

SUMMER READING FOR ALL ASPECTS OF MARITIME MODELLING

MARINE

AUGUST 2015

modelling INTERNATIONAL

www.marinemodelmagazine.com

LADY BEALE

REVIEW OF A
SLIPPER LAUNCH



HELION RIVOS

READY TO RUN FE
BOAT REVIEW



OSEBERG VIKING LONG SHIP





Tamco
 Tamco 2 Channel 2.4GHz Combo
 Special Price!
 (Includes Transmitter & Receiver)
 Digital Trims!
 RRP £39.99
Our Price Only £34.99!



JUST IN!
PEAK PLUS
 Easy to Use Li-Po Charger
 1/3/5A Li-Po & NiMH
 Just Plug in & Charge!
 No Setting Up Required

Our Price Only £25.00!



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



RECEIVERS
FM - AM - 2.4GHz
SPEKTRUM RECEIVERS IN STOCK

AR400 4 Ch 2.4GHz £25.00
 AR610 6 Ch 2.4GHz £29.99
 MR200 2Ch 2.4GHz £35.99
 MR3000 3Ch 2.4GHz £51.50
 Planet Micro 4CH Receiver £14.99
 Planet R7Ms 7CH 2.4GHz £16.99
 Planet R7Ms 7CH Hard Case £17.99
 Planet 6CH Receiver £14.99
 Radio Link 6CH Receiver £15.00
 Futaba R200 4CH 2.4GHz RX £39.99
 Futaba 617FS 7Ch 2.4GHz RX £63.99
 Futaba 2 Ch Am 27mhz £21.99
 Futaba 2ch Am 40mhz £21.99
 Hitec 2 Ch Am 27/40mhz £14.99
 Acorns 2ch Am 27mhz £12.99
 Acorns GR-24 2 Ch 2.4GHz £27.00
 FUTABA 6CH FM 40MHZ £43.99
 TAMCO 6CH 2.4GHz RX £15.99
 Saturn 6CH 2.4GHz RX £19.50
 QSF 27MHz AM 2 Channel RX £8.50



Special!
400 size
Brushed motor
6V-9.6V
Only £3.99



Mtroniks High Voltage 15A ESC
 12v-24v Operation
 Easy one Touch Set up
Only £29.99

New In! Tornado 3300mAh 7.2v Racing Pack, High Quality!
Only £13.50



HOWES MODELS

01865 848000
 Unit 2C & 2D Cherwell Business Centre
 (Part of Station Field Industrial Estate)
 Rowles Way, Kidlington, OX5 1LA
www.howesmodels.co.uk
 Fast mail order - Overseas postage at cost



New In!
2 Turn & 4 Turn Winch Drum Servos
 Torque: 6KG
 Size: 40.5x20.2x38mm
Special Price Only £12.50 Each!



FULL RANGE
 Tamco 2.4GHz 6 Channel Combo
 Superb Quality
Only £45.00
 Transmitter & Receiver
 Additional RX £15.99



Radio Link T7
7 Channel 2.4GHz Radio
 Complete With 7 Ch 2.4GHz Receiver. Additional RX £15.00
Only £64.99



Futaba 4TF 2.4GHz Combo
 Includes transmitter, receiver & switch harness
 Excellent Quality
Only £86.99



Radio Link T4U
4 Channel 2.4GHz Radio
 Complete With 6Ch 2.4GHz Receiver. Additional RX £15.00
Now Only £29.99!



PLANET T5 2.4GHz COMBO SET
SET INCLUDES
 TRANSMITTER & RECEIVER
 VERY EASY TO USE
 5 CHANNEL RADIO
OUR PRICE £45.50



Special Offer
 Futaba 6EX
 2.4GHz 6 channel
 TX/RX combo, 6 model
 memory Digital trims
Only £169.99



Saturn 2.4GHz Systems
 Saturns Full Range 2.4GHz Combos
X4 4 Channel £38.99
X5 5 Channel £44.50
X6 6 Channel £53.99



Planet T7
 Brand new 7 Channel
 Planet 2.4GHz Combo set
Only £72.99



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



Mini/Midi 1250MG Metal Geared Servo
 Torque 6V : 3.5KG Speed 6V 0.12
 Length 31mm x Width 16mm x Height 35mm
NEW IN! Only £6.50!

NEW STOCK OF POWER PACKS!

7.2 VOLT PACKS
1800MAH ONLY £7.99
2000MAH ONLY £10.50
2500MAH ONLY £11.00
3000MAH ONLY £12.00
3300MAH ONLY £13.50
3800MAH ONLY £16.99
4000MAH ONLY £19.99
5000MAH ONLY £24.99

Lead Acid Cells

6 VOLT 1.0 AMP - £4.99
 6 VOLT 1.3 AMP - £4.99
 6 VOLT 3.4 AMP - £5.99
 6 VOLT 4.5 AMP - £5.50
 6 VOLT 7 AMP - £7.45
 6 VOLT 10 AMP - £9.99
 6 VOLT 12 AMP - £12.50
 12 VOLT 2.1 AMP - £6.99
 12 VOLT 3.4 AMP - £11.50
 12 VOLT 4.5 AMP - £12.99
 12 VOLT 7 AMP - £9.99
 12 VOLT 8.5 AMP - £15.99
 6V JELLY CHARGER - £8.99
 12V JELLY CHARGER - £8.99
 2-6-12V JELLY CHARGER - £14.99



Speed Controllers
MITRONIKS WATERPROOF
10A 4.8-12v ONLY £19.99
15A 6-12 V ONLY £19.99
15A 12-24 V ONLY £29.99
20A 6-12 V ONLY £24.99
25A 6-12 V ONLY £28.99
40A 6-12 V ONLY £48.99
RV11 4.8-9.6V RRP £57.99
OUR PRICE ONLY £24.99!!
FUSION AQUAPOWER 280AMP Only £39.99
MITRONIKS G2 HYDRA 15AMP BRUSHLESS £45.99
MITRONIKS G2 HYDRA 30AMP BRUSHLESS £54.99
MITRONIKS G2 HYDRA 50AMP BRUSHLESS £77.99

Chargers

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



VECTOR NX85
 Mains & 12v Charger
 - 4-8 cell 4.8v-9.6v
 - NiMH & NiCad
 - Will charge 3000mAh pack in approx 40 minutes at 5 Amps
Our Best Seller
Only £24.99!

Howes Super Deal!



Acoms 27MHz 2 Channel Combo
acoms
Combo includes
 1 x 2 CH Transmitter
 1 x Receiver
 2 x Standard Servos
 1 x Pair of Crystals
 1 x Battery Box and Switch
 RRP £49.99
Our Price Only £29.99!

Howes Special Offer Servos.

Micro Servo: Torque 1.7Kg Speed 0.14
 Size 29x12x30mm Only £3.50
 Mini Servo: Torque 2.7Kg Speed 0.14 Weight 16g
 Size 29x12x30mm Only £4.00
 High Power Ball Raced Servo: Torque 6.5kg
 Speed 0.16 Weight 43g Size 40x20x40mm £7.99



SEA RIDER & WARRIOR
RTR with 2.4GHz Radio,
Battery pack & Charger
Length 420mm
High Quality Models
Our Price Only £54.99 Each



SERVO

SATURN 3KG STANDARD - £5.00
 AAS-700SD WATERPROOF STD - £6.99
 FUTABA 3003 STANDARD - £8.99
 ACOMS AS17 STANDARD - £5.00
 FUTABA 3010 6.5 TORQUE - £23.99
 FUT 3014 WATERPROOF - £24.99
 HITEC 325 BALLRACE - £11.50
 FUTABA 3004 BALLRACE - £11.75
 BUY 4 x 3004 FOR ONLY £46.00
 ZEBRA/HITEC 135 Feather £5.25
 HOWES MIDI MG Servo £6.50
 POWER HD 9g Micro £3.50
 OR 4 For £13.50

MINI SERVO ONLY £4.00 (4 for £15.00)
 HIGH POWERED BALLRACED £7.99
 High Powered Waterproof Servo £6.99
SAIL ARM, WINCH & SPECIALIST SERVOS

HITEC 785 HB SAIL WINCH
 WITH FULL ROTATION DRUM
 OUR SPECIAL PRICE £26.99
 HITEC 765BB SAIL ARM
 WITH 12 CM LONG ARM
 OUR SPECIAL PRICE £26.99
 FUTABA S3802 SAIL ARM
 WITH 12CM LONG ARM £56.25
 HITEC HS 805BB SAIL ARM HUGE
 WITH 20KG TRQ £32.99



Hi Torque Servo
 17kg Torque, Metal Gears
 Standard Size
 Fits All Brands
 Was £29.99
Only £12.00!



Joysway

NEW!

Super Price!

BINARY

Ready to Run Catamaran
With 2.4GHz Radio
Length: 390mm
Beam: 250mm
Height: 710mm
RRP £69.99

Our Price £64.99

AAS-700STD

Waterproof Standard Size
Ball Bearing Servo



Only £6.99!

Torque: 3.6KG/CM @ 4.8v
4.7KG/CM @ 6v
Speed: 0.14 sec/60° @ 4.8v
0.12 sec/60° @ 6v
Dimensions: 41 x 20 x 36mm



Back In Stock! Micro Magic

Racing - Kit
Very popular model
finally back
in stock!
Length 530mm
Height 980mm
Only

£139.99

Requires Radio,
servos etc

Graupner

Joysway Dragon Force RTR RG65 Yacht 2.4GHz

Specification

Hull Material Plastic Moulded
Mast Height 915mm
Sail Area (Overall): 22.26 dm²
Length: 655mm
Height: 1338mm

Includes 2.4GHz Radio

Only £139.99!

Available without TX-RX
Only £129.99



HOWES MODELS

LARGER STOCK-LOWER PRICES

Open Mon-Fri 09.00-17.00 / Sat 09.00-16.00

New Website Available Now!

www.howesmodels.co.uk

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

New Range Of Li-Po Batteries!

7.4v 1000mAh £10.99
7.4v 1300mAh £12.99
7.4v 1600mAh £15.99
7.4v 2200mAh £15.99
7.4v 3900mAh £31.99
11.1v 1000mAh £15.99
11.1v 1350mAh £16.99
11.1v 1600mAh £21.00
11.1v 2200mAh £17.99
11.1v 3900mAh £44.00



Receiver & Transmitter Battery Packs

4.8 VOLT PACKS

1300MAH FLAT OR SQUARE - £6.99
2700MAH Flat or Square £8.99

6 VOLT PACKS

1300MAH FLAT or TRI - £8.99
2700MAH Flat or Tri Only £11.75

TRANSMITTER PACKS.

9.6 VOLTS

1300 MAH FLAT - £15.00

2700MAH Flat or Square £19.99
All packs are made from AA Cells.



SPEKTRUM
Leaders in Spread Spectrum Technology
DX6i

SPRING SPECIAL!

SPEKTRUM DX6i

Full Range 2.4GHz
Transmitter & Receiver
Combo. 6 Channel.
Includes AR610 Receiver
RRP £119.99

Very Special Price

£79.99

Props, Shafts etc

LARGE RANGE OF THE
FOLLOWING
BRASS PROPS M43 BLADE
M4 NYLON PROPS 2 BLADE
BRASS SHAFTS M4
BRASS RUDDERS S/M/L
MANY OTHER SMALL PARTS STOCKED

Extension Leads

All For Futaba/Hitec
SERVO LEAD 200mm £1.00
EXTN LEAD 270mm £0.60 each
EXTN LEAD 500mm £0.80 each
EXTN LEAD 1000mm £1.00 each
Y LEAD £1.75 each
BEC RED BOTH ENDS £0.90
SWITCH HARNESS £2.25

Howes Special!

