly paid 8,000 RM (RM = Reichsmark), which roughly equates to €31,760/£35,290 (or a buying power of €80,000/£88,889) today.

One of the preserved eel schokkers featured in the first article on this topic was Heini, formerly owned by the Hauns-family of Wintersdorf, near Rastatt. Heini was built to order in 1932. Originally the craft's name was Toni, an abbreviation of her owner's name Anton Ringelstein of Lorch/Germany. A yard at Leeuwen an der Waal in the Netherlands built Toni and charged her owner some 28,000 Reichsmark (equivalent to €111,160/£123,500 or a total buying power of €280,000/£311,100 today). The boat closely resembles Aranka in design and dimensions, being just a fraction smaller (length 17.00 m, width 5.20 m, displacement 35 tons empty).

When welding technology became available at low cost during the 1950s/1960s, many eel schokkers were close to retirement age but fishermen were able to use them between May and November by repairing any damages by welding additional sheet metal to the hulls. Aranka was no exception: additional material was added below the waterline, in the centre bottom section and at the bow. Floating ice – not an uncommon sight until the 1960s – did not pose such a risk once the bow section was reinforced.

HOW ARANKA WAS EQUIPPED AND OPERATED

Central to any eel schokker are the various windlasses installed on the forecastle. Starting at the bow of the boat there was a capstan used to move the schokker into its operational position. Brackets installed allowed the release of the anchor chains causing the schokker to drift. The capstan could also be deployed to haul down the mast. Behind the capstan a windlass was placed that operated the net booms. Called a 'net windlass' the device wound up the steel ropes holding the upper and lower net booms in place, with the handle-end attached. Two smaller windlasses helped to change the exact positions of the lower and upper net booms. Portside windlasses usually worked the upper net boom, while the one on starboard operated the lower net boom. It was common practice to operate all of these windlasses manually, using crank levers and transmissions.

Aranka was a breed apart, since her new owner was able to afford a small diesel engine to assist in operating the capstan and the net windlass. Built by Klöckner-Humboldt-Deutz of Cologne, Germany, a single cylinder gasoline engine rated at 6 hp was added in spring 1925. To protect this tiny engine from the elements a protective box covered the diesel. Two lids attached to the top of the box eased access. Although the type and specifications of the original transmission installed remain unknown, the second generation was built by Uetersener Maschinenfabrik, Hamburg-Uetersen in 1940. This gearing mechanism was controlled using a simple lever to allow for forward and reverse operations. Modernized, the eel schokker Aranka was used very effectively and her owners Paul (father) and Willi (son) Jansen operated up to three eel schokkers in later years.



Back at home, the arrival of the restored eel schokker was celebrated, but the restoration job was just enjoying a break



Hamster towed Aranka back to Bad Honnef



To represent a historic correct vessel, the auxiliary engine was removed and sold off. Not quite an understandable action: the little engine was in place for more than 60 years!

The rigging aboard the vessel may be divided into running and standing rigging. Running rigging represented all movable ropes needed e.g. for hoisting the handle-ends or moving the net booms into their respective positions. The standing rigging in comparison was made up of sheets supporting the mast (which was needed as an elevated position to attach deflexion pulleys to easily operate the net booms). The masts were made from Oregon pine (if available), while the net booms were cut from rafted European spruce. Cut in southern Germany, European spruce trees were rafted to the Netherlands and then sold. Rafted wood was considered more resistant to water and of a special strength – ideal when constructing net booms.

Handle ends did not exceed about 12 m² when used from the shore, but could be increased considerably by deploying an eel schokker. Aranka sported a handle end measuring 6 m in height and 10 – 12 m in width (or 72 m² at the open side). The length had increased to 30 – 34 m without the weir. Knotting a handle end from hemp bred was quite an ordeal. In the beginning, the loops had a diameter of approximately 8 cm, but the size changed up to 17 times, and ended up with a diameter of 2.5 cm. Tying a net was classically a job done by hand and involved some 30,000 m of hemp! The hemp bred's sizes had to be adjusted during the process and as many as seven different yarn counts were needed. Doing the first knot was always a promising first step. The end of the process was reached after some 100,000 knots. Fishermen regularly had to practice the technique and managed to tie up to 1,000 loops per hour which meant the production of a whole handle end took about two to three weeks in total. Sadly for the fishermen: even if maintained on a regular basis the shelf life did not extend any longer than two years. In the winter time the whole family engaged in tying nets, since the schokker needed one for operations and another in reserve. When nylon became available,

the life expectancy increased to about five years – a giant leap forward, but this came at a cost, as the nylon was about 300% more expensive than ordinary hemp.

Looked upon from a more technology based point of view, the eel schokker was an improvement in many ways paving the way for humans to increase the effectiveness and efficiency of the shore based fishing techniques. It was effective at catching fish and keep them alive so always deliver fresh produce to sell. Working aboard was eased by the means of windlasses and it was much safer compared to vessels without an elevated forecastle. Besides: the craft looked very quaint and have become part of the Rhine river heritage over the last one and a half centuries. Preserving Aranka was but an obligation – and having a model at hand to illustrate the history of fishing in a local museum was regarded as essential.

BUILDING A MODEL OF ARANKA

Having spent quite some time at a local rowing club and known Aranka for many years, I volunteered to take over the model project. Original plans of schokkers and bidders (Noordzee and Zuiderzee bidders built in 1912, to be precise) helped me understand the topic, while my brother Mike and I grabbed every chance to board the vessel and inspect her thoroughly. By July 1992, we had already taken some 400 photos and drew several sketches depicting details. I never left home without a calliper and a sharpened pencil when inspecting the boat. Finally, rudimentary plans were drawn to a scale of 1:22. Balsa and spruce were used to build the hull using sandwich architecture. Once finished, a mould was made and a hull produced from GRP, utilising aramid and carbon reinforced fibres. Measuring 0.82 m in length and 0.22 m in width, the hull weighs only 0.2kg. Just minor filling and sanding was required before bulwarks could be added made from sheet styrene and copper. Binding interties made from brass had to be glued



Although Aranka could not be sailed she kept her distinctive vane



Overhead shot of the main deck. Hatches to access fish hold are visible in the centre of the picture



To ease operations, net booms had been weighted with chains



A bench vice was carried by almost every professional vessel



Beneath the forecastle was the fisher's cabin, accessible thru a small door



Overhead shot of the forecastle with all engine driven winches and two operated by hand to control the net booms



Where is the john? A bucket beneath the wooden deck served as toilet



A rope ladder to service any cable pulley on Aranka



Nearly 700 individual parts had to be constructed to reproduce what is visible in this picture!

inside the hull before the brass decks could be added. Covering up the forecastle using sheet aluminium was the next step.

In the meanwhile, the variety of drawings and pictures helped in the building of a dummy windlass from cardboard. This way the dimensions could be checked and methods for producing working details from scratch metal could be sorted out. The capstan was made from roughly 160 parts, while the net windlass consists of 180+ parts. In July 1994 Aranka still had her little diesel engine, which was reproduced to exactly 1:22 scale, including two balance wheels, petrol tank with valve and the lid to cover up the cylinder head and the exhaust. The whole engine is hidden within a white metal box aboard Aranka.

