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FEBRUARY 2014

FRIGATE DIANA



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Fishing Boat

4 EVENT REPORTS

THE WWII LEGENDARY OIL TANKER SS OHIO



Kit Review

CONVERTING AN ASRL INTO A VOSPER GUNBOAT



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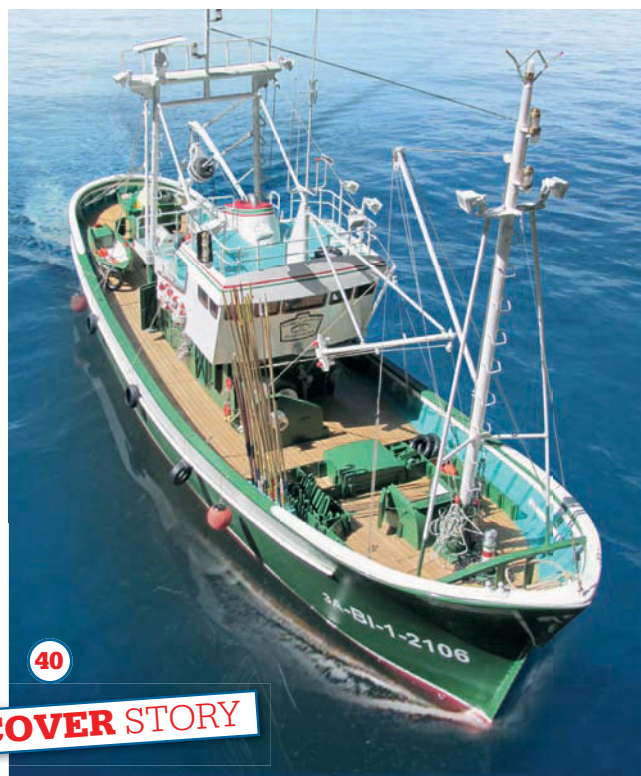
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COVER STORY

BETI EUSKAL HERRIA

This stunning model is of a tuna fishing boat from the northern coast of Spain known as the Basque area. The boat's name Beti Euskal Herria when translated means 'A Basque Tuna Fishing Boat'. The model is built by Belgium model maker Roland Pourchaux, he has made most of the fittings and hull and it is fully operational. The design of these fishing boats are very characteristic with their flared bows with the long fishing rods stored vertically on deck. Inside the model deckhouse Roland has installed fully detailed radar and navigation equipment, which is shown in some of the pictures.

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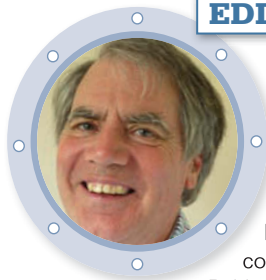
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MESSAGE FROM THE ENGINE ROOM

EDITORIAL CONTACT



MMI generally publishes commissioned articles, but will consider other contributions including news items and factual articles. It is important that contact is made with the editor before any material is written, as duplication of items may result in articles being rejected. Prospective contributors can email or write for a copy of the MMI Notes for Contributors via Traplet Publications Ltd.

HI EVERYONE,

The rumours that Barrie has locked me in the engine room for the last couple of months can now be dispelled! I had the opportunity to visit Singapore and South Island, New Zealand and I am grateful to Barrie for covering for me.

One of the agreements was that I should investigate model boating in these countries, as I don't think MMI has ever had an article from either. Before leaving I carried out an extensive search of the web and was rather disappointed in the information that was available. For Singapore I managed to find a vague reference to two sailing groups but no contact details or information on when meetings took place. Singapore has two national languages, English and Mandarin, and so it is quite likely that at least one of the clubs uses Mandarin and the Chinese lettering which is not available on my computer. The search for R/C model suppliers was not a great deal easier; however, I did track down a whole shopping mall given over to various model kit, equipment and tool shops! I will tell you more about this in a future article.

As you fly into Changi Airport in Singapore you notice the whole harbour is dotted with literally thousands of craft either entering or leaving the port or moored up waiting their turn. Clearly this is a mecca for anyone interested in modelling a modern cargo ship or port craft. In fact the harbour is so important to the economy of Singapore that boat symbols are everywhere. This reaches its height with a hotel near the harbour front that supports a ship on its roof which holds a tropical

garden, restaurant and swimming pool (see photo).

My search for contacts in South Island, New Zealand was also disappointing. I managed to identify a couple of clubs in Christchurch but they had few contact details and I got no reply from the ones that existed. Having now visited Christchurch and seen the daunting task facing the people to rebuild the city centre after the earthquakes, I can thoroughly understand why hobbies are not at the forefront of most people's minds. I did, however, meet up with a group of modellers in Nelson and will also tell you more in a future article.

The reason I have explained all the above is to highlight the need to have an effective website for your club and keep the contact details up to date. It may be very worthwhile to pretend to be a visitor looking for your club on the Internet and see if you can find sufficient information to make contact. If this is not the case then maybe there are people wishing to join who have no way of getting the right details.

This month we have another article from Yosnardy and Yosniel in Cuba describing the construction of two models of the Frigate Diana and discussing whether such models should be painted in original colours or left with a wood finish. There are also four articles on naval craft; WWII Kriegs Marine S-Boat, Vosper Gunboat, the final part of the article on the USS Lionfish submarine, and a visit aboard an Elba Class Tender.

For those interested in waterline models there are details of a model of IJN Amagi and the SS Ohio Oil Tanker, together with the regular Waterlines article by Kelvin Holmes which this month sees part 2 of the floating dry docks. All of this and the usual regular articles make this a full and interesting magazine.

Wishing you all a belated Happy New Year,

Chris Saunders *MMI*

Marina Bay Sands Hotel. A rather distant photo as the building is so large



MARINE modelling INTERNATIONAL

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MASTHEAD

MARITIME NEWS AND VIEWS

FLEET AIR ARM MUSEUM'S MODEL SHOW, YEOVILTON, SOMERSET, 15TH FEBRUARY 2014

The Fleet Air Arm Museum's February Model Show has attracted quite a following. In addition to exhibitors travelling from London and the Home Counties, Cornwall and Wales, the event has also attracted two intrepid exhibitors from Scotland. David Jack and Dougie Salmon represent Edinburgh Model Boat Club and travel from Edinburgh with their display of WW2 warships.

Says David Jack, "I attend shows all over the country but this one is the biggest and best and the natives are quite friendly."

The show attracts model makers of all persuasion – over 110 traders and clubs will be exhibiting radio controlled and plastic aeroplanes, tanks, ships, figures and more. Tickets can be bought in advance on the Museum's website: www.fleetairarm.com



NATIONAL WATERWAYS MUSEUM MODEL BOAT FAIR, 1ST AND 2ND MARCH 2014

Organised by the Ellesmere Port based Museum and Ellesmere Port Model Boat Club, the weekend will see the museum basin and locks taken over by intricate radio controlled boats which will demonstrate their owner's skills at both model making and boat piloting.

There will also be exhibitions of masterpieces of model boats and stalls from traders with all the latest parts. Additionally there will be a bring and buy sale for modellers and, weather permitting, some radio controlled truck driving about the museum site.

This event is the traditional start of the year for the museum, and it's a fascinating weekend contrasting the heavy metal collection of historic boats with the modern electronic models on show.

Website: <http://canalrivertrust.org.uk/national-waterways-museum>

Address: National Waterways Museum, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW. Tel: 0151 355 5017.



SOUTH WEST MODEL SHOW IS BACK!

After a gap of one year this all model speciality show is back at the Royal Bath & West Showground, Shepton Mallet, Somerset. To be held on Saturday 3rd and Sunday 4th May 2014. Potential exhibitors or traders wishing to attend can follow the 'Exhibitors Info' link on the website: www.swmee.co.uk

SWARM

Following the demise of the South West Association of Model Boat Clubs a new club has been formed for Fast Electric enthusiasts called SWARM (South West Area Racing Modellers). Full details of venues and meetings for 2014 can be found in the March edition of Livewires.

CAP SAN DIEGO TRIPS 2014

She is well known for being the world's largest cargo ship museum in operational condition. Built in 1961, Cap San Diego may be visited daily in Hamburg (Überseebrücke, 20459 Hamburg, Germany). Besides her static appearance the impressive white swan of the South Atlantic Ocean offers seven unique trips in 2014. The trips are organised around maritime events and comprise the following line up:



Trip 1/14 (9th May, Arrival of the Fleet commemorating Hamburg harbour's 825th birthday party); 2/14 (10th May, Harbour Birthday); 3/14 (29th June, Family Days); 4/14 (12th July, Summer Brunch); 5/14 (13th July, Elbe river summer cruise); 6/14 (1st August, Hamburg Cruise Days/Blue Port); 7/14 (2nd August, Hamburg Cruise Days/Parade).

Tickets are available via www.capsandiego.de or info@capsandiego.de

SAD LOSS

"It is with regret to announce the sad passing of John Davidson, Ex-Chairman of the Chantry Model Boat Club. John passed away after a period of illness on 26th November, leaving his wife Jenny, children Julie and Simon and their families.

John was a family man, a man of the people. He had been a pub landlord, an accomplished engineer, a model builder of incredible patience and detail, and a very respected mentor and club chairman. John was known to many across the south on his visits to club meetings and exhibitions. He will be sadly missed." **MMI**

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L: 440mm
TM04525

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TM05328

HMS HURON (G24) TRIBAL CLASS DESTROYER 1944

1:350
L: 326mm
TM05333

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HMS WARSPITE 1942

1:350
L: 281mm
TM05795

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NEW

DIARY DATES

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, Traplet Publications Ltd, Traplet House, Pendragon Close, Malvern, Worcestershire, WR14 1GA, England. We need the Date, Venue, Organiser/who to contact and crucially an Email/Website address and/or a telephone number, a post code would be useful for Sat Nav's. A full listing of events for the year can be found on www.marinemodelmagazine.com/diarydates We do need at least 8 weeks' notice to include in the printed magazine.

FEBRUARY 2014

MMI DIARY DATES

FEBRUARY 15

Model Show & BMFA Flying Display

Fleet Air Arm Museum, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT. For further details Tel: 01935 842638.

Website: www.fleetairarm.com/default.aspx

FEBRUARY 16

IPMS Huddersfield Show

Huddersfield Sports Centre, Southgate, Huddersfield, HD1 1TW. www.huddersfieldmodelshow.co.uk Doors open 10.00 till 17.00. For further information contact Geoff Milnes on 01132 893452 or 0787944655 or Alan Paul on 07811358355

FEBRUARY 21 to 23

Brighton Model World Now in its 36th Year

Brighton Exhibition Centre, Kings Road, Brighton, Sussex. BN1 2GR. General model show with boats, planes, cars, trains etc. Contact Exhibition Manager Alex Tombling, Tel: 0845 2241823/07789913584 or Email: alex@brightonmodelworld.com

MARCH 2014

MMI DIARY DATES

MARCH 1

North Somerset Model Show

North Somerset Modellers' Society (IPMS North Somerset) presents the 19th annual show. The Campus, Highlands Lane, Locking Castle, Weston-super-Mare, BS24 7DX. 10 am to 4 pm. Club displays, traders etc. Contact Fred Tooke on 01934 416798 or Email: fredtooke@freenetname.co.uk or Dick Cavill on 01934 417907 or Email: zodiac.299@btinternet.com

MARCH 1/2

Liskeard Model Society's Annual Model Exhibition

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

MARCH 1/2

Ellesmere Port Modellers Show

Organised by the Ellesmere Port based Museum and Ellesmere Port Model Boat Club, at the National Waterways Boat Museum, South Pier Rd, Ellesmere Port, Cheshire, CH65 4FW just off junction 9 of the M53. There will be a bring & buy for modellers, traders and model boat clubs in attendance.

Website: <http://canalrivertrust.org.uk/national-waterways-museum> Tel: 0151 355 5017

MARCH 2

Mini Ship (1/1200-1250 scale) Show

Theale Village Hall (near Reading) R67 5AS. 10.30 – 3 pm. Call Waterline Ship Enthusiasts (Dave) on 02392 352383 or Email: dreadnought9@hotmail.co.uk

MARCH 14 and MARCH 21

The Kingfishers Model Boat Club

During National Science & Engineering Week we are holding two static exhibitions of our models in Long Sutton Library, Trafalgar Sq, Long Sutton, Lincs. PE12 9HB. Show opens 1030 to 1600.

Contact our secretary on 01406 350968 or our website: www.clubbz.com/club/2018/spalding/the-kingfishers-model-boat-club

MARCH 30

Mutual Model Boat Club's Bring & Buy Sale

Crimble Croft Community Centre, Aspinall Street, Heywood, Lancashire, OL10 4HL. The site is accessible to all and full facilities are available. Doors open 9.30 am. Contact Events Secretary Kevan Winward, Tel: 01706 868616, Mobile: 07803975089 or Email: lynne_winward@hotmail.co.uk

APRIL 2014

MMI DIARY DATES

APRIL 5

The 9th South West Ship Show

The venue will once again be Parish Wharf Leisure Centre, Harbour Road, Portishead, BS20 7DD. 10 am to 4 pm. For further information contact 01275 846178 or www.coastalshipping.co.uk

APRIL 6

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. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

APRIL 12

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. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

APRIL 13

Model Engineering Exhibition

At the Monageer National School near Enniscorthy, Co. Wexford, Republic of Ireland. This is now the premier Irish exhibition with over 100 modellers. A large display of boats together with the full range of modelling including: die cast, aircraft, steam, dolls houses, trains etc. and trade stands will be at the show. For more details contact Fred Crampton txt mob (00353) 86 1060515 or phone (00353) 53 9366863 or Email: fcrampton@iol.ie

APRIL 20/21

St. Josephs Model Railway and Transport Exhibition

Venue: Wexford Town. Mainly trains with die cast and boats contact Donal Fallon (00353) 87 9630257

APRIL 26 to MAY 3

Thornwick Bay Autumn Model and Craft Week

A week to enjoy doing model boating, flying, tanks, crafts etc. Venue Thornwick Bay Holiday Centre, 4 miles north of Bridlington. For accommodation Tel: 01262 850369. Modellers can contact Jim Worner (evenings only), Tel: 01423 862971 or Email: jworner@totalise.co.uk

APRIL 27

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 none club members. Sorry no IC or petrol boats. There is off road parking on club days but no food or toilet facilities. Web: www.dolphinmodelboatclub.com/ Email: dolphinmodelboatclub@live.co.uk Margaret, Tel: 01689 834896

MAY 2014

MMI DIARY DATES

MAY 4

Model Boat Show, Appledore, Devon

It is being held at the RNLI Appledore Life Boat House, Appledore. 10 am to 4 pm. Further details from Richard, Tel: 01237 478187

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SAIL FREE

CHRIS JACKSON LOOKS AT THE RADIO SAILBOAT WORLD

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

In this issue we will look at aspects of the MYA Trade Show and AGM which took place in late November 2013, and at some other interesting initiatives in different classes but let's start with a short report on a great success for the British skippers who supported the recent IOM World Championships held in Israel during October.

GBR SKIPPER BECOMES IOM WORLD CHAMPION

The recent IOM World Championships were held at the Sdot Yam Sailing Club in Israel between 11th and 19th October and attracted an entry of 43 skippers from more than ten different countries. The IOM (International One Metre) Class is the most popular radio sailing class in the world and has a great following. Racing is conducted under the same ISAF rules as used by full size yachts which are changed by appendix E to account for the skipper not being on the boat. GBR were well represented by five skippers, a mix of talent, some who had competed in previous Worlds and two skippers that had not.

After registration and practice days on the 11th and 12th the competition got underway on the 13th with Rob Walsh winning his seeding race and his first A fleet race. The rest of his week went well with some excellent results in the A fleet where he fought hard with Marko Matic of Croatia and eventually Rob was crowned IOM World Champion after a dramatic last race in which one of the shrouds broke on his boat.



Rob Walsh holds aloft the prestigious IOM World Championship trophy that he won at the recent event held in Israel

Rob Walsh, 27, started model yachting at the age of 8 sailing vane Marbleheads with his dad. He got into the IOM class in 1997 with a Dave Creed designed boat and competed in his first National Championships that year after receiving the boat as a Christmas present! He sails a multitude of classes in both radio and vane disciplines and is competitive in whichever class he enters. After the event Rob said, "We are very fortunate to have a great IOM fleet in the UK which is probably the strongest in the world. Without competing against such a strong home fleet winning at world level would probably not be possible. The best moment of the Worlds has to be the Thursday/Friday that I dominated and pulled away from the Croatians. Then there was getting thrown into the water by the Croatians and that's when it hit me what I had achieved. The next step is to qualify for the IOM Europeans and upcoming RM Worlds in Holland and hopefully do well."

Keith Coxon, MYA Chairman said, "Rob's success follows that of Peter Stollery the previous World Champion at West Kirby two years ago demonstrating the depth of talent that exists within Team GBR. Rob is always at the top of the fleet in all major UK events showing his talent and ability in all conditions. As a young man he is an inspiration to many aspiring model yacht racing skippers. Rob also puts much back into the sport acting as the International Officer on the Model Yachting Association Council."

MYA AGM

At the recent AGM it was agreed to proceed with the implementation of the 'Class Captain' system recommended by Council. The thinking behind this move is twofold; firstly having an enthusiast from each class leading, promoting and encouraging participation in it gives the best opportunity for each class to thrive and spread throughout the country and some of you will already be aware of the excellent work – a survey of sailors and the creation of a dedicated website for example – which has been done by the Marblehead group in this regard and this is a great opportunity for those enthusiasts of the other five MYA classes to do something similar. Secondly each class captain will assist and work closely with the MYA Racing Officer relieving him – or her – of some of the very heavy workload this individual has.

The terms of reference for class captains are; each class captain shall be responsible for promoting and encouraging participation in the class of yacht he/she represents and which has been granted MYA national status. To agree the dates and venues of national championships, ranking events (where applicable) and district championships in consultation with the MYA Racing Officer, districts and clubs. The dates and venues shall be fixed in the order of priority; National Championships, Ranking events, District Championships. Agree, in consultation with the MYA Racing Officer, who the race officer will be for each of those events.

Other duties will be to arrange, in consultation with the MYA Publicity Officer, for an example of the class to be on show at the RYA Dinghy Show together, if possible, with a representative sailor from the class. The Class Captain will also inform and liaise with the MYA Technical Officer about proposed rule changes and other similar relevant matters, create, maintain and update on a regular basis a website or web page which shall be linked to the MYA website, on which class racing, promotional events and other items of interest to the class can be displayed. They can also enlist the help and support, if necessary, of up to two assistants.

The MYA is now looking for volunteers to take on the responsibilities of class captains for each of the six MYA recognised classes of model yacht, i.e. A Class, Marblehead, Ten Rater, IOM, Six Metre and 36" Restricted. As there is both radio controlled and free sailing disciplines, a class captain will be needed for each. It may be that one person is happy to take charge of both R/C and f/s in a particular class, or perhaps one person will be happy to take control of all F/S classes. The MYA will be flexible about this but it is essential that there is someone in control of each class, both R/C and F/S. Class captains will be non-executive officers of the MYA so they can be appointed by Council under the

terms of paragraph 7.6 of the MYA constitution, also there is no obligation to attend council meetings. If you would like to volunteer for a position of class captain or discuss the possibilities, please get in touch with Graham Allen, MYA Racing Officer at: racing-officer@mya-uk.org.uk

MYA TRADE SHOW

This event is scheduled for the morning prior to the official AGM of the MYA and draws a good attendance from skippers, often to collect pre-ordered boats and bits destined for their winter building programme. It was held last year in Rowheath Pavilion, a large open hall about the size of a small sport hall made available in a multipurpose building. The suppliers on hand included BG Sails and Design, Catsails, CM Yachts, Graphite and RC Yachts, Housemartin Sails, PJ Sails, Peter Popham and RCWinches.com, Robot Yachts, Smartwinch UK and Taylormade Yachts and there were promotional stands featuring the Footy class and the Marblehead class. As space is limited in this issue we will hold over coverage of these companies until the next Sail Free column.



The Marblehead stand at the MYA Trade Show had a range of hulls including Paradox, Rok, Prime Number and a brand new Quark, all Graham Bantock designs. In the background Darin Ballington shares a chat with MYA vice Chair Peter Sutton



Dreadnought is a design from Australian Jeff Byerley, owned by Tony Guerrier



Peter Popham holds his Gothic MX boat, designed by Australian Frank Russell, moulded in Thailand



The very latest Marblehead from Graham Bantock is named Quark. Owned by John Shorrock, it has a family resemblance to the IOM Fractal and RG65 Argon

2013 MERMAID TROPHY

A fabulous spectacle was created at the penultimate event in the GAMES series, an Open event for Marbleheads at Guildford, which attracted 15 competitors from eight clubs in four MYA districts to Guildford MYC's Abbey Meads lake, Chertsey. The strong, gusty WSW winds allowed the light and narrow 'Formula One' speed machines to demonstrate the high performance of the Marblehead, which is enjoyed so much by competitors. Seventeen races were sailed over a 600 m windward leeward course in winds that were forecast to be 15 to 30 mph. This allowed the use of B rigs initially and C rigs when the wind blew up in the middle of the day putting bows under pressure and allowing rudders to wave in the air. There were holes in the wind and the inconsistency and lack of predictability allowed six different competitors to win races.

Race 1 set the scene for the day with Peter Stollery sailing his Crazy Tube Free finishing ahead of Darin Ballington's Rok and John Shorrock's brand-new Quark. John Arundell with his trusty Starkers led Race 2 all the way after a good start, finishing ahead of Hugh McAadoo's Prime Number and Tony Guerrier's Dreadnought. Hugh stepped up his performance in Race 3 to win from Darin and Roy Stevens sailing a Prime Number. Peter came back from gear



The full fleet of fifteen Marbleheads ready for the start at the recent Mermaid Trophy at Guildford MYC

failure and used his C rig in the strengthening wind to win race four, after giving a perfect demonstration of swing rig power by tacking downwind and overtaking most of the fleet and finishing in front of John Shorrock and Hugh. Tony moved up a gear in Race 5 to win from Darin and Martin Crysell sailing a Prime Number. Hugh came back to form to win Race 6 ahead of two Guildford clubmates, Martin and Roy Pearson sailing a Rok. Everyone's keenness to start in Race 7 resulted in a general recall and in the new start Darin's consistency paid off and he won ahead of Peter and Roy Stevens. The scores at lunchtime put Hugh in the lead with 25, one point ahead of Darin and 9 points ahead of Peter.

The afternoon started well for Peter with a win in Race 8 over John Arundell and Tony. However, he started last in Race 9 after a penalty at the start and made the most amazing recovery downwind by gybing onto port immediately after rounding the windward mark and taking a gust out to the left-hand side of the course and gybing back in the same patch of strong wind to overtake all but Darin, who went on to win. Disappointed with his 3rd in that race, Hugh made an excellent start in Race 10 and was never challenged by Darin or Peter, who finished 2nd and 3rd. John Shorrock, who has just had his Quark keel 'refined' by designer/builder Graham

Bantock, won Race 11 a long way ahead of the following group of five boats headed by Peter and Hugh, who all finished within seconds.

Darin came back to win Race 12 ahead of Roy Stevens and Peter and then repeated his win in Race 13. Dave Andrews sailing a Prime Number made an excellent start and led for much of Race 14, but was overtaken by Peter and Darin who finished in that order. These two finished in the same order in Race 15, but were beaten by John Shorrock again. By this point the strong wind had blown itself out and most competitors changed into their A rigs. Peter won both of these races with Darin 2nd, but in Race 16 Rob Vice, who was sailing a 20-year-old Chris Dicks's Magic design and had been struggling for speed throughout the day, took 3rd place. At the other end of the timescale it was good to see the Jeff Byerley designed Dreadnought, introduced last year from Australia getting into the top placings and also the new Frank Russell designed budget boat, Gothic MX making its first appearance on the Abbey Meads lake.

Final Results: 1st Peter Stollery, Guildford, Crazy Tube Free, 26; 2nd Darin Ballington, Manor Park, Rok, 28; 3rd Hugh McAdoo, Guildford, Prime Number, 43; 4th Tony Guerrier, 3 Rivers,



Crazy Tube Free shows its speed downwind in a breeze!



Peter Stollery holds his trophy after winning the Mermaid event



Roger Stollery combined Race Officer duties with those of rescue boat crew



Peter Stollery's boat number 39 makes an emergency dive to avoid a starboard tack boat!

Dreadnought, 57; 5th Roy Stevens, Killingworth, Prime Number, 64; 6th John Shorrock, Reading, Quark, 66; 7th Dave Andrews, Hampton Court, Prime Number, 84; 8th Martin Crysell, Guildford, Prime Number, 93; 9th Roy Pearson, Guildford, Rok, 98; 10th John Arundell, Reading, Starkers, 119; 11th Rob Vice, Clapham, Magic, 123; 12th Alf Reynolds, Paradox, 123; 13th Peter Popham, 3 Rivers, Gothic MX, 130; 14th John Townsend, Guildford, Rok, 153.

GAMES FINAL AND STAN CLEAL TROPHY

Once again the GAMES series reached a fitting climax at the Stan Cleal Trophy at 3 Rivers on Sunday 24th November. The annually awarded Midgley Mug for the series could go to any of three competitors, Roy Stevens who had already completed five qualifying races, but could improve his total to over 400 points, as could Hugh McAdoo and Darin Ballington, who had only completed four races, but they all have to win to achieve these scores. All potential scores were within six points of each other, so it was all to sail for at 3 Rivers!

Darin Ballington started well by winning every other race and so by lunchtime it was clear that he was favourite to win and after lunch his consistency with six consecutive 3rd places confirmed him and his Rok as winner of the 2013 Stan Cleal Trophy. This victory along with Roy Stevens's 3rd place meant that DB also became the 2013 GAMES champion and holder of the Midgley Mug. There were a number of race winners with DB, Roger Stollery, Roy Stevens. Hugh McAdoo, Martin Crysell and John Shorrock all taking at least one win. The conditions were tricky as the locals had indicated they would be with an on shore breeze making for a zig zag course and some large 'holes' in the course where the wind was being lifted by the lake side trees. Despite this and the intervention of a full size Laser the sailing was fair, honest and competitive with all penalties being taken on the water. The final results were a testament to the benefits of consistency as DB was followed by Tony Guerrier, who without winning a race put in a good set of results to pip Roy Stevens in to 3rd.

It was great to see an open meeting and GAMES event that was

supported by local skippers rather than just the usual travellers, something that will hopefully continue in 2014.