Core-RC
7.2v 1800mAh
Only £7.99
Very Limited
Stocks!



AA's

& AAA's

GP 1000mAh AAA £1.70 Each
1300mAh AA NiMH £1.45 Each
2600mAh NiMH
Rechargeable Battery.
Only £2.00 Per Cell.



Joysway

Force2 60

Catamaran Yacht
RTR Yacht includes
2.4GHz Radio.
Length
660mm
Overall Height
1117mm
RRP £174.99
Our Price
Only
£149.99!

Joysway

Super Mono X

Brushless Model Includes
2.4GHz Radio. Just add
Battery and Charger
Only £89.99

Length: 420mm



HOBBY
HURRY ENGINE

Top Seller!



Southampton Tug

Ready to run model includes
2.4GHz Radio, Battery & Charger
Includes Smoke Generator
Length - 560mm Height - 420mm
Our Price £149.99!

Electric Motors

385 5-POLE £3.10 each
400 3-POLE £3.99
540 3-POLE £2.99
545 5-POLE £2.99
550 3-POLE £6.25
MFA RE 140 (3-6v) £2.75
MFA RE 170 (1.5-3v) £3.75
MFA RE 360 (6-15v) £4.99
MFA 380 (3-7.2v) £5.75
MFA 385 (4.5-15v) £5.75
MFA RE 540 (4.5-15v) 3 POLE £7.50
MFA RE 700 (6-8.4v) £28.99
MFA TORPEDO 800 £22.50
MFA TORPEDO 850 £22.50

AQUACRAFT
Models

BRISTOL TRAWLER

Highly Detailed, Ready to
Run, Fishing Boat
Includes 2.4GHz Radio
Requires Battery & Charger
RRP £245.99
Our Price £215.99!



CONTENTS

AUGUST 2015 – ISSUE 341

COVER STORY



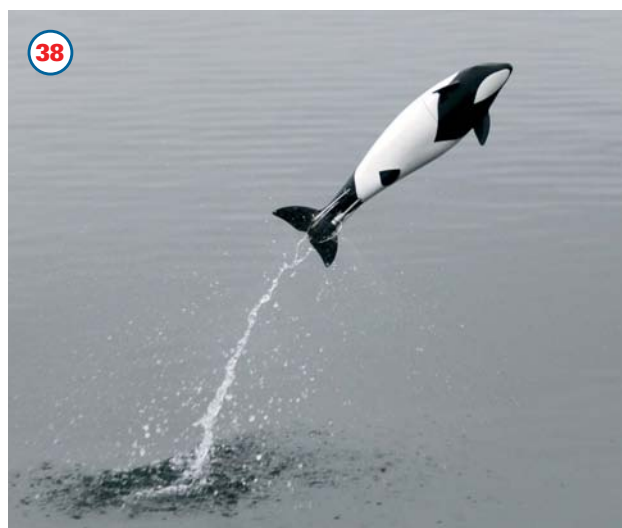
Lady Beale is a typical slipper launch of the 1920s era and was one of the first petrol driven pleasure boats designed to give minimal wash to the river banks. Many were seen on the upper reaches of the River Thames, this model was built from a kit produced by Deans Marine. A full size prototype slipper launch can be seen in the collection of the National Maritime Museum Cornwall.

Regulares

- 5 MESSAGE FROM THE ENGINE ROOM**
Assistant editor Chris introduces this month's edition
- 6 MASTHEAD**
News of interest to the marine modeller
- 7 DIARY DATES**
Maritime events planned for August
- 10 POWERPLUG**
More tools for your I/C boat plus a major safety warning!
- 14 WATERLINES**
The Cunard Line (Part 2: 1945 to date)
- 18 VINTAGE CHATTER**
A Golden Summer (the Taplin-Twin diesel line remembered)
- 20 PLASTIC KIT SCENE**
Robin describes some new exciting resin models
- 22 SCALE SCENE**
Making model fenders
- 26 MEETING POINT**
Reports of events held over the past few months
- 74 COMING NEXT MONTH**
Some of the articles in the planning stage for the September edition

Features

- 34 THE HATTON SLIP BOX**
A school project develops an intriguingly designed gearbox
- 38 DALLS SCHWEINSWAL**
A Radio-Controlled Porpoise that can jump out of the water
- 44 HELION RIVOS**
Review of a new Ready to Run FE Boat
- 48 LADY BEALE**
Slipper launch kit review
- 52 LEARNING CURVE**
Ian builds an Oseberg Viking Long Ship as his first ever model boat
- 58 RG65 HULL DEVELOPMENT**
The development of a radical new hull for a RG65 model yacht
- 61 SHED GOES NORTH**
Challenges of moving a shed to a new location?
- 66 ECHOES OF DUNKIRK**
Medway Queen joins the little ships to commemorate the 75th anniversary of operation Dynamo
- 68 MALTA MEMORIES**
Cruise ships and passenger vessels seen moored in Malta's Grand Harbour



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.

Any other Editorial queries can be made by telephone to 01749 347172 during normal office hours.

HI EVERYONE,

Barrie and I regularly get asked about past articles in the magazine. The request can take either a general format like, "What have you had recently on pond yachts?" to more specific requests such as, "Have you ever featured HMS Warrior in your magazine?" Barrie is much better at answering these queries as he has had a longer experience with the magazine, and he also seems to remember the detail.

Recently we have discussed ways of making the contents of the magazine more accessible. In the past we have published a complete list of articles in the Plans & Construction Guide, but this has not been updated for some time. It is also a slow process to find a specific article as you have to read every month's contents. So to speed things up for readers we have decided upon two approaches. Firstly we will publish the July to June index for the current year. This will be part of an 'In House' advertisement and will be accompanied by a picture of the front cover to make finding the correct edition easier.

The second method, and possibly the most helpful to our readers, is to have a pdf file on the Marine Modelling website: marinemodelmagazine.com with all the articles from October/November 1985 to date. By simply downloading this file to your computer or iPad and opening it in Adobe Reader you will have an index for all the editions. Searching for specific articles will depend a bit on which version of Adobe Reader you have installed. On my machine I have Adobe XI and with this a right click on the text

brings up a list with the entry 'find'. Clicking on this opens a text box labelled 'Find' into which you can type what you are looking for. Other versions have a Find icon in the headings along with the usual File, Edit, etc. tabs. I hope everyone finds this a useful facility.

This month's magazine covers an amazing variety of topics. The Dalls Schweiswal is a model of a porpoise which not only acts like a submarine but can also jump out of the water to a height that its full size counterpart would be very proud. Lady Beale relates the story of building a 1/10 scale slipper launch from a Deans Marine kit and the Learning Curve describes the construction of the Billing Oseberg Viking Longship. The author of the latter article had never built a model in wood before but had had some experience with plastic kits.

For the mechanically minded the Hatton Slip Box may be an inspiration. Built as a school project this relatively simple to build gearbox not only has forward and reverse but can give variable speeds by changing the gear ratio. There is also the continuing story of the challenges associated with moving house in the Shed Moves North.

Among the regular articles Vintage Chatter remembers the very popular Taplin-Twin diesel engine and Waterlines brings us up to date with the second part on the history of the Cunard Line. Overall this is a very varied and interesting edition.

Wishing you a very enjoyable summer of sailing,

Chris Saunders

MMI



This model can jump just like the full sized Dalls Porpoise

MARINE modelling INTERNATIONAL

EDITOR

Barrie Stevens

mmi@traplet.com Tel: 01684 588604

Traplet Publications Ltd, Traplet House,
Willow End Park, Blackmore Park Road,
Welland, Malvern, WR13 6NN

ASSISTANT EDITOR

Chris Saunders

chris.saunders@traplet.com

CONTRIBUTORS

Steve Jackson, Ian Young, Alan
George, Ian Williams, David Wiggins,
Robin Trott, Kelvin Holmes, Rick
Eyrich, Eric Bauthier, Neville Wade,
Neville Marsh, Richard Halton

MANAGING DIRECTOR

Tony Stephenson

OPERATIONS DIRECTOR

Tom Stephenson

PRODUCTION MANAGER

Nick Powell

DESIGN TEAM

James Scott

MARKETING EXECUTIVE

Wendy Adams - 01684 588521

Email: marketing@traplet.com

ADVERTISING SALES

Angela Price - 01684 588568

Email: advertising@traplet.com

ADVERTISING COPY CONTROL

Cindi Griffiths - 01684 588517

Email: adc@traplet.com

PRINTER

Warners plc

NEWSSTAND DISTRIBUTION

Seymour Distribution Ltd.

(02074 294000)

HOBBY TRADE DISTRIBUTION

Traplet Publications Limited

(01684 588568)

US DISTRIBUTION

Traplet Distribution USA Ltd., 816 N.

Country Fair Drive, Suite 5

Champaign, Illinois 61821 USA

Tel: 217-355-2970

Fax: 217-954-0472

AUSTRALIAN DISTRIBUTION

Traplet Publications & Hobbies,

P.O. Box 501, Engadine,

NSW 2233, Australia.

Tel: (02) 9520 0933

Fax: (02) 9520 0032

Email: sales@traplet.com.au

SOUTH AFRICAN DISTRIBUTION

P.O. Box 1067, Oudtshoorn, 6620,

South Africa

Tel/Fax: +27 44 272 5978

Email: southafrica@traplet.com

PUBLISHED BY

Traplet Publications Ltd,

Traplet House, Willow End Park,

Blackmore Park Road, Welland,

Malvern, WR13 6NN

Fax: 01684 578558

email: customerservice@traplet.com

SUBSCRIPTIONS

1 Year subscription prices:

UK £51.00 Europe £73.80

Worldwide £77.40

USA & Canada US \$131.88

2 Years subscription prices:

UK £102.00 Europe £147.60

Worldwide £154.80

USA & Canada US \$263.76

BACK ISSUES

UK £4.25/US \$9.99

Order Hotline: 01684 588599

Online Ordering:

www.trapletshop.com

© 2015 Traplet Publications Limited.

All rights reserved.

T R A P L E T
PUBLICATIONS

This magazine is sold subject to the following conditions: that it shall not without written consent of the publishers be lent, resold or otherwise disposed of by way of trade in excess of the recommended maximum retail price. All rights strictly reserved. No part of this publication may be reproduced in any way without the prior agreement of the publisher. All letters must be accompanied by the senders full name and address. The publisher cannot accept responsibility for unsolicited correspondence nor some of the opinions expressed. All material and artwork originated by Traplet Publications Ltd., photographs, drawings, plans used in this magazine become the publishers copyright under Copyright law. Some photographs may have been digitally re-mastered. The Company reserves the right to suspend or refuse any advertisements without giving reasons. Whilst every care is taken to avoid mistakes, Traplet Publications Ltd. cannot be liable in any way for errors or omissions. Nor can the Publisher accept any responsibility for the bona fides of advertisers.
© Traplet Publications Limited 2015 ISSN 1746-8590



MASTHEAD

NEWS ITEMS OF INTEREST TO THE MARITIME MODELLER

BRISTOL MODEL ENGINEERING AND HOBBIES EXHIBITION – 14TH TO 16TH AUGUST 2015

The Bristol Model Engineering and Hobbies Exhibition is the next major exhibition for our hobby and as usual, is being held at Thornbury near Bristol on 14th to 16th August. We will again be filling four halls of the Thornbury Leisure Centre with a wide range of trade stands for tools, materials and equipment for our workshops plus many other stands with models. With several clubs who are new to our event booked to have stands this year we are looking forward to seeing lots of new models to add to those from individual model engineers.