Consequently, the model version comes with this box as well, which has all openings and holes found at the original with one of the two hatches able to be opened.

All other windlasses were constructed from brass, copper and a few styrene parts, whereas the skylight was made from wood and brass. Several windlasses and skylights were not included on the finished model simply because I disliked their appearance once finished. The skylight underwent modifications – and then went into the dustbin. It took two further attempts before an acceptable product was made. Roughly 200 parts were formed before I accepted the tiny skylight and placed it onto the forecastle. Other details such as the rudder assembly or the bench vice were built from styrene and spruce and were acceptable first time. The main mast consists of four squared timbers cut from cherry wood, glued together and sanded down to have a circular shape all the way to the top, but a square footing. The net booms had been made using European beech wood, while all hooks and retainer rings were made from brass. Attaching the chains to the lower net boom completed this step, while a radar reflector and a red-white (metal) flag was added to the upper net boom. Radar reflectors and the

flags helped commercial shipping to detect the eel schokkers early enough to decrease speed and thus avoid unnecessary waves. Although the windlasses are built to operate brass wires support the booms and ease the strain on the windlasses.

Sheet ropes and shrouds aboard have either been made from brass tubes, brass wire or snell. Brass tubes ease soldering and do not tend to stretch over the course of time. Especially when building the rope-ladder brass tubes and brass wire made great materials! Shroud turnbuckles and a few ropes were fabricated from steel to allow for extra strength and durability. A quite decorative wooden plaque was used to mount the finished model, which was then donated to Siebengebirgsmuseum Königswinter (www.siebengebirgsmuseum.de/). To allow for future schokker projects, a local model boating club at Troisdorf, Germany accepted the model's moulds as a present.

I owe many thanks to many people! Detlef 'Deddi' Schwarz and his master craftsmen Pantenburg and Enkelmann (RKG Rheinische Kraftwagen Gesellschaft mbH, Bonn) assisted with the original material, while Mr van Beers of Angelsport Bonn and Mr. Baumgarten of the Buamgarten yard advised me on suitable materials. Johannes Kurenbach and his son Ralf aided when building the hull, as did Hagen Kretschmar, who taught me a lot about GRP. Many Dutch and German historians helped me when looking for original craft and literature. Mrs Waltraud Pape, my grandma Karoline Stocklów and historians Elmar Scheuren (Siebengebirgsmuseum, Königswinter), Gebhard Aders (HASKP), Dr. Karl Werber and Bruno Bauer had been repositories of unmatched value. Besides travelling all the way from Rotterdam (NL) to Basel (CH), I interviewed the late Willi Jansen several times about Aranka and the topic itself. Maybe the best friend in this project was my brother Mike, who shared his expertise and thus participated in the whole building process from day one until finishing more than twelve years later. Thanks! **MMI**



The forecastle was dominated by winches. Left to right: windlass, diesel and gearbox, capstan



Starboard shot of windlass, diesel and gear box, capstan



All winches have been built from scratch



Different in size, but serving the same purpose. Two small winches allowed control of the net booms on Aranka



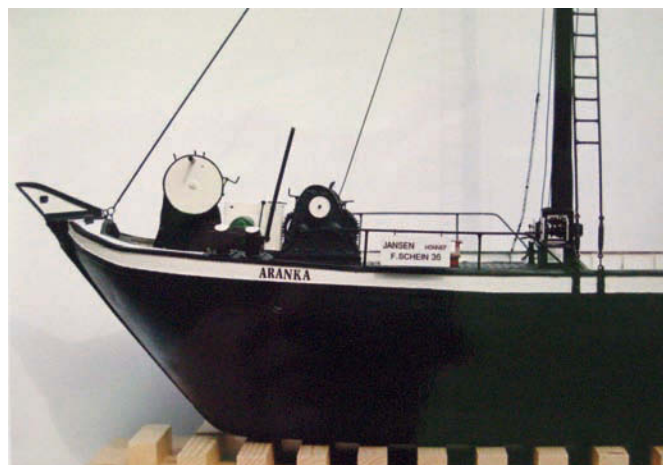
This shot shows the arrangement of the skylight, windlass, diesel box, and capstan



Beneath the quarterdeck a compartment for the safe storage of lighting, buckets and spare parts



Working deck of Aranka as seen from astern



Bow section of Aranka

THE MATCHBOX FLEET: 83 FT USCG CUTTER 54

THIS IS THE STORY BEHIND THE 83 FT USCG CUTTER AND SOME INFORMATION ON THE CONSTRUCTION OF A 1:36 SCALE MODEL OF USCG 54 **AUTHOR: CHRIS KOENIG**



6th June 1944, off Omaha Beach: USCG 1 moored alongside a LCT and USS Samuel Chase (© USCG)



S/N 624 of Wheeler Shipyard in Brooklyn, New York, photographed on 29th October 1942. The boat was to become USCG 14 when attached to Rescue Flotilla 1 (© USCG)



USCG 54 (83 502) providing escort service off the French coast during D-Day (© USCG)

When the tide turned in WWII and the Western Allies decided to battle their way through Europe to liberate all countries, they had to cope with the same issues the Germans had thought about four years earlier: crossing the Channel was a first and necessary step. Any invasion plan would have been doomed if the supplies could not be pumped into the new front line. With German naval, army and air forces based on the edge of the French coast, crossing the Channel was a dangerous operation.

Consequently nothing was left to chance. Not only did the Western Allies plan for a huge fleet of transports and landing craft for the initial and all other supply runs; they even thought about huge numbers of lifeboats during Operation Overlord. An order issued by President Franklin D. Roosevelt instructed the US Coast Guard to deploy a fleet of search and rescue craft. The order was based upon a formal request by Commander in Chief of the US Fleet, Admiral Ernest King, USN, who recalled fine experiences made with USCG's 83 foot cutters.

These vessels' story started when Walter J. McInnis was tasked to draw a new series of craft intended for coastal ASW (anti-submarine warfare). McInnis was awarded the design contract on 6th December 1940, and delivered by 19th March the following year. The USCG liked the craft immediately and ordered 40 vessels to be built by Wheeler Shipyard, Inc., Brooklyn, New York. Designated '83 Foot Cutter' the new craft sported a length of 83' 2" (25.34 m) and a width of 16' 2" (4.93 m), while the draft was 5' 4" (1.62 m) and standard displacement did not exceed 76 tons. The hull comprised eight functional areas: in the bow section storage for ropes and anchor chains and the crew's accommodations were planned. The crew's quarters included the johns and a couple of sinks, but to reduce complexity the water had to be pumped by hand into the sinks and back overboard. The valves that were meant to seal off this procedure often failed – and both johns and sinks regularly turned out to be fountains while the boats were at sea. The USCG waited until the 1950s to install fresh water pumps – but failed to install showers and even in the 1950s did not provide warm water!