CONCLUSIONS

Visits to both the Mermaid Trophy event and the MYA Trade Show reinforced the impression that the Marblehead Class is looking to rejuvenate itself and if you want more information go to its website: www.marbleheadsailing.wordpress.com or via the link from the MYA site: www.mya-uk.org.uk It will be interesting to see how this format will work for other existing MYA classes and if enough volunteers come forward to produce similar efforts for their preferred class. **MMI**

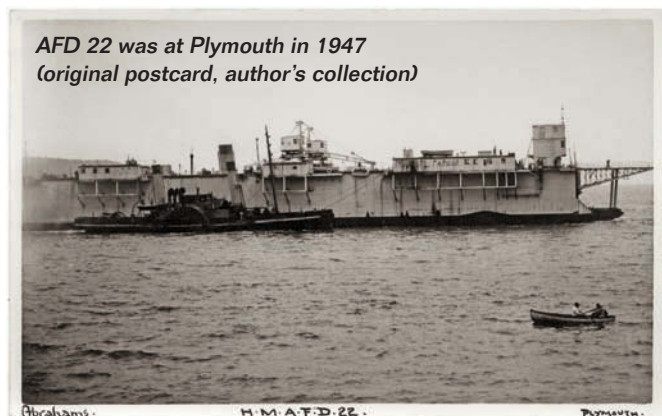


Keith Allen, Commodore of Three Rivers MYC, and also 'best improver' in the final GAMES series event held at their lake, presents Darin Ballington, overall winner of the eleven event GAMES series with his hard won trophy

WATERLINES

ADMIRALTY FLOATING DRYDOCKS (PART 2): KELVIN CONCLUDES THE STORY OF THE ADMIRALTY'S FLOATING DRYDOCKS

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

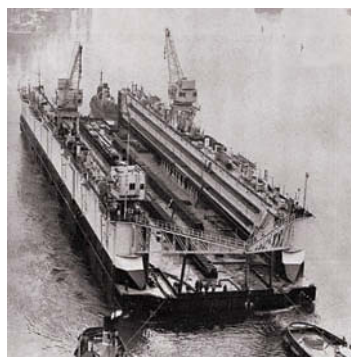


This month sees the conclusion of our article on the Admiralty's Floating Drydocks (AFD) looking at the mid sized docks and 1/1200-1250 models. All are listed in the two tables. The dimensions given are length overall by width overall/clear breadth between fenders.

Of the larger medium capacity docks only AFD 24 saw wartime service although the other lend-lease dock AFD 32 served the USN for many years as Auxiliary Floating Dock, Medium (AFDM) 10. Seven smaller docks (AFDs 12, 17 – 22) of a common design were built in British yards between 1940 and 1942. These had a capacity of 2,750 tons and dimensions of 380 ft by 72/50. AFD 26, of the same design, was built by HM Dockyard in Bombay, later finding her way back to Portsmouth and eventually Rosyth – this dock provided the inspiration for Fleetline's 1/1200 dock. The latter was under scale but could perhaps be used to represent AFD 30, an ex-Italian dock of 2,500 ton capacity with an LOA of 346 ft.



AFD 32 later in life



AFD 58 probably during delivery in 1957

Three docks primarily for submarines were built post-1950 all being assigned the numbers of cancelled docks of the wartime building programme. AFD 58 was first deployed to Gareloch replacing AFD 19 but when the larger AFD 60 arrived she was moved to Devonport for use with conventional submarines. On completion AFD 59 was lent to Vickers Armstrong where she was used for the fitting out of HMS Dreadnought and later SSNs. AFD 60 was built primarily to handle the Resolution class SSBNs. Her last docking after nearly 30 years service was HMS/m Talent in 1997. By 1984, these three plus the venerable AFD 26 were the Admiralty's only floating drydocks although by 1998 they had all gone, AFD 58 to

the Netherlands in 1991, AFD 59 also to the Netherlands in 1992 but later (2003) to Nigeria and AFD 60 in 1998 to Reykjavik.

By way of a brief comparison the United States Navy (USN) had built some 150 floating drydocks during WW2 alone, including seven of the huge ABSD (Advanced Base Sectional Dock) type (later re-designated AFDB) and eleven medium sized YFDs (later AFDM) including YFDs 6 and 67 which were leased as AFDs 24 and 32 respectively. Of the ABSDs, numbers 1 (USS Artisan) and 2 were ten section docks and 927 ft long, number 3 was an 844 ft nine section dock and numbers 4 to 7 a mere 825 ft with seven sections. Four sections of AFDB 7 were later deployed to Holy Loch as USS Los Alamos. Post-war construction of AFDBs comprised AFDB 8 USS Machinist (825 ft) which was built at Seebeck Werft, Germany in 1980 and AFD 9 which was built as two 350 ft sections by Sun Shipbuilding in Chester, PA in 1974 and acquired by the USN in 1985; she was sold in 2004. Researching online (as you do) it appears that the USN only had

Dock	Capacity (tons), Brief History	Dimensions (ft)
AFD X	5000 tons Dutch Built. 1924. Purchased 1939 for use at Singapore. Scuttled 1942. Raised and refitted 1946, given to Sembawang Dockyard 1968 sold circa 1994 and since scrapped.	391 by 85/63
AFD 24	18,000 tons ex YFD 6, USA built 1943, for cruisers, Trinidad, Freetown, lost at sea en route Ceylon 1945.	622 by 124/93
AFD 27	5,900 tons Built Palermo 1936, taken over 1941, Massawa, Alexandria, Aden, sold 1948 to Indonesia.	477 by 88/64
AFD 29	9,500 tons Built La Spezia circa 1935, acquired 1942 Massawa, sold 1947.	531 by 95/65
AFD 31	17,000 tons. Built by Dorman Long, South Africa 1945. Singapore 1946, given to Sembawang Dockyard in 1968, scrapped 1997.	584 by 117/85
AFD 32	18,000 tons ex YFD 67, USA built 1945, Gibraltar 1945, later Oran, 1946 returned to USN as AFDM 10 1950-82, leased 1904, Seattle as of 2005.	As AFD 24
AFD 53	5000 tons built 1924 Ottowert Harburg for shipyard in Montevideo, purchased 1942, sold 1947.	437 by 83/60
AFD 58	8000 tons, built 1957 by Furness Shipping; for destroyers and conventional submarines, sold 1991.	450 by 92/62
AFD 59	10,400 tons, built 1960 at Portsmouth Dockyard; modified with lengthened pontoon and in 1967 one end closed to permit ocean towing. Final LOA 525 ft. Sold 1992.	425 by 81/51
AFD 60	13,500 tons, built 1966 at Portsmouth Dockyard; designed for SSBNs but first lift was RFA Brown Ranger in 1967; sold 1998.	491 by 92/58

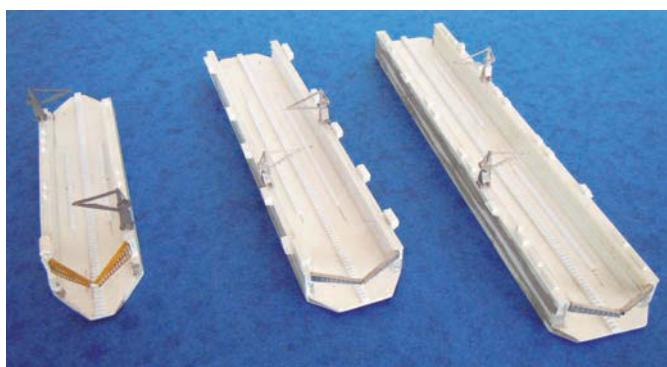
Medium Capacity AFDs



AFD 59 about to depart for new owners in 1998



The last RN floating drydock was AFD 60



Three ongoing projects: AFDs IV, IX and VIII – time to get painting

three floating drydocks prior to WW2, these being Yard Floating Dock (YFD) 1, an 18,500 ton capacity dock dating from 1905 which was scuttled at Mariveles in 1942, the smaller YFD 2 which had been built in 1902 and was sold on an astonishing 98 years later plus Auxiliary Repair Dock (ARD) 1 (just 2,200 ton capacity) which was acquired in 1935. Advancing numerically both YFD 3 and ARD 2 were commissioned in 1942. A further 31 ARDs were built between 1942 and 1944 of either 4,200 or 5,200 ton (ARD 12 onwards) capacity. Three of these were later modernised to handle nuclear submarines as USSs Oak Ridge (ARDM 1, ex ARD 19), Alamogordo (ARDM 2, ex ARD 26) and Endurance (ARDM 3, ex ARD 18) where as ARDMs they were joined by the final new builds, USS Shippingport (ARDM 4, built 1979) and USS Arco (ARDM 5, 1986) of 5,400 ton capacity.

As can be seen from the table there are relatively few models of AFDs. Fortunately, as described in Issue 296 (November 2011),

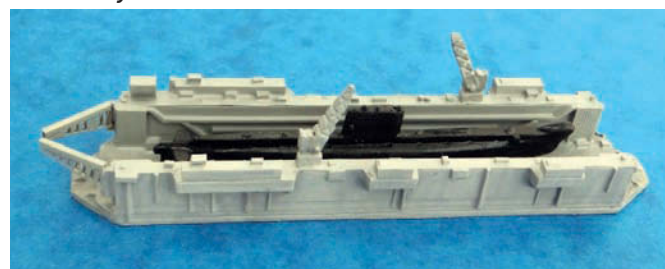
building your own is not difficult, or indeed making simple lower hulls to turn a waterline ship into a full hull. In the pictures of the author's projects you can see from the left the plasticard masters for various AFDs. Cranes and flying walkways are the biggest challenge. Of the USN docks ABSD 1 has been produced by Trident (Ta 180), Neptun and most recently Mountford making a perfect partner for Atlas's full hulled USS Missouri. Mountford has also issued USS Los Alamos, ARDM 4/5 and USS Oak Ridge. Lastly, and hard to find would be Trident's ARD 12 type (Ta 202) which although listed as USS Oak Ridge is too short. **MMI**



Mountford USS Artisan with USS Missouri from Atlas



Scratch-build of AFD 31 with Atlas's full hulled HMS Exeter (historically incorrect)



Mountford's AFD 26 with Oberon class submarine



AFD 60 by Mountford but with new scratch-built cranes replacing the generic versions provided by the manufacturer

Model	Dock/Details	Notes
Triang M885	855 ft	Could represent AFD IX/23/35
Mountford 282	Southampton Dock (960 ft)	Can be converted to AFD XI by removing the end platforms
Mountford 275	740 ft (1/1200) – 770 ft (1/1250)	Can be converted to AFDs 24/32 (original master modified from YFD 6 type) again by removing the platforms
Fleetline D-4	330 ft (1/1200) – 344 ft (1/1250)	Could perhaps represent AFD 30
Mountford 287	AFD 26 (380 ft)	Eight of this type built
Mountford 288	AFD 60	The last AFD; for SSBNs

AFD/generic dock Models

PLASTIC KIT SCENE

THIS MONTH ROBIN HAS A VARIED SELECTION OF MODELS FROM MANUFACTURERS AROUND THE GLOBE

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

I begin with details of some truly small-scale models from the Japanese company, Aoshima.

AOSHIMA MODELS

US Navy Aircraft Carrier USS Lexington (1942)

Model No.: 05
Scale: 1/2000
Length: 13.3 cm
Parts: 31



Aoshima 1/2000 World Navy Series warships

US Navy Battleship USS Missouri (1945)

Model No.: 03
Scale: 1/2000
Length: 13.5 cm
Parts: 42



The assembled Lexington model – the paint pot gives an indication of size

US Navy Battleship USS New Jersey (1945)

Model No.: 02
Scale: 1/2000
Length: 13.5 cm
Parts: 45

These must be some of the smallest plastic kit model warships available from any manufacturer; the range is called 1/2000 World Navy Series. I have built the model of the USS Lexington and was surprised by the detail of the moulding, there are even two small aircraft included. The lower hull is moulded in red plastic and can be just clipped into place so it can be displayed as a full or waterline model, a display stand is also included with the kit. The instructions are printed on the reverse of the box, very simple and easy to follow. There are no painting instructions but this is no problem as the information can be found in books or the Internet. With models of this scale, space would not be a problem to building a large fleet of warships.

I have just mentioned three of the models but there are many more in the range, and not just US Navy models, Royal Navy and Japanese warships are also included. Thanks to Aoshima for supplying the review kits.

Full details of these and all Aoshima kits can be found at: www.aoshima-bk.co.jp

These next three models were sent to me for review by UK importers, Amerang.

PEGASUS HOBBIES

Nautilus

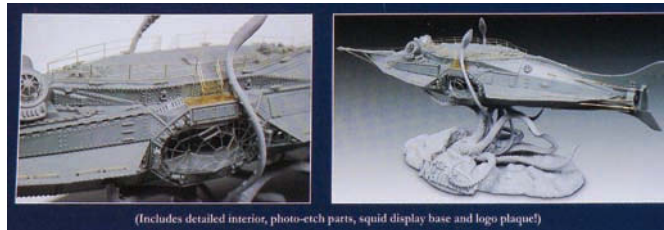
Model No.: 9120
Scale: 1/144
Length: 30 cm
Parts: 96 plastic parts together with an etched fret containing 35 pieces



The Nautilus from Pegasus Hobbies



All these parts for the Nautilus are well packed



Images of the completed model; note the rivet detail and the squid

The Nautilus is the fictional submarine from the Jules Verne classic story, 'Twenty Thousand Leagues Under the Sea'. It tells the story of Captain Nemo and his futuristic submarine based in the Victorian era. It would not be possible to tell the story here, so look for the book or see the films for this story.

This is an amazing kit; the quality of the moulding is first class with full plating and rivet detail reproduced, reminiscent of the Victorian style of shipbuilding. Some interior detail is also reproduced with this kit. Its display stand is a work of art as well; it depicts a giant squid trying to wrap its tentacles around the Nautilus. The box artwork is beautifully done showing the squid attacking the submarine. I will be writing a full build review in a future issue of MMI so this will be one to look out for.

Details of this kit can be found at: www.pegasushobbies.net

LINDBERG MODELS

Air Force Rescue Boat

Model No.: 70888
Scale: 1/72
Length: 30.5 cm
Parts: 150



Lindberg Air Force Rescue Boat

These craft were used by the US Air Force mainly to rescue the crews of downed aircraft. They were a very fast type of craft that were powered by three 1500 hp Packard V12 engines. Rescued crews were brought aboard through a gate in the transom; they carried a crew of 16 officers and men and were armed, for protection, with two twin mounted 20 mm guns. The latest radar types were also carried.

Lindberg kits have been available on and off for many years now and the quality of the moulding shows its age but the kit will build into a model of a craft that will probably not be found elsewhere. It includes crew figures, decals, detailed armament and superstructure and display stand. So a little extra detailing would help enhance this unusual model.

Details of all Lindberg kits can be found at:

www.lindberg-models.com

HASEGAWA MODELS

IJN Light Cruiser Noshiro 'The Battle of Leyte Gulf'

Model No.: 40084

Scale: 1/350

Length: 48.9 cm

Parts: 492 plus metal anchor chain



Wonderful picture of the Noshiro on this box cover



A picture of the completed model

The Imperial Japanese Navy warship Noshiro was the second of four Agano class light cruisers that were built. She was launched in July 1942 and soon saw action in many engagements with US forces in the Pacific. In October she was present at the Battle of the Leyte Gulf, it was here that she was hit by a torpedo launched by US aircraft and severely damaged. Still afloat after emergency repairs she was hit again by a torpedo from US torpedo planes, and



A huge number of parts for the Noshiro kit

the order to abandon ship was given. She later sank with many of her crew rescued by other ships.

Anyone that has built a Hasegawa model before will know the quality and detail of the moulding from this maker. All parts come well secured in a huge sturdy box with a wonderful image of the Noshiro steaming through rough seas. The detail and crispness of the moulding of all parts is excellent, the instructions are printed on a 20-page guide that must be studied carefully during the build, as there are many holes that must be drilled for attachment points for parts. The model is well reproduced with detailed armament and superstructure, a super detailed catapult and aircraft is included. A full colour painting guide comes with the kit giving details of what colours to use. There are no etched parts with this kit, so I would purchase ship's railings in this scale to further enhance its detail; these are available from many other companies. This completed model will look excellent displayed with other models.

Details of this model and all Hasegawa kits can be found at:

www.hasegawa-model.co.jp

Many thanks to Amerang for supplying these three review models, their website also has full details of these and many other models: www.amerang.co.uk These models are also available from all good model retailers.

REVELL

This is the latest release from this popular manufacturer.

German Submarine U212A Class

Model No.: 05019

Scale: 1/144

Length: 39.7 cm

Parts: 55

This hyper-modern submarine was launched in 2003 and is the most up to date submarine used by the Federal German Navy. It features state of the art technology for long duration in almost complete silent travel. It is the first submarine in the world to be equipped with an ultra-modern hydrogen fuel cell engine which allows it to operate submerged for many weeks independently of external air before coming to the surface. It is armed with six torpedo tubes that launch the newly developed Seehecht torpedo; the submarine can travel at a speed of 10 knots surfaced and twenty submerged.

This model was released several years ago but is now available again, it features detailed hull with panel lines, four aft rudders, detailed sickle shaped propeller, two movable diving planes on the fin, and optional parts for the fin as it can be built either in a surfaced or submerged configuration. Decals for four German and one Italian navy submarine come with the kit.

Revell model kits are available from all good toy and model retailers. For details visit:

[@revellgermany](http://www.revell.de/en) or [facebook.com/revell](https://www.facebook.com/revell)

Revell U212 A submarine

(courtesy Revell)



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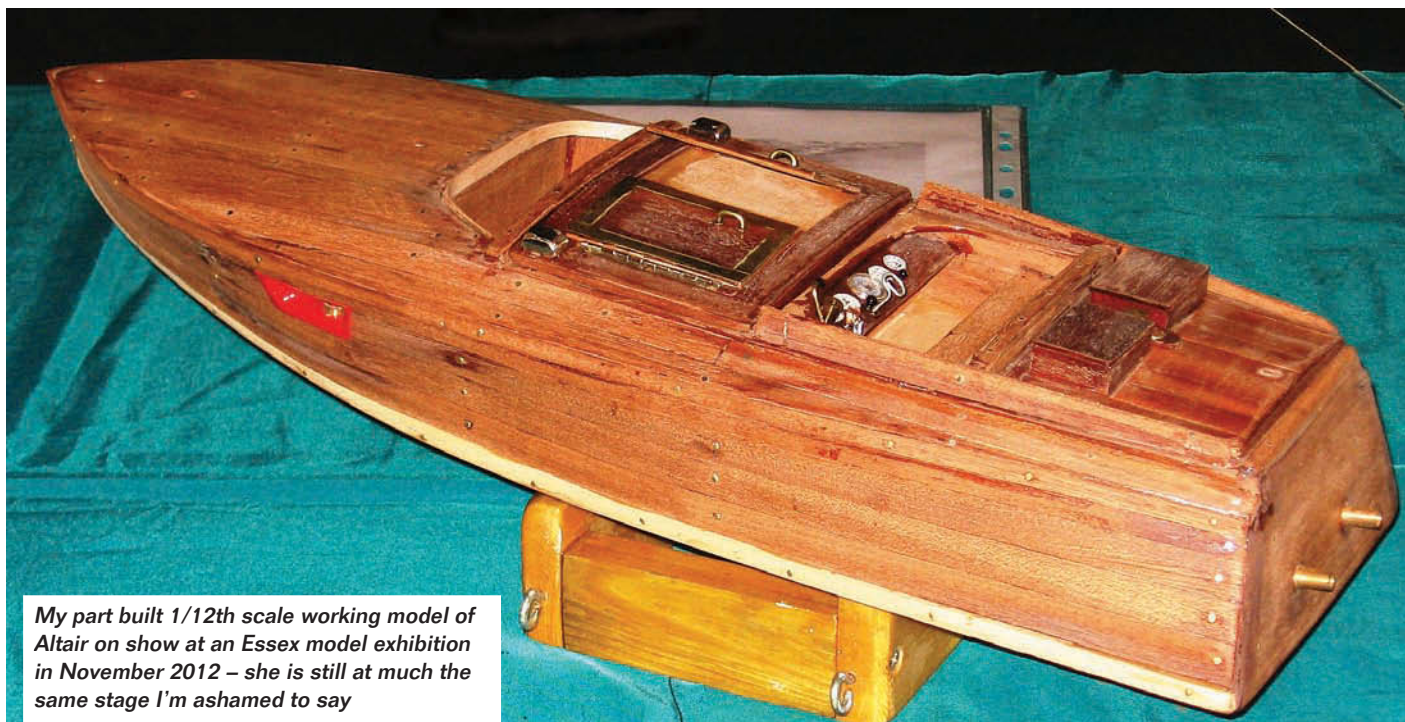
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VINTAGE CHATTER! PART 6

ALTAIR: A SCRATCH-BUILT MODEL USING A FEW OLD IDEAS

AUTHOR: DAVID WIGGINS  GREAT BRITAIN



My part built 1/12th scale working model of Altair on show at an Essex model exhibition in November 2012 – she is still at much the same stage I'm ashamed to say

Last month I introduced my current scratch-build, a 1/12th scale model of Altair – a 20' Gentleman's Racer fast launch built by the Minett Shields yard at Bracebridge, Ontario for the Peck family of the USA back in the 1930s – and I explained my use of vintage sections from the old Aerokits Sea Hornet for her hull bottom. This month I am presenting stage-by-stage photographs of the build and some of the prototype craft using fewer words and more pictures than usual.

CONSTRUCTING THE HULL

My first three pictures this month show Altair's hard chine hull during skinning in 1/32" marine ply. I employ an absolutely conventional 'Aerokits Style' glue and nail method here but substitute modern slow-set epoxy for the Cascamite resin that Rowell would have recommended. First, the hull is fully skinned (four skins), in marine ply, planed off, made good and sanded smooth and fitted with Obechi spray strips (see last month), before both the sides and deck are mahogany planked and the transom mahogany faced just like the original boat. The pictures are self-descriptive. I make it sound quicker than it is perhaps but the planking of the flared sides requires particular patience and you can expect a few broken strips of brittle mahogany.

An unfamiliar feature of Altair's sides are her inset navigation lights. If you look at mid '30s products in any depth you'll see that streamlining ideas were coming in everywhere then and even small boat builders experimented with

such ideas. I don't want to turn this mini feature-ette into a lengthy treatise on Muskoka launch design but boat builders of the era clearly followed auto designers and stylists' work pretty keenly and one sees auto ideas and fittings popping up a lot.

These nav' lights were not Minett's best idea in my opinion but there you are – who am I! Altair's nav' lights are (see my close-up) a lot of work to put in and, like the full size craft I'm sure, they are going to get very wet indeed when the finished boat is up on the plane and running fast. I put extra effort into waterproofing them (lots of epoxy!), and have my fingers firmly crossed while expecting the worst. Other than that, the hull is a conventional hard chine design aside from her stern where there is a large metal deflector plate mounted on the transom with the twin exhaust stubs. My replica of this large item is shown being cut from aluminium angle. This material, chosen from the K&S metals range, was surprisingly soft and easy to cut, file and shape up but, if you're not so lucky, annealing will be required.



The model of Altair with her hull fully skinned and ready for spray strips



The first spray strip going on



Deck planking going down; the sides have already been planked

AND HER COCKPITS

Once I'd dealt with the basic hull and reached a convenient 'pause point' I began work on modelling the dual cockpits and on making lift-off deck sections and her lift-up engine covers.

Mr Peck, the boat's owner, had provided excellent photographs of both and I show both his and my own pictures of the full size craft and model version. It's pretty straightforward modelling to be honest and I keep a big box of ply and mahogany off cuts for such tasks. Regarding the engine covers I will just say that I've made a fair few of these stylish functional items since I started building Muskoka launches a few years ago and I never cut the apertures right through into the engine bay for fear of shipping a ton of water into the brushless electrics that I always use. That's my choice. You may prefer otherwise.

Altair has two sets of driving seats in the aft cockpit. One is conventionally set within the cockpit and the others – mere perches really – are raised up at deck level for driving when the bow is 'up' and the driver's forward vision would be restricted if he remained seated. These look precarious to say the very least but the owner tells me that they are indeed both used and necessary. Rather him than me I must say! From features like this, one can see that Gentleman's Racers and, indeed, race boats in general were really the preserve of the young as indeed they were.



My replica of Altair's inset navigation lamp enclosures; the bulbs do of course need to go in before the deck planking is nailed and glued down



The aluminium deflector plate on Altair and my modelling of it



Deflector plate on the full-scale boat (Picture: John Peck, USA)



Altair's cockpit modelled



Cockpit of the full size (Picture: John Peck, USA)

Other than that there's not too much more to say. Altair is a very typical Muskoka product and similar fast boats were built both in Canada and the United States throughout the between wars period. A study of Chris-Craft boats alone has provided a number of very fine writers with an unlimited array of books and magazine features over the years. There are some good books on Muskoka built boats too and I can recommend 'Wood and Glory' as a well illustrated starter if you're interested. There is also a substantial history of Ditchburn Boats Ltd. that includes a reduced lines drawing of Herb' Ditchburn's famous Viking single-step hull but I believe that is now out of print.

Next month I'm leaving Canada behind to go back to 1950s England and to the first commercial marine electric motors for models – until then, I'll bid you 'Happy Boating' **MMI**



Altair attending a boat show in Canada. Note the amazing varnish finish, which will be a job to equal in my model (Picture: Peck family, USA)

AIRWAVES

IAN BUILDS HIS TEST RIG TO HELP WHEN CHECKING MOTOR VOLTAGE

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

Last month I finished off by promising to show you how to build a little test rig to help you check motor voltage and I will deliver on that promise shortly. However, there are a couple of things I have to make clear first.

BRUSHED MOTORS ONLY

I have been taken to task by a friend of mine over last month's column, he rightly says that I did not make it clear that I was only writing about doing voltage and current tests for BRUSHED motors. Not brushless, as the tests as outlined will not work with these motors. Also, in the spirit of giving you the complete picture, I have to admit I made an error when I made the test rig for this article. If you look at the photo and then at the diagram, you should be able to work out that there should be four sets of sockets on the box, where, in fact, I only have three and an extra lead sticking out of the box. I will explain it all a little later, but the changes I have had to make as a result of my mistake, have actually been beneficial as the rig is now more flexible.

WHY TEST YOUR VOLTAGES?

Before I explain how to make and use the test rig, I should explain why you would want to test voltage levels. Well; if you can test the voltage at the motor with it directly connected to the battery, then check the voltage at the motor again with the Speed Controller in the circuit (at full throttle), you can tell how much power is being wasted in the controller. You may be surprised. It may be that (if your controller can handle the extra voltage), you have to add an extra cell to the battery pack.

For example: an inexpensive ESC could conceivably waste around 1 volt, thereby reducing the voltage available to the motor. So if using a 6 volt pack the motor will only be running on 5 volts. By adding an extra cell, if using NiCad or NiMH cells, the pack voltage will be 7.2 volts and the motor will receive 6.2 volts.

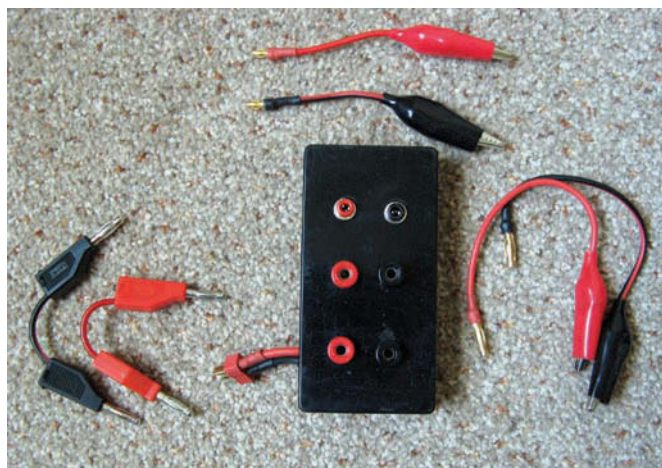
Now obviously none of the above applies if you use Lead Acid batteries such as the commonly used 6 volt 4 Ahr Gel cell. You will just have to live with the voltage loss. Or, armed with the knowledge, you could use a more efficient controller. I know that the above is a simplification, for those of you who know about such things, but if this is new ground for you I hope it will be of some practical help.