The outside exhibit area is planned to include a 7¼" gauge track for demonstrating working locos (and giving rides). There will be several working road steam exhibits of various sizes plus a full size local Aveling and Porter steamroller in steam and two fairground organs for entertainment.

Our online ticket sales operation is now available for advance purchase of our 'Queue Hopper Tickets' – visit www.bristolmodelengineers.co.uk/Exhibition/tickets.html for all the information.

SOUTHAMPTON BOAT SHOW – 11TH TO 20TH SEPTEMBER 2015

Again this year our friends at this full size boat show have discounted tickets on offer for clubs and associations. Billed as 'Britain's biggest boat show' there are many exhibits on dry land and on the water with the largest purpose built marina built for the show.



For full details of how to obtain discounted tickets visit the MMI website www.marinemodelmagazine.com and click under News.

MODEL WEEK AT THORNWICK BAY COMES TO AN END – REPORT BY JIM WORNER

Following the take-over of Thornwick Bay holiday site by Bourne Leisure, I have been informed that after the October model week the site will no longer accommodate model boat events. This is a setback, as most suitable sites are now owned by Bourne Leisure and their company policy is to ban the sailing of model boats in their swimming pools. So a sequence of holiday's spanning 25 years, from Primrose Valley, to Skipsea and now Thornwick ends. The only hope is if anyone with a site could offer a home for these events, or if any modeller can recommend a possible site please contact me, at jworner@outlook.com. Please note the October event of 3rd to 9th October 2015 will go ahead as planned.

Finally, can I offer my thanks to all who have supported me and the team over the past years and especially to my hard working wife, and loyal team of workers.

HMCS HAIDA 215

Following the report in the June edition of Waterlines it was stated that the full size HMCS Haida was in Toronto. We have been contacted by a reader in the USA to correct this point. The HMCS Haida is in Hamilton and a National Historic Site moored at Pier 9 in Hamilton Harbour. It was originally on display in Toronto at the Canadian National Exhibition Grounds and fell into hopeless disrepair condition through lack of interest and paid visitors, plus organisational and financial problems of the 'Save the HAIDA' a private group or club of Naval Veterans. Moving it to Hamilton saved it from being scrapped and the move was pressured and

pursued by the RT. Hon. Sheila Copps, a Federal Liberal Cabinet Minister at the time. (Thank you for the correction – Ed)

BARNABUS AROUND BRITAIN

To re-enact the voyages of a sailing fleet of fishing boats, the Cornish Lugger Barnabus will be sailing around the British coastline between June and the end of August. The voyage starts in Penzance and sails clockwise around the coast. During August the route is planned as: 8th – 15th Arbroath to Hartlepool, 15th – 22nd Hartlepool to Lowestoft, 22nd – 27th Lowestoft to Eastborne, 29th Eastborne to Penzance. Barnabus is the last surviving vessel of the St Ives fleet and was first launched in 1881. There may be opportunities to take on crew for each section of the voyage around Britain, please visit www.classic-sailing.co.uk



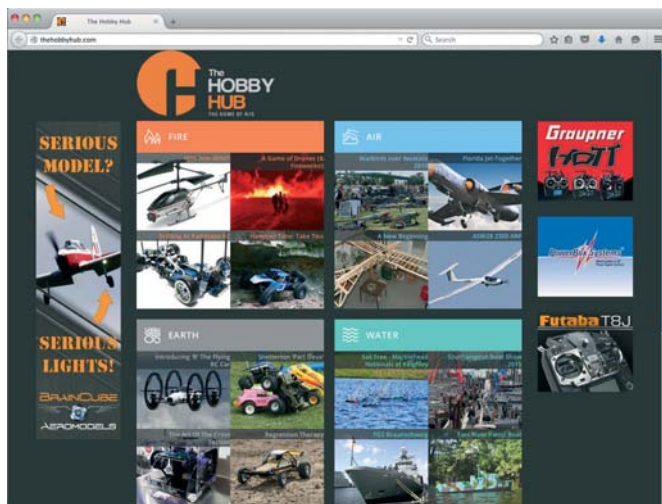
Lugger Barnabus (pic Cornish Maritime Trust)

THE EBRIDGE MODEL BOAT CLUB

In the June edition of Masthead we mentioned this new club in Norfolk who are planning to sail on the North Walsham and Dilham Canal, unfortunately there was a slight error with the contact email address of John Albinson it should have read normatwo@hotmail.co.uk our apologies.

HOBBY HUB – [HTTP://THEHOBBYHUB.COM](http://THEHOBBYHUB.COM)

A new website has just been launched to encompass all the Traplet modelling magazines under one umbrella. From this one website you can view details of the latest edition of the magazines, read articles and download items from Marine Modelling International, Model Helicopter World, Quiet & Electric Flight, RC Model World, Radio Control Jet International and RC Flight Camera Action. One useful feature is Diary Dates where there is a facility to fill out an online form to post details of forthcoming events direct to the website. Visit <http://thehobbyhub.com/diary-dates-form> **MMI**



DIARY DATES

EVENT DATES FOR YOUR DIARY

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, Willow End Park, Blackmore Park Road, Malvern, WR13 6NN. 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 - we do need at least 8 weeks' notice to include in the printed magazine.

AUGUST 2015

MMI DIARY DATES

AUGUST 2

Kirklees Model Boat Club Steam Day and Mountfleet Models Open Day

10 am to 4 pm at Wilton Park, Bradford Road, Batley, WF17 8JH. Competition for Best Mountfleet Model and Best Steam Model. Boiler testing can be carried out but need prior notification. Contact Stan on 0113 2675790 if you require this at latest two weeks prior to the event. If you don't need a boiler testing, a current up to date test certificate will be required if applicable. All types of models can be sailed at this event with the exception of high performance fast electric and I/C. More information will be on our website at kirkleesmodelboatclub.weebly.com

AUGUST 2

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue BR5 4. 10 am 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 or Margaret, Tel: 01689 834896

AUGUST 2

Bournville MYPB Tug Day

The Boathouse, Valley Parkway, Bournville Lane, Birmingham, B30 1QS. Ample free parking, toilets, food. Will include tanker towing for teams with a maximum of three members plus Tug of War to find the most powerful tug on the day. Competitors are required to submit their entries by 11 am. Contact Rob Fowler, 07714517445 or Email: rob4boats@yahoo.co.uk for more details

AUGUST 8

North West Scale Model Boat Club Exhibition

The venue will be Bag Lane Church, Atherton, Manchester, M46 0JX. No traders, no stalls, no singing. Entry fee £2, accompanied children free. 10.00 to 1600. Mostly NWSMBC boats but not only, also trucks, trains and aeroplanes! Further info from Bill Power, 01942 891422.

AUGUST 14 to 16

The 14th Bristol Model Engineering & Hobbies Exhibition

The Leisure Centre, Thornbury, Nr Bristol, BS35 3JB. Contact: 0117 9675878. Website: www.bristolmodelengineers.co.uk

AUGUST 16

Chantry Model Boat Club

Tug fun day. Lake 7, Bluewater Shopping Centre, Greenhithe, Kent, DA9 9SE (on Town Square Crescent). All models sailed except I/C. Good parking nearby, club house, toilets. All shopping centre facilities nearby. Contact Club Secretary, Martin Oliver by Email: martin.999@hotmail.co.uk

AUGUST 16

Edinburgh Model Boat Club

Annual Regatta. Inverleith Pond. All are welcome, start time 12 pm. Contact: david.jack5@btopenworld.com

AUGUST 23

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue, BR5 4. 10 am 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 or Margaret, Tel: 01689 834896

AUGUST 28 to 31

MYA International One Metre (IOM) National Championships 2015

Lincoln Model Yacht Club (LMYC) is proud to be hosting the IOM at their club lake, Scotland Farm, Thorpe-on-the-Hill, Lincoln, LN6 9BP. Entrants will be travelling from as far afield as Spain, Germany, Italy, Portugal, the Netherlands and of course from here in the UK. From 1 pm Fri 28th registration, measuring etc., from 10 am Sat 29th Racing starts, from 9.30 am Sun 30th racing continues and from 9.30 am on Mon 31st also. For more information please contact Phil Harpham (07921 242287) phil@brixworth99.wanadoo.co.uk or Mick Chamberlain (01427 610864) v113simo@outlook.com

AUGUST 29/30

The Model Boat Convention

The show by modellers for modellers. Haydock Park Racecourse, Newton-le-Willows, WA12 0HQ. Club and trade stands. Opening times 10 am – 5 pm both days. Contact Jean Barlow, Tel: 01492 583433, Mob: 07789 348817, Email: barlow777@btinternet.com Website: www.modelboatconvention.co.uk

AUGUST 29/30/31

Margam Park Marine Modelling Club

Three Day End of Year sailing. J38 M4. Visiting clubs welcome, static displays and on water, Have A Go for the kids. 10 am to 4.30 pm. Contact Grahame, Mob: 07914537387 or Email: gbermlin@btinternet.com

AUGUST 30

Herne Bay Festival Regatta

10 am – 4 pm, at Memorial Park lake, a full day of interest is planned including displays, plenty of free sailing, Club 500 racing and much more. Refreshments available. Please visit the club's website: www.heronmodelboatclub.org.uk for updates or contact Alan Shelton, 01227 366571, Email: alanshelton@talktalk.net

AUGUST 31 to SEPTEMBER 7

Unity Model & Hobby Break, Brean Sands, Somerset

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

SEPTEMBER 2015

MMI DIARY DATES

SEPTEMBER 5

Solent RCMBC Annual Charity Exhibition

10 am until 4 pm. All Saints Church Hall, Greenbanks Close, Milford-on-Sea, Hampshire, SO41 0SQ. Entry by charity donation in aid of the RNLI and Hampshire Air Ambulance. Refreshments available. Over 80 models on display. Contact David McNair-Taylor, Scale Captain, Solent Radio Control Model Boat Club, 07887967887 **MMI**

Yes! I want to subscribe to MMI Magazine

ORDER TODAY

- ☐ Direct Debit (UK only) save £13.95
☐ UK 1 year (12 issues) only £39.95 and save £11.05
☐ UK 2 years (24 issues) only £77.95 and save £24.05
☐ Add a binder for only £9.95 + p&p (save £2.00 on the RRP)

Savings based on newsstand cover price.

For overseas prices see 'Not in the UK'

CODE:
MMIAUG15

Region: Price £/US\$:

My details: _____

Title..... Forename

Surname..... Address

Postcode Country

Telephone incl. area code

E-mail.....

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

I would like to send a gift subscription to: _____

Please also fill out 'My Details' section above. To give more than one gift subscription, please supply address details on a separate sheet.

Title..... Forename

Surname Address

Postcode Country

Telephone incl. Std code

E-mail.....