The appearance of an 83 ft cutter could not be any more elegant (model)

THE DECK, SUPERSTRUCTURE AND ARMAMENTS

A small office was planned for the sonar operator, but the sonar installations were not fitted to all boats. Instead, further crew accommodation and a small mess room were standard. Fuel was stored in three containers sealed off in a single compartment and accessible only from the deck – to prevent hazardous and explosive fumes from pouring into the boat. Their 1,900 gallons (7,192 litres) of gasoline earned them the nickname 'Matchbox Fleet' in the UK: a single shell hitting home would have ignited the whole boat or blown it up! Gasoline was quite unpopular among the USCG crews but regarded as cheap and always accessible. The original design of the boat relied on twin eight cylinder Sterling Viking II in-line engines of the type Model TCG-8 that were produced by Sterling Engine Company of Buffalo, New York. Zenith carbs helped to achieve 600 hp (at 1,200 rpm) and a top speed of 21.5 knots, which decreased after a few months in service. Due to the inconvenience of gas engines when being shelled later war productions incorporated Sterling diesel engines. Generators driven by Kohler four cylinder gas engines produced 120/240 V and 7 kW for a variety of electronic and optical equipment; the search lights especially 'ate up' electric power. Aft of the engine room a galley housed a small hospital, while behind that the rudder mechanism had been placed.

Bridge superstructures for the first 145 83 ft cutters were made from Everdur bronze. These wheelhouses had been pre-manufactured at Boston, Massachusetts, and transported via railway to the Wheeler yards. However, during wartime manufacturing these bronze wheelhouses did not seem appropriate, and consequently the layout was altered and spruce used instead of precious bronze. These wheelhouses were added to S/N 83436 – 83529. The wheelhouse itself sported the wheel and engine controls, as well as a compass. Small radar devices were not common in 1940-41, but radio transmitters were in common use. USCG deployed maritime and aircraft radios, usually of a 4-channel AM-type, to allow communications between boats, the shore and USCG aircraft observing the ocean. Due to its original specification – anti submarine warfare – radios were a must have. A depth sounder, however, was not regularly installed!



Although it's only semi scale, the boat really makes a show



Twin props and low weight due to the GRP hull clearly increases the model's performance

Mice traps (depth charge projectile starters), .45 cal submachine guns, depth charges and an Oerlikon 20 mm/80 machine gun completed the military equipment. Ready ammo lockers installed aft allowed spare ammo drums to be carried close to the 20 mm gun. When the US went to war, the USCG awarded three more contracts to Wheeler and ordered another 44, then a further 40 and 106 boats to be built. During the conflict the boats inspired US Navy officials to obtain a few and pass them on to the navies of Cuba (4), Venezuela (4), the Dominican Republic (3) and Haiti (1), while some former USCG 83 footers were eventually transferred to Cuba (8), Columbia (2), Peru (6) and Mexico (3). Serving the coastal forces between 1941 and 1945, the boats seemed perfect for search and rescue missions. By spring 1944 some 60 of the boats were transferred 'piggy back' to Poole, Dorset, to form the Rescue Flotilla No. 1. When Operation Overlord started, the boats escorted

landing craft of the first and all following waves and managed to rescue some 1,500 soldiers after their craft had been sunk by German countermeasures during D-Day operations. Myth has it that it was a British sailor who nicknamed the boats the Matchbox Fleet, due to their wooden hulls and two Sterling-Viking gasoline engines – one incendiary shell hitting a cutter could easily turn it into a fireball.

Besides participating in ETO (European Theatre of Operations), the boats also served the Pacific campaigns. Most of the craft were sold off or scrapped after the end of WWII, but 61 remained in patrol and rescue service until the 1960s.

THE MODEL

Utilising a GRP hull made by Peter Torz (www.modellbau-liegau.de) I decided on a semi scale (1:36) model of the 83 ft Cutter USCG 54 (serial 83 502) as she appeared during the D-Day Ops and while attached to Rescue Flotilla 1. The deck and all superstructures were made from plywood, while railings, doors and hatches were made using styrene. Plastic chains are a common sight at construction areas, and sometimes their links break due to torsion. These broken links may be transformed into life boats/dinghies, while scrap wood and metal was turned into details. Bollards and searchlights have been obtained from Robbe. Twin props and an oversized rudder provide speed and manoeuvrability.

MMI



The dinghies and the 20 mm gun are built from scratch



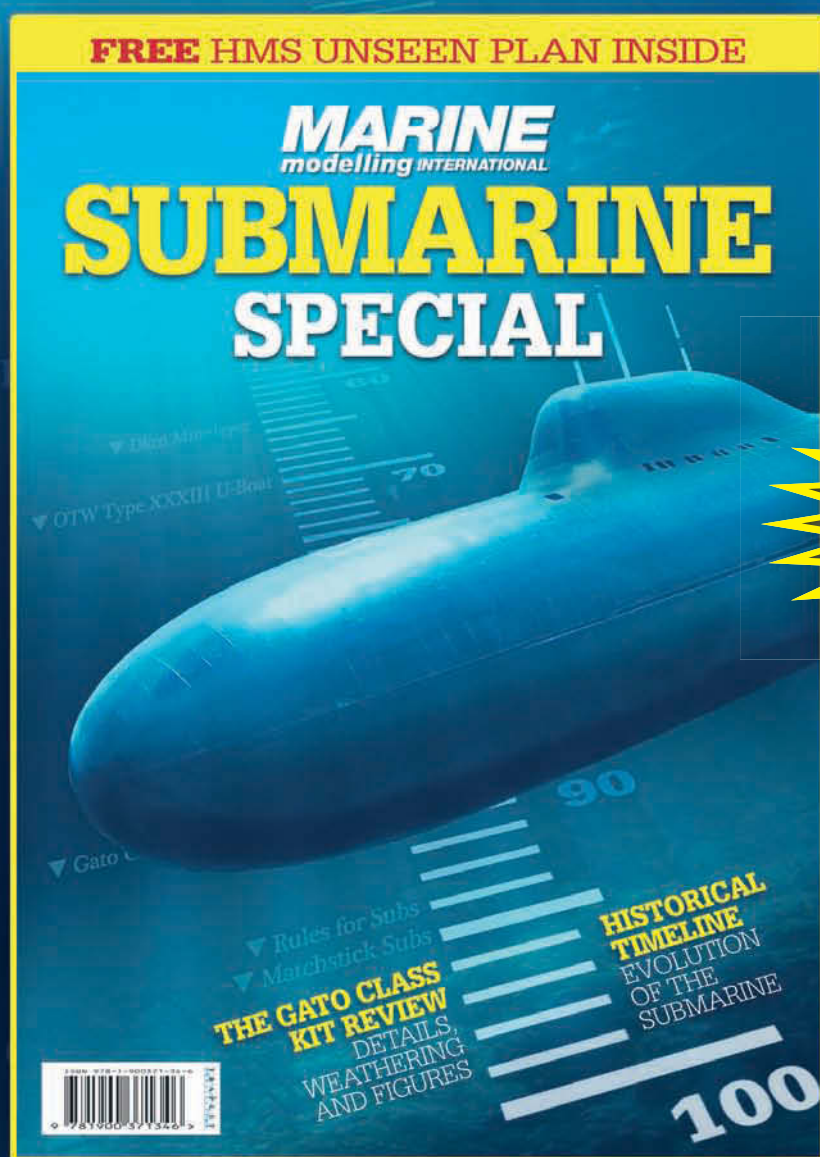
Robbe's 15 mm search lights in working condition. These are prerequisites for dawn patrols