THE TEST RIG

Once again I am going to explain the 'why' of this. It's obvious that to test the voltage at the motor, all you need to do is put your motor probes on the motor terminal. Positive to positive and negative (common) to negative. Well, this is fine if motor, cells, ESC etc. are all firmly fixed, such as in the model. However, if you are trying to test things before fitting in the hull (which is the whole idea of course) you will probably need several pairs of hands. That's where this little test rig comes in handy. It is basically a connection box so you can plug things together in different configurations without needing to be like an octopus.

Mine consists of a pre-used plastic project box, (new ones are cheap at electronic component suppliers like Maplin – www.maplin.co.uk) and a series of 2 and 4 mm sockets, again from Maplin. I have used black and red 2 mm sockets for the multimeter probes to fit in and black and red 4 mm sockets for all the rest.

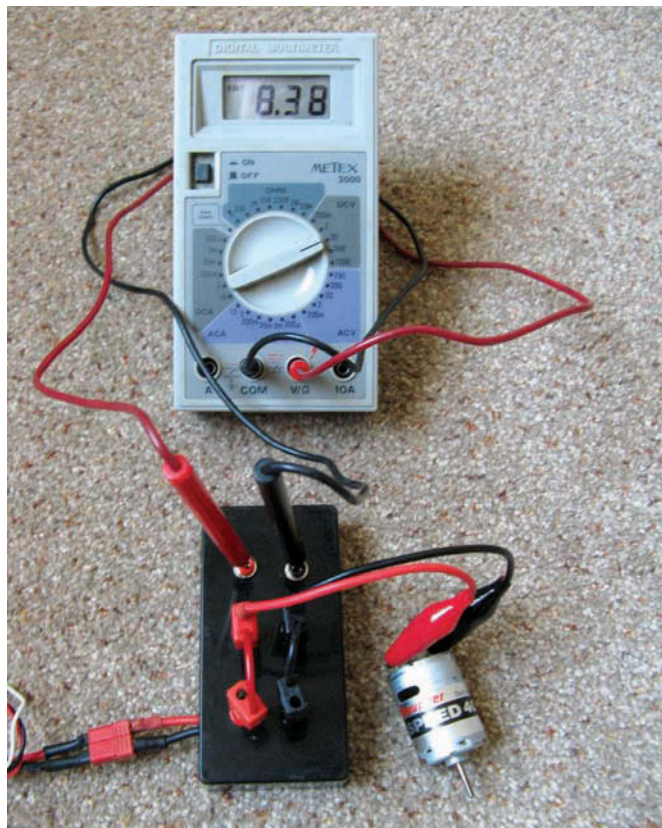
As I mentioned earlier, I made a mistake and missed out a pair of the 4 mm sockets meaning that you could not plug things together physically the way they are shown in the diagram. As I needed to



The connection box and a series of leads I made up for various applications



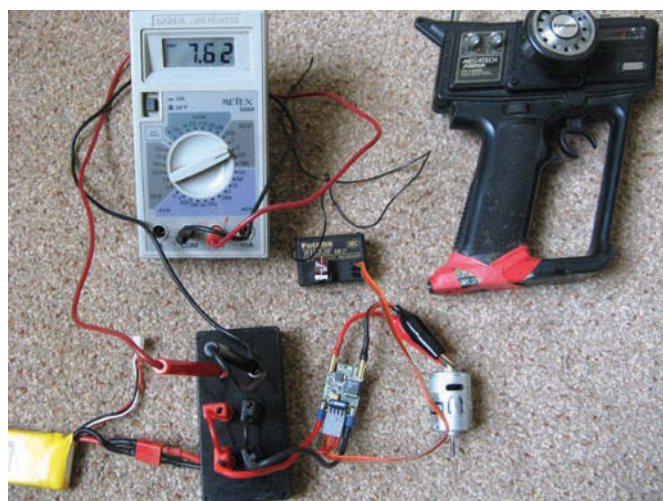
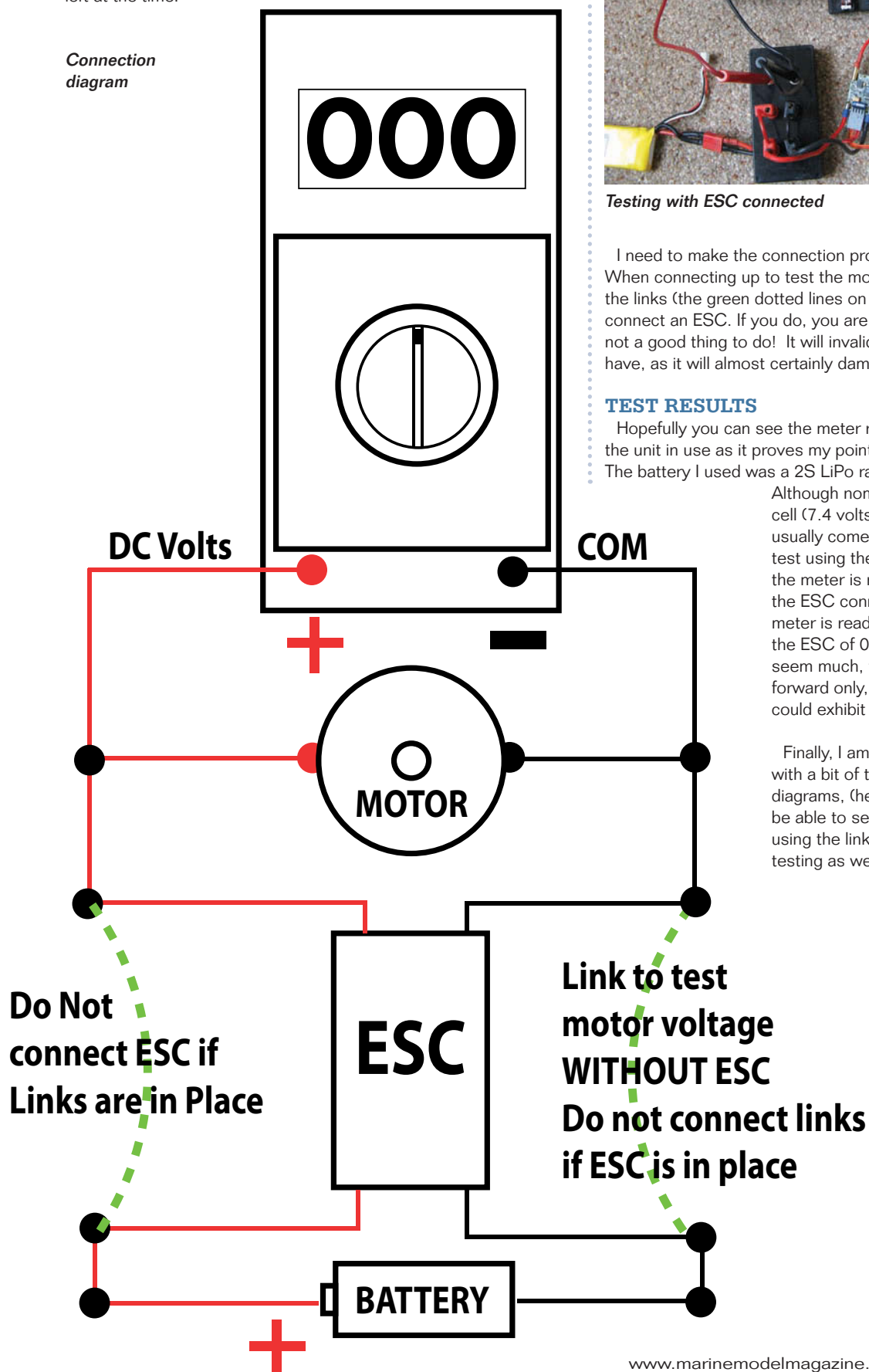
A selection of multimeters. Left my trusty 15-year-old Metex digital, middle is a small analogue meter, pretty accurate and still useful, and a Maplin pocket digital meter



The box being used to test motor without ESC (full battery voltage)

make some links anyway (the green connections in the diagram), instead of using normal 4 mm plugs I used Maplin's 4 mm stackable plugs which are basically a 4 mm plug connected to a 4 mm socket in a plastic housing – very handy! Another advantage is they don't need soldering. You can see these links clearly in the photos. These in effect gave me my missing sockets plus two more, so more flexibility. In addition I added a Deans type connector as the batteries I had to hand used these and I didn't have any 4 mm plugs left at the time.

Connection diagram



Testing with ESC connected

I need to make the connection procedure a bit clearer I think. When connecting up to test the motor voltage direct, connect the links (the green dotted lines on the diagram). BUT DO NOT connect an ESC. If you do, you are shorting out the ESC. This is not a good thing to do! It will invalidate any guarantee you may have, as it will almost certainly damage the controller.

TEST RESULTS

Hopefully you can see the meter readings in the two photos of the unit in use as it proves my point about ESCs dropping voltage. The battery I used was a 2S LiPo racing pack as it was to hand.

Although nominally rated at 3.7 volts per cell (7.4 volts for a 2S pack) good cells will usually come up to 4.2 volts per cell. In the test using the motor at full battery voltage, the meter is reading 8.38 volts, whilst with the ESC connected and at full throttle, the meter is reading 7.62 volts. A drop across the ESC of 0.76 volts. Whilst that doesn't seem much, that ESC is a pretty good, forward only, 40 amp one. So a cheaper type could exhibit much greater voltage drop.

Finally, I am running out of space here, but with a bit of thought and checking out the diagrams, (here and last month) you should be able to see how to use the connection box using the links to make it suitable for current testing as well. **MMI**

POWERPLUG

RICK RELATES SOME PROBLEMS AND THEIR CURES

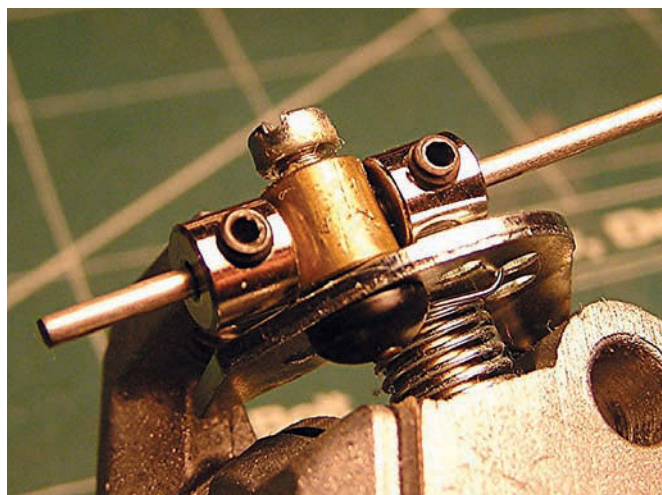
AUTHOR: RICK EYRICH reyrich99@gmail.com



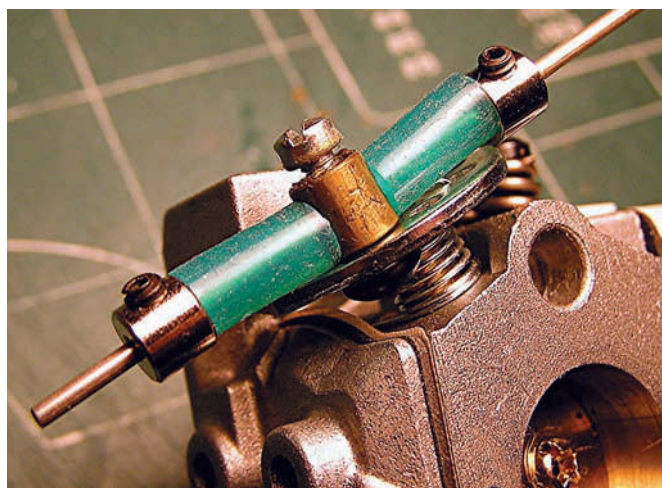
In an attempt to span as much I/C marine craft information as possible, your lowly scribe will use both some short stories and a host of update/tip notes in this month's Powerplug. By using first-hand experience it's easier to relate to the problems that can sometimes crop up on any nitro or petrol-engined boat and in turn you might avoid these gremlins in the future. As always, if the MMI readership have any questions or want to ask about any interesting tidbits, glitches, etc. on their I/C boats, you can contact me via the email address above.

MANIFOLD MALADY

Our first story is of a gas boat owner who had a recurring engine problem that centred on its carburettor/manifold area. At first the carburettor's twin mounting screws would occasionally loosen to a point where the carb's sealing gasket would begin to leak; then, the separate fasteners that retained the carburettor's composite intake manifold would also lose their tension as well. To cure the glitch, our modeller replaced all four of the stock screws with better quality Allen head bolts as well as the two fibre sealing gaskets on the carb/manifold. After a few trouble-free weekends at the lake, the boat's power plant began to run too lean and/or refuse to idle properly; so, the boater thought that once again he had a loose fastener on the same engine components. Once the toolbox was out and the Allen wrench was on the screws, it quickly became clear that the fasteners were still locked/secured on both the carburettor body and the intake manifold. Upon close inspection, the boat's owner discovered that the manifold itself had developed a tiny crack that ran from the component's outer surface to the manifold's fuel transfer hole. This meant that the crack was allowing enough unwanted air to flow into the cylinder thus creating an over-abundance of air in the engine's combustion chamber which in turn made the motor hard to start, to idle and run smoothly out on the water.



Set up without any 'give' in its make up, this carburettor's throttle linkage can put a lot of stress on both the carb/manifold area and/or the servo itself due to engine vibration and servo power



Now equipped with short sections of silicone tubing 'stops', the servo rod can still move as required and not put undue strain on the servo or the carburettor/manifold mounting points

Whether you're dealing with a throttle servo/engine carburettor glitch, a leaking radio box or wondering how saltwater can harm your I/C boat, this month's column should be a good read



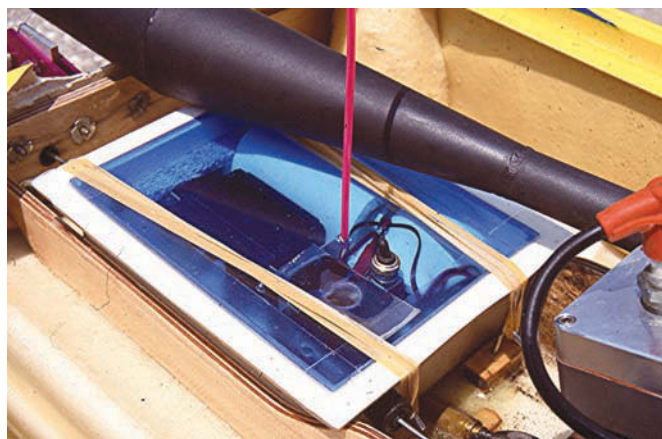
After removing the manifold from the hull's Zenoah power unit it was found that by applying extra finger pressure to each side of the manifold its original crack could be expanded to one that had a one millimetre gap! Knowing that the manifold would have to be replaced (not just repaired with some sealant) our boater decided to form a basic case of information to determine why the manifold cracked in the first place. The most likely reason for the crack would be vibration coming from the whole engine; plus, the additional movement as the engine shakes on its motor mounts when the vessel's running at high rpm throttle speeds. One of the club members then suggested that the manifold crack was being caused by the usage of a high-performance petrol fuel that might break down the component's composite make-up. Finally, someone thought that maybe the throttle linkage was the culprit, but how could something that didn't come into direct contact with the manifold be causing the glitch?

Made-up of a very strong section of stainless steel rod the carburettor linkage was joined to a high-torque, high-speed servo that also featured a full set of hardened metal drive gears. Having had some previous problems with average power output servos, our modeller had mounted this mega-servo to both keep the throttle control at top levels and provide a lesser chance of an on-water servo failure. At the point where the servo/linkage connected with the engine's carburettor, two wheel collars created a very solid link between the fuel-mixer and its venturi shaft, however that same solid connection was causing the loose screws and had then cracked the intake manifold! What was happening was that each time the boater advanced the throttle to the full-on setting the linkage rod was banging into the carb unit and putting the metal rod into a hard bond on the carb shaft. Now, between keeping the throttle wide open and the usual movement of the running power plant within the hull the servo linkage was literally tweaking the carb/manifold assembly enough to cause the screw loosening and manifold cracking.

So, to eliminate the gremlin, the throttle link was modified using the long-used technique found on many nitro-engined R/C vehicles. Instead of positioning the wheel collars directly to each side of the carburettor shaft fitting, short lengths of regular silicone fuel tubing were installed to provide some 'give' in the linkage's full throttle position. Some experimentation with the fuel tubing's lengths and/or their amount of tension will be necessary to end up with the right range of proper throttle rod movement. Using a silicone tubing that fits slightly tight to your boat's linkage rod will prevent any unwanted crimping of the hose when it's under a load thus causing an unstable throttle throw and a need to tweak the throttle stick trim a lot at the lake. Now if you're not comfortable with the silicone tubing technique, it's possible to also use small metal springs to add some give to the servo linkage, but don't attempt to use the little wimpy ones found in a regular ballpoint pen! A trip to the hardware store should yield some suitable metal coil springs and you can use two (or more) on each side of the carburettor shaft to ensure that you get the right load and tension on the servo linkage.

MIND THE GAP

For the I/C boater who has a low-profile design mono, hydro or cat hull in his/her fleet of power craft this next story may sound very familiar. A modeller who'd built a custom, low-slung gas monohull found that no matter what brand of radio box tape he used to seal the boat's box lid, the tape would always allow a bit of water to seep in around the servos, etc. Finally, when the boater chose to use a white vinyl tape to cure the lid-sealing problem, the cause for the constant sealing tape failures was revealed. After a long full-tank run on the lake, the radio box was checked and there was a very light discolouration of the white tape meaning that heat given-off by the hull's nearby metal exhaust pipe was curling-up the sealing tape. In this situation you'll either have to space the exhaust pipe further away from the top of the radio box, or add some type of insulation material to the pipe to keep its heat away from the lid/tape seal. Of course lifting the exhaust pipe, especially on a hull with a full canopy can be very difficult, but even a small increase in the box/pipe gap



Situated directly underneath the hull's tuned exhaust pipe, this radio box's tape-down cover will be subjected to pipe heat that can cause the tape to fail and let water get to the servos, receiver and battery set up

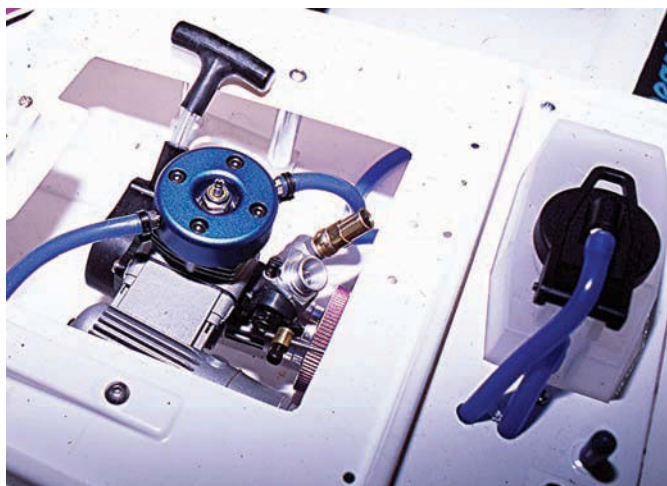
can eliminate sealing tape failures on the box cover. If you try to insulate the pipe, a good source for this type of heat-blocker will be motorcycle repair shops as many modern bikes have very snug exhaust/component gaps on their frames, tanks, etc. Held in place with regular nylon tie-wraps the cloth-like insulation material can prevent the sealing tape damage to your boat's radio gear that in turn will put water around your boat's control gear.

SALTWATER WOES

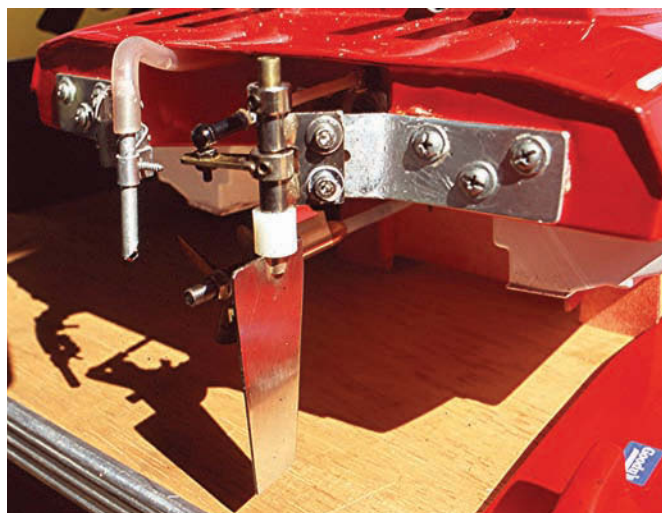
Our third and final story centres on an incident that occurred during a visit to one of my favourite hobby shops. It's situated near a very large body of saltwater that meant many of the boats sold at this store are run in saltwater. While talking with the shop



When you run any I/C boat in saltwater, the vessel's entire hardware, power and control packages will demand a proper post-run cleaning, flushing and oiling to prevent the corrosion gremlins ruining your marine craft



With its compartmented inner hull design, this nitro monohull can hide water and if saltwater is allowed to sit around the engine bay the power plant's end crankshaft bearing will quickly seize-up and/or get inside the rest of the motor



Made-up of steel and aluminium components, the average powerboat's transom pieces have several adjustment and pivot points and each should be cleaned and lubricated after saltwater exposure



Between its open aft area and its canopy air inlet scoop this nitro hydro is a prime candidate for saltwater related problems especially if the boat's run in rough water conditions and then just left unserviced for several days

owner, a young man came in carrying a popular RTR nitro boat and it was clear by his facial expression that something was greatly amiss with his pre-built marine craft. Stating that after a single day's worth of runtime, the brand-new boat wouldn't start, the

prop shaft was locked in place and the throttle/rudder servos refused to work properly, even with brand-new AA batteries in the transmitter and receiver pack holder. Outwardly, the fibreglass hull looked like it had just came out of its kit box; however, after removing the hydroplane's canopy you could see why the RTR boat was un-runnable. Every single metal component had a crusty or rusty film on its surfaces, including all of the control parts inside the radio box, engine bay and the rear transom. Hydroplanes aren't known for having much in the way of watertight hatches, and if any water, especially saltwater, is allowed to stay inside the hull, major problems will quickly pop up.

Switching on the boat's radio system, the transmitter's throttle and rudder control sticks were cycled and there was only a slight humming sound heard from the vessel's two on-board servos. Disconnecting the linkage arms yielded that while the rudder servo did still work, the throttle servo was locked-up inside its case. As for the rudder linkage and the boat's prop shaft they were both frozen in place and very rusty in appearance. With some effort, the flexible cable drive shaft was removed from the hull's stuffing tube and drive strut and when the nitro engine's starter rope was pulled, it was evident that the glow power plant's end crankshaft bearing was also seized solid.



Designed with a low-profile deck and canopy this monohull may also require a low-profile radio box unit to clear any exhaust layout that will fit inside the hull without contacting the hatch cover

Overall, this I/C hydro was damaged to the point where repairing the RTR boat would be far too costly as all of the on-board hardware (including the transom parts) would have to be replaced to correct the hull's gremlins. In talking with the boat's owner, he'd run about a gallon of fuel through the marine craft without a problem, taken the boat home, and then just left it unserviced in his garage. So, the saltwater remaining in the bottom of the hull, inside the radio box, around the engine and the prop shaft quickly corroded all of the metal surfaces. Even the boat's rudder shaft was rusted in place; yet, all of these problems could have been avoided had the owner just followed the hull's owner manual. The said booklet clearly stated that if the RTR hydro was run in any kind of saltwater lake, the entire boat would need a freshwater cleaning followed by a total flushing, cleaning and oiling of the entire boat's hardware pieces. As for the engine, it too would require a thorough flushing with a suitable after-run lubricant to remove any leftover moisture from the inside of the power plant. Done this way, any I/C boat can be regularly run in saltwater, but forgetting to do the right post-run maintenance on the boat will lead to a major hole in your available hobby budget.

INDUSTRY NEWS

In the last couple of months your scribe had noticed that the online presence of Warehouse Hobbies, the US-based maker of the popular Enforcer line-up of gas boats was unusually low. As many R/C boaters do, I decided to check out a few online model boating forums and quickly a number of posts indicated that Warehouse Hobbies had been purchased by Bonzi' Sports, which is another US manufacturer of both ready-to-run petrol craft and hull; plus, they market a lot of other components to complete a new gas boat as well. Although it seemed that these forum posts were all true, I chose to contact Bonzi' Sports directly to conform that this change in ownership had occurred between the two companies. After Emailing Bonzi' Sports, I soon was in a phone conversation with Daniel Hofman, who is the founder, owner and manager. Founded in 1998, Bonzi' Sports had indeed acquired all of Warehouse Hobbies' hull moulds, engines, parts and all of the hardware from the outfit with the movement of the materials being done via a large trailer truck trip to central Florida and then back to Bonzi' Sports' central Indiana home base. This now means that they are in full swing with their boats and the Enforcer site and you can check with them about any of the Warehouse Hobbies stuff as well.

To access all of their contact points simply type in either bonzisports.com or whobbies.com into your computer of choice.



Sold in well-sealed metal cans a good 30-40 percent oil ratio, yard tool-type two-stroke fuel like this one can be equally suited for gas boat usage, especially if you have limited lake time or have to store your boat fuel in a household space

UPDATE OF THE MONTH

After seeing the Powerplug column in the December issue of MMI, I feel I didn't clearly overview the idea of using 'canned' two-stroke engine fuel in a gas boat. I've included an image of a quart-size container of this type of non-alcohol petrol fuel in this month's column and there are a host of companies who sell this fuel via yard tool dealers and small engine repair dealers. You'll want to rely on those made-up two-cycle fuels sold in metal cans that make them more easily stored; plus, their shelf life is longer as well. Finally, purchasing good premixed petrol will help you maintain the right oil/fuel blend at all times especially if you only run your gas hull every so often.

TRICK OF THE MONTH

If you like to avoid having extra cooling hoses running around inside your vessel, there's a simple trick of eliminating your boat's water-cooling exit tubing by pointing the water's outlet point straight up from the engine's water jacket area. Most do-able on either small-canopy or hatch-free hydros, cat hulls, etc., as this technique will involve rotating the nitro/petrol engine's water jacket fitting to the upright position; but, with the water now going up out of the hull you'll be able to see that your marine craft's cooling system is working at all times. Adding a short piece of a suitable heat-capable hose will help prevent the water or its spray from flowing back and into the hull's aft spaces, especially on extra-long three-point hydros that can catch water without a straight up cooling water exit!