I am using the following payment method: _____

- ☐ **CHEQUE** I enclose a cheque for _____ (made payable to Traplet Publications Ltd.)
☐ **CREDIT/DEBIT CARD** Please debit the amount of _____ from my:
☐ Visa ☐ Mastercard ☐ American Express ☐ Switch/Maestro

CARD NUMBER

EXPIRY DATE

VALID FROM

SEC. No (FROM BACK OF CARD)

ISSUE. No

_____ (SWITCH/MAESTRO ONLY)

Signature _____ Date _____

☐ **UK DIRECT DEBIT PAYMENT: £6.00, THEN £9.95 EVERY 3 MONTHS.**

☐ I understand that an initial £6.00 will be debited from my account followed by £9.95 every quarter.

Instruction to your Bank or Building Society to pay by Direct Debit

For office use only – Service User No. 599211

Ref. No. _____



Please fill in the form and send to Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Rd, Welland, Malvern, WR13 6NN.

Name of Bank: _____

Address: _____

Postcode: _____

Account Name: _____

Sort Code: _____ Account No: _____

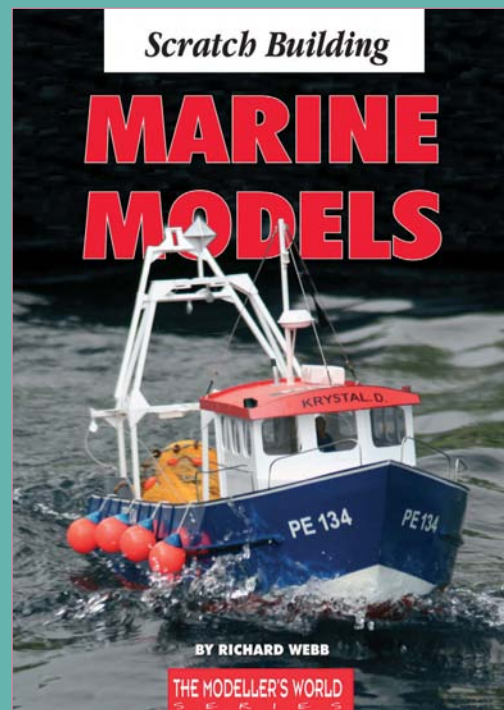
Please pay Traplet Publications Ltd., Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Traplet Publications Ltd., and if so, details will be passed electronically to my Bank/Building Society

Signature _____ Date _____

The Direct Debit Guarantee (This guarantee should be detached and retained by the Payer)

- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits
- If there are any changes to the amount, date or frequency of your Direct Debit Traplet Publications Ltd. will notify you seven working days in advance of your account being debited or as otherwise agreed. If you request Traplet Publications Ltd. to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by Traplet Publications Ltd. or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society
- If you receive a refund you are not entitled to, you must pay it back when Traplet Publications Ltd. asks you to
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

**2 FREE
GIFTS
WORTH
£15.98**



Not in the UK?

Don't worry here's our overseas subscription rates

OVERSEAS SUBS RATES

Region	1 Year	2 Years
Europe	£62	£119
USA & Canada	US \$89	US\$169
Worldwide	£63	£123

Overseas orders: please complete coupon and return to
Traplet Publications Ltd, Traplet House, Willow End Park
Blackmore Park Rd, Welland, Malvern, WR13 6NN.

*based on a 2 year cover price

ENJOYING YOUR COPY OF MARINE MODELLING INTERNATIONAL? BECOME A SUBSCRIBER TODAY AND MAKE SURE YOU DON'T MISS AN ISSUE!

Plus – for a limited time only, you'll receive these 2 FREE gifts when you sign up – perfect for any marine modeller!

Scratch Building Marine Models - by Richard Webb

This 88-page book takes you from researching your chosen model to the finished model, using various materials from wood, metal, styrene and GRP; with some extra touches to finish off your model. A must have for those modellers who like to build from scratch.

PRODUCT CODE: SBM



Marine Modelling International Plans & Construction Guide

The brand new Marine Modelling International Plans & Construction Guide is packed with over 270 marine plans, ranging from model tugboats to unconventional models like hovercrafts and submarines.

PRODUCT CODE: MMPGD8

UK 1 YEAR – ONLY £39.99 | UK 2 YEAR – ONLY £77.99
DIRECT DEBIT – QUARTERLY PAYMENT OF ONLY £9.95

www.trapletshop.com

Call 01684 588599 Or call + 44 1684 588599 from outside the UK
Send your form FREEPOST

FREEPOST RTRS-XEGS-CJET, Subscriptions, Traplet Publications Ltd,
Willow End Park, Blackmore Park Road, Malvern, WR13 6NN

Non-UK readers send completed form to: Subscriptions, Traplet House,
Willow End Park, Blackmore Park Road, Malvern, WR13 6NN.

This offer is valid until 13/08/15. Please note that this offer is subject to availability, once this gift option has sold out an alternative will be sent. Subscriptions begin with the next available issue. This offer only applies to purchases made directly through Traplet and does not apply to purchases made through Agencies or third party sites. This offer is not to be used in conjunction with any other offer. Prices are correct at the time of going to press and may be subject to change without further notification. If you wish to cancel your subscription, please notify us to make arrangements. Direct Debit cancellations can be carried out, but no refund will be issued. For one-off payments, request for a refund must be made in writing. Refunds will be made at the Publisher's discretion. An administration charge of 15% of the remaining credit may be deducted from the refund issued.

POWERPLUG

MORE TOOLS AND A PERSONAL REQUEST MAKES UP RICK'S RAMBLINGS THIS MONTH

AUTHOR: RICK EYRICH reyrich99@gmail.com  USA

As a follow-up to last month's column subject, we'll begin this article with some additional workbench/lakeside tools the average nitro/petrol model boater might find useful then, with Barrie's (and the readership's) okay, I'm going to again climb-up on my rickety soapbox for a bit. My topic (or mild rant if you prefer) will be the one regarding the idea of recovering a stalled boat as a recent tragic accident has spurred your scribe into talking about this in this column space again.

I promise to keep it clean however, I truly hope that everyone who reads this fine publication reads this story and heeds my advice on the subject. For anyone who enjoys R/C marine craft of any kind, this discussion, my words will likely bring back a memory or two from your past and my goal will be to put a real concern in your mind for any future trips to the local boating pond. But before you have to read about this very serious topic, let's first look at some more tools and materials that are very helpful for your I/C boat build/service/repair needs. Enjoy.

POWER TOOLS

Now before you think I'm only going to talk about utensils that require some AC/DC current to work, this portion of the article will actually involve the battery chargers and power supplies that the everyday power boater will need on his/her workbench or lake table. With the massive shift towards Lithium based battery packs, you'll likely want to consider purchasing a suitable Lithium charger unit to go along with any NiCad/NiMH cell chargers you already use on your boat's receiver pack or to energise your separate transmitter cells. Even on those stick or pistol-style hand controllers with built-in charging jacks, I prefer to charge their AA cells on a separate battery holder/charger set up to prevent any possible problems.

Now on the newer Tx's that come already equipped with Lithium batteries, you'll definitely want to use a separate charging set up

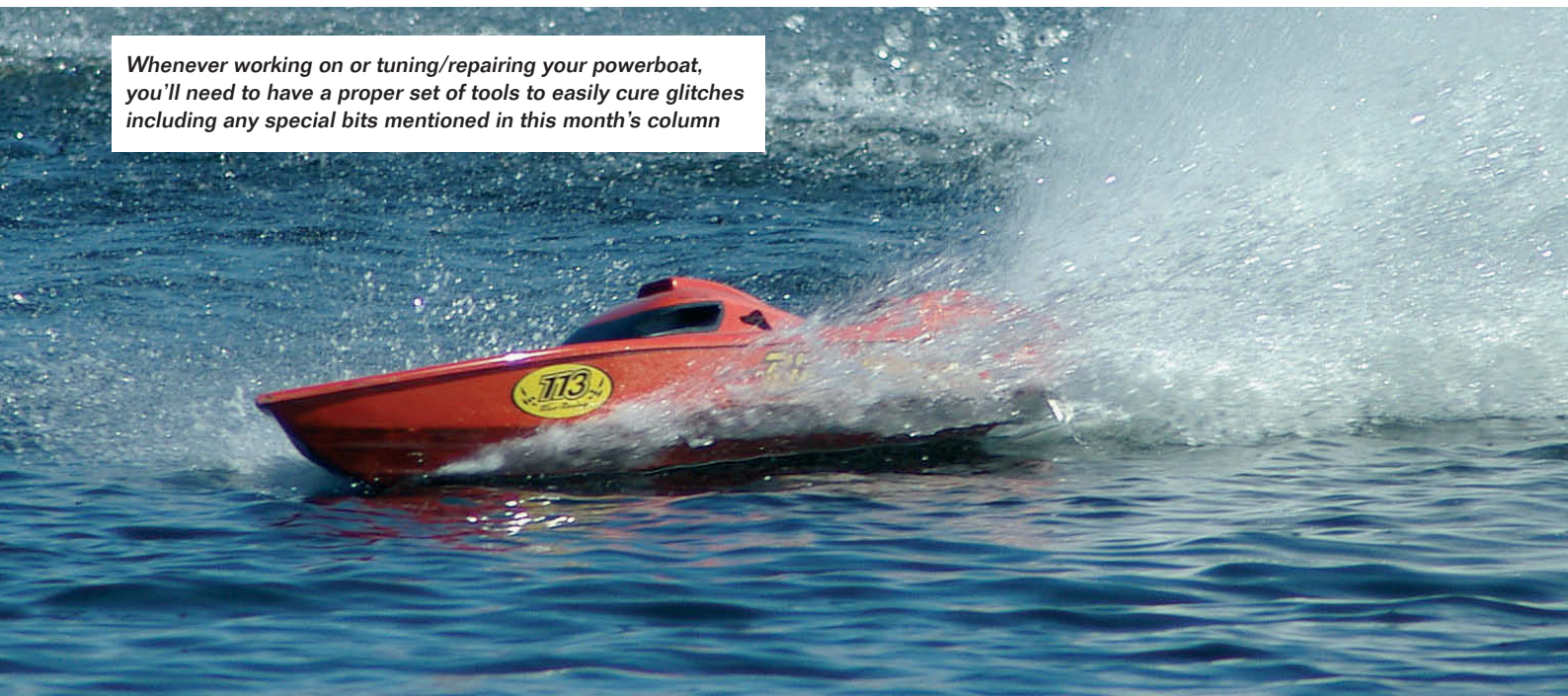


Made up of items found at any number of stores these tools represent some of the items used to ease tinkering on the average I/C hull



Although more widely used on fast electric boats these basic charging units can be helpful for energising any cells/packs on your boat's control system

Whenever working on or tuning/repairing your powerboat, you'll need to have a proper set of tools to easily cure glitches including any special bits mentioned in this month's column





Depending on the charger's input voltage needs a separate 12 volt power supply and/or some home-made adapter cords may be required to safely charge your I/C boat's Rx pack

adapter charging cords so you can properly energise whatever style battery pack/Tx cells your fleet of power craft demands.

that can include a separate DC power supply to run the charger itself. My current set ups for charging is made up of a basic NiCad/NiMH charger that can run off either AC or DC power while my Lithium cell charger is a DC only unit that demands a power supply to run the machine. Due to the extra leads or clips required with this charger/supply layout you'll need a larger workspace to avoid any hook up/grounding glitches plus, I always try to keep any metallic tools/parts/etc. far, far away from my charging zone just in case.