After a successful test run at a local pond, the author's fiancée Stefanie poses with USCG 54

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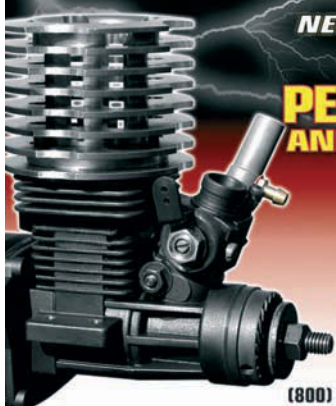
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THE BIG THAMES CRUISE

AUTHOR: STEVE DEAN

250 MILES WITH A MODEL BOAT OVER 12 DAYS!

The sight seen by other users of the River Thames as HMS Daring heads towards a pub-side jetty



The ATB crew complete with charity collection buckets strike a pose at Hurley Lock. L to R: Alan Noble, Chris Bennett, Matt Beck, Debbie Noble and Barry Chapman.



No doubt many readers will have read the article by Alan Noble in the May issue about the 'A Team Boatyard' club and the background to the creation of the 1/32nd scale HMS Daring. Alan gave a detailed account of the construction of this 4.8 metre long model and revealed the team's plans to undertake a mammoth 250 mile cruise on the River Thames. The logistics for such an undertaking are not for the faint-hearted. The itinerary needs detailed planning, permissions obtained, support

vessels arranging, a determined crew recruiting and the easily overlooked problem of how do you charge all the required batteries whilst on route. The list was long and detailed.

If this wasn't enough the team also became heavily involved in association with the Mid Thames MBC of organising the Beale Park Model Boat Show which took place on Sunday 5th May. This show was blessed with fine weather and all reports indicate that it was a big success (look out for plans for 2014).



The big 1/32 scale HMS Daring is seen on patrol near Marlow, Bucks. with just 20 miles left to cruise

Monday 6th May was the big day. 350 kg of model boat was pointed up-river and the Big Thames Cruise was underway. Ahead lay two weeks of dodging other river traffic, negotiating many locks, coping with the vagaries of British weather and even being buzzed by a Lynx helicopter. All along the river they were cheered on by well wishers and other boaters and were greeted with stunned amazement by people on the riverside. The upstream turn at Lechlade was made on Wednesday 8th May and then it was the week long downstream run to Teddington in London. This turn was made on Tuesday 14th May.

On Wednesday 15th May in Cookham they were joined by radio and television personality, Nicki Chapman, who following a quick introduction to the art of radio control was soon steering the model on the Thames. That night on BBC Radio 2 she told her listeners all about the experience. Great publicity for the hobby of model boating.



Running up-river against a strong current towards Hambleden lock. with the support full-size cruiser following astern



HMS Daring pushes against a strong current following heavy rain on the previous two days. Note the amazing but sadly run down boat dock in the background



"Stop taking pictures – the bar's open", cry a mutinous crew in need of a steak and a pint

TIMELINE:

Monday 6th May – Set sail from Beale Park and spend first night moored in Abingdon

Tuesday 7th May – Through Oxford to the delightfully named village of Chimney

Wednesday 8th May – Continued up river to Lechlade, turned and cruised back down river to Bablock Hythe, near Eynsham

Thursday 9th May – Once more through Oxford and on to a second night in Abingdon

Friday 10th May – Through Wallingford and Goring to reach Beale Park

Saturday 11th May – Through Reading and Henley to moor at Hambleden

Sunday 12th May – On through Marlow and Maidenhead to Boveney to the west of Windsor

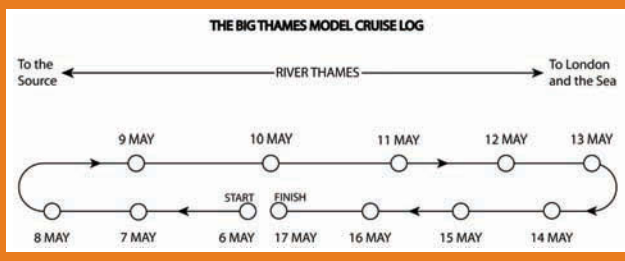
Monday 13th May – Continued through Windsor to reach Shepperton near Chertsey

Tuesday 14th May – On to Teddington to turn and return back up river to Shepperton

Wednesday 15th May – A good day's cruise to Cookham Bridge where TV and Radio presenter Nicki Chapman joined the crew to try her hand at radio control

Thursday 16th May – Through Marlow, Hurley, Henley and on towards Reading

Friday 17th May – Triumphant return to Beale Park



Alan Noble and Chris Bennett wave farewell as they head up-river on the final leg. The stern lines are attached as they are about to enter a lock chamber

On the cruise the crew had been collecting for three charities; the Royal British Legion, the RNLI and the Beale Centre charities. When your author met up with the crew on a glorious morning at Hurley lock, walkers out enjoying the beautiful weather admired the model and dropped more coins in the collecting buckets. With the end of the cruise just one day away it was easy to tell that the team were justifiably elated with their achievement and Alan Noble was clearly emotional that they were about to be successful in a challenge that had huge potential for failure.

On the final leg they were joined by another club member, Phil Knell, who took a turn on the transmitter and then it was the turn of Debbie Noble who had the honour of taking the model over the finish line at Beale Park.

Alan Noble was unstinting in his praise for everyone who helped out in this magnificent challenge or as he put it, "Hats off to the crew and all those who helped and supported us."

Next time your model stops working on the local duck pond, spare a thought for what's involved in completing 250 miles on a major river. Truly a stunning achievement in model boating. **MMI**



AUTHOR: MARCUS ROOKS

AKAGI & THE BATTLE OF MIDWAY

A MODEL BUILD AND HISTORY OF A VICTIM OF THE BATTLE OF MIDWAY

The Imperial Japanese Navy's ships involved in the Battle of Midway are intriguing subjects for model builders. This article focuses upon the Akagi giving details of its history and the construction of an R/C model. There are also details on the history of the Kirishima and Nagato together with some modelling details.

THE ROLE OF THE AKAGI

During the Battle of Midway on 4th June 1942 at approximately 10:26hrs the fleet carrier and flag ship of Admiral Nagumo, Akagi, was hit by one 1000 lb bomb which detonated in her upper hangar; setting off a series of explosions among the fully armed and fuelled B5N torpedo bombers. The damage proved fatal and fires became

uncontrollable and by 10:46hrs Admiral Nagumo was forced to transfer his flag to the light cruiser Nagara.

The following day Admiral Yamamoto ordered her to be dispatched by torpedoes fired from the escorting destroyers. At 05:20hrs, 5th June Akagi sank taking with her 267 men, ending the career of one of the most famous of Japanese warships.