TIP OF THE MONTH

I've been a long-time fan of using stick-on graphics to decorate an I/C boat but there can be a downside to applying a lot of vinyl decals to add a certain look to your power craft. When the time comes to remove all of those graphics to either repair crash damage to the hull and/or repaint or re-decal the outer portions of the boat, you'll have to also remove all of the old adhesive leftover from the decals themselves. Luckily, there are now products sold that are designed for stripping away old 'sticker glue' and they're available at most hardware stores. Should you decide to use one of these solvent-based liquid removers you'll want to first test the product on a small spot of the hull's lesser-visible areas to make sure it won't damage your boat's existing finish. Also, whenever using a solvent to clean or prepare a hull for refinishing it's best to wait for a nice weather day so that the job can be done outdoors where the fumes are free to move far away from your person. **MMI**



Produced for the purpose of stripping-away old decal adhesive this solvent-based product can be very helpful when the modeller must remove graphics to repair any hull damage and/or repaint the boat's above-water surfaces

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Dumas 17" Ace "racing sloop" builders kit with fitting, nylon sails, and keel. The hull is mahogany, balsa and ply, and looks incredible when varnished! Designed for free sailing. £29.95



Aeronaut Bella 810mm semi-scale builders kit of a 1950s day sailing yacht with laser cut mahogany and ply parts £162.95

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MEETING POINT

REPORTS ON EVENTS HELD OVER
THE LAST FEW MONTHS

ST. ALBANS & DISTRICT MODEL ENGINEERING SOCIETY EXHIBITION AT TOWNSEND C OF E SCHOOL, 28TH AND 29TH SEPTEMBER 2013, BY KIM BELCHER

This was a superbly well-engineered show all the way round! Having been forced to find another venue for this multi-discipline model show the Society's Committee came up trumps, but like most projects it was not without its angst. However, on the two exhibition days it did not show!

What was there? Steam galore in the form of 1/6th scale traction engines, locomotives on rolling roads and even a straight run line for children's rides. Also outside was a small pool for model boats and on the rear playing field demonstrations by pilots of model aircraft and helicopters. Then back inside displays of working engines, two large railway layouts, over twenty large working Meccano exhibits, plastic and resin kit builds of figures and racing cars, a large road system for trucks, diggers and other vehicles run by the Tamiya Trucking Club, a stand run by the Society of Model Engineers amongst which was a 3-D printer, and a good number of model boats from some six clubs, along with Jack Snary and his famous Spithead Review.



Lawrence Wood's steam drifter Lady Margaret, still looking good and being exhibited more than fifty years after being built by him!



Thames and estuary barges by Richard and Jo Chesney – a real team effort, just like sailing the real thing



Offloading! Dave Abbott's detailed build of an Italeri kit American LTC P77A landing craft from the Second World War



Action stations! Time spent on research, conversion and detailed painting shown to their best – masterful work, by Dave Abbott

The clubs supporting the marine discipline were the host Society, the Welwyn Garden City Society of Model Engineers, North London Society of Model Engineers, Luton & District MBC, Stevenage MBC, the Association of Model Barge Owners (AMBO) and the modelling section of the Lifeboat Enthusiasts' Society (LBES).

There were several trade stands where plastic kits, metals, and various electrical components could be purchased, also a large 'bring and buy' stand where all sorts of bargains could be found! Oh, and the local RNLI shop were there selling Christmas cards, tea towels and many other little nick-nacks. To make sure that no-one flagged throughout the two days, the ladies of the St. Albans & District MES 'manned' a fine canteen area where meals, sandwiches, cakes and scones could be purchased, alongside a wide variety of drinks.

To the models! I have selected just five with a marine theme to highlight. I start with the host Society and member, Lawrence Wood who had a superbly finished steam drifter named Lady Margaret. It had been designed by R. Neville and built by Lawrence more than fifty years ago! It is totally scratch-built and all wood. The construction is ash plank on plywood frames, with all the deck fixtures and fittings turned on a lathe. He built the Cheddar Puffin steam engine and the model was featured in the Model Engineering magazine back in the mid-fifties.



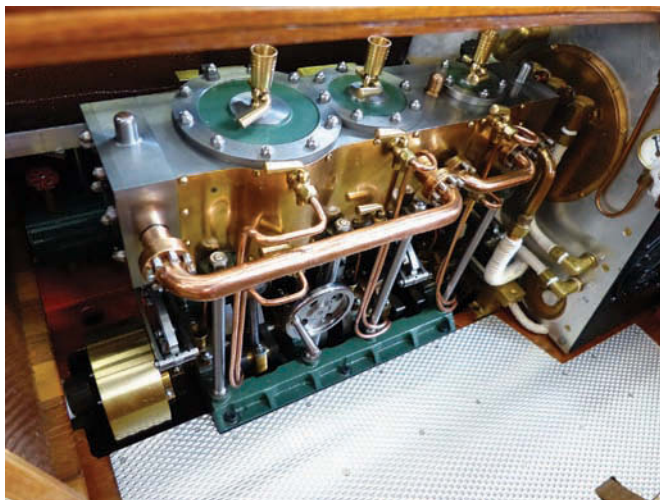
Full to the gunwales. Jeep, tank and active crew bring this radio controlled kit to life as a static display here on the Luton & District MBC's display

Next Richard and Jo Chesney had a great corner display of coastal and estuary barges, representing the Association of Model Barge Owners (AMBO), mainly at 1/24th scale, but with one at 1/35th scale too. Richard says he builds them and Jo paints the figures. Lady Jean was built on a GRP hull, Sirdar was plank on frame and the little 1/35th scale Faberge was also constructed using a GRP hull. Richard builds them all from plans. Go to www.modelbarge.info for lots more information, photos, reports and help on these magnificent models – it's first class and you'll need a large mug of tea or coffee whilst you peruse this very full website!

Luton & District MBC had a few 'island' display stands at the far end of the exhibition halls and I was drawn to Dave Abbott's radio controlled version of an Italeri kit of the American Landing Craft – LTC P77A. This was at 1/35th scale and had an Italeri static M4A1-76 Sherman tank onboard, along with a Willy's Jeep with Dragon 2-channel radio control. The carrier itself was operating on a 3-channel radio control system to operate both the forward and reverse direction and also the homemade geared winch for the bow ramp. The propulsion is via two motors from voice recorders (Dictaphones). The batteries are rechargeable NiMH and are located in rows on both the port and starboard sides. What I admired most were the paint finish and the stern area figure quartet.



Malcolm Beak admires the first class handiwork of fellow Society modeller, Bill Langton on his 1/5th scale Windemere Steam Launch Falcon



Sheer beauty! What model engineering Societies are all about, the gas fired triple expansion steam engine of Falcon



On display at last! Wood, brass, leather and twenty-five coats of varnish all coming together after many years of hard work



The working steam kettle of Falcon, with builder Bill Langton talking to an overseas visitor in the background



A close-up of Falcon's variable pitch propeller

engine with a gas fired Yarrow boiler

A working steam kettle on the fore deck area

And a wonderfully engineered variable pitch propeller

I will let the photographs speak for the model and quality of build and just hope that the Editor can fit enough in to do the model justice!

Congratulations must go to the St. Albans & District MES, its Committee and new Chairman, Clive Reynolds, their members



A plain scarf joint on the starboard side rubbing strake – it says it all

Jack Snary was in the same hall with his very large Royal Spithead Review display. I have featured this in two previous reports, but what I really liked was his corner display of the processes, techniques and tools used to produce the miniature models within the display. Not every visitor wants to ask questions or be engaged in a dialogue with the modeller, but this sort of informative display helps those with an inquisitive mind, whilst giving an understanding and, one might hope, some inspiration to have a go too!

I have saved the best to last and return to the host Society's member, Bill Langton. Last year I featured a smaller steam launch of his. This show was the first public showing of his 1/5th scale and 9 ft long Windemere Steam Launch Falcon. This model won Best Model in Show along with a few other awards, if I remember correctly. It featured:

- Teak wood construction built from A4 side elevation plans and photographs
- The hull had 25 coats of sprayed Dutch marine varnish that had been finished by hand!
- A triple expansion steam

and wives for a truly magnificent exhibition of the first order! The sourcing and organisation of a show this size and this varied, for just two days, does not happen overnight. Whatever the journey, be sure to visit their show next September (www.stalbansmes.com) – it will be well worth the effort and any expense!



A corner display that speaks volumes – here Jack Snary gives an insight into the techniques and processes used in his Royal Spithead Review display



A vintage group of Lifeboat Enthusiasts' Society members – Kevin, Phil, Jeff and Lee – watched by a group of younger visitors



Encouraged by the LBES veterans, a youngster shows how it should be done on the very smart 'have-a-go' boats, overseen by St. Albans & District MES member, Lawrence Wood

2013 BOTTLE BOAT CHAMPIONSHIP ON THE RIVER DEBEN AT WALDRINGFIELD SAILING CLUB, 6TH OCTOBER 2013, BY ROGER STOLLERY

Ten races provided a colourful spectacle for family supporters, so close to the shore in front of the clubhouse, as well as intense competition for both young and old sailors. The championship came to a nail-biting climax with a tie for first place separated from third by only one point! This colourful one design class made from recycled materials provided very close racing at times. However, both the skill of the sailors and the ability of the Bottle Boat to beat the tide were needed in the light and flukey westerly winds blowing over the clubhouse. The warm and sunny weather conditions were enjoyed by everyone and the contrast between large and small yachts enhanced the scene on this part of the river Deben. Once again, one third of the 23-boat fleet were juniors, racing over a simple 250 metre 'sausage' course. There was a great deal of fun created, with good sportsmanship as the inevitable collisions resulted in penalty turns, which were carried out without much hesitation or repeated hails from the observers.



*What a spectacle they make together
(Alan Morgan photo)*



*Have I gone the right side of the buoy?
(Alan Morgan photo)*



*I am glad I used yellow for my sails!
(Alan Morgan photo)*

Racing started on the flood tide beating upriver and after a good start, Race 1 was won by young Laser sailor, Tom Barton from the experienced Punch sailor, Noel Fraser and current champion, Wayfarer sailor, Neil Collingridge. The keenness of competitors and the tide forced a general recall in Race 2 and in the restart previous champion, Punch sailor, Bernard Kufluk got away well to win followed by Tom and Noel. PRO, Roger Stollery changed the course with a start against the tide. Neil's course on the beat well into the tide gave him Race 3 ahead of Paul Morgan and Alan Viney. There was competition for sea room in Race 4 as a large seal popped up to investigate the strange shapes, including the dragon-like decoration on Noel's leading boat. He was not caught by the chasing pack of Graham Viney, who had gradually improved during the morning and Bernard who finished in 3rd place.

The Bottle Boat sailors joined new WSC members for a welcome break at the lunchtime barbecue. The lunchtime scores with one discard were very close with Noel 6, Tom 8 and Bernard 9 points.

Refreshed by a good lunch, Graham Viney improved still further to take Race 5 in front of Laser sailor, Robert Norris and Bernard. The tide was on the turn for Race 6 and Paul overtook several boats by taking advantage of the tide changing first next to the shore and finished in 3rd place behind Neil and Tom. The races had been taking about 10 minutes each until Race 7 when the gathering strength of the ebb tide and the complete lack of any gusts of wind were making progress upriver very difficult.

Gordon Harris made a good start, but was overtaken by a group of four boats, Dot Fraser, Graham, Bernard and George Barton who all beat the tide and got round the leeward mark, whilst the rest of the fleet were going backwards towards Felixstowe. Once the leading four got round the windward mark they too were having difficulty in stemming the tide and eventually after nearly 40 minutes the race was abandoned in the interest of fairness, with half the fleet having retired. After a 20-minute tea break the wind started to fill in more from the south and so the course was reset further upriver where there was more wind and three more races were sailed.

In the rerun Race 7, Tom got his second win in front of Graham and WSC Commodore, William Sudell. Robert Norris came to the front again in Race 8 to win from Graham and Neil. At this point, Graham had 21 points whilst Neil had 22 and Tom had 24, so the championship would be determined by the last race. Both the leading boats had a good start, but Neil rounded the leeward mark in front, with Graham chasing and maintained the advantage to win both the race and the championship. Their scores were tied, but this was resolved by count back, with Neil's three firsts to Graham's two.

At the prize giving, PRO Roger Stollery thanked the Lake family and those behind the scenes in the club for providing the barbecue lunch and John Smith and Robert Lake on the water for separating entangled competitors and keeping the course adjusted relative to the beach. Neil Collingridge thanked Roger and his family team for running another good championship, despite the poor wind conditions.

Tom Barton was delighted to win the Junior trophy, as this was his first complete radio sailing event. In addition to sailing well, Tom and

his brother George are now licensed builders of the Bottle Boat, with enquiries through the Waldringfield Boatyard Ltd.

Results: 1st Neil Collingridge WSC 23; 2nd Graham Viney Guildford 23; 3rd Tom Barton NYC 24; 4th Paul Morgan Guildford 31; 5th Noel Fraser WSC 32; 6th Bernard Kufluk WSC 35; 7th William Sudell WSC 42; 8th Robert Norris WSC 53; 9th George Barton NYC 95; 10th Angus Collingridge WSC 63; 11th Alan Viney Guildford 69; 12th John Fish WSC 72; 13th Hugo Fraser 80; 14th Dot Fraser WSC 82; 15th Gordon Harris WSC 85; 16th Matt Lake WSC 86; 17th Chris Fish WSC 90; 18th Christophe Fraser 119; 19th Simon Kernthaler 123; 20th Alan Hall WSC 125; 21st Various sailors 132; 22nd Oliver Hall WSC 142; 23rd Iselin Fraser 143.



Hurray! I've got here first (Alan Morgan photo)

Derek Taylor's operational Hirstwood Lock 19 was a popular exhibit with visitors



RIGHT: The novelty teddy bear lifeboat crew was at home on the indoor pool



THE BLACKPOOL MODEL BOAT SHOW, 19TH AND 20TH OCTOBER 2013, BY BARRIE STEVENS

This event first started in 1997 and was initially held in the Blackpool Tower but is now held at the Norcalymia Hall at the Norbreck Castle Hotel. Even though initially Blackpool may not be regarded as a central geographic venue in the UK, in practice it is and this was proved by the number of modellers visiting the Traplet stand when I spoke to modellers from Scotland, Ireland, Wales, Jersey and some had even travelled from Cornwall – some 400 miles away!

The show is co-ordinated by Mark Williams with lots of help with running the show by the local club members from Blackpool and Flyde MBC and the Fleetwood Model Yacht and Power Boat Club. The inside pond and seating was a most welcome spot to study the bits you had bought and watch the constant programme of on the water displays coordinated by Ann Finnis – the Ribble MBC's tug football team proved very popular!

The large number of traders had plenty of new products to see, hopefully in the near future we will be mentioning in detail some of these products in MMI.

BELOW: Debbie displays her new range of DK figures of fishermen and lifeboat men (these come unpainted)



Competition winners with John Hamer's Samantha in the foreground

Again lots of new models were on display one which attracted our attention was John Hamer's stunning steamboat Samantha, especially as this was John's first model boat and engine after a five year build! This model also attracted the attention of the volunteer judges when John was awarded 'The Black Tower Trophy' as the Best Boat in Show during the awards ceremony held on the Sunday afternoon. At the start of the awards ceremony there was a minute silence for the two founder members of the Blackpool club and instigators of this show who sadly passed away in 2013, namely John Rhodes and Frank Mew. Again another good show.



The Bring and Buy stand was a magnet for bargain hunters



The Southport MBC stand won the Best Club Stand



Scale crabs on the Macs Mouldings stand were impressive especially as they were moving in the box!

INTERNATIONAL MODEL BOAT SHOW, 8TH-10TH NOVEMBER 2013, BY BARRIE STEVENS

This event, held in the Warwick Exhibition Centre, can truly be described as the largest undercover model boating show in the UK. The date of the event and location of the venue makes travelling reasonably easy for many modellers and even though the date of the event clashes with the IPMS event held at Telford, many modellers combined both events on different days of the weekend. The mix of trade stands and club stands gave visitors a true view of all aspects of our hobby and the constant display of models operational on the inside pond was coordinated by Steve Dean.

Most of the large organisations were represented like the Surface Warship Association, Lifeboat Enthusiasts' Society and the Association of Model Barge Owners but the outstanding visiting club for the first time, which created a lot of interest, was the Manx Model Boat Club from the Isle of Man. It came as no surprise that at the awards presentation the Manx MBC was presented with the Marine Modelling International Society Shield for Best Society/Club Display, second place went to the Lifeboat Enthusiasts' Society and in third place was King Lear MBC.



Len Rivers from the Swindon Model Boat & Engineering Club displayed his excellent Steam Launch Choupette built from a modified MMI woodpack

With over 600 (large) models on display and 20 suppliers and traders the area within the hall had slightly wider gangways to prevent crowded 'pinch points' that have occurred in past years.

As this event is billed as 'international' we did see modellers from France and Switzerland with Chris Scott who is now living in France bringing his James Bond Q boats at 1/16th scale (featured in MMI Dec 2012) and his new one which was still in the course of being built – at 1/4 scale!

On the club display stands it was good to see many new models including a number of very well finished models built from MMI plans or woodpacks. On the Surface Warship Association stand we had a long chat with Roy Skeates who I think we can state was the oldest model maker displaying his models at the age of 92, he had his model of a cabin cruiser m/v Gwen Eagle which is a model of one of the little ships which took part in Operation Dynamo, the evacuation of Dunkirk during WWII. Roy built this model 58 years ago!

Again another excellently organised show by Chris Deith and his team. 2014's International Model Boat Show will take place on the 7th to 9th November, again at the Warwickshire Exhibition Centre. See www.modelboatshow.co.uk for further details and look out for updates on the Meridienne Exhibitions Facebook page and Twitter @MeridienneEx (#IMBS). **MMI**



Mersey passenger ferry Woodchurch scratch-built by Phil Chatterton from the Anglia Marine Model Club



Tug Parallax was a stunning fully working model built by John Williams from the Manx MBC using a commercial hull from Mobile Marine Models



Barge Veronica built by Peter Simmonds on the AMBO stand may be a future project for MMI?



Organiser Chris Deith presenting the MMI Society Shield for Best Society/Club Display to the Manx MBC



A busy scene on the Traplet stand – again the MMI Editor nowhere to be seen!



Roy Skeates with his model of m/v Gwen Eagle



The Lifeboat Enthusiasts' Societys' on the water display of lifeboats



The painted and unpainted model of the Diana

 CUBA

FRIGATE DIANA

TO PAINT, OR NOT TO PAINT, THAT IS THE QUESTION

AUTHORS: YOSNARDY BOUZA MIRANDA AND YOSNIEL BOUZA MIRANDA

This article tells the history of the Frigate Diana and how Yosnardy and Yosniel were commissioned to build two models, one painted in the appropriate colours while the other was unpainted leading them to question which one looks best...

In the model maker meetings, organised every two months at Castillo de La Real Fuerza museum (in Havana), we have had the opportunity to exchange opinions, with other colleagues, on whether or not to paint models of antique ships. Views on the subject are diverse; the defenders of painting them say that the ships were originally painted in the colours corresponding to the country and period, and for that reason they should be painted the same way. The ones that have the contrary opinion argue that after working so hard to obtain a good hull, it would be a shame to cover it with paint.

My brother Yosniel and I, Yosnardy Bouza Miranda, are ship model makers and we have had the opportunity of working on both alternatives responding to the client's wishes. A Canadian private collector commissioned us to build the Diana frigate in the colours used by the Spanish Navy in the 18th Century. Sometime later, a Mexican private collector asked us for the same frigate, but this time he wanted the model only with the natural colours of the wood to be used.

We have a permanent exhibition of six model ships at the mentioned Castillo de La Real Fuerza museum and another two at the Simon Bolivar Museum, both in the historic centre of Havana. All of them are representative of real ships and were painted with their corresponding colours, so when we were told to build the second Diana, without painting, we were facing a different challenge.

A SHORT HISTORY

The Diana frigate was built at the Mahón shipyard by Honorato de Buyón following the design by Julián Martín de Retamosa. Building of the ship started, by royal order, on 22nd September 1790, and she was baptized with the name Diana, by disposition, on 19th April 1791; it was launched in 1792. The ship had the following specifications:

Keel: 136 feet and 6 inches (29.23 m)
Beam: 37 feet and 8 inches (10.85 m)
Length: 156 feet and 6 inches (44.97 m)
Displacement: 53 tons
Ballast: 3,330 quintal (153.18 tons)
Crew: between 265 and 283 sailors

The ship was painted according to the orders of the time when it was built

The first commander was the naval captain Baltasar Hidalgo de Cisneros. This ship had an important service history in the Spanish Navy, and one of her most outstanding events was participating in the Saint Vincent combat on 14th February 1797. After she took part in the siege of Cartagena de Indias (1817), she passed by Havana and continued to Cadiz on 14th March of the same year. There were a lot of naval missions, both in Europe and the New World, until 1821, the year the frigate was dismantled.



A view of the model from portside



View of the model, where the auxiliary boat can be seen



An aerial view of the quarterdeck; howitzers and cannons



The models painted hull from portside



A view of the frigate's bow from starboard; the bowsprit's rigging can be seen, and the figurehead, representing the goddess Diana



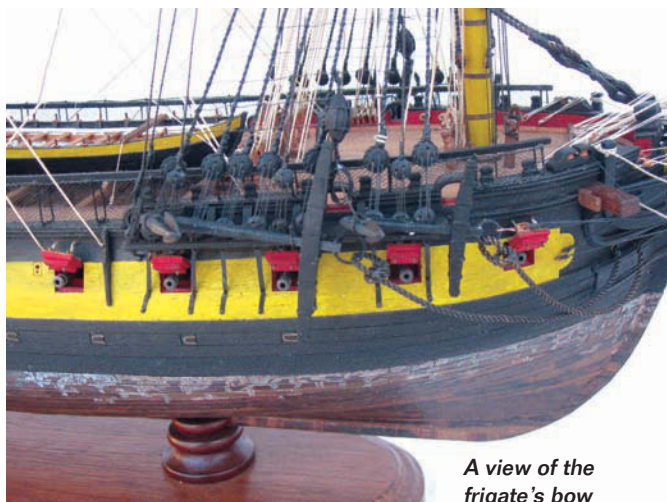
General view of the model from starboard



A bow view of the painted frigate



A view of the model from starboard



A view of the frigate's bow

BUILDING THE MODELS

Both models were built with the frame system and the scale was 1:75 following the plans of the Naval Museum of Madrid and observing the images that are exhibited in the institution. All the accessories and pieces used in our work are built by ourselves and we used woods such as cedar, mahogany, oak and jobo. The procedure followed in both models was the same: after placing the keel, the frames were mounted and the hulls were covered with planks of the specific thickness that the scale required, using cedar in the ship to be painted and for the second case, cedar and jobo. The cannons were made using a Dremel. Blades, made by ourselves, were shaped depending on the pieces to be built. Next, black paint, varnish and graphite, were used to obtain the patina of age, to get a realistic finish. The small size of the cannons, according to the scale, was not a limitation, so they were totally rigged.



The quarterdeck



Stern view with the copper plating visible



The frigate's hull without paint, colour differences of the wood can be seen

Once the hull with the decks, belfry, galley, nettings, gun batteries with open port guns, etc. were finished, we started with the masts and the yards and all the rigging. All the strings started with the same thickness, and with a small plaiting machine that we built, the different diameters were obtained, according to the place and function. The hull of the first model was plated with copper sheets, but the same was not done to the second. As on other occasions, Lazaro Garcia Driggs, a friend with skilled hands at making human figures, was asked to build the two small figureheads. The figurehead consisted of a woman representing Diana goddess of hunting in line with the royal order of 10th September 1793, which allowed the placing of figureheads relevant to the name of the ships.

As is our practice, once the two models were totally finished we proceeded to raise the ships' flags and pennants to celebrate the end of the construction.

COMPARING

For different reasons both models stayed at home and we had the opportunity to compare them. As in the model maker meetings, some of the people preferred the painted frigate and others the model that kept the natural colour of the wood. Both clients were satisfied. Maybe because we were the model makers, we didn't know which of them we preferred. After listening to the opinions of all the people that saw them, we have reached the conclusion that painting or not painting a model ship is something of an individual preference.



General view of the unpainted model from portside



Looking towards the stern



The unpainted frigate's bow



The auxiliary boat can be seen on the model



The unpainted model ship from the stern



Frigate's bow view from portside, the goddess Diana figurehead can be seen



A view of the model where the main deck can be seen and part of the rigging

Another experience that has to do with the painting of model ships occurred when a client asked for the model of a well-known antique ship of the Spanish Armada. The historic research work we did included checking the colours the original ship used. The client preferred other colours and we felt this detracted from the authenticity of the work. Fortunately, after showing him the research, we convinced him that painted with the colours we were proposing, he was going to have a more genuine model, and finally, we all were happy.

Coming back to the frigates Diana, both model ships, one beside the other, have their own charm. That is why, ship model maker friends, it is your own choice whether the model is painted or not. But, the most important thing is that, with paint or without it, you have to reach the best final result and this is achieved with a good documentation. Good research is the key to building an antique model ship that is true to the original.

We want to thank MMI for allowing us to use its pages to share our experiences with people who love model ships in other parts of the world.

(Translation: Jorge Echeverria Cotello) **MMI**



Details of the rigging and the tops of the masts



In a closer view the Diana frigate without paint, behind her the painted frigate

Model ships built by us and exhibited at Castillo de La Real Fuerza museum:

- Ship of the line San Ildefonso
- Ship of the line El Rayo
- Ship of the line Bahama
- Ship of the line Principe de Asturias
- Ship of the line Santisima Trinidad
- Ship Le Juste

Model ships built by us and exhibited at Simon Bolivar museum:

- Ship of the line San Ildefonso
- School ship Simon Bolivar

BASQUE TUNA FISHING BOAT 'BETI EUSKAL HERRIA'

THIS IS THE STORY BEHIND THE BUILDING OF A BEAUTIFUL 1/20TH SCALE R/C MODEL OF A TYPICAL BASQUE FISHING BOAT

AUTHOR: ERIC BAUTHIER

This is the second ship designed by Roland Pourchaux, a Belgian designer of proven talent. Called the Beti Euskal Herria she is a typical Spanish Basque tuna fishing boat built at 1/20th scale and having a length of 120 cm. Below are the details of this very beautiful model.

Located north of the Iberian Peninsula, along the Cantabrian Sea in the Bay of Biscay, the Basque Country, known in its native language as Euskadi, is the home of a flourishing tourist industry. This is due to the richness of its culture, its climate, its architecture and its fabulous scenery. It is a very rugged area dominated by mountains and steep slopes. Broad valleys curve through steep hills and a series of peaceful estuaries called rias are dotted along the coastline.

The Spanish take full advantage of their coastline and so fishing ports are prosperous. Their activities are mainly focused on trawling 'bonito' (the famous tuna in this region), sardine and

anchovy. Despite geopolitical upheavals, ancient fishing methods have remained as a traditional craft, with modern technology only used to aid the work of the fishermen, 'pescadores' (arrantzaleak in Basque). The tuna boat Beti Euskal Herria characterises the pleasant lines of the whole fleet of these craft. Its name literally translates as 'Always Basque Country' (which would translate as Beti Euskal Herrian).