Finally, over time, the average I/C boater will end up with at least a couple of different styles of battery connectors so, you'll likely need to buy/build a few

CUT AND PASTE

This category of tools can involve many hand/power tools that include handsaws, files, knives and anything else that can easily reshape or resize any material on your boats. Of course having a plug-in or cordless hand grinder/cutter like the popular Dremel tools gives the modeller the ability to cut, grind, polish, etc. through wood, metals and special composite pieces; so, investing in one of this type of hand held tool and a good set of bits can save you a lot of time when working on any I/C vessel. For smaller, more delicate jobs a set of jeweller's files can be used to shape metal propellers and/or any wood/metal openings on your hull.

When cutting any thin plastic, balsa, plywood or vinyl materials, having a thick cutting pad designed to absorb the hobby blade, snap blade or razor blade slicing will ensure a smooth, clean cut is made on your parts. I keep a good supply of 11+ blades, razor blades and snap-blades in my toolbox plus, I find that in some situations the inexpensive snap-blade knives make a very good cutting tool especially on materials that are a bit thicker than the



Long used by all manner of boaters the Dremel tool/bits can make short work of making/modifying parts on any part of your hull



Removing material from metal/composite areas of a hull these various files and knives fit the bill including the simple snap blade knives found at most DIY stores



Fine tooth saws cut most hull materials well while a 5, 15 or 30-minute epoxy adhesive with micro balloons in the mix can bond a host of components in/on your vessel

norm. Your lowly scribe buys the widest possible bladed hobby saw that can cut extra thick wood dowels, tubing and longer runs in marine/hobby grade plywood.



Securing/altering hull parts can demand special compounds, supplies and maybe some unique utensils to ensure the pieces stay in place once the boat's on the water

Moving to the 'paste' part of this subject, I'd like to do a very brief overview of some adhesives and related products. Although thin grade cyano works very well in certain jobs, I usually use a medium grade thick cyano on most of my projects. Thin cyano can run in quite quickly while medium or even some thick cyano glues will keep their position much easier. As for epoxy, I keep five, fifteen and thirty minute hobby grade (or better) epoxies on hand along with a bottle of hobby grade micro balloon filler and plenty of small mixing cups as well. You might notice I used the words 'hobby grade' a lot, as there can be differences between most DIY epoxies and those sold through hobby dealers; so, go with the hobby grade epoxy to ensure a secure bond on your boat's joining areas.

Other retaining 'tools' can include heat shrink tubing, thread locking compound and even silicone fuel tubing as this soft, flexible hose can make excellent fuel line clamps, throttle stops, spacers and of course, nitro boat fuel system lines. To round out this part of the column, I should mention the occasional need for some different sandpaper, small cuticle scissors and even tin/aviation snips, as they are special items for special chores sometimes found on your marine craft.

LUBES AND TAPES

With their numerous rotating parts, your I/C boats will demand at least a couple of basic lubricants to help keep them working smoothly at speed. Any power craft driveline must be either



Lubricants in mini oilers, spray and bottle forms are commonplace for I/C toolboxes to service/repair any fastener/rotating component on the marine craft

oiled or greased regularly and there are many excellent oil/greases designed to keep the shafts, struts, stuffing tubes and rudders as friction free as possible. Waterproof greases lend themselves to drive shafts while thick, high weight oils are also useful for stuffing tubes and transom strut bushing/bearings. Regular firearm pinpoint oilers with their needlepoint applicators can easily oil rudder/throttle linkages, carb shafts, servo motors, hatch latches, etc. as they will place a tiny amount of lube where it's really needed without any excess oil residue.

When you must attempt to remove a seized up threaded bolt, screw or nut, a spray lube like WD-40 or a similar penetrating oil



Securing/sealing radio boxes, securing servos and adding some detail/paint are all possible with these tapes when you match them to their intended bonding/securing chores

designed to help loosen stuck fasteners can be utilised; but be aware they can sometimes stain porous materials like fibreglass or certain woods and balsa.

Finally, on both nitro and petrol engine vessels, I'd recommend having a big bottle of after run oil around and you should add a few drops via the spark/glow plug holes and through the carb venture opening each time you're getting ready to take your boat home from a day at the pond. It's cheap insurance against moisture or nitro fuel content from doing any damage and the after run lube is cheap compared to new engine components.

As for vinyl, cloth or other tapes that are actually tools in your boat's array of repair utensils, topping that list could be the thin tape you must use to carefully seal your hull's hatch/radio box seams. According to what you read or hear at the lake, basic vinyl, electrical and even sports tapes have been used to seal radio boxes and hatches so, you can test any number of these products to see which type suits your boat's control system compartment's water-sealing needs. Some tapes' adhesive can leave a lot of leftover residue after you remove it and as such I tend to 'stick' with the true clear radio box tape, clear hockey stick wrapping tape and normal/clear vinyl tape found at better hardware stores.

As for the rest of your adhesive backed tape needs, having some thick/cushioned double-sided tape is very handy for positioning fuel tanks, servos, etc. while the popular styles of Velcro hook-and-loop tapes can enable the modeller to easily affix a host of components that might need to be removed later to service or modify the hull's overall set up.

SAFETY/SPECIAL TOOLS

Due to the special assembly steps and/or repair requirements on a particular hull you can sometimes benefit from having a handful of unique tools at your disposal. Small hoses, wires, etc. may demand a pair of medical style forceps to attach/route the parts where needed while they can also hold small parts that need inspection/attention as well. When tearing down a good sized petrol marine engine a set of T-handle wrenches and screwdrivers are very helpful for loosening rusty fasteners especially those with slot/Phillips heads. Mini drivers in both socket and screwdriver sets are well suited to nitro/



Protecting your face, eyes, ears and hands are always important as are having shop towels around to prevent any friction should glue, grease, spill around your work area



Special jobs can require special tools like forceps for holding fuel lines, T-handles for loosening engine screws and mini drivers to tweak small carb screws or strut brackets

petrol carburettor work as well as for tinkering with any other small component fasteners on the hull's power/control systems.

For safety around your work station, a good quality pair of high impact safety glasses should always be in your toolbox along with a pair of good ear plugs for those instances when you're running power tools or the boat itself. Disposable gloves, a box of good paper shop towels and a few painter's masks will provide you with the items that will both protect your person and/or your work area whenever you need to tinker on your I/C boat fleet.

TIP OF THE MONTH

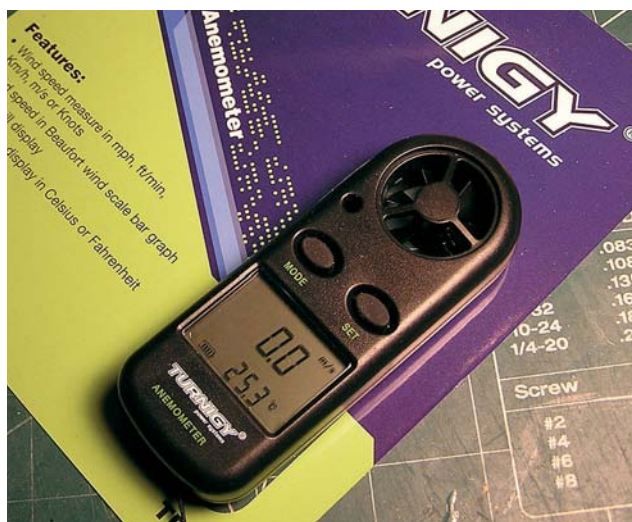
One tool I've discussed and use on a regular basis is the small one use medical grade syringes that are a common item found at most hobby dealers. Capable of holding a small amount of epoxy, silicone, grease, etc. these small, clear syringes make it very easy to place whatever compound you have into even a very small location. For even tighter/further in work, I sometimes add a short length of small silicone fuel tubing to the syringe tip as the tubing is flexible enough to squeeze into any hole/slot in smaller I/C hulls. Whenever I plumb out a new nitro boat fuel system I usually end up with leftover/short sections of the fuel tubing; so, I place them in a locking kitchen bag and break them out when I need an extended syringe unit.



By simply adding a short section of silicone tubing to this syringe you can get into tight spaces with whatever glue you need to bond your hull parts together

PRODUCT REVIEW

Back a couple of months ago, I mentioned I'd recently purchased one of the HobbyKing Turnigy electronic anemometer units and I've now had enough time to use the small wind/air gauge at the pond. The TR816 Turnigy meter has only a mode and set button on its black plastic case; however, I find this simple layout well suited to my rather limited gadget skills. A single/large 3 volt Lithium button cell powers the meter and it can relay wind speed in miles per hour, feet/minute, knots, etc., as well as wind chill and temperature readouts. I've used all of these features when sailing my OEM yacht to help overrule how hard/cold the air is moving to my snowbird sailers¹. Wind speed, like a hull's on-water speed abilities can be greatly misjudged, so having this simple to use unit in your toolbox can help you to properly gauge/use the air moving over the water's surface to set up/run your I/C marine craft.



With good simple features this Turnigy wind meter can improve your ability to judge lake conditions and match them to your power craft's power/control adjustable set ups

SOAPBOX SECTION

Although I really try to stay light in most of my Powerplug columns, I must round out this month's space with an important subject.

Only a few weeks ago, a model boater in my area of the US drowned while attempting to rescue his stalled marine craft. Long time readers of my columns know I've discussed this subject of NOT going swimming after an idle boat, but folks are still losing their lives trying to recover a hull in what they believe is 'shallow water'. Trust me people, shallow water, as far as I'm concerned, is a tiny puddle found after a light rain shower. In actuality, if you did try to swim after a stalled/overtaken/sinking power craft, you'll be unable to swim and carry the hull! You can't really hold the vessel and paddle yourself back to the shoreline and this is where most people get into real trouble and end up drowning. Having personally witnessed this very bad situation, you end up tired, scared and panicking not knowing when your thrashing feet will ever contact the lake bottom whilst also trying to hold your stalled boat.