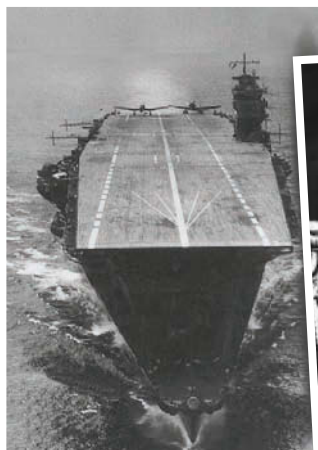
Five minutes during the Battle of Midway saw the whole face of the Pacific War change. Three large fleet carriers of the Japanese navy were heavily damaged and subsequently sunk, they were the Soryu, Kaga and as far as we are concerned, Akagi. Later in the day the Americans finished the job by sinking the last of the battle group's carriers, Hiryu. From this time onwards Japan was fighting a defensive rather than an offensive war and the strategic advantage had passed to the Americans.

Midway had come about by the need for the Japanese to eliminate the American carrier fleet. To this end Grand Admiral Yamamoto thought that by capturing the island of Midway, at the northern end of the Hawaiian chain, it would be strategically important enough for the Americans to come out of Pearl Harbour to defend it.

To this end he assembled a formidable task force to attack the island but his dispositions were faulty along with his assessment of the American position. He divided his force into small groups, one, the main attack group comprised four carriers, two battleships and cruisers. The main force of heavy battleships and backup aircraft carriers was several hundred miles behind and were unable to give anti-aircraft support and reconnaissance when needed. Their role was primarily to mop up any heavy surface units that were left after the first encounter.

He had also underestimated the strength of the American carrier force as Yorktown, although heavily damaged at the Battle of the Coral Sea had been made seaworthy enough to take part in the operation. Along with the carriers Hornet and Enterprise and land

Akagi in her prime just before Pearl Harbour, 1941



Admiral Nagumo was in charge of the Japanese fleet at both Pearl Harbour and Midway



based aircraft on Midway the Americans had a force adequate to repel any invasion.

Critically the Americans had broken the Japanese codes and were able to locate the intended strike and spring an ambush of their own. When the Japanese struck on the 4th June the Americans had located the Japanese fleet and had already launched a pre-emptive strike.

Although initially these failed due to Japanese defensive measures, one group, led by Commander C. Wade McClusky arrived at a critical time and his aircraft, in the space of just five minutes, disabled three of the Japanese carriers. Effectively the battle was over.

Although further Japanese strikes sunk Yorktown, the remaining American carriers were undamaged. With the later loss of the fourth carrier, the attacking force was annihilated with the loss of over 200 aeroplanes and pilots. Although this was the early stages of the war the Japanese were already finding it difficult to replace lost aeroplanes and importantly skilled pilots.

Although there were sporadic engagements over the following days the Japanese withdrew and the battle was over by 7th June. It was an overwhelming victory for the Americans.

Akagi was originally laid down in 1920 as one of two Amagi class battle cruisers. However, in 1922, Japan signed the Washington Treaty that limited the building of capital ships but allowed the conversion of two units to aircraft carriers. The two ships Amagi and Akagi were converted to large fleet carriers. Amagi, however, was wrecked in the great Kanto earthquake of September 1923.

MODELLING THE AKAGI

Akagi was commissioned in 1925 but was still undergoing trials in November 1927. As completed she had the unique attributes of three superimposed flight decks. However, with the increasing size and weight of aircraft she underwent a major refit between 1935-1938 after which she emerged with only one lengthened flight deck.



Drilling out the outer propeller supports for new brass propeller shafts



Completed supports and propeller bulges waiting to be fitted



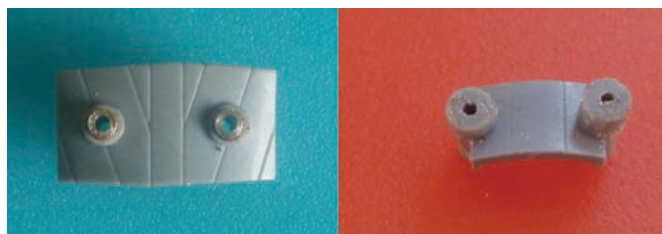
The halves temporarily joined showing the slot for the rudder insert and the new propeller shafts. The retained bulkheads are also visible



The outer propeller shafts in place with the attached propellers



Propellers for Akagi showing the experimental polystyrene inserts to match the new shafts



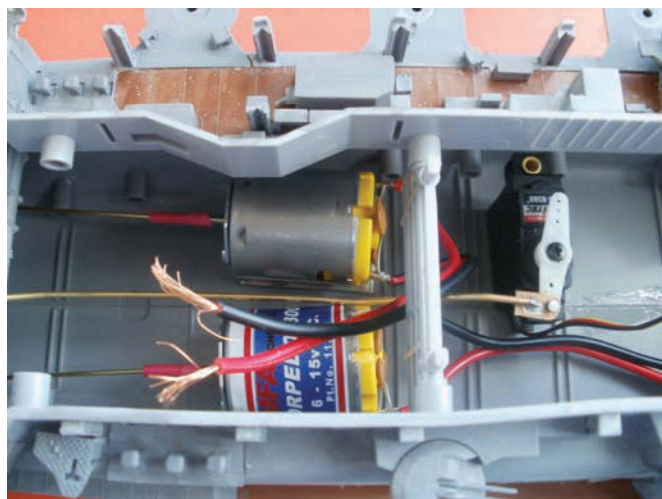
The rudder inserts for Nagato (left) and Akagi showing obvious similarities



The rudder paralleling device for Akagi ready to be fitted



The ear deck prior to final fitting showing the wealth of detail associated with the kit



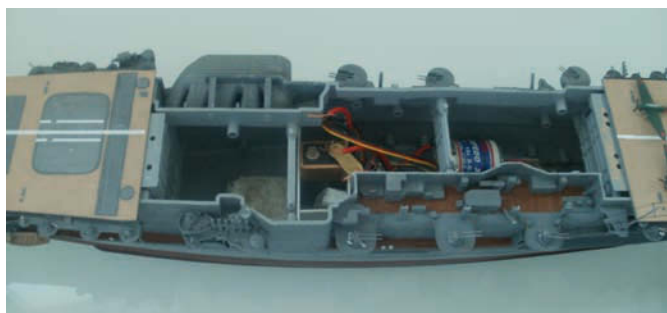
The engine room in Akagi showing the two outwardly inclined Torpedo 300 motors and the steering servo and actuating arm

She was Admiral Nagumo's flagship during the attack on Pearl Harbour in 1941 and for the next six months was in continuous action ranging from the Indian Ocean to her final action at Midway in 1942.

Akagi is Hasegawa's piece de resistance as far as plastic kits are concerned. It is certainly one of the most expensive at over 20000 Yen. This does not include the detailing set, costing another 8000 Yen. I did not go for this option as from building other ships of this calibre I did not think it necessary and also I did not think that I would be able to cope with the small parts. Generic railings, however, were used.

The first thing that struck me about Akagi was the size, dwarfing Kirishima and Nagato. The original Amagi battle cruisers must have been big ships, certainly on the scale of the battle cruiser Hood. The hull comes in halves, which were extremely well moulded. In fact the detailing of the whole kit is exemplary and the accuracy of fit was superb and I do not think I found a single piece of flash. I did notice that some of the sprues were exactly the same as Nagato. Sprue AE for instance had the same parts so it was useful to keep for spares. The box mentioned that it was not suitable for children below three years old. I know they have to cover themselves but I felt that if it were limited to below thirty years old it would have been nearer the mark!