THE DESIGNER

Roland Pourchaux completed his military service in the Air Force and during that time he built plastic models of various types. Thereafter, our designer forsook model building somewhat only to return after a few years producing radio controlled aircraft built from original plans. The latest, a SV-4 Stamp with a wingspan of 2.64 meters only completed two flights. Numerous accidents have taken place due to frequency issues and our Blériot of modern times,

*Starboard view showing
forward deck fittings*





Roland Pourchaux (right) and Marcel Belin, his lifelong friend. As you can see it takes two to move the model

feared that his masterpiece would suffer a similar fate. As a result, he turned to nautical modelling and became an active member of the Model Nautic Club located in the region of Charleroi, a famous club in Belgium. There, he met good, experienced craftsmen, and Roland Pourchaux immediately built a lugger which performed brilliantly. Satisfied by this test, he discovered in the club's



Presentation of the model. It flies the Ikurrina, the official flag of the Basque Country. This region is called Euskadi in the native language



The Basque trawler accompanied by a model by Marcel Belin, a very good friend of our designer

documentation a second project: 'Beti Euskal Herria', the tuna fishing boat presented in this article. Looking at pictures of the original ship our nautical modeller discovered that the plans did not match perfectly in a number of details; such as the mast, the funnel, the cabin entrance, winch, etc. Disappointed but determined, he looked at the whole picture in order to achieve a correct model. No matter how difficult the challenge Roland Pourchaux was never discouraged: "I must succeed with my new project every time, it is always a challenge when I start a new model," he told us with a smile on his lips. With this exemplary tenacity the project came to life, and the construction took two and a half years but he finally succeeded!

THE ORIGINAL TRAWLER

Registered in Bilbao, the ship was attached to Guetaria (Getaria in Basque), a small fishing port in the municipality of Elantxobe (Elantxobe) west of San Sebastian (Donostia) in the province of Vizcaya (Bizkaia).

It measured 24 m long and 6 m wide and reached a maximum speed of 8.1 knots (15 km/h), while its cruising speed was 7.2 knots (13.3 km/h).



A tuna fishing boat in the Basque port Guetaria (© Worldwide Healt)



The fishing fleet of San Sebastian (Donostia), in the province of Vizcaya (Bizkaia). (DR)



The fishing port of San Sebastian (Donostia), in the province of Vizcaya (Bizkaia). (DR)



The beginning of the adventure



The finished plating gives an indication of the final quality of the construction



Installation of the deck



Professionalism is discovered even in the hidden parts of the model



Installation of the bulwark stays

car paints that easily withstand changes in humidity and temperature. Finally, everything was covered with a satin varnish that looked great. This technique was applied to the entire model, that is to say, the hull, superstructure, and also the gear and hardware. The interior of the hull is only coated in polyester resin, which proved quite sufficient.



The completed bulwarks and hull strakes together with the under deck in position

THE MODEL HULL

The single piece keel was formed from plywood 15 mm thick. Into this keel was cut a 10 mm diameter hole for the stern tube, and the tube was carefully glued with wood epoxy to seal the hole and return it to the initial thickness. To allow a good anchor for planking, a rebate is cut along the keel and stem. Onto the keel are installed 14 plywood frames of 12 mm thickness.

The hull was then planked with ramin slats (*). These were tapered to fit the curvature perfectly on each side. Because of the tight curvature of the stern, some had to be dipped in hot water to make the bending easier. As they are shaped in width and thickness, and sometimes needed to be twisted they underwent three different bends. When completed the hull was lightly planed and given long sessions of sanding to get the smoothest possible surface.

The beautiful hull obtained was then covered with fibreglass and brushed polyester resin which sealed the model, but also its structural integrity and wear resistance. The whole body was then covered with mastic, followed by repeated sanding to get a perfect finish. The painting was done in thin layers using multiple aerosol

(*) Ramin: Indonesian wood of light colour with tight fibres. It has similar characteristics of hardness to that of quality beech but is less brittle and very light. It offers the same flexibility as bamboo of the same thickness but due to excessive deforestation this species or type of wood is now a prohibited export.



Installation of electrical wiring for lighting to the bridge



A view onto the bridge



Finesse and precision, the constant signature of Roland Pourchaux!



Details of the bridge



Details of the bridge

DECK AND SUPERSTRUCTURE

The deck, which has a very pronounced sheer (*), is first built from plywood 1.5 mm thick, which allows for the necessary cut outs for access to the hold. This is in fact a false deck on which are mounted the spruce laths on their edges. This type of arrangement highlights the fine wood grain, which is not possible when the slats are flat. These slats are cut from a board onto which was first glued a piece of black drawing paper. Thus, when each lath is cut it has one of the long sides already provided with its caulking. At the joint between planks the pattern is repeated every third row. The resulting deck is covered by two layers of sealer followed by two coats of varnish, interspersed each time with a fine sanding.

The front and rear parts are removable like the top of the bridge and the aft ship's store. However, it was necessary to disassemble the whole roof support as this fits into the bottom of the wheelhouse. The superstructure was built from 1.5 mm plywood. The roof of the structure was of 3 mm ply and was covered with an even thickness of battens and finally painted.

Window frames were constructed from Meranti (a tropical wood). They consisted of eight parts, that is to say four inside and four outside, which sandwich the transparent PVC used for glazing.

(*) Sheer: longitudinal curvature of the deck of a ship.



Some deck details



The rear hatch illuminated by ultra-bright LEDs encased in a plastic lampshade



The masts and functional lights

FITTINGS

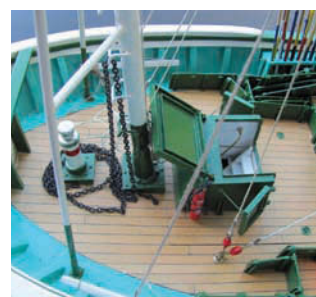
Like the entire trawler, the fittings were crafted from scratch using wood, plastic, aluminium and brass sections; this with a healthy dose of patience and thoroughness.

Ten windows were turned from solid plastic frames with a flange for receiving the windows. Portholes were formed as follows: Roland Pourchaux cut squares of clear plastic and stuck them using clamps between several wooden discs that have the diameter of the final pieces. The surplus plastic was then cut off in one smooth move using the timber circles as a guide. Note, as is the case here, making a jig prior to construction often makes the task easier, while still getting a good result. This is one of the many strengths of our nautical modeller.

To reproduce the various riveting our ingenious designer worked as follows. He cut the bevel from a large medical syringe needle; the resulting tube was filled with white glue giving fine drops. These



The front of the superstructure



The bow fittings



The model was completely self-made, only the tyres were a commercial product



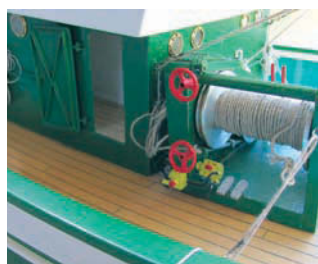
The winch. The caulking of the deck is clearly seen



The funnel is decorated on either side with the crest of the Spanish Basque Country. Lion with sword and castle are the province of Alava (Araba), the tree with the red cross of Vizcaya (Bizkaia) and three trees with the sea are that of Guipuzcoa (Gipuzkoa). The fourth part, bottom right, is the province of Navarra. In 1985 the Spanish Constitutional Court declared the presence of the coat of arms of Navarre on the Basque Country illegal. So, since then, the chains have disappeared but the red remained



The port side passageway



The extension of the side passageway



Some more detailed fittings



Gas cylinders. As with the rest of the model they are homemade



The system of fishing with the diablo (centre winch) operated by compressed air. The hoses can be clearly seen



The rear deck



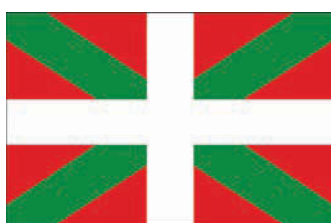
Professionalism in detail



Rivets on the funnel can be distinguished. These were reproduced using a syringe needle stripped of its bevel and wood glue. The result is stunning!



View of the mid-section



The Ikurrina, the Basque flag



The current coat of arms of the Basque Country, seen since 1985

TECHNICAL PART

The radio controls the propulsion, steering, lighting, inside and outside, the foghorn and radar. Electricity onboard is provided by a rechargeable 12 volt lead acid battery of 7 Ahr, such as those used on motorcycles, while the receiver is powered by a set of NiMH 4.8 volts. A connector for charging the battery is installed in the hatch and the switch is hidden in the rear cover. Propulsion was provided by a Robbe 1000 engine with the original gearbox, an electronic speed controller, Navy Control 535R and a 70 mm three-bladed propeller. This drive carries a current of 35 Amps when the water cooler is connected, but given the low consumption engine of our model, this feature is unnecessary, but it could simulate the cooling of the original ship's diesel.

The radar products were from Graupner, and installed in a suitable enclosure with the lettering Nortstar. The foghorn, again a Robbe product, was connected to a small speaker recovered from an old car door. It is activated by radio via a mono switch.

The lighting of the cabin is shared with the corridors. Ultra-bright LEDs (Light Emitting Diodes) were placed between two fine hemispheres of plastic and installed on both sides of the party walls. The masts were also equipped with LEDs. Each is provided with a resistor to reduce the supply voltage to the 2 volts necessary for correct functioning. All the lighting was connected to a central connector with a power switch to actuate and switched by the radio in a similar way to the foghorn.



Operational navigating and fishing lights



Bridge and searchlights



Comms and navigation equipment all illuminated!



Wall mounted Barometer and clock



Wheel and controls

RIGHT: The Navy Control 535R speed controller used on the model. This is a device that can deliver 35 amps by using water cooling, and which functions in both directions of travel. It is well suited for engine types 500 and 700 or any other great power. To enable the craft to perform delicate manoeuvres the neutral position is extended and a non-linear curve control is programmed



Beti Euskal Herria at sea. Unusually it flies the flag Athletic Bilbao. This is easy to understand as the crew all supports this football team (© Shipspotting.com)

IN CONCLUSION

The model sails beautifully, this due to a tapered hull that penetrates the water and has a fluid flow. In addition, 13 kg of lead ballast was needed to bring the hull to the correct waterline, which also gave the craft a good stability. Its superstructure, a little high maybe, could possibly make it sensitive to side winds, but it is a lesser evil as this boat is not intended to go around Cape Horn, but to navigate the sea of tranquillity.

Should we not emphasise the quality of this second naval model brilliantly built by Roland Pourchaux (a designer with many tricks)? Moreover, this reproduction of Beti Euskal Herria, a typical trawler from the Spanish Basque Country, has repeatedly won success at various exhibitions. I hope that our friendly designer presents it at the Belgian championships as the model would look great and it would be an official way to celebrate its quality, who knows?



The model alongside waiting for orders





Port view under way



The sharp bow cuts cleanly through the water



Bow view showing the characteristic flared bow

INFORMATION

If you want to see three movies of the models of Roland Pourchaux, simply log on to YouTube (www.youtube.com) and enter in the search field: rcmebcanta.

The Model Boat Club of which Roland Pourchaux is an active member can be found at: www.model-nautic-club.org/ **MMI**



Stern fishing gear and open fish hatch

ORIGINAL VESSEL'S SPECS

Vessel Type: Tuna Fishing Boat
Flag: Spain (Basque Country)
Length: 24 m
Width: 6 m
Maximum Speed: 8.1 kn (15 km/h)
Cruising Speed: 7.2 kn (13.3 km/h)

MODEL SPECS

Scale: 1:20
Length: 120 cm
Width: 30 cm
Displacement: 27 kg
Engine: Robbe 1000



Aerial view of the stern



Aerial view of forward section

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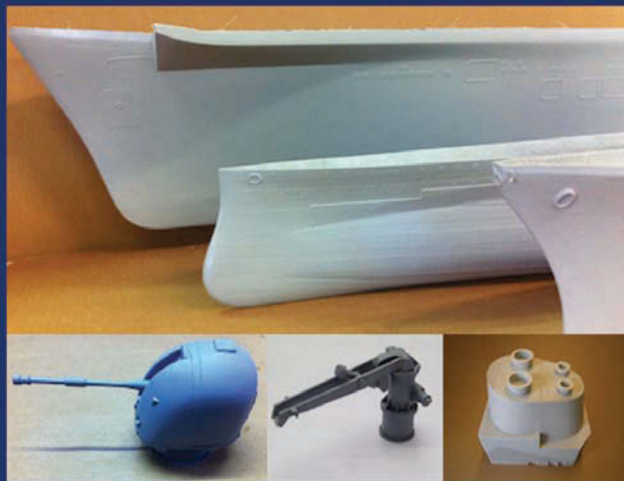
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CLIVE DESCRIBES HOW HE CONVERTED HIS ASTEC VOSPER ASRL INTO A VOSPER GUNBOAT

AUTHOR: CLIVE HALLIWELL

Bear with me if you read my kit review of AsTec's Vosper ASRL (MMI June 2009), but during that article I mentioned the possibility of rebuilding the ASRL as a different model, so I built my model with that in mind. As a result the deck and superstructure were not fixed down but screwed to small blocks of balsa glued at strategic points and things like the after gun tub and life raft were also fixed from beneath with small screws etc. I also explained, to the newcomer to our hobby, that the semi-kit could be built in different formats and produced three optional ideas, albeit my own freelance designs but based on vessels that saw service with the RAF and Royal Navy. In my 'library' I have a photo of three British Powerboat Company gunboats, and all three differ, with diverse weapons fits and locations; the superstructures vary and there are other differences. So I had a chance of building something that looked acceptable especially as British yards built many vessels to foreign account, so we have plenty of leeway. As a kind of 'it has to be grey with guns' type of guy I opted for the gunboat option. Being an ex-submariner the anti-submarine version troubled me a little, silly I know, it's only a model after all; but I settled for a gunboat!

After several outings with the ASRL, including one where I lost the prop, I decided to go for the re-build. The lost prop incident happened on my local river when the screw clipped a rock, dislodged the locknut, and unscrewed itself never to be seen again. A quarter mile or so downstream the boat drifted close enough to be steered into the bank with a hastily requisitioned tree branch. When the model was responding to my commands I was all alone; but now, several onlookers were watching, shouting things like "Are the batteries flat?" It was February, a sunny afternoon had

appeared, and I had dashed out for a photo shoot without the usual maintenance! Check locknuts, especially on single screw models!

THE STRIP DOWN

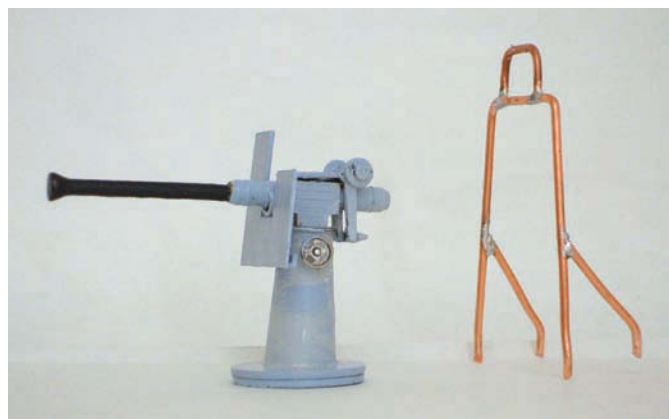
The ASRL was put into dry dock and stripped down to its main component parts: hull, deck and superstructure. I suppose I could have simply removed the Perspex domes from the gun tubs and painted it grey; however I wanted the photo in my scrap book to look at least a little different.



The ASRL is split into its three main sections; mast and after hatch in temporary positions

Photos of early WWII gunboats show a Rolls-Royce 2 pounder right aft which was usually replaced with the ubiquitous 20 mm Oerlikon post '41 when production got under way at the purpose built facility in Ruislip, Middlesex. Fitting either weapon right aft meant moving the life raft and the after gun tub and the re-siting of the after hatch. Most vessels of this type have large removable sections of deck aft to facilitate changing the engines etc. The hatch was carefully cut from the deck and a large rectangle of styrene glued down to replicate the above and the hatch refitted further forward, clearing the aft section of deck.

I decided to move and shorten the mast. ASRLs needed taller masts and better aerial fits for the necessary longer range WT communications. I had made the rigging and halyards demountable but had fixed the mast in place! The existing mast, the bottom section of which is plastic tube to take the Rx aerial, was cut off level with the top of the coach roof and refitted further forward with a couple of bracing struts (optional). The rigging would be fixed to the new anchoring points using small brass split pins in a slightly different configuration to the ASRL. The bottom section of the original mast was used as a guide for the down feed of the model's dummy aerial to the 'WT office' (i.e. not the Rx aerial) which would be fed back up the newly positioned mast.



2 pounder and its guard built from scrap bits and domestic earth wire

THE 2 POUNDER GUN

The gun was made up from the scrap box. I appreciate this sometimes sounds a little blasé to the newcomer, but the barrel is a nail pushed into a round tube and then a square section for the breach block added. The base is larger diameter tube, or similar, fixed to a large washer at the bottom with smaller washer on top with the pintle block and shield cut from scrap styrene. The technical looking bit on top of the breach block is, I think, the tape guide from a stripped down videocassette. The hand wheels are one half of a press stud with a short length of narrow brass tube as the telescopic sight. I also soldered up a wire guard to fit just forward of the gun and safety rail to fit around the gun base which was the top of some commercial product from the kitchen. You may be able to find a military scale weapon to suit your needs. (The model is at 1/36th scale, a standard military scale is 1/35th,

very close). I replaced the Perspex domes with 'canvas' spray covers in the two for'd gun tubs. I also added small access doors at the rear of the tubs.

The pennant number was changed to a simple three-digit format.

ADDITIONAL FITTINGS

This was now going to be my final version of this model (?) so I did not have to worry about making things removable. The superstructure would be stuck down and there would just be the lift-off deck for access. All the rigging, weapons and other fittings could be fixed down permanently. Also, commensurate with a more offensive boat, I added more 'ready use' lockers, a pyrotechnic locker and a smoke generator. The life raft was relocated to the fo'c'sle where I fitted some stanchions and guard wires.

The level of additional fittings seems almost endless. Photos show boarding ladders, oil drums on stands etc. There would also be fuel filling points, fuel tank vents and sounding pipes, a couple of depth charges etc., etc.



Detail for'd



Detail aft

General view of port side



A view of the deck and fittings

THE HULL AND DECK

Short of some sanding down and repainting the hull was left alone. The deck was eventually painted dark grey. Of course with a lot of fittings already fixed down dark grey got onto the light grey areas and so they had to be touched up, and some light grey got onto the deck, which had to be touched up with dark grey; you get the picture! I also took the dark grey down over the built-in rubbing strake that was much easier than trying to mask off such a narrow section (it is freelance after all!). I also changed the pennant numbers and did some more varnishing and weathering with cold tea (no milk or sugar!).

ON THE WATER

The alterations did not affect the trim and like the ASRL you get a nice bow up and wake at full speed.

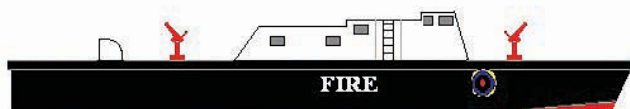
The basic semi-kit that comprises hull, deck, superstructure, gun tubs and life raft etc. gives you plenty of scope to do your own thing and is available from AsTec, visit www.astecmodels.co.uk or Tel: 01275 543471. **MMI**



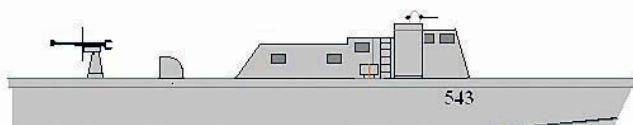
Off on a mission!



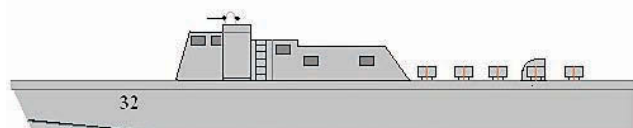
Back on the water



RAF Crash Tender



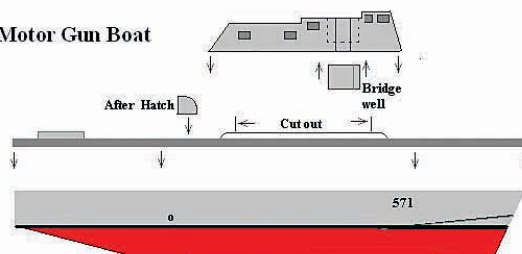
MGB (Motor Gun Boat)



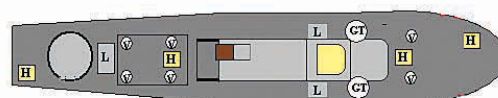
MASB (Motor Anti-Submarine Boat)

The freelance design

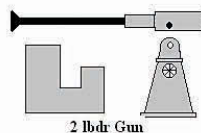
Motor Gun Boat



Trim hull first, then deck to fit over. Cut out access hole below superstructure. Cut out and fit bridge section from below.



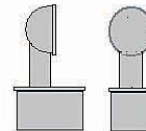
TYPICAL DECK LAYOUT



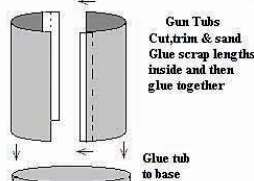
2 lbdr Gun



M/Guns



Vents on
avoid water
boxes

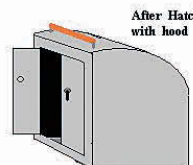


Gun Tubes
Cut, trim & sand
Glue scrap lengths
inside and then
glue together

Glue tub
to base



Typical Hatch



After Hatch
with hood

Please use in conjunction
with Building Instructions
(Drawings Not to Scale)

2612CFH1943

The Motor Gun Boat diagram

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USS LIONFISH – PT 3

IN THIS THIRD AND FINAL PART, PAUL DESCRIBES HOW HE SOURCED AND ADAPTED MATERIALS FOR ALL THE FITTINGS AND THEN SAILS THE SUBMARINE

AUTHOR: PAUL COOK

SCALE FINISHING

Over the earlier months, while building the model, I had sourced various model boat fittings and odd parts to make into scale fittings for the model. Using bits and pieces of brass, Plasticard and commercial fittings the model started to transform. You will see from the photograph how these fittings were used on the very forward bow section of the deck. The familiar 'bull nose' on the Gato class boats was recreated by a tube through the very nose of the model up to the deck. Deck vents were created using tube and brass wire. The navigation lamp is a commercially available item from Graupner – the boat also has a fully working navigation light system. The anchor, as you will see, is mounted on the portside and this is very important if you're going to select a model built in a specific dockyard as different dockyards fitted such items in different positions. The USS Lionfish was built at the Portsmouth navy yard, which fitted anchors portside. Also in the photograph, on the very top of the deck, you will see more lithoplate used.

As I have already said, the main hull was plated with lithoplate; this was used to simulate the welded hull pattern on the main hull itself. The above waterline and deck section, however, were different as these were panelled and riveted. When Ron Perrot had plated the conning tower panels, he also riveted the panels. I could not leave the upper parts un-riveted, as it would have detracted from the rest of the superb job Ron had started and I would have felt that I only did 'half a job'! The next few weeks I spent measuring and cutting lithoplate panels to fit the upper sections; made by marking and scribing the lithoplate. Gentle scribing gives the effect on the front of a panel line. Next, following the pattern that Ron had used on the conning tower, I replicated the rivets down each panel line – I initially

made a small tool in order to do this job quickly and efficiently, however, after a couple of accuracy failures, when moving the tool to the next panel, I decided to do each rivet by hand, one by one.

As you will see in the photographs there is a 10.5 cm or 4" distance with hand stamped rivets on – count them and then imagine the boat has two sides, one deck and is 9 ft 9" long. Most of my model boating friends and work colleagues thought I was totally mad! To be a model submariner it does help to be mad in my view!

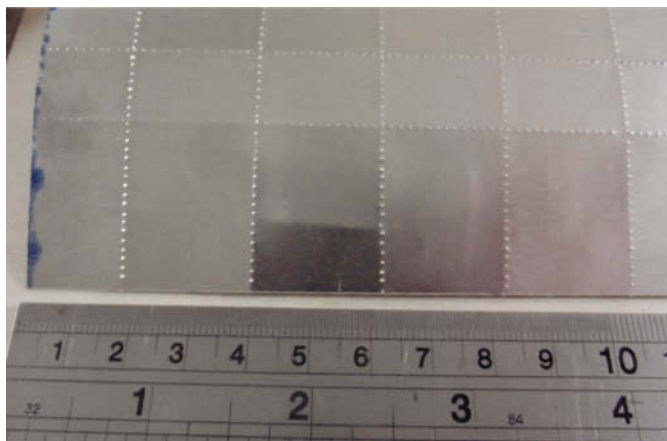
To complete this job took several weeks, doing it the odd evening here and there after work – my wife, Laura, offered to help too (I think it was to speed it up as she was getting bored by this point!). You will see in the photograph Laura is demonstrating the technique



Scale fittings to bow deck section



ABOVE/BELOW: Riveting by hand!



used to do the rivets.

Another photograph shows a completed panel alongside the forward top deck, with a photo of the real USS Lionfish's bow section used as reference material. The panel in the picture has over 2000 rivets on it.

Once each panel had been scribed and riveted, the limber holes had to be cut away. This was done very easily by gluing each panel (containing 2000+ rivets!) very carefully into place. Care was taken to ensure that each panel and scribed line of rivets lined up with the panel next to it.

This, as you will see in the photograph, was done quite simply with a sharp scalpel type blade (and a glass of refreshment!). After several years of work, the model was beginning to appear in all its glory! The completed top forward deck on the forward section of the main hull can be seen on my driveway at home in the photograph.

The rear 'metal' deck section of the USS Lionfish (some full size boats are) is not planked with wood. These are simply drilled with holes. Once again using full size pictures, these were replicated on the model.



My wife, Laura, helping with the rivets!



One completed panel with just over 2000 rivets



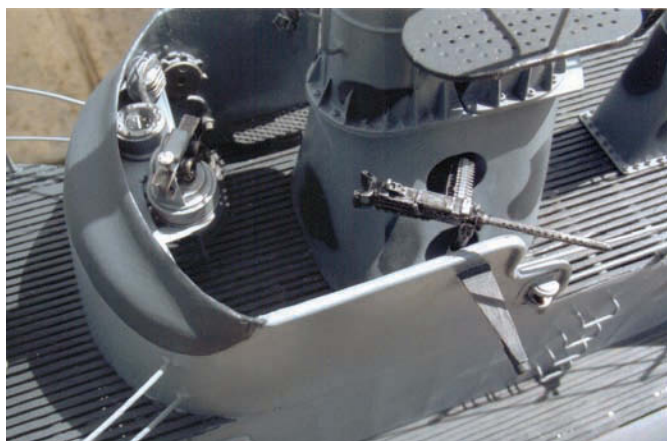
Cutting out the limber holes



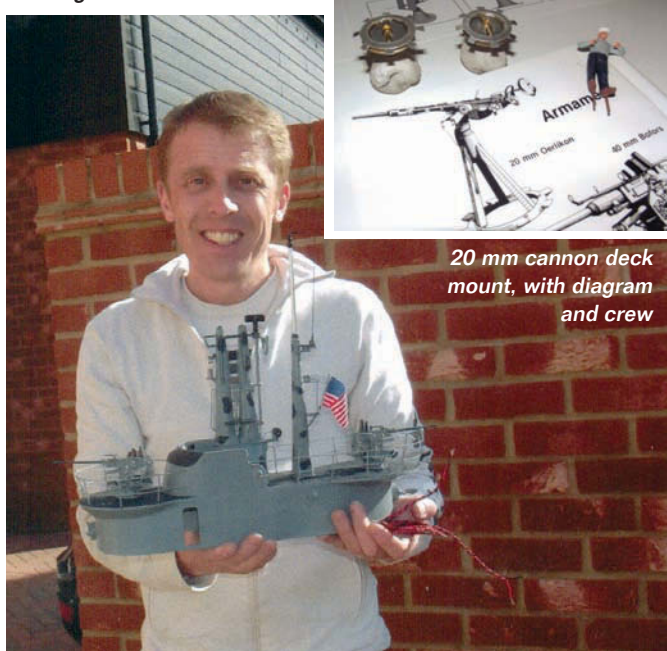
Completed forward deck section



Aft 'metal' deck drilling



Close-up of the bridge, planking can be clearly seen, along with 50 cal guns



20 mm cannon deck mount, with diagram and crew

The completed conning tower and me



The three basic guns that Ron Perrot had made



Close-up of the 5" deck gun, once painted and weathered

COMPLETING AND PAINTING THE MODEL

Once the deck sections had been completed, I continued with scale detailing, finishing and painting of the model. The conning tower was the first to be fully finished with bridge controls and the TBT (Target Bearing Transmitter). This is the binocular looking device.