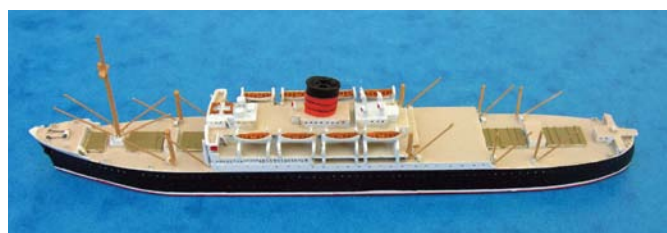
Please, please, please get yourself a suitable inflatable raft, kayak, etc. to use for any marine craft recovery job plus, always wear an approved and correctly sized safety floatation vest during the entire venture into 'shallow water'. NO BOAT IS WORTH YOUR LIFE. **MMI**

WATERLINES

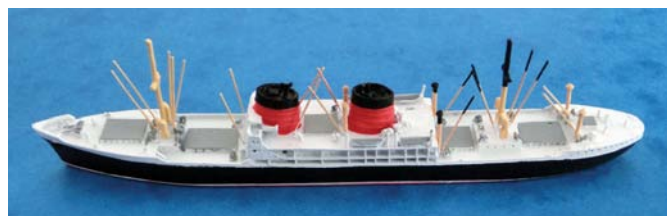
THE CUNARD LINE (PART 2: 1945 TO DATE): KELVIN COLLECTS LATER SHIPS OF THE FAMOUS CUNARD LINE

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

After the war the two Queens and the Mauretania were refitted with commercial services recommencing in late 1946 (Queen Elizabeth) and 1947. The first post-war new build was the 8,723grt freighter Asia (with sister ships Arabia and Assyria) followed by twins Media and Parthia which on 13,345grt carried both cargo and 250 passengers, the latter all in first class. As early as February 1946 the keel had been laid at John Browns on Clydebank for a new liner and in January 1949 the 34,183 ton Caronia undertook her maiden voyage from Southampton to New York. Later that same year the 35-year-old Aquitania was finally taken out



Albatros model of the Media



CM KR model of Alsatia, a ship that served Cunard from 1951 until 1963



Cunard's flagship is the Queen Mary 2 depicted here by CM KR



Ivernia converted for cruising became the Franconia depicted here by this now rare Triang model



Andria of 1976 was one of a class of four reefers bought by Cunard

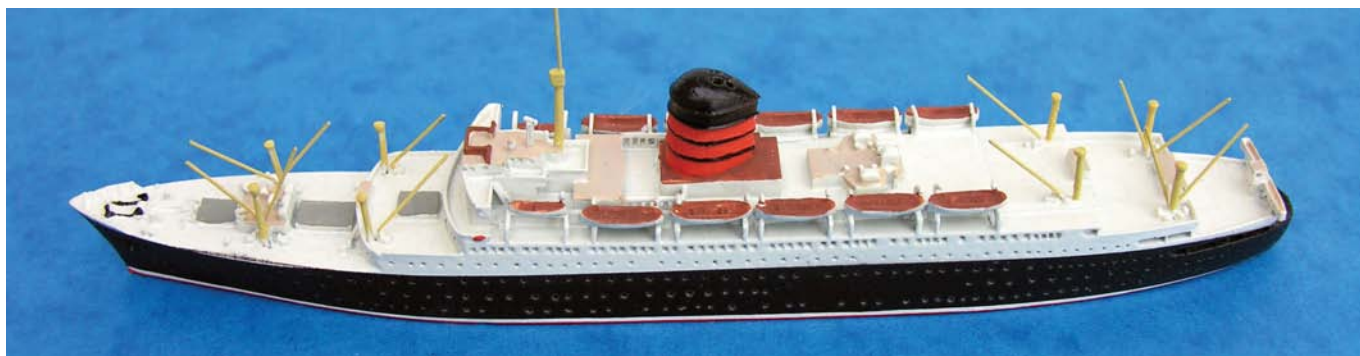
of service, her last couple of years having been spent repatriating US troops and providing 'austerity' passages on behalf of the Canadian government. Her final voyage was home to Southampton from Halifax arriving on 1st December 1949. She was scrapped the following year.

Having been built for the dual roles of trans-Atlantic crossings and cruising, the Caronia was painted green throughout her career. She was sold in 1968 becoming briefly the Columbia then the Caribia. In March 1969 she suffered an engine room explosion and having drifted for 20 hours was towed to New York; there she remained until 1974 when under tow to Taiwanese shipbreakers she went ashore in Guam to be scrapped where she lay – a sad end to a fine ship.

In 1948 Silver Line shipping commissioned the cargo liners Silverplane and Silverbriar both of which were purchased by Cunard in 1951/52 becoming respectively the Alsatia and Andria serving the company for just over 10 years. The early 1950s saw a major investment by Cunard for four new liners intended to operate between the UK and Canada. All four of these 22,000 tonners were built by John Browns with the Saxonia completed in 1954, followed at yearly intervals by Ivernia, Carinthia and Sylvania. From 1962 the Saxonia and Ivernia cruised respectively as Carmania and Franconia before being laid in the River Fal circa 1970; both were later sold to Nikreis Marine, becoming the Leonid Sobinov (scrapped 1999) and Fedor Shalyapin (scrapped early 2000s). The other two were sold to Sitmar in 1968. Carinthia became the Fairland (later Fairsea) and in 1989 was sold to Princess Cruises as Fair Princess; passed on again in 2001 as China Sea Discovery, she was scrapped 2005. Sylvania became Sitmar's Fairwind until 1989 when she too moved on as Dawn Princess. Sold to the Vlasov Group in 1993 she chartered to Phoenix Reisen as Albatros until 2004 when she was scrapped.

Name(s)	Built	Model (s)	As In	Notes
Asia	1946	LJ M100	1946	Sold 1963, scrapped 1969
Media	1947	AL 252	1947	Sold 1961, rebuilt as Flavia, eventually burnt out in Hong Kong 1989
Parthia	1947	LJ L20	1947	Sistership to Media, sold 1961 becoming Remuera, scrapped 1969
Caronia	1948	CM KR 60, Tr 701, Wiking	1948	
Alsatia	1948	CM KR 454	1955	Sold 1963, scrapped 1977
Saxonia	1954	Triang M708, AL 73b	1954	Converted for cruising 1962 (re-named Carmania)
Carmania	1954	Triang M708m, AL73	1962	M708m is overall green and AL73 has a white scheme
Ivernia	1955	Triang M709	1955	Converted for cruising 1962 (re-named Franconia)
Franconia	1955	Triang M709m	1963	
Carinthia	1956	Triang M711	1956	As Fairsea (Degen 414), as Fair Princess (Degen 414a)
Sylvania	1957	Triang M710	1957	As Dawn Princess (CM-KR89a, Degen 414c)

Cunard ships built 1946 – 57



Saxonian by Albatros shows the initial appearance of the four 1950s built liners

Model(s)	As In	Notes
Hansa S200, Revell	1969	Revell full hulled plastic kit
Hansa S200/1	1982	As in the Falklands
Hansa S200/2, Konishi 907	1983	After 1983 refit
Mercator (M) 921, CM-KR 61(N)	1987	1987 refit/modified funnel
Skytrex M921a, CM-KR61b	1994	Britannia blue hull
Skytrex M921b, Classic Ships 009	1999	Dark charcoal grey hull

Models of the QE2

By the early 1970s the last of the older liners had gone and a new era was about to begin. In 1972 the fleet comprised just three ships, the liner Queen Elizabeth 2 (1969) and purpose built cruise ships Cunard Adventurer (1971) and Cunard Ambassador (1971). The latter two both suffered from fires in 1974, Cunard Ambassador so much so that she was completely re-built as a cargo ship. Sporting white funnels, they were based in the USA and by 1976 had been replaced by Cunard Countess and Cunard Princess, newly built for the American cruise market, with one on each coast. These two and the Queen Elizabeth 2 were the entire fleet until 1984 when Sagafjord (1965) and Vistafjord (1973) joined courtesy of Cunard's purchase of Norwegian American Cruises. Two years previously the Queen Elizabeth 2 was called up for service in the Falklands; her post-conflict refit in late 1982 saw Cunard red on the previously white funnel and a pale grey hull.

The hull colour was not a success and in early 1983 the previous dark charcoal grey scheme was re-applied. In fact this shade is so dark that in most pictures it looks black. In 1987 she was re-engined in Germany and the funnel modified.

A footnote in Cunard's history is the purchase in 1986 of Sea Goddess Cruises with their two luxury super-yachts Sea Goddess I and II, mentioned here because there is a relevant waterline model. In 1993 Cunard joined with Effjohn's Crown Cruise Line to form Cunard Crown Cruises which, although planned to last 10 years, folded completely by 1997; this endeavour ran five ships namely Cunard's pair from 1976 and three completed in 1993: Cunard Jewel, Cunard Monarch and Cunard Dynasty; in 2001 the latter became Fred Olsen's Braemar.

As of 1994 the fleet was Queen Elizabeth 2, Sagafjord (sold to Saga in 1996 becoming Saga Rose until 2009) and Vistafjord plus the Cunard Crown ships. That year Cunard acquired the Royal Viking Line taking into service just one ship, the Royal Viking Sun (completed 1988). From 1994 to 1999 the QE2's hull was painted in 'Britannia Blue', again a shade so dark that it looks black; at the same time the waterline was painted royal gold; my thanks to Mick Lindsay for this invaluable information.

In 1996 Trafalgar House, owners of Cunard since 1971, was acquired by Kvaerner, with the fleet reduced to five: Queen Elizabeth 2, Cunard Dynasty, Cunard Countess, Royal Viking Sun and Vistafjord. In 1998 Cunard was sold on to the giant American Carnival Corporation with the fleet listed as just Queen Elizabeth 2, Royal Viking Sun and Vistafjord; the latter was refitted and given the traditional Cunard name Caronia in 1999. That same year

Royal Viking Sun departed to become Seabourn Sun, and was re-named yet again in 2002 as Prinsendam. Moving on to 2005 the Caronia had joined her old running mate Sagafjord as Saga Ruby (until 2014) but the new Queen Mary 2 had joined the venerable QE2. The latter's days were numbered and on 11th November 2008 she departed Southampton for the last time on her way to an uncertain future in Dubai. Sadly it's rare for retired liners to be successful in their new roles. There have been many 1/1200-1250 models of this famous ship.



Original Mercator model of the Vistafjord; two German manufacturers have announced new models of both this ship and the Sagafjord



Caronia by CM KR is the only currently available model



From 1964 to 1970 the Carmania (ex Saxonian) had a white hull; here she is accompanied, albeit historically impossible, by the Dawn Princess (formerly Sylvania)



Cunard's current two Queens with Victoria in the foreground



Mercator QE2 transits that tricky passage outbound past the Needles

With the new Queen Victoria (completed 2007) in the roster, a new Queen Elizabeth (near sister to QV) arrived in 2010. As of 2009 executive control of Cunard passed to Carnival UK, the British holding company established for P&O Cruises. This year Carnival are again playing the '175 years' card, this time for Cunard, P&O's turn having been back in 2012.

This month's tables complete our listing of commercial 1/1200-1250 models of Cunard ships. Mercator models with catalogue numbers greater than M923, plus the lettered variations of QE2 are new issues by Skytrex. From the USA we have the specialist cruise liner maker Alexander Scherbak who was the first with Queen Elizabeth and has produced QM2 in two versions (as completed and after modification in 2006). These models are resin castings and fully painted in display cases. For the full range check

www.scherbakshipmodels.tripod.com **MMI**

Name(s)	Built	Model (s)	As In	Notes
Andria	1973	CM-KR 453	1976	Reefer, sold 1981
Cunard Countess	1975	Albatros AL135	1976	
Sagafjord	1965	Mercator 916a	1985	
Vistafjord/Caronia	1973	Mercator 915a/M915b	1984/1999	CM-KR 451 & Ri-445b planned CM-KR 452 & Ri-446a/b planned
Sea Goddess I	1984	Albatros AL114	1984	
Royal Viking Sun	1988	CM-KR 406 is Prinsendam	2002	Needs a repaint in Cunard colours
Queen Mary 2	2004	Scherbak, CM-KR323, CS 094, Revell		Revell full hulled plastic kit
Queen Victoria	2007	Scherbak (version 2)		
Queen Elizabeth	2010	Scherbak, CM-KR324	2007	
		Scherbak, CM-KR 322	2010	

Models of Cunard ships since 1972

www.mobilemarinemodels.com

the 3 - in - 1

Twin Screw Motor Tug

Euro - Girl

Pusher - Puller -
- Anchor Handler

FULL kit
or the
Budget Building System

Full Colour Catalogue £5

Visit our Website

Factory Visitors Welcome

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

MOBILE MARINE MODELS

Model Tugology..... the driving force

Phone / Order Line
01522 730731

All of Our
Full Kits
includes
Electric
Lights

The Model Dockyard



PO BOX 104

Redruth

TR159BJ

Mail order Only.