The hull is strengthened with a dozen or so bulkheads, which for a static model are fine but not for us. With my experience of



Initial floatation tests confirmed that getting the trim right was absolutely vital



Akagi at sea. She is seaworthy enough in a calm sea but caution has to be followed if there is a swell to prevent her from being swamped over the stern

Nagato I decided to be selective about the ones to fit as I had to have room for the motors, running gear etc. I decided to leave out the central bulkheads giving more than enough space and also the bulkhead supporting the rudders, as this would have been a definite hindrance. I had to leave the remaining rear bulkheads as they support the casement guns. The chosen bulkheads were cemented to one half only at this stage for reasons detailed below. Fortunately the flight deck comes in three convenient pieces, the central one being removable to gain access to batteries etc.

The chief difficulty, as far as I was concerned, was the fact that I could not permanently join the hull together at an early stage. The order of build dictated that the rear decking and hangar were attached before the halves were joined. This would have precluded the fitting of running gear.

I got around this particular problem by dealing with each half as a separate entity. The outer propeller shafts were opened to 3/64" for new brass propeller shafts and Torpedo 300 motors were fitted to each shaft and fixed to the respective hull half.

The rudders were arranged in a similar fashion to those on Nagato. The rudder bushes were slightly different in that one half was attached to the hull and the other attached to the hull insert; a bit of a problem when it comes to making them operational. In the end I opened up the bushes to 1/8" and machined polystyrene bushes to fit into these holes. Initially they were cemented permanently to the insert only.

I had decided to try something experimental with Akagi. Rather than machine new bushes from brass I used Polystyrene as the base material for the rudder bushes and the new propeller bosses. I had numerous thick sprues left over from previous builds and thought that I could use them. Polystyrene is easy to machine but one does have to take care to prevent any excessive heat. This causes the material to soften and break-up. To avoid this I made sure that the tools I used were extremely sharp and used only light cuts, which avoided the problem.

The paralleling mechanism was made from thin brass sheet. I used a thinner material than usual, one that can be cut with a pair of tin-snips. It made things a lot quicker and easier. The activating arm was a separate piece soldered to one of the rudder shafts. The pins were made from 3/64" brass rivets lightly riveted over. The arms were soft soldered to their respective shafts and can be slipped into the bushes on the hull insert.

I suppose in some ways Agaki was the result of years of experience in making such items. In the past I think that items such as bushes and steering mechanisms were somewhat over engineered. I hope to have reduced the amount of engineering and yet maintained reliability.

The rudders themselves came in halves, which were cemented together and the original shaft cut off; new ones were made from 3/64" brass. The rudders were permanently fitted to their shafts after the hull insert had been permanently cemented in place. It was not possible to fit the servo close to the rudder mechanism, because of the various bulkheads, so it was placed in the central engine room department. It is joined to the rudders by a length of 1/16" brass rod with flat brass plates soldered to the ends. These are drilled 10BA clearing and are attached to the servo and rudder with 10BA brass screws. The arm has to be carefully bent and eased through the various bulkheads as shown. It takes time but should not pose any real problems.

Before the halves are cemented the rear deck, superstructure and flight deck have to be constructed and permanently fitted to one of the halves. We now come to the really interesting bit; that is joining the halves together. Firstly the rudder insert is permanently cemented to one half; the rudder actuating rod is attached and threaded through the various bulkheads to the servo.

Liberally coat the halves with polystyrene cement and carefully join; a little bit of jiggling will be required to get the rear deck to fit. I strongly suggest having a number of practice runs before final assembly. I know some niggling problems will surface. With me it was getting the flight deck supports to fit snugly in the deck recesses.

The rudder mechanism will disappear forever under the rear deck. Really make sure you make a good joint. Wherever possible fit an internal polystyrene strap to add strength and water tightness, however, this can only be done to a limited extent. The rudders are then superglued onto their shafts. We now have a viable hull complete with motors, rudders and R/C so the build can continue.

The remaining build was relatively straightforward although as always tedious due to the number of small fiddly parts. Apart from the railings I added details such as cross bracing for the rear deck supports. These are made from 1/32" brass rod cemented in place. Once again this is a relatively simple addition but adds a lot of extra character.

As always I had problems making the aeroplanes. Clear polystyrene is used in this kit, after painting it does allow a clear canopy to be left. However, I found them very difficult to build; being clear I could hardly see where the various bits were meant to fit. In the end I ended up with about half a dozen or so which was enough for me; I'd had enough of them.

The boat was painted Tamiya navy grey with linoleum parts. The deck was painted wooden deck tan. There is a wooden upgrade set available but again it is so expensive I did not feel justified in buying it. If the basic kit and various upgrades are bought it sends the cost to well over £400, a high price to pay for any plastic kit. I found great difficulty in fitting the deck decals, especially those with long lines. When they were removed from the backing they just collapsed. I managed in the end but did not complete all of the detailing.

I added a few extra details such as rigging. I went back to yarn rather than fishing line as, although the line gives a better result, I found it almost impossible to attach to the model. I still had some of Tamiya's naval figures left over from other projects so they were liberally sprinkled over the model to give some life.

I carried out the usual floatation tests in the bath and once again adjusting the trim was vitally important, this is especially so with

aircraft carriers due to the asymmetric nature of their construction. I needed to use 18 V to get adequate speed but she went along at a nice pace.

On the open waters she actually does not have a great freeboard and can only be used when the waters are relatively calm otherwise she risks being swamped by the stern. However, she does make an impressive sight.

KIRISHIMA AND NAGATO

Although the build was primarily concerned with the aircraft carrier Akagi I embarked on an ambitious plan to construct part of the Japanese attack force by constructing two of the support battleships, Nagato and Kirishima. Although both were at Midway, neither took part in any of the actual fighting.



Close-up details of Nagato and Kirishima showing the superb detail. Generic railings from Tom's Modelworks have been adapted to suit our needs



Nagato and Kirishima side by side for comparison with Akagi. Nagato has a similar layout as Akagi but owing to the narrowness of Kirishima's beam only one motor was used with a suitable gearbox connected to the two propeller shafts



The completed Midway task force: Kirishima at the front, then Nagato and Akagi bringing up the rear. It shows the comparative size of the three boats. They all have a handsome appearance

KIRISHIMA

In a frantic night action during the Second World War, the Japanese battleship, Kirishima, was pounded by the American battleship, Washington, capsized and sank. In the inferno of the Bikini Atoll nuclear tests, Nagato, the sole remaining Japanese capital ship ended her days. These were the differing fates of two of Japan's most illustrious capital ships, from birth to death.

Kirishima was one of four Kongo class battle cruisers, which were seen as the best option for the IJN at the turn of the 20th century. The British firm of Vickers was contracted to construct the first of the class, which was based on the battle cruiser, HMS Lion. Kongo was designed by Sir George Thurston and eliminated the faults of Lion and produced a most successful design. Kongo was built in Britain but the three other members of the class, Kirishima, Hiei and Haruna were built in Japan; none survived World War II.