In several of the photos you will see that there is a pair of 50 cal guns mounted on the side of the bridge. These were removable guns on the real boats and were taken down when submerged. There is video footage online to support this. On the model I have also made them removable, as are all the guns if needed. The removable bridge guns were Academy 1/35th plastic kit fittings commercially available from Hannants.

The planked wooden decking in the conning tower was completed by Ron Perrot when he had the model, before I purchased it. The photograph shows the size of the conning tower complete with 40 mm Bofors guns – the wiring you see is the main navigation light wiring and bridge Morse signal lamp wiring.

All that remained to be completed were lots of small minor scale details: 20 mm cannon, hatches, jumping wires, handrails, etc. The 20 mm cannon deck mounts made from brass and lithoplate are shown in more detail in the picture.

One of the things that I have noted over the years is a lack of crew on many model submarines when they are surfaced – my own included! For a U-Boat, German tank crew can be re-painted and modelled to suit. But my US Navy sub was going to be a different issue – or so I thought! Around the time I started this boat, Italeri released a 1/35th scale US Navy PT boat, along with a crew as a separate kit. What a godsend that was. I obtained two sets of ten US Navy gun crew figures, swapped around the arms, binoculars, and the shells they were holding on a few of them, so that way I did not have five sets of identical twins on the same model! I could at last crew the magnificent guns that Ron had made for the boat. Some of the Italeri gun crew were posed holding ropes and doing other jobs. My aim was to make the model look very busy when fully surfaced. I also managed to find a rare MB plastic kit set called War Waves from Hannants of Lowestoft that contained two US Navy Ratings and two US Navy Officers, along with two female officers dressed accordingly all at 1/35th scale. The female officers were obviously not used. Unlike many model submarines, this one was going to be alive with crew.

A photograph shows the three guns Ron had made, with a coat of grey metal primer on. The main 5" deck gun to the left, with the two conning tower mounted 40 mm Bofors to the right. There is a close-up of the fully painted and slightly weathered 5" main deck gun. To Ron's credit I am going to point out that the gun tilts, rotates, recoils and the barrel is rifled out – yes rifled! This gun is a masterclass of a model, it weighs 314 g (or 11 oz in old money), heavy yes, but that is representative of the boat that it sits on. The 5" gun, when not in use, has its own case in the conning tower, which is also removable.

At this point, the time had come to see what the model could do – it was early May 2012 and the test run was due.

TEST RUN ON WATER

It was the 13th May 2012, the weather was good, and it was time for her test run. A photograph was taken that morning alongside the car just for posterity. Now I bet I know what you're all thinking, "How is that going in there?" Another photograph taken some weeks later shows you how!

I was hoping the test would be a low-key affair, with not many people I knew at Eaton Park. That way I could sneak home without people knowing it had gone wrong! This was only to be a surface trial run to see how she handled. The pictures show friends – Geoff Johnson, Dennis Pond and Neil Gunn – all looking into the hull and the initial launch, buoyancy of the model, and it powered up for the first time in water. The model did sit a bit high in the water, but bear in mind there was no deck or tower on at this point. It was always my intention to have this model sitting high – it shows its presence



The Gato and my car!



How the Gato fits into my car

the more of it you see. The rudder control on its own was superb, the mixing of the throttles was superb and she could spin on the spot. This I never actually expected to happen, but it does. The speed of the model on both throttles is brisk and can be very easily turned down. On one motor at full throttle she runs at a brisk walking speed. The handling was incredible!

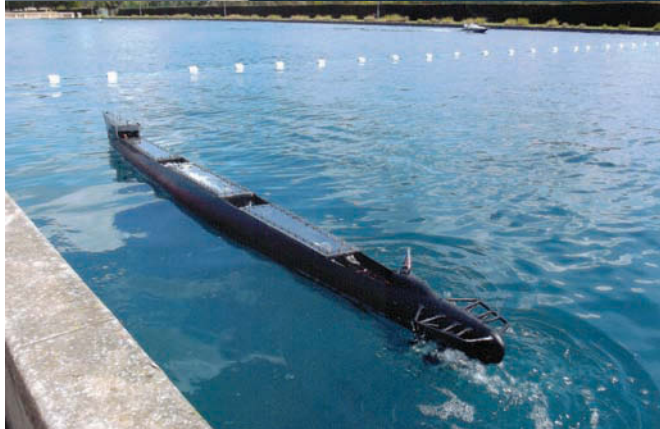
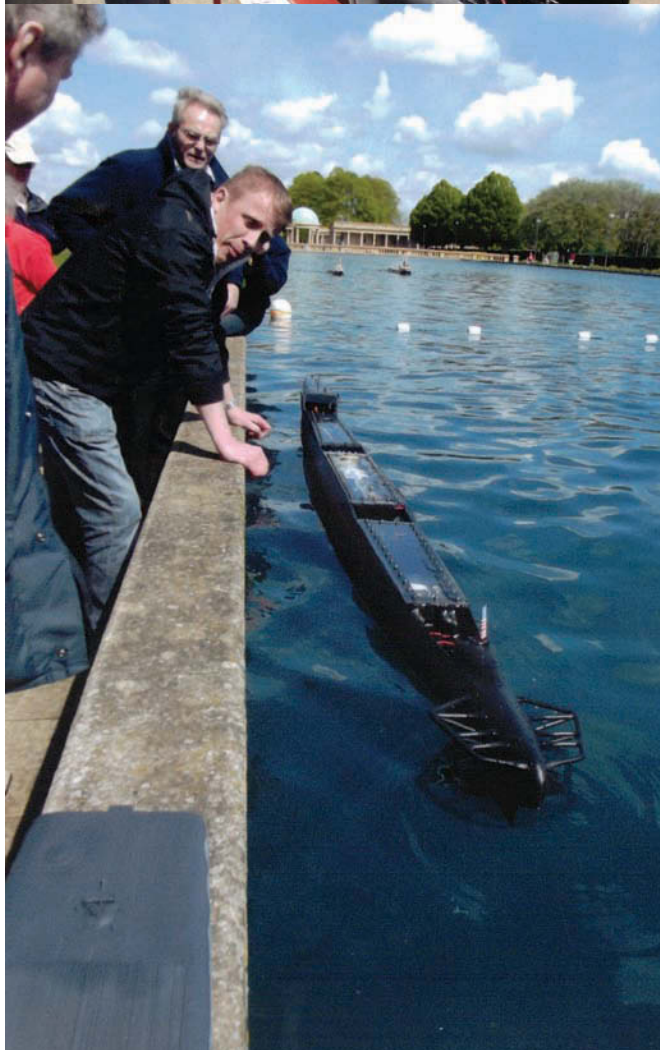
As it was going so well I plugged in the 12 volt supply to the twin independent trim tanks to see what they would do. I flooded them both to full, which at 1 litre each lowered the hull down a bit as you would expect, as was my intention all along.

Emptying the stern tank, the stern rose up by 1 cm, bearing in mind she's just over 300 cm long! Re-flooding the stern and emptying the bow tank gave me some very good options to play with.

At this point I decided to plug in the main ballast pumps from the 12 volt supply 'Y' lead. Flooding the main tank was going well, although I was not intending to submerge on this test. By this time most of the model boat club had appeared as many of them had heard that the nearly 10' beast of a submarine was on the water. Just as I had, they had waited several years for this moment. I continued to do various on-board tests – checking amp draw, voltage and power consumption. I had in fact dropped some of my electric flying on-board trickery into the model for this test.

After about 2-3 hours of testing, chatting to onlookers and club members it was time to call it a day. The model was retrieved from the water. The forward and after watertight lids were removed, the interior was bone dry, a very good start at least. The power supply from the main 6 volt 12 Ah batteries had hardly been touched according to the on-board electronics! The 12 volt ballast and trim batteries were the same – this model would be able to run all day long!

After this very successful test run, the model was taken home and given a thorough check over. On inspection I found that one of the main drive couplings was slipping on the grub screw that held it tight, this was cured simply by filing the flat that was already there a bit deeper and applying some thread-lock. I re-jigged a few components that I was not happy with and gave every rubber seal a good inspection. Over the next few weeks I completely finished the model, checked it and checked it again after having made a few fine adjustments. The last remaining job was completing the weathering on the entire model.



ABOVE: The first time at Eaton Park, Norwich

THE LAUNCH OF THE COMPLETED MODEL

The model was fully Champagne launched on 1st July 2012. This time my family were there. I had worked on this model for the best part of six or seven years, doing a bit here and there.

The pictures show close-ups of the tower, deck and crews. You can clearly see the panelling and rivet detail that has come out so well. On subsequent runs over several weeks, the model performed very well. Submerged running is very docile and the roughest of water does not seem to affect it, as someone recently quoted, "The water moves around it, rather than it moving around in the water" as you would see on many light models. Bearing in mind that this model weighs in at 40 kg dry, it is a two-person lift to get in and out of the water.

Also shown is the finished and fitted 5" deck gun with crew at action stations with spent shell casings littering the deck behind the gun. These are simply fitted onto the deck with little pins as are all the crew to make them stay in place and are very easily removable in a short space of time. There is a close-up of the 20 mm deck cannon.



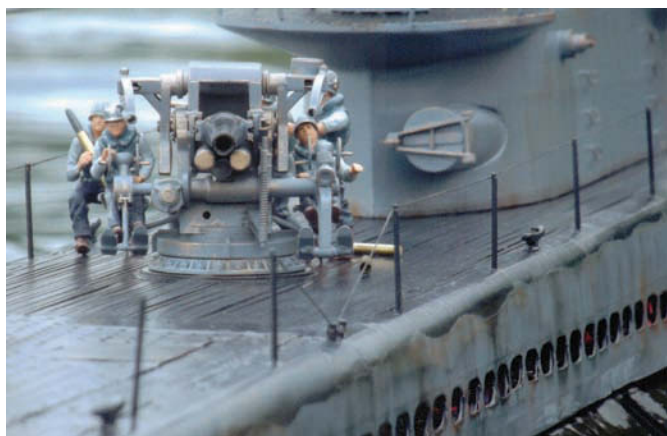
The Champagne launch of the fully completed USS Lionfish SS 298



ABOVE/BELOW: The tower fully crewed



ABOVE: Taken on 1st July 2012



Ron's superb 5" deck gun, with crew



The 20 mm deck cannon

I was quite pleased with how the mount came out on this model – the US Navy very oddly chose a different style mount for their guns to most other navies, which present a different challenge.

Over subsequent weeks, the model had been further refined. My son, Harry, who is now 10-years-old has had his hands on the transmitter and got to grips very well with all the controls – many of the Norwich Model Boat Club's members commented on his handling of such a large model at Eaton Park, Norwich on a less than nice September day. My newest, youngest son, Jamie, born in August 2012 is pictured at the September meeting at Norwich, giving you an idea of the size of this model when the conning tower is nearly as big as a 7 lb baby!

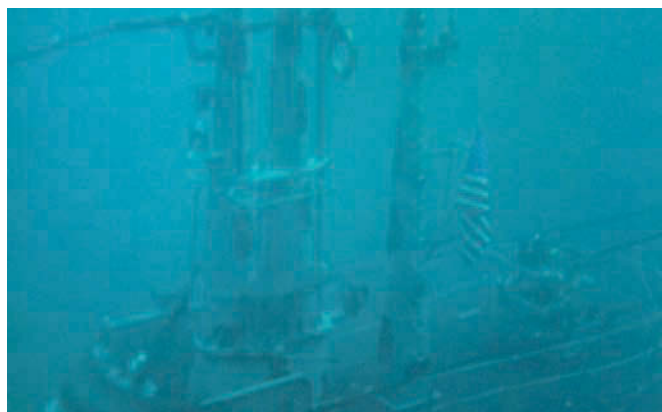
As the weather changed pretty quickly after the Norwich



My son, Harry at the controls



My wife, Laura, with youngest son, Jamie, and middle son, Harry giving scale to the boat



Submerged shots in the depths of Eaton Park

Warship day in September, I was not able to get any decent clear underwater shots – the pond being murky and the light being not so good does not help! Over the winter of 2012/13 I did a bit of tweaking inside the boat and got hold of some more crew by chance. On 5th May 2013, my club in Norwich held the first warship day of the year – it was bright and warm and the boat was ready! I managed to get a few decent underwater shots, although due to the slight murk had to get close in with the underwater camera.

My son, Harry, once again took the controls for me to get the bright and very clear shots on the surface. The model handled perfectly, in fact, Harry himself said it steered better as we had tweaked the computer mixing to give the inboard reversing motor a bit more power. We also mixed in a few degrees of down bow plane when flooding the main tank; this seemed to help force the air out from under the deck quicker. He also practised his Morse code by flashing the lamp on the bridge – we had not set this function up last summer!

CONCLUSION

All in all it's been a challenging but good model to build, it took its time but I got there in the end. I think in essence it pays not to rush such a project – research it, plan it and think about, long before you even touch it!

I would like to thank my wife, Laura, for putting up with me being in the garage at sometimes 6 am before going to work and then sometimes until 11 pm after work, helping with the rivets and putting up with often having the 'beast' in the house! My thanks to my son, Harry for his help and a pair of hands at the pond side, plus his superb handling of such a model at his young age.

Finally a big thank you to Ron Perrot for starting the tower and guns in the way he did.

Next to build: the 32nd Parallel U-Boat, but I need a rest!

Until next time, goodbye! **MMI**

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MV HARMONY

Designed by Hal Harrison

A semi scale cargo ship. Balsa and card construction for single and electric motor and two function RC.

BEAM: 130 mm

LENGTH: 770 mm

Featured in MMI July 1997

Ref: MAR2570

RRP: £15.00/US\$20.00

+ p&p/s&h

Difficulty Rating ●○○○



LUZZU

Designed by John Courtney

A single-sheet plan of a Maltese fishing boat. Very attractive and easy to build.

Suitable for static or operational use.

BEAM: 240 mm

LENGTH: 5800 mm

RADIO FUNCTIONS: 2 channel

Ref: MAR3357

RRP: £10.00/US\$14.00

+ p&p/s&h

Difficulty Rating ●○○○



THE BAT ELECTRIC I/C POWERBOAT

Designed by John Brinkler

A fast electric Formula 3 or Eco class boat for home building ply and balsa.

The plan has all components shown fullsize and a material listing.

BEAM: 210 mm

LENGTH: 860 mm

Featured in Modellers World Issue 3

Ref: MAR2363

RRP: £12.00/US\$16.50

+ p&p/s&h

Difficulty Rating ●○○○



HEUNG KONG

Designed by Jim Pottinger

A 1:33rd scale Hong Kong harbour tug. The plan is designed for two electric powered swivelling kort nozzle equipped prop systems. The drawing shows all frames and buttock lines full deck details but has no model construction information.

BEAM: 220 mm

LOA: 970 mm

Featured in MM Plans Guide 1996/97

Ref: MAR2512

RRP: £12.00/US\$16.50 + p&p/s&h

Difficulty Rating ●●●○



JACOBITE QUEEN

Designed by Jim Pottinger

Scale model of a pleasure trip ferry. Drawings have hull and superstructure details but no model construction data.

BEAM: 225 mm

LENGTH: 1005 mm

Featured in MMI February 2004

Ref: MAR3023

RRP: £17.50/US\$23.00

+ p&p/s&h

Difficulty Rating ●●●○



HMS LORD NELSON

Designed by John Haynes

Scale drawings of the ship as at 1908. The two sheet plans are 1:96th scale.

The plans include body sections and all the fittings are cross referenced to the JRH range of resin and white metal fittings.

Featured in MMI Dec 1994

Ref: MAR2580

RRP: £17.50/US\$23.00

+ p&p/s&h

Difficulty Rating ●●●○



WHY NOT?

Designed by John Spencer

A ply chine one Metre class yacht easily and cheaply built and designed for club racing at low cost. Excellent club project as plans show all hull panel template full size as well as the usual fin and rudder profiles.

Designed by John Spencer

Ref: MAR2401

RRP: £12.00/US\$23.00

+ p&p/s&h

Difficulty Rating ●●●○



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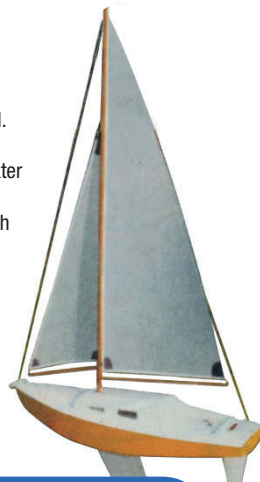


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THE LEGENDARY OIL TANKER SS OHIO

AUTHOR: ROBIN TROTT

AFTER REMINDING US OF THE EPIC JOURNEY OF SS OHIO TO REFUEL MALTA, ROBIN GIVES DETAILS OF HOW HE CONSTRUCTED THE 1/700 SCALE MODEL FROM NIKO



The tanker SS Ohio is famous for its participation in Operation Pedestal in August 1942, as part of the convoy trying to get fuel and supplies through to the beleaguered island of Malta. Attacked by aircraft and a submarine she sustained heavy damage but she still carried on. After being abandoned several times for fear of her exploding the crew boarded her again, and with the help of two Royal Navy warships she finished the journey being held afloat lashed between these two ships. An article in the August 2012 issue of MMI gives the full story of this ship and her heroic crew.

This 1/700 scale model is made by Polish company NIKO (Model No. 7083), cast in resin together with some very finely detailed etched parts, turned brass masts and crane booms together with brass rod for pipes. A four-page assembly and painting guide comes with the kit. The instructions are of an exploded view with lines indicating where all parts are to be placed. The hull is well reproduced with excellent moulding of the pipework and deck fittings, the bridge is in three parts also cast in resin.

I began the build with painting the hull and deck, which is cast in one piece, and painting the bridge section. Once this was done it was a case of follow the assembly diagrams very closely as to where all the etched and small resin parts are to be located. And I do mean small, I had to use a head magnifying-visor for the

complete build. Working from the bows I attached each of the minute etched hand wheels and pipe cover using cyanoacrylate applied with a pin. I decided to fix all the small resin and etched parts in the area in front of the bridge first, except for the foremast and the derricks as these may get damaged during the rest of the build. As the parts were fitted in place I then painted them, as it was easier than leaving them till the build was finished.

I decided to build many pieces as sub-assemblies and fix them in place when most of the build had been finished; this included the three bridge sections. These three sections have several very small resin and etched parts to complete them so building it in this way made it a lot easier; each section was also painted when completed. This was the same for the rest of the sub-assemblies; working my way back towards the stern section making sure all the minute etched parts were located in their correct positions and painted.

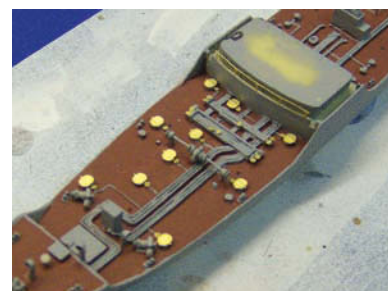
In the mid-section, between the bridge and the funnel area, three lengths of brass rod were bent to shape and fixed to the deck. These had to be carefully measured so they fitted correctly. The stern superstructure also had lots of small resin and etched parts to be fixed in place; it seemed funny that I had done so much work on the complete deck section but it looked as if nothing had been done due to the parts being so small! This was now to change.



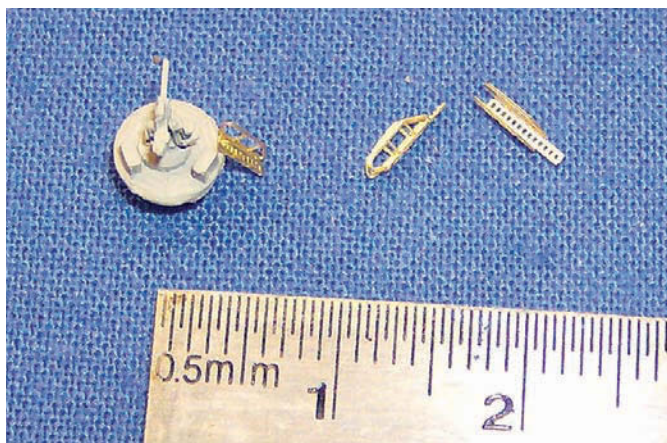
These are all the parts for the model



Hull and deck painted, attached to temporary wooden base using Blu-Tack



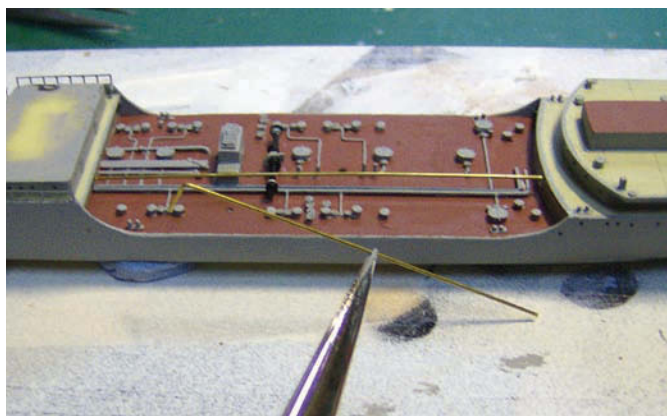
Notice the small, etched hand wheels



This is how small many of the parts are



Stern area completed



Brass rod bent to form pipes



The etched walkway from the bridge to the stern took some folding!

As I had finished at the stern I now reversed to work my way forward towards the bows, but this time I was attaching all the sub-assemblies as I went. These included gun platforms, derricks, lifeboats, funnel, masts and of course, the bridge. The stays for the derricks and masts were also fixed; these I made from very thin stretched sprue.

It now looked like an oil tanker but brand new, so I weathered the complete model with washes to simulate rust and grime. I lightly dry-brushed many of the features to highlight the detail of the moulding which really made the model stand out.

All that was needed now was a display stand as no bases come with the kit; I had a small display case and stand that was just the right size. It needed a cover of some sort as if it got covered with dust it would be very difficult to remove without damaging the model. The stand I covered with a thick coat of dark blue acrylic artists' paint using the brush strokes to simulate the waves. When nearly dry I gently blended white paint to give the impression of waves and the wake formed by the tanker. A nameplate was printed and the model was finished. This was a delightful kit to build and looks superb and I would thoroughly recommend it to any modeller, as its detail is first class.

I had considered building the model with a destroyer either side keeping her afloat as seen in many photographs of her entering the

harbour. But to do this, damage to the SS Ohio would also have to be replicated and this would mean damaging a lot of the detail of the kit. As this is a review of the kit and its detail not a kit bash and scratch-building of parts, the answer was no; perhaps next time.

Many thanks to NIKO for supplying me with the review model, further details of this model and the complete NIKO range can be found on their website at: www.nikomodel.pl **MMI**



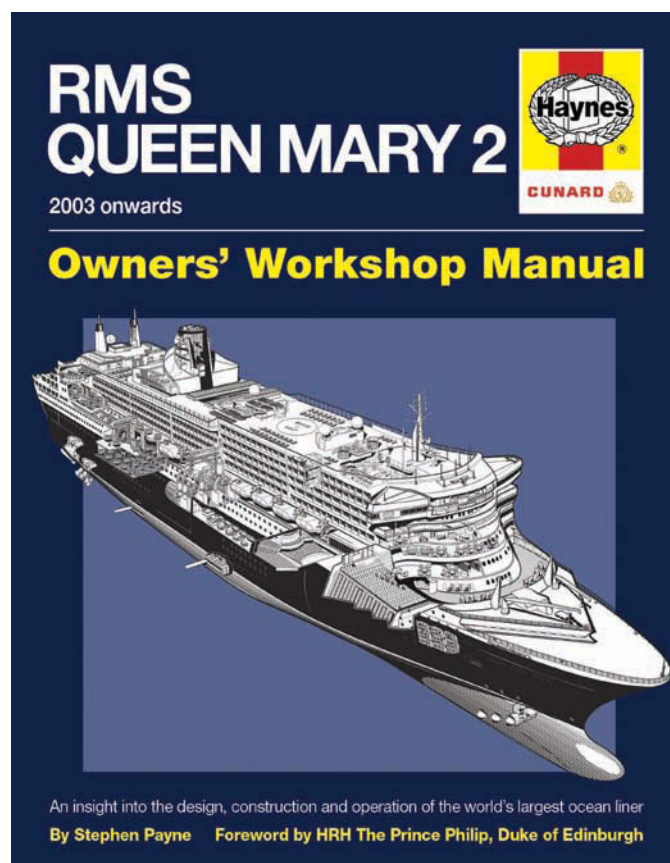
The detail and quality of the kit is quite exceptional

Another image of the finished model



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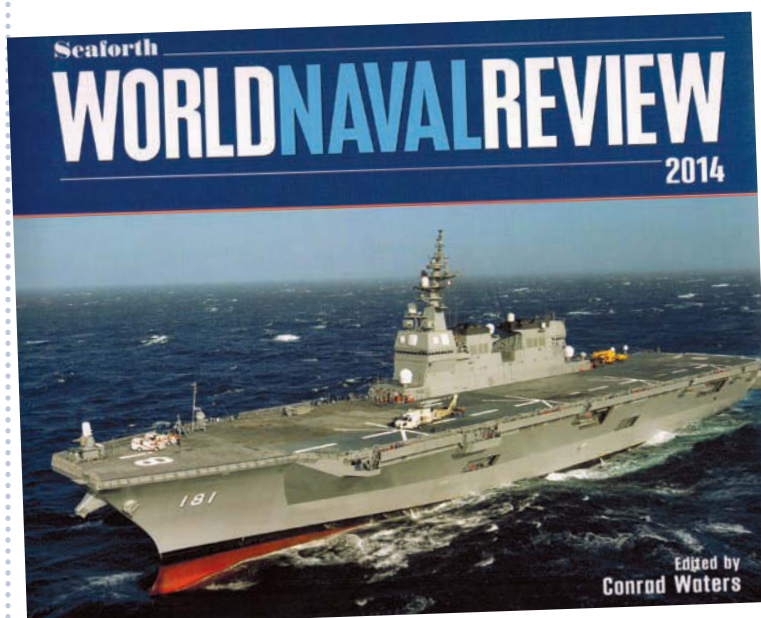
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SEAFORTH WORLD NAVAL REVIEW 2014

This now well-established yearbook of world naval developments has been a vital reference since the first in this series was launched in 2009. The book has four sections dealing with Overview, World Fleet Reviews, Significant Ships, and Technological Reviews. With the excellent detailed pictures and illustrations this should give any experienced model maker ideas to enhance their model. The section on Building Type 45 Destroyers is particularly interesting for modellers as it shows the sections that were built in different parts of the UK before their final assembly.