Phone line open Mon-Fri 9am-1pm

Tel UK: 01209 861733

Tel Int: +44 1209 861733

www.model-dockyard.com

U.K Delivery

Kits and Boat Hulls Add £9.00

Timber orders Add £9.95

Other Order value up to £50 Add £5.00

Other Order value Over £50 Add £9.00

Over £190 Free Delivery

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

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

We ship Worldwide too

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

Amati Kits

Dutch Royal Yacht in Bottle 1:300 95mm	\$44.95
Egyptian Ship Sphure Dynasty 350mm	\$74.95
Greek Bireme 480 BC 560mm	\$74.95
Venetian cargo ship, 1750 450mm	\$119.95
Santa Maria 1409 540mm	\$120.95
Prinla 1409 450mm 1:65 scale	\$59.95
Nina 370mm 1:65 scale	\$59.95
Mayflower 1620 1:60 scale 650mm	\$164.95
Chinese Junk Scale 1:100 400mm	\$84.95
Xabec 1753 720mm 1:60 scale	\$149.95
H.M.A.V. Bounty 1:60 scale 750mm	\$224.95
Robert E Lee Padua Steamer 1:150 600mm	\$249.95
New Bedford Whalerboat 1880 1:16 scale 550mm	\$117.95
Bluenose, Fishing Schooner 1:100 scale 540mm	\$87.95
Titanic, White Star Liner 1912 1:250 1070mm	\$378.95
Endeavour J Class, Wooden Hull 1:80 480mm	\$79.95
Rainbow J Class, Wooden Hull 1:80 510mm	\$79.95
Rainbow J Class 1:80 480mm Preformed Hull	\$75.95
Enterprise J Class 480mm 1:80	\$75.95
Endeavour J Class 1:35 scale 1130mm	\$258.95

Victory Models Kits

Lady Nelson Cutter, 1:64 scale 530mm	\$116.95
Granado, Bomb Ketch 1756 1:64 800mm	\$259.95
HMS Fly, Swan Class Schooner, 1776 1:64 800mm	\$263.95
HMS Vanguard, 74 gun 3rd rate 1782 117mm	\$378.95
HMS Pegasus Swan class sloop 1:64 800mm	\$253.95
Murphy, 20 gun Brig 1820, 1:64 860mm	\$253.95
Revenge 1577 1:64 scale 885mm	\$369.95

Caldercraft Display Kits

HMS Diana 38 Gun Heavy Frigate 1180mm	\$440.95
HMS Snake 1797 18 Gun Sloop 1:61 910mm	\$193.95
H.M. Brig Supply 1759, Yard transport 675mm	\$134.95
Endeavour, Bark 1768, 1:64 725mm	\$224.95
HMAV Bounty, 1789, 1:64 660mm	\$184.95
HMS Marston, Captured Dutch 18 gun brig 790mm	\$182.95
HMS Jalouse French brig 1794 815mm	\$204.95
HM Yacht Chatham 1741 1:64 530mm	\$83.95
HM Motor Vessel Comander, 1804 1:64 530mm	\$89.95
HM Schooner Ballahoo, 1804 1:64 520mm	\$59.95
Granado, Bomb Ketch 1756 1:64 785mm	\$204.95
HM Brig Badger 1778 1:64 600mm	\$164.95
HM Schooner Pickle 1778 1:64 565mm	\$124.95

Caldercraft R/C Kits

Joffre, 1916 Tyne Tug.	\$251.95
Inaiva, Twin Screw Berthing Tug	\$458.95
Resolute, Twin Screw Admiralty Tug	\$508.95
Amarranth, Motor Fife	\$120.95
Millard star, Post war East Coast side trawler	\$288.95
Marie Failing single screw steam tug	\$395.95
North Light, Steam Hatch Puffer	\$251.95
SS Talacre, Single hatch Steam Coaster	\$251.95
H.M.T Sir Kay Round Table Class Minesweeper	\$294.95

Hull and Plan Sets

Grand Banks Schooner 1193mm	\$87.50
Victoria Steam Launch 1:12 scale 762mm	\$40.45
40. Pilot boat 698mm	\$50.45
Bluebird Of Chelsea, 1:24 scale 654mm	\$51.49
Forceful Paddle Tug, 1:48 1003mm	\$37.45
Guardsmen Customs launch 1:32 scale 571mm	\$47.45
Buruto & Bajima Tug 1:50 scale 768mm	\$46.49
Life Boat 1:19 scale 740mm	\$46.49
Smith Nederlander Hull 558mm	\$72.45
St Louis Belle Mississippi Steamer 838mm	\$151.45
Liverpool Lifeboat 1:95mm 1:12 scale	\$91.50
RMAS Moorhen Hull 1:43 scale 740mm	\$71.50
Cavia, Thames Tug 1:48 scale 711mm	\$96.50
Brave Borderer 1:32 scale 914mm	\$154.00
HMS Warspite, Queen Elizabeth class	\$154.00
H.M.S. Devonshire, Cruiser 1504mm	\$134.00
H.M.S. Liverpool, Town class 1409mm	\$120.00

Plan & Material Packs

Vosper MTB Hull Pack 670mm	\$39.99
Higgins Helicat CNC Pack 610mm	\$44.99
HMS Temerity CNC Pack 890mm	\$42.45

Deans Marine Kits

LCM 1653 1:24 scale 710mm	\$213.75
25th Motor Boat 1:12 scale 690mm	\$175.95
Compass Rose, Corvette 196 673mm	\$177.65
H.M.S. Solebay Destroyer 1945 1210mm	\$306.35

MGB77, 71.6ft BPB 1:24 920mm	\$243.01
73H Vosper Type 1 1:24 scale 965mm	\$252.20
Bromington, minesweeper 1:100 465mm	\$107.18
MTB 480, B.P.C. 71.6 MTB 1:24 920mm	\$272.63
Steam Yacht Medea 1904, 1:48 870mm	\$139.86
Tradition, Seine net trawler 870mm 1:24	\$360.92
H.M.S. Cossack Destroyer 1938 1200mm	\$272.63
SS City of Turin 1:96 960mm	\$356.95
Yarra Twin Screw berthing tug 1:48 580mm	\$223.95
Snow Goose Bosches Cruiser 1:24 scale 740mm	\$137.95
63H Motor Anti-Sub Boat No33 1:24 812mm	\$198.08
Response, Steam Packet Boat 1:36 460mm	\$39.91

Card Models

SD14 general cargo ship 1:70 2133mm	\$295.00
USS Missouri, 1:200 scale	\$61.24
GPM SMS Seydlitz 1:200 scale 1010mm	\$58.95
Prince of Wales Battleship 1:200 scale	\$51.95
Tripitz 1:200 scale Full hull 1260mm	\$49.99
Bismark 1:200 scale Full hull 1250mm	\$48.98
HMS Mercury 6th rate frigate 1779 1:96 scale	\$344.95
Armed Hipper, cruiser 1935 1:100 scale	\$40.61
HMS Enterprise 28 gun Frigate, 1:96 scale	\$40.80
Grat Spee, Full hull model at 1:200 scale	\$30.60
HMS Sheffield 1:200 full hull	\$28.54
HMS Repulse, Battleship 1:300 scale 806mm	\$27.53
HMS Dreadnought 1:200	\$26.50
HMS Cambleton 1:200 scale 470mm	\$25.95
Yamato, Japanese Battleship 1:400 685mm	\$23.95

Plastic Kits

Trumpeter HMS Nelson 1:200 scale	\$208.95
Merit USS Hornet 1:200 scale	\$238.48
Tamiya LYN Yamato 1:350 717mm	\$270.95
Trumpeter USS Missouri 1:200 scale 1352mm	\$249.16
Trumpeter Bismark 1941 1:200 scale 1265mm	\$203.95
Trumpeter USS Arizona BB-39 1941 1:200	\$160.16
Lindberg PT 109 MTB 1:32 scale 749mm	\$149.95
Heller HMS Victory 1:100 scale	\$149.95
Heller Le Soleil Royal 1:100 scale	\$149.95
Lindberg Sea Witch, Clipper 1:36 scale 638mm	\$149.95
Reveli Flower Class Corvette 1:72 850mm	\$107.10
Italeri Schnellboot S-100 1:35	\$161.95
Italeri MTB77 1:35 scale 632mm	\$89.95
Italeri PT109 Torpedo Boat 1:35 scale	\$89.95
MTB Vosper St Nazaire Raid MTB 74	\$89.95
Lindberg Blue Devil Destroyer 1:25 910mm	\$39.95
Trumpeter HMS Repulse 1941 1:350	\$87.21
Trumpeter HMS Hood (1941) 1:350	\$80.09
Trumpeter USS Alabama BB-60 1:350	\$71.19
Trumpeter Prinz Eugen 1945 1:350	\$64.96
Trumpeter HMS Queen Elizabeth 1943 1:350	\$62.29
Trumpeter HMS Belfast 1942 563mm 1:350	\$62.29
Trumpeter Graf Spee, 1:350 531mm	\$47.16
Trumpeter Admiral Hipper 1941 1:350	\$62.29
Tamiya Bismark 1:350 717mm	\$61.99
Reveli Type VIKS 1:350 717mm	\$59.99
Tamiya Tirpitz 1:350 717mm	\$59.99
Tamiya HMS King George V 1:350	\$49.99
Tamiya HMS Prince of Wales 1:350	\$49.99

Plastic Kit Upgrades

German AA Weapons WWII 1:350	\$34.90
Naval figures 1:350 scale	\$72.90
Passenger ship crew figures 1:350 scale	\$34.90
Naval Crew Figures German WWII 1:350	\$34.90
Etched lifeboats set 1:350 scale	\$34.90
R.N. Naval figures 1:350 scale	\$34.90
Bismark etched detail Tamiya Bismark 1:350	\$22.30
Tripitz (designed to be used with Tamiya kits)	\$30.60
HMS Hood detail sheet pack 1:350 scale	\$30.60
Admiral Graf Spee etched sheet set 1:350 scale	\$24.99
HMS Repulse etched detail sheets 1:350 scale	\$19.50
Prinz Eugen etched set, 1:350 scale	\$22.30
HMS Repulse railings set 1:350 scale	\$19.50
Prinz Eugen etched railings set 1:350 scale	\$22.30
Prinze of Wales etch sheet pack 1:350	\$22.30
HMS Dreadnought 1907 Etched detail, 1:350	\$19.50
Wooden deck for HMS Hood 1:350 scale	\$36.50
Wooden deck for Graf Spee 1:350 scale	\$32.30
Wooden deck for HMS Repulse 1:350 scale	\$34.80
Wooden deck for Prinz Eugen 1:350 scale	\$34.80
Wooden deck for Tirpitz 1:350 scale	\$34.80
DX Wooden deck & Railing for Hornet 1:200	\$330.70
DX Wooden deck & Etch for Bismark 1:350	\$237.99
Wooden deck for Bismark 1:350 scale	\$31.50
Wooden deck for Tripitz 1:350 scale	\$33.20
Wooden deck for KGS 1:350 scale	\$33.20
Wooden deck for Price of Wales 1:350 scale	\$33.20
DX Wooden deck & Railing for Warspite 1:350	\$33.20
DX Wooden deck & Railing for Bismark 1:200	\$192.80
DX Wooden deck & Etch for Missouri 1:200	\$215.99
GLS Flower Class Deck & Fittings Set, 1:72	\$99.99
GLS Flower Class Type 'C' Bridge Set, 1:72	\$99.99
GLS Flower Class Corvette Depth Charge Set	\$99.99
This is just a selection from Gold Medal, MK1 Design, Master, Great Little Ships and Eduard.	