Kirishima's keel was laid down in Mitsubishi's Nagasaki yard on 17th March 1912 and was launched about a year and a half later (1st December 1913) and transferred to Sasebo Naval Yard for fitting out. After her completion on 19th April 1915, she served off Japan, China and Korea's coasts during the First World War. After the war, she alternated between being based in Japan and patrolling off Japanese ports.

Kirishima at anchor in her final form

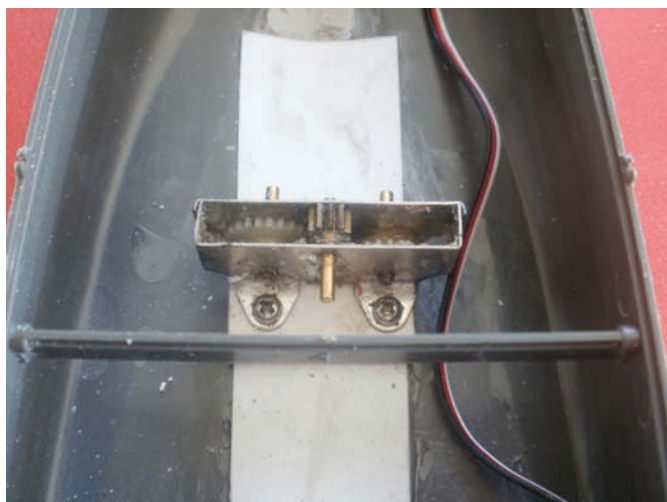


After being sent to the reserve fleet in December 1923, she received a refit during 1924. She returned to the main fleet, operating off China until returning to reserve in 1927 and in 1931 she underwent a major reconstruction programme.

Her superstructure was rebuilt, extensive upgrades to armour, propulsion, and waterline bulges added. After a period of fleet duty in the early 1930s, she underwent another two-year reconstruction (1934–1936) when she emerged as a fast battleship. This upgrade improved her engine plant, redesigned superstructure and the stern lengthened which enabled her to carry floatplanes.



Owing to the narrow stern a different method was adapted for Kirishima. A single tiller arm with a slot for an activating pin connected to the servo arm. The two rudders are connected with a flexible arm



The gearbox as fitted to Kirishima. It was a leftover from an abortive project to make a fully working I class Japanese submarine

Kirishima escorted the aircraft carrier squadrons on the attack on Pearl Harbour and Midway. After participating in the Battles of the Eastern Solomons and Santa Cruz, she joined her sister ship, Hiei, in a night attack on 14th/15th November 1942, as part of the Tokyo Express. She was engaged in shelling Henderson airfield on Guadalcanal. During this action she illuminated and engaged the American battleship South Dakota and was able to inflict considerable damage, which was in part helped by an electrical fault crippling some of the American's guns.

Although she was giving South Dakota a bit of a kicking, the American warship was able to eventually withdraw and be repaired. However, whilst her attention was firmly focused on South Dakota, Kirishima's captain, Iwabuchi Sanji had not noticed the new American battleship, Washington, creeping upon her. Washington was fitted with radar assisted 16" guns and when she was about 5,800 yards, from Kirishima, Washington loosed off eight salvos and struck Kirishima with nine 16" shells and about 40 5in shells. The aging battle cruiser really didn't stand a chance; her armour was designed for the First World War so she could not survive such an onslaught and quickly succumbed.

With her engines largely disabled, steaming in circles and listing heavily to starboard, Kirishima was abandoned in the early morning of 15th November 1942. She capsized and sank stern first at 03:25 with the loss of 212 of her crew. In an unbelievable show of Emperor Worship, pictures of the Emperor and Empress were saved and transferred to another warship.

NAGATO

Nagato was a true battleship, the lead ship of her class (sister ship, Mutsu). When built she was the first ship to be fitted with 16" guns and her speed and protection made her a formidable opponent indeed. Until the arrival of the Yamato class battleships she was the most powerful in the IJN fleet. Nagato flew the flag of Admiral Yamamoto until 1942 when he transferred it to Yamato.

She was built at the Kure Naval dockyard, as were some of Japan's greatest warships. The keel was laid on 28th August, 1917 and she was completed on 15th November 1920. As with most battleships of the period she received a major makeover in 1935 when she was converted to oil and her armour and anti-aircraft protection were upgraded.

Her exploits during the Second World War, although not startling, deserve a mention. She was in Yamamoto's task force at Midway but saw no action. She was involved in numerous actions throughout the war, spending most of it based at Truk Lagoon. She was involved with the operations at Leyte Gulf where on 26th October 1944 she was struck by four bombs dropped by aeroplanes from the American carrier Hornet and was severely damaged. She returned to Yokosuka, Japan, to undergo repairs. However, at that stage of the war, with lack of fuel and supplies she never returned to active service. She was assigned to coastal defence and her secondary and anti-aircraft guns were removed.

On 18th July 1945, almost at the end of the war she was struck by three bombs dropped by bombers from Essex, shortly



A close-up of the tiller arm and slot used in Kirishima

afterwards was boarded by men from the USS Horace A. Bass. Her fate was then in the hands of the Americans as the only Japanese capital ship still afloat at the end of the war. She was towed to Bikini Atoll where she took part in the H. bomb tests. She was hardly damaged in the first test but in the second she was severely damaged and capsized and sank five days later.

In an aside, I was watching the film Tora! Tora! Tora! and was staggered to see action taking place on the deck of what appeared to be Nagato. I pondered how this could have been achieved when I recently found out that a full size replica of Nagato was built especially for the film. The results were excellent, as it looked most lifelike. I do not know whether or not it was the complete ship or just sections for the camera shots. There was, however, a shot of the complete ship and very handsome it was as well!

All the kits are of Japanese origin, bought at my favourite shop, Yodobashi Camera in downtown Osaka. The one thing they are not is cheap. At a combined cost of about £450 I was hoping for some outstanding models; I am glad to say I was not disappointed.

Nagato and Akagi are Hasegawa's offering and Kirishima is from Aoshima's stable. There are numerous in house and after-market kits to further enhance the models. These are also very expensive and as the standard already seemed very high, apart from the addition of railings I did not think the extra expense was justified. I will not detail the building of these boats as in many ways they

are repetitions of Akagi but some of the photographs illustrate the construction, especially where there are differences from Akagi.