This review is edited by MMI contributor, Conrad Waters with contributions from nine experienced naval experts.



Editor: Conrad Waters

Pub Date: 2013

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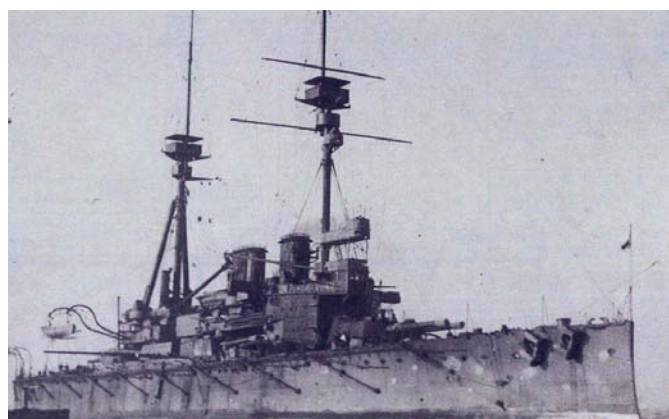
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R/C CONVERSION OF REVELL'S S100

THE HISTORY AND THE MODEL OF S100

AUTHOR: CHRIS KOENIG

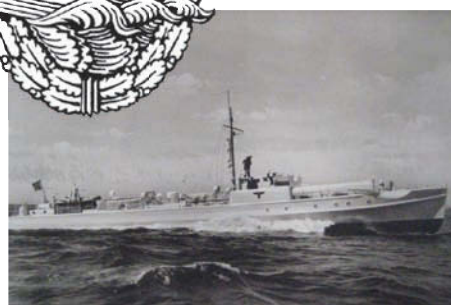
When it comes to WWII Kriegsmarine coastal operations, E-Boats come to mind: fast and furious small combatants, operated by brave crews and quite a peril for warships and freighters alike. There are three plastic kits for German E-Boats (enemy boats) on the market, and all of them are suitable for conversion into R/C. Of course, the giant 1:35 scale S100 by Italeri offers the most space, but S10 by Airfix and S100 by Revell (1:72) will do the job, too.

KRIEGSMARINE S-BOATS IN WWII

After the end of the Great War Germany signed the Treaty of Versailles and largely disarmed its forces. Certain categories of weapons were not allowed any longer, to avoid any future conflicts. However, military brass continued to develop suitable combat craft in secret. Unable to produce big gun warships the idea popped up to increase the development of small vessels able to carry torpedoes. This was in line with similar developments of the Great War: by 1916, the Imperial German Navy experimented with LM-Boats (literally 'Zeppelin engine powered boats') intended to attack



LEFT: Schnellboot-Kriegsabzeichen – a badge awarded to S-Boat crews after 12 combat runs and for extraordinary service



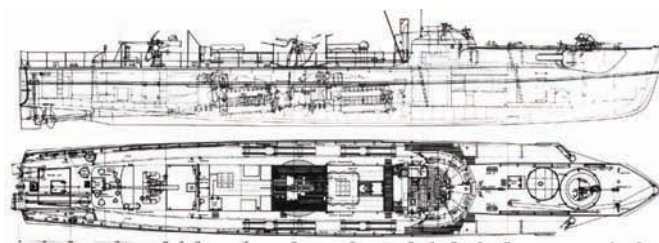
S14 at high speed shortly before the outbreak of WWII (Author's collection)



S-Boats often laid mines off the British islands. Pictured are mid war boats within an S-Boat pen (Source: BA/MA)



S2 during North Sea trial runs in the mid 1930s (Author's collection)



General plan of S100 (Source: Lürssen)

British monitors off Flanders. They needed to be fast and with a shallow draft to cruise over nettings laid out to protect the monitors from torpedo attacks. Equipped with a single bow mounted torpedo launching tube, these boats went in to production by 1916, and until the end of the conflict LM1 – LM28 saw delivery. Displacing approximately 7 tons, their 700 hp engines allowed top speeds around 30 knots.

By the 1920s, civil engineering and military interest were matched,

RIGHT: German stamp issued for Veteran's Day 1943 showing an S14-17 class S-Boat underway



At low speed

when former admiral Adolf von Trotha started evaluating six WWI LM-boats and a prototype called Luesi 1. An experimental flotilla was formed by 1926, while Friedrich Lürssen Yards of Bremen-Vegesack established a reputation in building luxury motor yachts. Eventually by 1928 the civil Lürssen-design Oheka II was redone and torpedo launchers added. The boat went in to service in 1930, designated UZ (S) 16. This indicated she was a submarine destroyer fast attack craft type 16 – the name chosen successfully fooled Allied weapon control commissions, especially since no torpedo launchers were installed (but kept in storage). Nicknamed Mäxchen (Little Max) the 28 m long boat was thoroughly tested but proved a bit too small.

Therefore the next four vessels to be built measured 32.4 metres in length. Powered by three gasoline engines rated at 1,000 hp each, the boats displaced 40 tons, displayed two torpedo launchers (frequently in storage) and reached a maximum velocity of 37 knots. The new weapon was born and renamed Schnellboot (s = schnell, hence S-Boot; fast attack craft). A Schnellboot-Flottille was formed to provide the necessary organisational framework. Another change made to the original design was the addition of two small rudders installed to both sides of the main rudder. These small rudders could be angled to 27-30° outboard, which resulted in an air pocket being created behind the boat's propellers. Known as the 'Lürssen Effect', this increased the efficiency of the engines, increased speed and simultaneously reduced the tendency of the boats to climb out of the water. The stern wave was drastically reduced, while the hulls staid at a horizontal attitude – both details that made the boats hard to recognise.



S4 – 5 and S8 – 10 along with their supply ship Tsingtau in late 1935 (Author's collection)

When Reichsmarine (the German republic's naval forces) was renamed to Kriegsmarine by 12th March 1935, S-Boats S1 – S8 and a supply ship (Tsingtau) were in use. By 12th June 1935, S9 went in to service, with MB 502-diesel powered, S10 – S13 to follow at the end of that year. S10 – S13 did not match the naval command's demands in regard to speed and endurance, therefore S14 – S17 were built utilising four-stroke L11 diesel engines produced by MAN. However, when ordering S18 – S25 in 1937/38, Daimler-Benz MB 501 (2,050 hp each) diesels were chosen. The last major development before the outbreak of WWII achieved a top speed of 39.5 knots.

War patrols were limited due to the long and harsh winter of 1939/40, but quite a number of S-Boat commanders urged Lürssen to install a fly bridge atop of the wheelhouse and potentially raise the bow to better protect the torpedo launchers and the crew from spray and mist. Delivered by 1940, S26 – S29 sported these new arrangements – the basic layout of the S-Boats had been found.

Since gasoline was regarded to be dangerous aboard a combat craft, MAN's 7-cylinder or Daimler-Benz's 20-cylinder high-power

diesel engines could be used, too. Daimler-Benz consequently was awarded a contract, which resulted in S-Boats receiving MB 501 engines (2,000 hp), increasing their top speed to 39 knots and range to 700 NM. When war developments like MB 518 engines (2,500 hp) became available, the top speed excelled 42 knots. The size of the boats increased up to 35 m in length with a displacement exceeding 100 tons.

Apart from a few boats intended for export or special operations, the general layout did not alternate too much. Large quantities of S-Boats were built at diverse yards, e.g. S62 – S100, S134 and S138 (Lürssen, Vegesack), S101 – S133 (Schlichting, Travemünde).



S30 series S-Boats operated with quite some success in the Med around the summer of 1942 (Author's collection)



Recall Airfix's 1970s e-boat kit? It depicted S11 – 13 series S-Boats, such as these in a late 1935 shot. Sail training vessel Gorch Fock provides an impressive background (Author's collection)



S20 series boat fully camouflaged on a mission in the Baltics, 1940 (Author's collection)



S26 series boat at high speed off the French coast in 1941
(Author's collection)



Another wartime shot of a S26 series boat off Ijmuiden, Netherlands approx 1942 (Author's collection)

During WWII the boats deployed to the Western Theatre of Operations quite frequently encountered British Coastal Command aircraft. Built entirely from wood with superstructures made from aluminium, the S-Boats were not likely to withstand heavy shelling. Strafed by gunfire, the crews often suffered from heavy to lethal wounds. Increasing AA weapons did not really solve the issue: aircrew knew they had to puncture the wheelhouse to avoid the boat from running evasive actions. Experiments with protective armour added did not solve the problem, but then the idea came up to install an armoured dome-shaped bridge. A dummy was produced from Perspex and installed aboard S67 – which proved to be the right idea. S38 B-Class vessels then sported the dome-shaped bridge called Kalotte, an enhancement that largely added to the slim appearance of the boats.

In addition to protecting the boat's crew once underway, huge concrete S-Boat pens were constructed in France and in the Netherlands. By 1942/43 the S-Boats represented the largest threat to British shipping – and the encounters became fierce.

Changes to the S38 design resulted in a class of boats designated S38 B-Class, which led to the S100 type sporting a dome-shaped armoured bridge, MB 511 diesels rated at 2,500 hp each and extended cruising range due to bigger fuel tanks (starting with S219). The S100 class became the standard until the end of WWII, with Lürssen building S167 – S186, S195 – S219 and Schlichting delivering S187 – S194. Further developments like types 219, 301 – 500 etc. did not see delivery in large quantities due to the outcome of WWII.

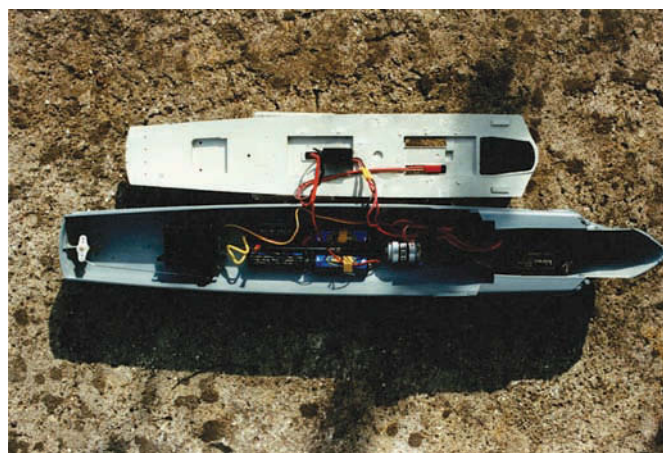
The original S100 was built by Lürssen of Bremen-Vegesack. She measured 34.94 metres in length, 5.28 metres in width with a draft of 1.8 metres (hence the giant appearance of Italeri's model kit in 1:35 scale with its 99.8 cm long hull!), displaced up to 122 tons and was powered by three Daimler-Benz 20-cylinder diesels of the MB 501 type (2,000 hp). Top speed of the boat operated by two officers and up to 29 crew was 43.8 knots!

Her armament consisted of twin bow mounted 53.3 cm torpedo launching tubes, with four G7 A torpedoes carried to allow for a reload during missions. Occasionally mines or death charges had been aboard, too. AA fire power included a machine gun (or a 20 mm cannon) mounted in a turret before the wheel house, a twin 20 mm cannon and a 3.7 cm Flak 42 aft, while sometimes rocket launchers '8.6 cm Raketenabschuss-Geraet RaG M42' were installed, too.

REVELL'S S100 WITH R/C

Revell launched a fantastic S100 kit in 1:72 scale about a decade ago which may be easily converted into a fine R/C model. Although just about 50 cm long, the conversion is eased by the construction of the hull and main decks: the hull provides a nearly watertight fit, thus the forward deck and the main deck may be 'pressed in' without necessarily using any adhesives! If running the model in variable weather, the main deck may be glued into place, with skylights, fans and the forward deck removable allowing for access to the R/C components.

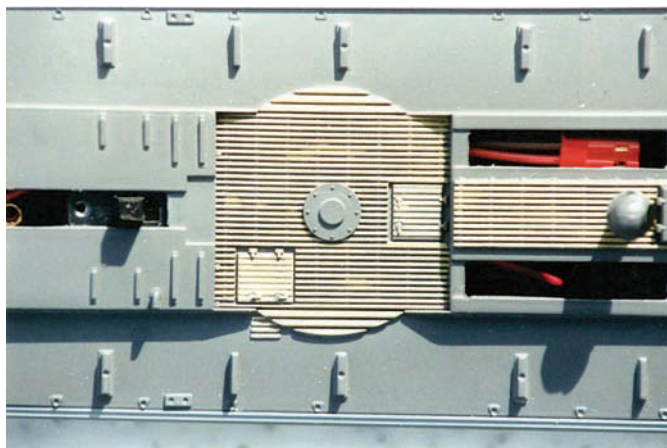
The modifications made to this particular model included installing a single Speed 400 electric motor, single shaft and prop and replacing the original main rudder with a slightly enlarged one soldered from sheet brass. Four 1.5 volts (AA size) batteries serve as the energy repository for the engine and the R/C components, with Hitec's 2-channel receiver HP-2 RNB Battery Eliminator Circuit and a standard speed control (BEC) by Robbe. The main charging jack for the electronics is accessible by removing a fan cover, while the main switch is hiding below another vent. A standard servo fits if fitted into the aft section of the hull. Unfortunately space is quite limited which makes it a necessity to experiment with the individual position of the R/C parts, but then the boat can be placed in a large sink or definitely



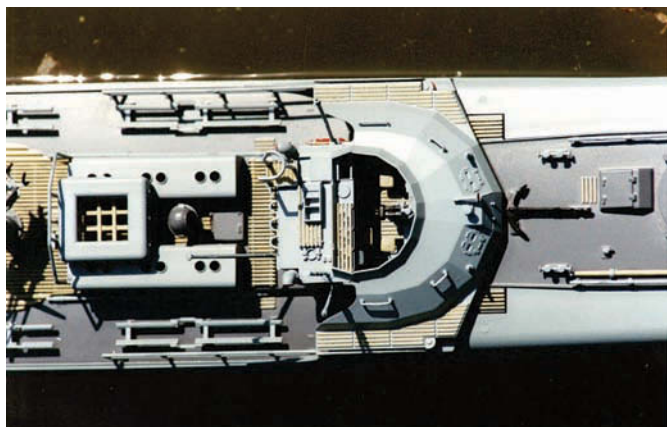
Removable decks allow for easy access to R/C components



Hitec's HP2RNB receiver and antenna are placed below the front deck



R/C switch and charging jack hidden below vents



Both vents/skylights and dinghy may be removed in one piece to reach charging jack



The forward deck section may be removed to access receiver installation



No etched brass parts added, but S100 by Revell looks great right out of the box

in your bathtub easily. I figured R/C components have to be placed all the way between bow and stern in a central position and as low as possible, to avoid buoyancy problems. No further weight was added but instead a few plastic parts sanded to save weight.

The draft of the boat shifts with all of these rather big parts installed, but once the boat runs this does not disturb the balance anymore. I did not run the boat on full speed, but calm water and fully charged batteries allow for seemingly endless fun at a fairly low cost. The open construction with removable decks so far has not allowed any water to leak into the boat, which proves the extraordinary fit of the plastic kit. If you have done any plastic kits before you may be able to build and paint the boat within two to three afternoons, carrying the tiny boat is easy, and given a calm day and some sunshine you will have a great time out!

Any questions? Don't hesitate to contact me via:

Christian.Koenig@BTC-Europe.com **MMI**



Close to original draft with only three batteries installed



Unbelievable, but it's not Italeri's big S100! It's 'only' a 1:72 model by Revell

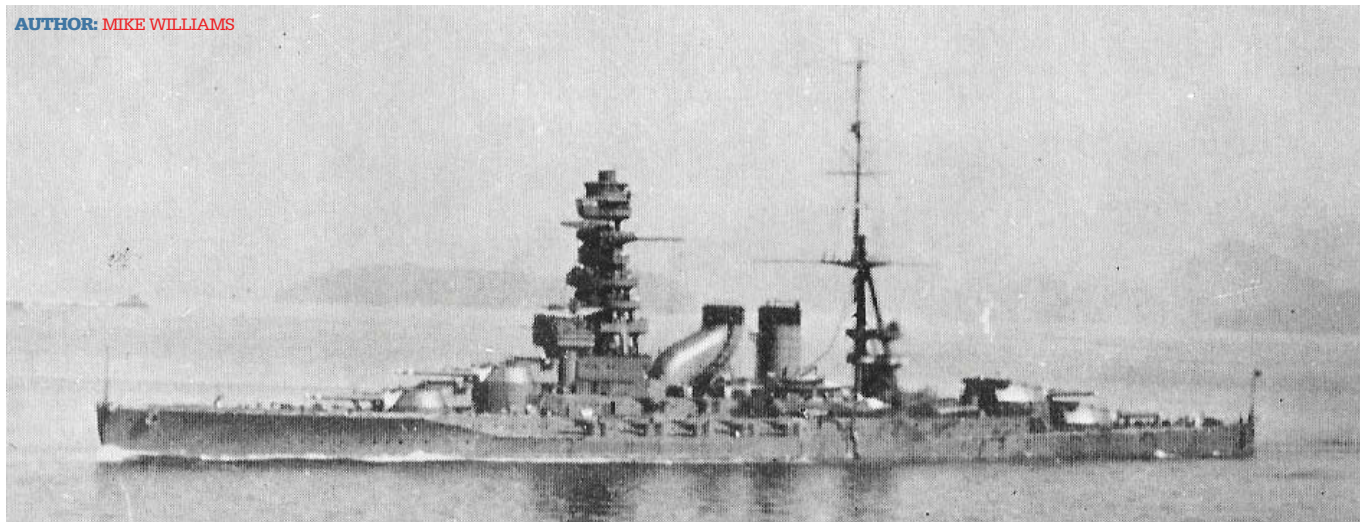


No spare torpedoes added to save weight

AMAGI

EVOLVING FUJIMI'S 1/700 RENDITION OF JAPAN'S LOST BATTLE-CRUISER DESIGN

AUTHOR: MIKE WILLIAMS



The instigation for this entire project, an image of Mutsu in the Inland Sea during 1924, the year her fore-funnel was profoundly curved aft (IJN Department of Naval Aeronautics)

In late 2010, Fujimi delved into an extremely interesting naval modelling area with their faithful 1/700 scale interpretation of Japan's 'lost' battle-cruiser from the early 1920s, the Amagi. It has also to be noted that this company has released a completely new moulding of the famous aircraft-carrier Akagi in this popular scale, significantly updating Hasegawa's veteran post 1935-38 modernisation example in her 1941 guise. Further to this a striking early and certainly unique looking 1930s triple-deck configuration was launched by Hasegawa two years ago, both releases are obviously at variance in a significant number of respects, and are fitted out with markedly different air groups covering their respective periods modelled.

In the past Fujimi has sometimes released a replica of an actual subject, and then followed it up with what can only be regarded as hypothetical versions, as can be perceived through their evolved 1/700 Yamato range. With this past form as a guide Fujimi's inclusion of an example of Akagi's big-gunned capital ship origins should not be all that of a surprise, with what one can perceive as their desire to give naval modellers the opportunity to develop a truly telling set display encompassing the entire convoluted history of this class.

If one wishes to successfully capture, in 1/700 scale, models from the three crucial phases of Akagi's long and distinguished service within the Imperial Japanese Navy, then this latest offering of her

sister, the Amagi from Fujimi, once married to the two differing examples of the Akagi as an aircraft-carrier at dissimilar stages, will certainly complete the history of this class in striking model form.

I obtained my Amagi through Hobby-Link Japan (found at www.hlj.com) for the total final cost of £26 (including postage), which I consider quite reasonable these days for such an esoteric detailed capital ship model in this scale. This purchase was to be the foundation of an evolved project, specifically to modify the original into something distinct and personal.

THE HISTORY OF THE AMAGI

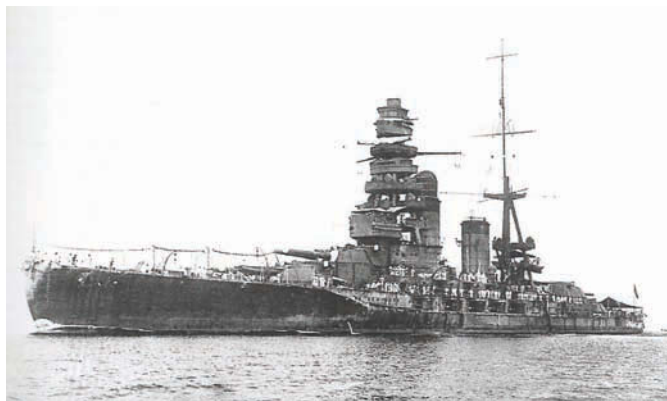
The Amagi and her envisaged class of four battle-cruisers were to be unquestionably imposing creations. They were planned by the Imperial Japanese Navy as a vital component of their so-called eight-eight programme, to possess a battle fleet of eight battleships and eight battle-cruisers all under eight-years-old. They were to be named Amagi, Akagi, Atago, and Takao, essentially enlarged high-speed versions of the contemporary Tosa class battleship, but with a thinner allocation of armour befitting their fast vanguard role.



Aerial view of the converted Akagi and evolved Nagato, 15th August 1930 at Yokosuka shipyard (IJN Department of Naval Aeronautics)



Nagato at sea as built, 20th October 1920 off Ugurujima achieving 26.7 knots on her trials. Her relatively open towering six-legged bridge structure is conveyed to good effect here, a feature well captured by Fujimi in their Amagi. (IJN Department of Naval Aeronautics)



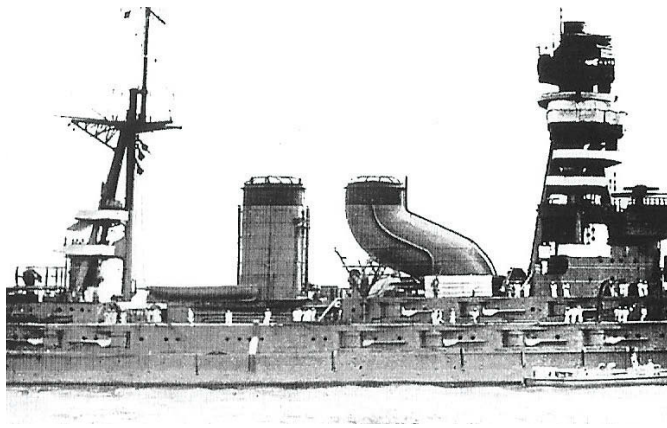
Mutsu with early funnel cap, photographed in November 1920 off Sasebo (IJN Department of Naval Aeronautics)

Displacing 47,000t full load, measuring 251.8 m overall, 30.8 m in the beam and drawing 9.5 m, capable of 30 knots, these ships were equipped with a main battery of ten 406 mm guns in five twin turrets arranged along the centreline. The secondary battery was of sixteen 140 mm guns in casemates, while six 120 mm anti-aircraft guns were mounted amidships, along with eight 610 mm above-water torpedo tubes. Her principal armour citadel had a belt of 254 mm crowned by a 98 mm protected deck, with the conning towers allocation of between 76.2 mm to 356 mm of armour, indicative of the still very respectable weight of protection granted to such a fast and heavily gunned leviathan, the archetypal battle-cruiser design.

Akagi was the first ship of the class to be laid down; begun on 6th December 1920 at Kure Navy Yard, with Amagi following ten days later at the Yokosuka Navy Yard, with expected completion dates of December and November 1923 respectively. Atago was laid down at Kobe on 22nd November 1921, while Takao was laid down at Nagasaki on 19th December 1921, both to be completed in December 1924.



A Nagato class battleship provided with a funnel cap to her fore unit. A temporary measure to help reduce the effects of smoke effecting bridge personnel and equipment (IJN Department of Naval Aeronautics)



Central section of the modified Nagato, capturing the flowing sweep aft of her forward funnel (IJN Department of Naval Aeronautics)

THE WASHINGTON NAVAL LIMITATION TREATY

Naval readers will know, that following the far reaching and draconian cuts agreed by the great powers at the Washington Naval Limitation Treaty signed in early 1922, a moratorium on new warship construction resulted in the cancellation of a number of grandiose capital ship projects by the signatory nations. For the Japanese the Amagi and her sister Akagi which were by then well advanced, were destined to be converted into aircraft-carriers, while other planned big-gun capital ship units in their eight-eight programme were cancelled, expended, or scrapped.

As battle-cruisers the basic hulls of Akagi and Amagi embraced all the perceived principal aspects required for an envisaged large



Another fine image of the evolving Nagato. It is noted that a good identification point between her and her sister the Mutsu during this period, was in their slightly different arrangements of steam pipes featured on their fore-funnel (IJN Department of Naval Aeronautics)



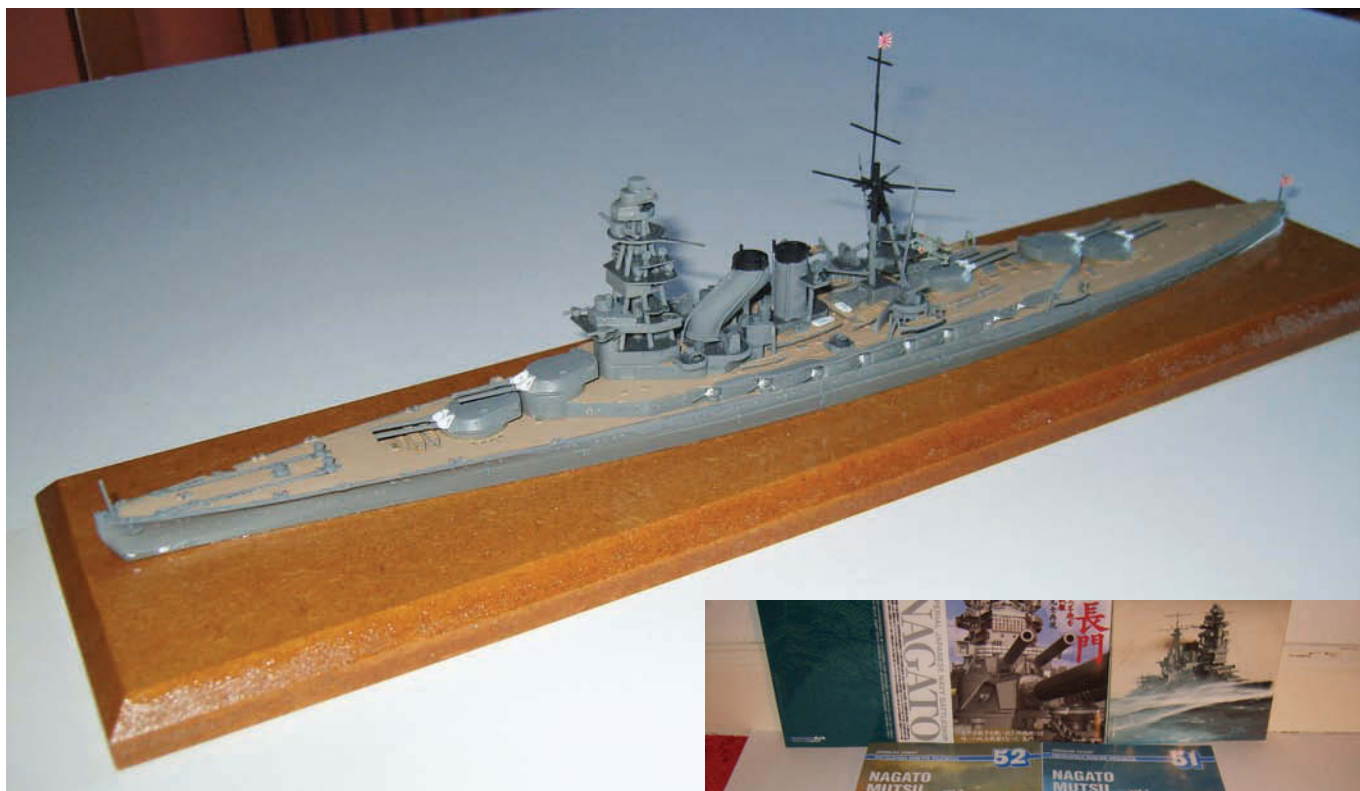
A fine silhouette view of Nagato in October 1923, off Yokosuka (IJN Department of Naval Aeronautics)



Battleship Mutsu departing from Hong Kong on the 14th April 1928 (IJN Department of Naval Aeronautics)



Battleship Nagato around 1931 following her first major modernisation (IJN Department of Naval Aeronautics)



A general view of the completed model of the evolved Amagi

fleet carrier. Although this was new territory for those involved, with no standard agreed configuration, it was accepted that they had impressive dimensions and a high speed and, therefore, had the capability to possess a powerful defensive gun armament and large offensive air outfit within such a large hull.