SPECIFICATIONS OF THE THREE BOATS AT THE TIME OF MIDWAY

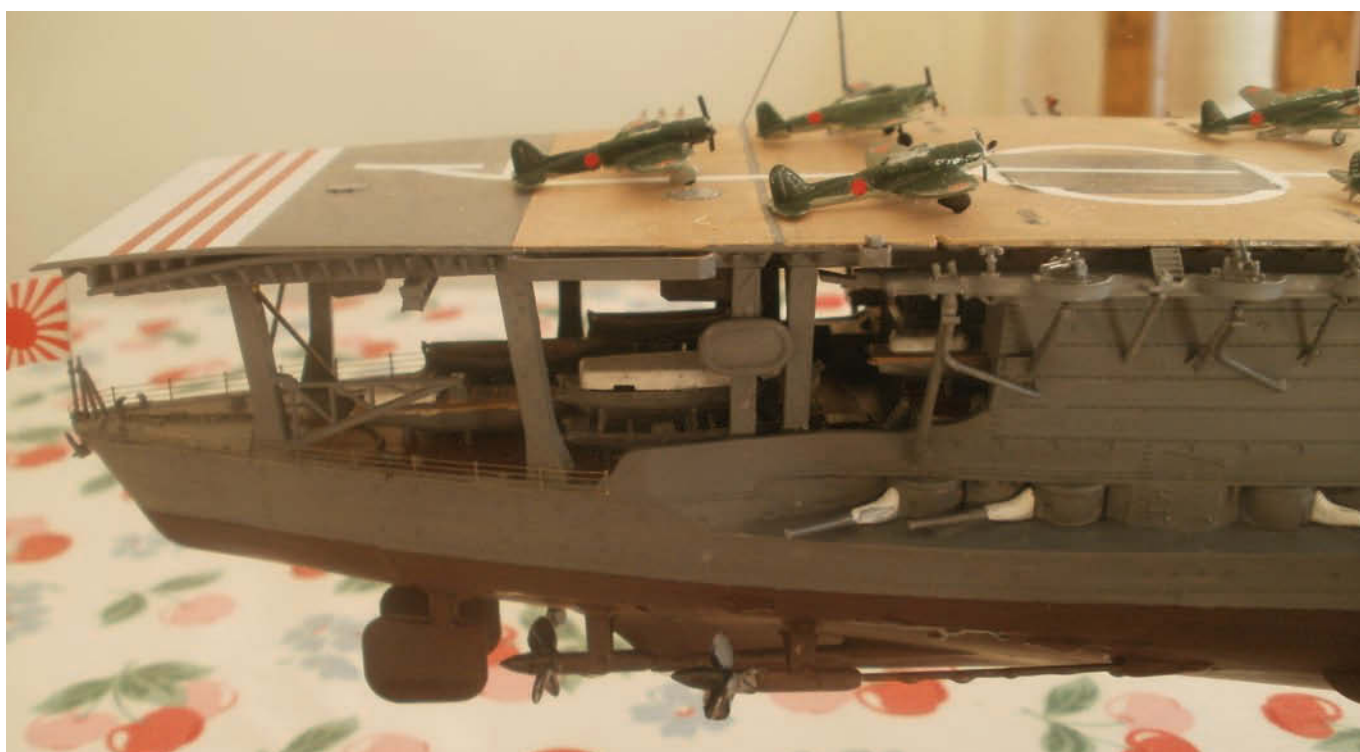
Having completed these offerings I am beginning to have doubts about making such highly detailed boats. Some of the smaller items are so small even with a magnifying glass I sometimes cannot get the correct orientation. The number of times items went flying across my workshop became more frequent. A lot to do with my advancing age and deteriorating eyesight so for someone, such as myself, choosing less detailed larger scale but smaller ships may be the answer; only time will tell. When the three of them are on display they make an impressive sight indicating the once impressive might of the pre-war Imperial Japanese Navy. **MMI**



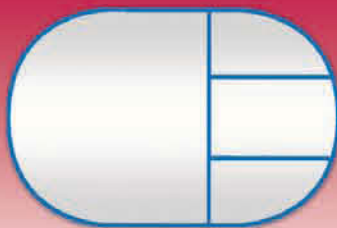
Grand Admiral Yamamoto, the architect of Japanese offensive strikes in the early stages of the Pacific War



Battleship Nagato as built with twin funnels, coal burning boilers and anti-torpedo netting



Finished stern of Akagi showing the propellers, rudders and flight deck with its complement of aeroplanes



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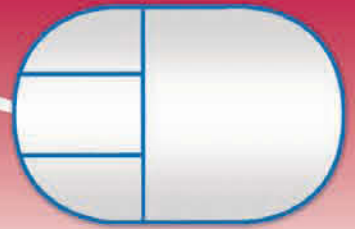
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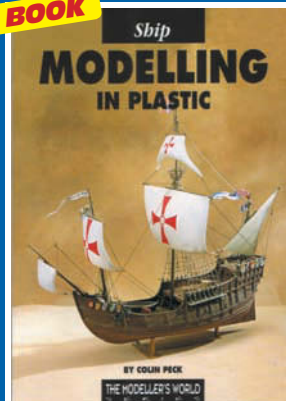
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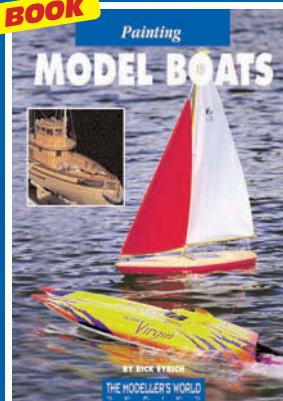
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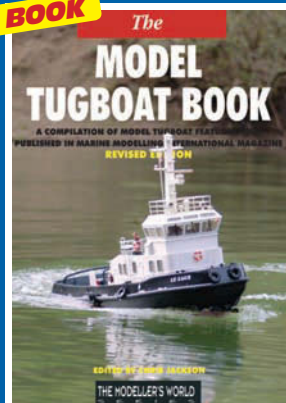
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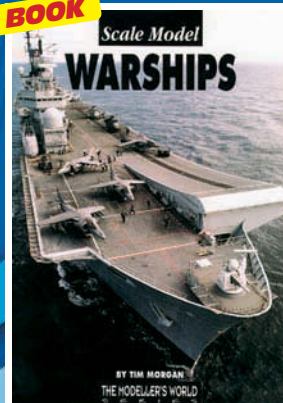
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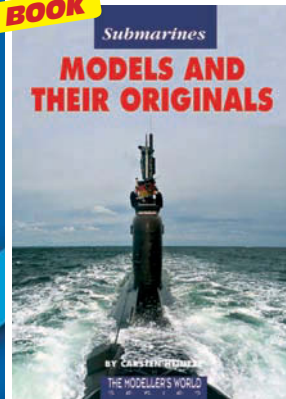
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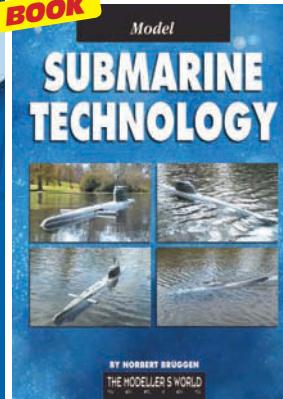
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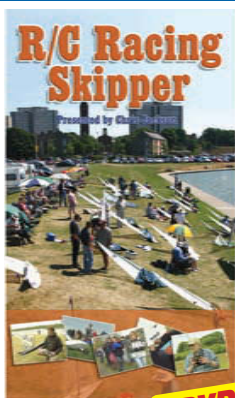
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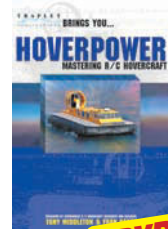
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