As fate was to decree, Amagi's hull was irreparably damaged during the Great Kanto Earthquake in September 1923, leaving her structure irretrievably damaged and beyond practical repair, therefore, the advanced but incomplete Tosa class battleship Kaga, on which work had stopped in February 1922, replaced Amagi in Japan's carrier programme. Here history conveys the rest, as Kaga became Akagi's close companion throughout the thirties forming the core of her naval air fleet, eventually forming the core of Admiral Nagumo's famous Kido Butai, even sharing the same fate at Midway, both being sunk under aerial attack on the 4th June 1942, which ended their long union.

Through Fujimi's good offices modellers now have the opportunity to build a faithful and accurate example of how the original Amagi class of battle-cruiser might have looked if they had been completed as originally conceived, for presentation alongside



Model among some of the resource material

an example of a completed Akagi in one or both of her modelled aircraft-carrier manifestation. But for me the concept of just Amagi stands by itself as an exceptionally well-crafted and indeed 'accurate' model in its own right. One which I enjoyed working upon because of its own integral modelling potential, with my quick appreciation of how well this could be evolved.

THE MODEL

To reiterate, I consider this to be an impressive model giving full recognition to all of Amagi's presented particulars in the most convincing fashion. Since no example of this original battle-cruiser



Starboard view of completed model

concept was ever completed as such, there is nothing to definitively set Fujimi's final conclusions upon, but from all that I have consulted this 1/700 model can be confidently regarded as the authoritative rendition of all that is known about this class in model form.

Fujimi present their model in her expected mid-twenties appearance. Upon completion, a pristine subject displaying the salient basic features of a Japanese capital ship at this time, with a relatively uncluttered and open appearance to her towering upper works, in direct comparison to kits of other Japanese capital ships representing their post extensive thirties modernisations and Pacific War layouts. Straight from the box one can certainly achieve very pleasing results, ideal for inclusion within any exhibit collection, but for me, I appreciated straight away that here was the perfect opportunity to undertake further research to produce an evolved example of an enhanced piece.

In this one can root all follow-up work on dependable and incontrovertible foundations. Through appraising Amagi's story by studying the famous contemporaneous Nagato and Mutsu, both battleships retained after the Washington Treaty, which went on to have long, distinguished careers. By studying the actual evolution of the Nagatos over their twenty plus years' service, during which they were regularly subjected to modifications, refits and improvements, one can transfer such actual work onto Amagi's basic speculative model to represent this battle-cruiser right through to her hypothetical appearance during the thirties, even to a Pacific War in the forties example. The possibilities here are quite extensive if you incorporate actual Nagato class upgrades onto this conjectural Amagi class base.

For me, one low angle aerial image of the battleship Mutsu cruising in the Inland Sea proved quite striking. Something here struck me as quite challenging. This telling view showed this capital ship's markedly evolved appearance after work to remove the detrimental effects of funnel smoke gave her a pleasing curving fore funnel of some character.

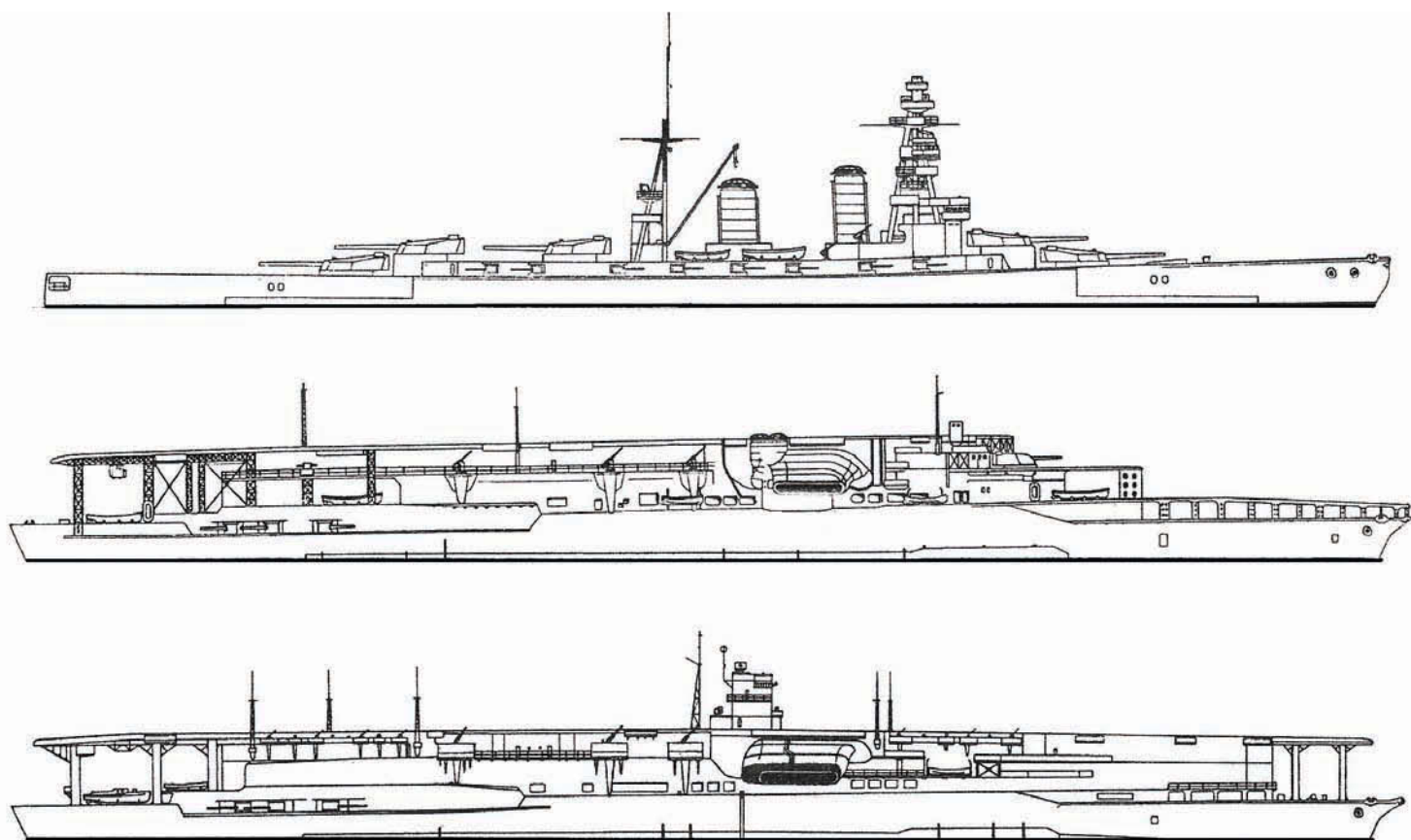
Upon researching this subject the distinct possibility of simply providing a funnel cap to the fore unit was seriously considered, both as an extremely simple feature to fabricate, but one which not only the Nagatos but a number of Great War vintage designs possessed in the twenties. But the demands of the far more drastic and aesthetically pleasing curved swept-back fore funnel held sway.

SELECTING THE ADAPTATIONS TO THE MODEL

After some consideration I decided to complete my Amagi in an early thirties look, capturing her incorporation of a number of significant improvements over her initial configuration, but prior to major structural changes significantly altering their basic hull structures in the mid-thirties, being lengthened and bulged with modified stems as the Nagatos received. I did not wish to extensively alter this early battle-cruiser design so much as to erase the distinctive look of the original, which is quite unique in direct comparison to every other Japanese capital ship model.

My example would, however, be of an Amagi class unit markedly enhanced from the primary model by adding some personal touches, specifically embracing an early floatplane catapult and handling element, superior anti-aircraft armament, and recognition of the adverse effects of the fore funnel's close proximity to the hexapod towering bridge structure through the adoption of a profoundly set-back fore funnel a la Nagato. All of these are prominent features yet relatively easy to achieve in this popular scale.

Such new work can be accomplished simply through ubiquitous 10thou plastic card and lightweight rod, with a Kure Shiki 2 Go 5 catapult atop the crown of the centrally placed No.3 gun-house. This carries a diminutive 'Dave' (Nakajima E4N2) floatplane of this period (post 1933) in overall JN grey (XF-12), adding a bit of 'colour' to this otherwise Tamiya paint range utilitarian finish of Kure Grey (XF-75), Wooden Deck (XF-78), Metal Deck (XF-79), Upper Funnel Flat Black (XF-1), with White (XF-2) minor highlighted subject. My supporting photographs will fully convey the simple



The evolution of the Akagi, from battle-cruiser to aircraft carrier. One can now build Fujimi's battle-cruiser Amagi/Akagi (circa 1923) and aircraft carrier Akagi (circa 1942), along with Hasegawa's Akagi (circa 1931), to form a striking 1/700 scale display of this class

nature of all necessary scratch-build items.

Certainly my decision to fabricate a replacement fore funnel can be readily seen as a major revision, but I believe that my supporting artwork faithfully conveys the extent of this structure. It is actually not that difficult to build from fabricated sections of tube complete with a representative series of external steam pipes, all supported by some light bracing.

From the 'spares box', with such a premier battle-cruiser it might be opportune to provide the most modern anti-aircraft armament envisaged for this period, with her possession of the then new presumable ubiquitous four Type 89 127 mm twin mounts to replace her initial six 120 mm single pieces for the mid-thirties. One other provision I employed were four Type 96 triple (or twins can be considered) 25 mm mountings, all quite conceivable armament enhancements for a late-thirties configuration. For those not so blessed with suitable 'spares', a number of manufacturers market such items separately.

CONCLUSION

All of my enhancements are obviously speculative on this cancelled battle-cruiser hull that was never completed, but they are all based upon factual modifications carried by her completed battleship contemporaries of the Nagato class. Everything modelled here is established upon realistic developments and can be presented with confidence as displaying a faithful rendition of how such a mighty capital ship just might have appeared in service a few years after commissioning.

For readers considering this subject, and modifying it to build something out of the norm and distinctive using my recommendations, then I can heartily recommend reference to the Polish publishing house of AJ-Press. Their definitive coverage of, not only Akagi, but Nagato and Mutsu, covers all details of these battleships' service history, and physical specifications embracing all refits, fixtures and fittings in the most incredible illustrative and tabular detail. From these any modeller can extract the vital information they need to personalise their Amagi. Although hard to obtain through their somewhat irregular stock levels in outlets, for anyone considering working on this subject they are invaluable.

There is obviously a significant field of modelling potential inherent here, with the breakdown of sections and components all in a very workable plastic medium lending this model's structure to easy modification. With the pair of famous and well photographed Nagatos as a guide, your Amagi can display an outstanding number of evolved looks, one's imagination based on factual material can envisage your example in late 1928, immaculate in her pristine newly commissioned appearance as she was presented at that year's Fleet Review, or beleaguered mid-1945 appearance festooned with camouflage and gaunt like Nagato at Yokosuka in the final days of the Pacific War. The possibilities inherent in modelling a faithful example of an Amagi class battle-cruiser are many and varied, one can certainly extract the full build and display potential inherent in this model through some basic research and simple re-modelling.

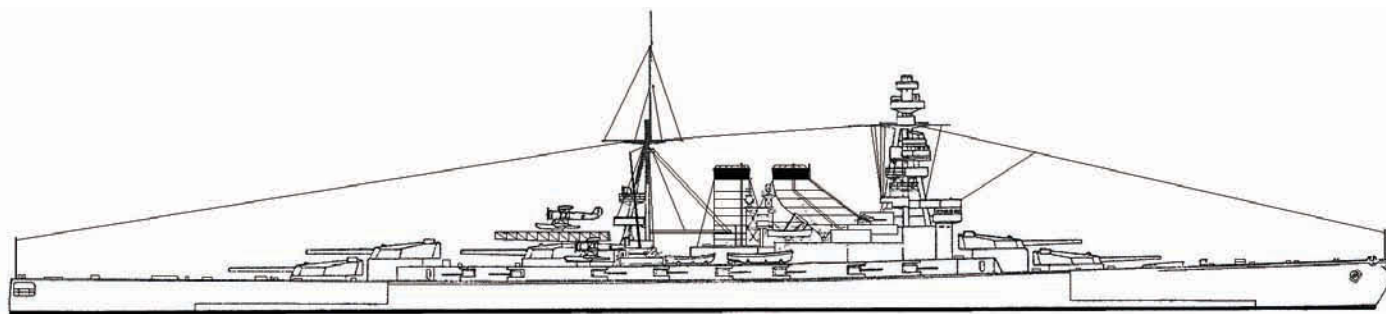
LATEST UPDATE!

Since embarking upon my basic project it has to be noted that certain significant developments have occurred. Later in 2011 Fujimi went on to release a dedicated detailing etched set (approx £11.50), and decking veneer (approx £14) to enhance their battle-cruiser Amagi (approx £17.80), with even a re-boxed kit representing the initial Akagi herself released in 2012.

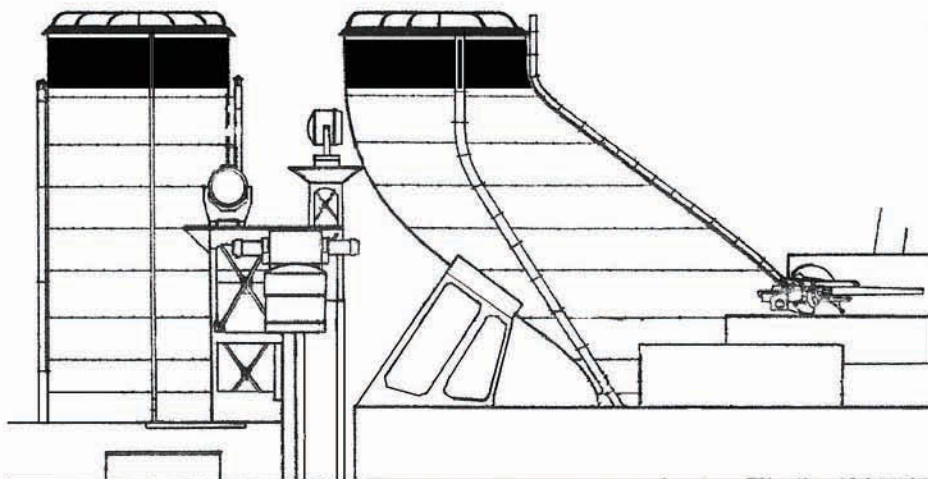
While also in early 2012 Aoshima launched 1/700 scale waterline renditions of battleship Nagato in her early 1927 and 1933 configurations (approx £22.90), capturing the salient features of the inter-war period I scratch-built in my undertaking, to complement their later Pacific War versions of this famous battleship in their range. So now anyone interested in my basic proposal to include an inter-war Japanese capital ship into their own collection, has a very respectable range of premium modelling material from which to draw upon. **MMI**

Research Sources

AJ-Press, Gdansk (Encyclopaedia of Warships series): Akagi – (No. 49) Vol.1 and (No.50) Vol.2, by Adam Jarski and Miroslaw Skwiot. Nagato and Mutsu – (No.51) Vol.1 and (No.52) Vol.2, by Miroslaw Skwiot.



The evolved Amagi, along with details of the proposed new funnels, based on that for the two Nagatos. Note I re-built both funnels, consigning the slightly staggered original pair, and sundry items to my very useful 'spares box', a source of future modelling and conversion material that all naval modellers will find invaluable



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READERS' LETTERS

ITEMS FROM THE ED'S POSTBAG AND EMAILS

Dear Barrie,

Can any of your readers help in identifying where this picture was taken please? My uncle would like to know, he is a keen reader of MMI.

Many thanks,

C.Mogan (via Email)



Unknown model boating lake

Dear Barrie,

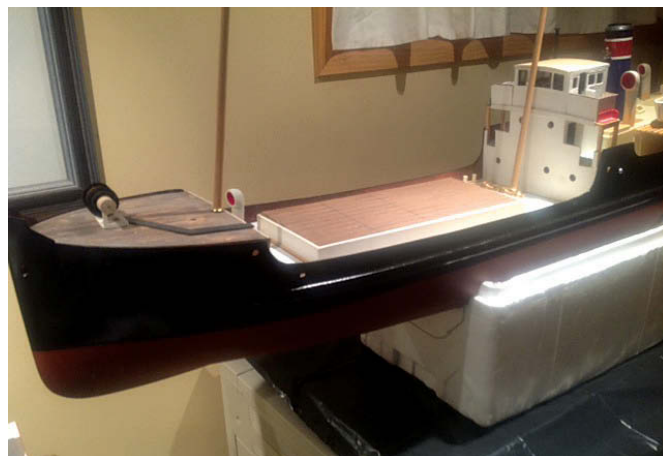
I have two questions about my single hatch coaster, SS Kyle Rhea (Metcalf Mouldings model) formerly the Todd Head. I would be obliged if any reader can help.

I would like to find out details of the welded hull, plate size and orientation especially around the bow and stern.

Also I wanted to find out about the decking around the main hatch, the plans show wood decking on a couple of the decks, but no detail of the main deck. May have been steel.

Any help would be great.

Bill Payne, Canada (via Email)



Coaster, SS Kyle Rhea



SS Shieldhall leaving Portsmouth

Barrie,

After reading the article on Signalling Flags in the December edition of MMI could any of your readers answer the question of what is the official way to dress a vessel overall with signalling flags? Any Internet search gives confusing and conflicting reports.

R Wem

Ed.: After contacting a good friend and retired merchant navy master and model maker, Captain Peter Tambling his reply was as follows:

'To dress a vessel the foremast truck should fly a National Flag and a House Flag should be flown from the mainmast.

If you are flying a message (which I always did on Shieldhall/ Waverley or Balmoral), the flags go in sequence from the outer starboard yard to the outer port yard, then from the inner starboard yard to the inner port yard.

Then you use the triatic halyards starting from the nearest to the mast and yard coming aft towards the bridge.

If not fast to a berth, the ensign flies from a gaff on the mainmast, but if alongside a berth, the ensign must be flown from a gaff or staff at above the bulwarks aft.

You can hoist any collection of code flags i.e. letters or numbers from the stem/bow up to the foremast yard or truck. Flags hoisted in the same way can be flown between the upper end of the forward hoist across the entire length of the vessel to the mainmast and then downwards to the ensign staff aft.

Some people hoist abreast both sides of masts.

Naval flags are not usually mixed with international Code Flags and I am unaware of any NATO flags.

I was always accused of 'Hanging out my Washing'!

The picture shows me taking SS Shieldhall out of Portsmouth after the IFOS (International Festival of the Sea) in 2005. The stem flags are: top, Hon. Company of Master Mariners, with Nautical College Pangbourne Devitt & Moore below.

Above the bridge there is pendants 50 and YEARS with the Festival Flag and others. That was 'Dressing a Vessel'.

I was very proud being in command, having won the Whistle Competition the previous evening following the Final Festival Whistle blowing after the fireworks display. Flag Officer Portsmouth told me that I had kept the whole city awake at 2330 by sending a Morse message to all vessels attending. Using the steam siren I sent 'Well done all' to which every vessel replied loudly 'R'. So I followed that up with 'Good night all'. The whole port erupted in whistle responding 'R' (recvd).'

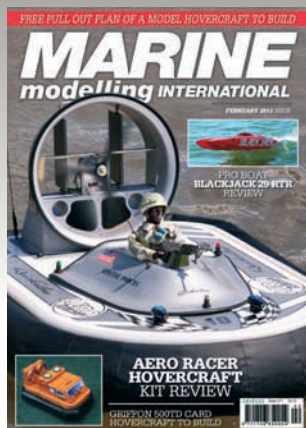
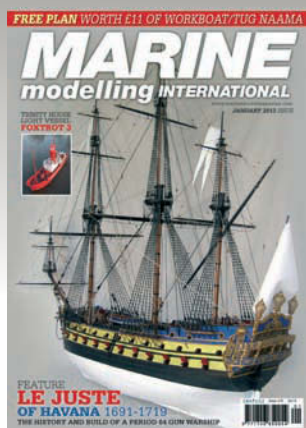
Thank you for your detailed reply Peter – Ed.

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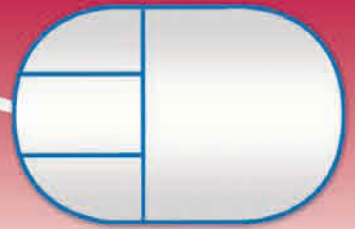
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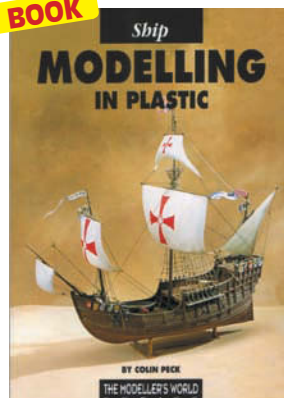
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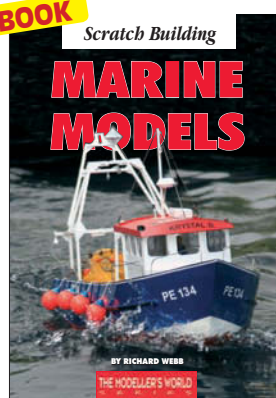


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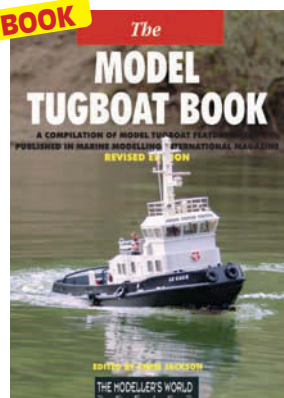


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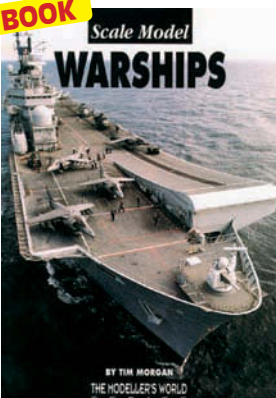
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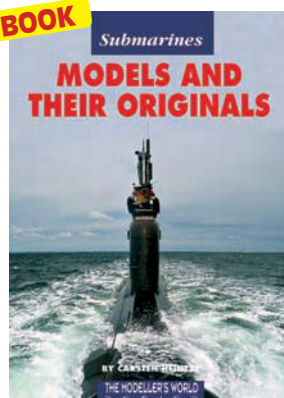
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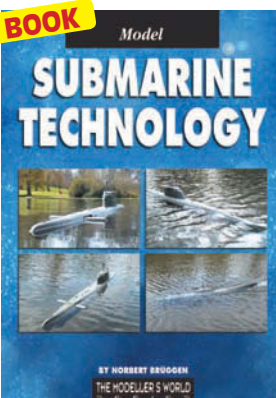
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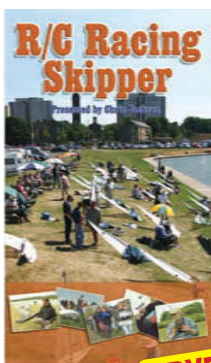
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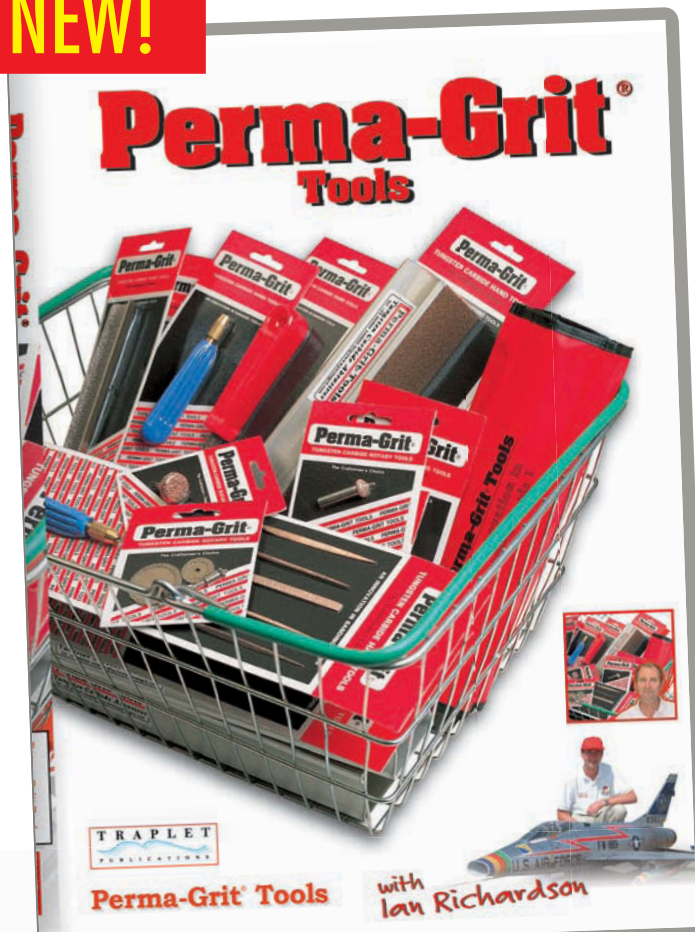
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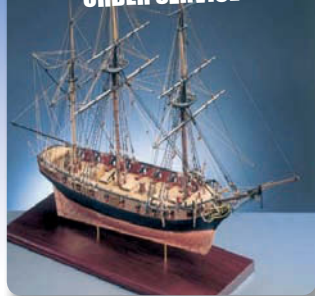
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