R/C Boat Plans

Miranda Edwardian steam launch 42in	\$12.50
Will Everard Thames Barge: 1:48 scale	\$17.50
Brave Borderer: 36in Vosper patrol boat,	\$12.50
Enterprise: Northumbrian Cobble, 27in.	\$12.50
"Pilot 40 police/patrol launch 27in.	\$12.50
Inchcolm: Inlet puffer 24in.	\$12.50
Liverpool Lifeboat: 1:12 scale	\$12.50
200 Series RAF Seaplane Tender, 950mm	\$12.50
H.M.S. Arkel Royal A. 1:192 scale model, 50in.	\$12.50
Vosper MTB - 26 1/4 inches	\$12.50
Steam Yacht Regatta	\$12.50
Launch Out: 27in., side and pair trawler,	\$17.50
P.S. Totes Castle paddle steamer 42in.	\$12.50
Joffre: Tyne Tug 30in.	\$12.50
St. Louis Belle 1:64 Mississippi stern-wheeler	\$12.50
T.B.D. Cruiser Leader: 1:144 32in. Scoot class	\$12.50
200 Series RAF Seaplane Tender: 1:152 950mm	\$12.50
H.M.S. Kent: 1:96 scale early cruiser 58"	\$17.50
Felicia Huntsman: 1:8 scale 1066mm	\$12.50
Cairn Jane: Thames Barge 1:24 scale, 50in.	\$22.50
Joffre: Tyne Tug 1:48 scale 30in.	\$12.50
Britannia 1893, Royal racing yacht, 1:32nd	\$29.50
Pibroch A 1:50th scale Clyde Puffer, 400mm	\$17.50
Aspov Scottish wooden fishing boat 500mm	\$33.50
Altair gaff rigged schooner, 1:32nd 1200mm	\$33.50
Princess High speed luxury motor yacht, 1:24th	\$33.50
Constance Bowater paper freighter, 1030mm	\$17.50
Boston Fly 1960 East Coast Trawler 1125mm	\$17.50
Waverley paddle steamer 1365mm	\$17.50
Hoop Op Zegen Beamer trawler 725mm	\$17.50

Louis Heloise 1:10th French Baulifier, 1025mm

Harold Underhill Plans

Cutty Sark Clipper Ship 698mm	\$259.54
Marie Sophie of Falmouth 1033mm	\$44.41
Lady Evelyn, Wood, 850mm	\$23.90
74-Gun Two-Decked (Circa 1813 1422mm	\$277.71
Lady Daphne Thames Sailing Barge 812mm	\$29.54
12-Gun Brig-of-War, Lanes, 1187mm	\$55.51
Cunard Liner Service, 1:192 scale 850mm	\$33.30
40-Gun Frigate (Circa 1790 831mm	\$66.61
Valerian, Brxham Trawler 1069mm,	\$49.23
Diesel Ring Net Fishing Boat 615mm	\$29.53
Three Brothers, Rye Fishing Smack, 797mm	\$29.54
Muirneag, Scottish Zulu- 1612mm	\$66.61
Clyde Puffer Seaght, 588mm	\$19.68
Leon, Wood Brigantine 514mm	\$59.07
Iron Paddle Tug 1:48 scale 863mm	\$44.40

This is just a selection of the range available.

Static Display Kit Plans

Greek Bireme 440mm construction plans, 560mm	\$7.12
Vikingship, construction plans, 1:50 440mm	\$7.12
Santa Maria planter 1:65 scale 540mm	\$8.65
Prinla planter 1:65 scale 450mm	\$8.14
Nina planter 1:65 scale 450mm	\$8.14
Mayflower, construction plans, Scale 1:60,	\$11.29
Sovereign of the Seas, plans, 1:78 1100mm	\$16.18
HMS Prince, construction plans 750mm	\$13.04
San Felipe, construction plans, Length 950mm,	\$20.43
Chinese Junk, construction plans, 1:100 400mm	\$7.02
French Xebec construction plans 1:100 720mm	\$10.99
HMS Victory, construction plans 1:100 950mm	\$18.82
HMS Bounty, plans, 1:60 720mm	\$13.43
New Bedford Whaler, plans, 1:16, 550mm,	\$12.72
Venetian Gondola, plans, Length 570mm,	\$5.90
Riva Aquarama plan set 1:10 scale 480mm	\$23.09
Endeavour Plan set 1:80 scale 860mm	\$8.85
Endeavour J Class Plans set 1:35 1130mm	\$22.38
Titanic Plans set 1:250 1070mm	\$48.83
Lady Nelson Cutter Plan Set 1:64 530mm	\$16.79
HMS Fly Plan set 1:64 800mm	\$21.37
HMS Vanguard Plan set 1:72 1171	\$40.49
HMS Pegasus plan set 1:64 800mm	\$21.37
Mercury plan set 1:64 860mm	\$25.13
Cutty Sark, construction plans, Scale 1:78,	\$31.00

This is just a selection of over 1000 plans available

R/C Equipment

Hi Tech Lite 4 channel 2.4GHz Tx/Rx Combo	\$49.95
Hitec Optic 6 (2.4GHz) combo	\$119.99
Hitec Optic 5 channel (2.4 GHz) combo	\$72.50
Viper Marine 40 amp speed controller	\$53.22
Planet 5 Transmitter and Receiver Set	\$54.99
FR30HX 30amp speed controller	\$47.14
15HVR 15amp speed controller	\$37.69
Viper Marine 25 amp speed controller	\$34.99
FR12VR 12amp speed controller BEC	\$33.86
Tech Mega Arm Sail Winch 19.8kg/cm	\$29.99
Proportional Drum Sail Winch	\$30.63
Viper Marine 20amp speed controller	\$28.99
Viper Marine 15amp speed controller	\$22.99
Viper Micro Marine 10amp speed controller	\$22.99
Viper Marine 15 Plug Play speed controller	\$22.99
Programmable mixing module	\$20.34
Waterproof mixing module (w-tail)	\$17.80
Waterproof mixing module	\$15.70

Full range of R/C installation equipment available

Sound Modules

Petrol/Diesel Engine with Horn	\$43.40
Steam Engine Sound	\$43.40
Whooper	\$35.73
Fog Horn	\$35.73
Ship Alarm	\$35.73
Air Horns	\$35.73
Large Ship Horn	\$35.73
Large Ship Steam Whistle	\$35.73
Tug Boat Air Horn	\$35.73

Motors

Schottel drive unit 70mm dia prop	\$95.94
Schottel drive unit 50mm dia prop	\$76.48
Schottel drive unit 40mm dia prop	\$62.71
54312 low drain motor for large props	\$18.85
Matbuchi Low Drain 545	\$9.96
Matbuchi 540	\$7.43
Matbuchi 480 motor 4.8 to 8.4v	\$7.00
Electronize 365/14 low drain	\$5.56
Motor mount for MFA 800/850 Motors	\$4.50
385 Motor 6 to 15.0 Volt with mount	\$6.56
540 Motor 6 to 12.0 Volt with mount	\$10.36
RX15 540 Motor 6 to 8.4v Volt	\$35.95
RE800 Motor 12.0 Volt with mount	\$27.49
RE850 Motor 12.0 Volt with mount	\$27.49
Motor mount for 540/500.550 and 600 Motors	\$2.75
MFA 540 Motor and 2.5:1 Gearbox 4.5-15v	\$19.33
MFA 540 Motor and 6:1 Gearbox 4.5-15v	\$19.36
MFA 385 Motor and 2.5:1 Gearbox 4.5-15v	\$17.56
951 series 385 Motor and 6:1 Gearbox 4.5-15v	\$17.56
951 series 951 Motor and Gearbox 298:1 6volt,	\$9.00
800/850 Belt Drive Reduction Unit 2:1	\$40.80

Raboesch Propshafts

Propeller Shaft M4 270mm with 220mm tube	\$15.36
Bronze Bearing Propeller Shaft M4 290mm	\$25.29
Bronze Bearing Propeller Shaft M4 290mm	\$25.29
Bronze Bearing Propeller Shaft M4 186mm	\$23.49
Bronze Bearing Propeller Shaft M4 211mm	\$23.49
Bronze Bearing Propeller Shaft M4 236mm	\$23.49
Bronze Bearing Propeller Shaft M4 261mm	\$23.49
Bronze Bearing Propeller Shaft M4 290mm	\$23.49
Ballrace Propeller Shaft M4 290mm	\$34.22
Ballrace Propeller Shaft M5 290mm	\$34.32
Ballrace Propeller Shaft M4 450mm	\$39.74
Ballrace Propeller Shaft M5 450mm	\$39.74
Propeller Shaft with skeg M2 230mm	\$22.49
Scale Propeller Shaft with skeg M3 270mm	\$22.29
Scale Propeller Shaft with skeg M4 330mm	\$30.71

Rudder Assemblies

||
||
||

VINTAGE CHATTER! PART 24

A GOLDEN SUMMER: THE TAPLIN-TWIN DIESEL LINE REMEMBERED

AUTHOR: DAVID WIGGINS  GREAT BRITAIN

Hello again my friends. From last month's piece on 1970's American radio we're going back a decade for a couple of months to reappraise some truly classic British marine engines of the 1950s and '60s, this time, Birchington-on-Sea's most famous product – the peerless Taplin-Twin. I've written much on Taplins over the last 20 years such is my enthusiasm for them as a piece of engineering.

THE 1959 TAPLIN-TWIN INTRODUCED

In post war Britain there was a shortage of proper marine power, almost all offerings being adapted aero engines. Lt. Colonel Harold Taplin was a keen modeller as well as a pivotal figure in the development of the British radio model hobby. He was also the owner of an engineering company located at Birchington-on-Sea in Thanet who set his mind to addressing the problem. He concentrated on twin cylinder designs, the first of which used cylinders from the E.D. 2 cc in order to manufacture a 4 cc in-line twin.

From this, 'Taps' went on to design, patent and manufacture his first commercial engine – the 1959, 7 cc, Taplin-Twin 'greenhead' using cylinders and heads from the E.D. 'three forty six'. As well



Harold Taplin's superb scale carburettor



A 1959 Mk.1 Taplin-Twin 'green head' fitted with the first ball coupling

as being a strongly built and easy starting side port twin the T/T introduced to the market perhaps the first effective R/C carburettor in Britain. In contrast to the first rickety attempts at diesel speed control this item was a triumph and one was soon seeing popular diesels like the E.D. 'Hunter' and Frog '349' modified and equipped with a T/T carb' by boat men keen to have an effective speed control.

Manufactured as an aero as well as a marine diesel the popular Mk.1 enhanced its appeal to boat men by the introduction of a double-ended drive variant. Both this and the aircraft version were made in smaller production runs than the standard engine and thus are sought after by collectors with the result that prices have soared since I was rebuilding these delightful engines some years ago. It is fair I think to comment that the stoutly built Taplin was never going to make an ideal power plant for even a large flying model and only limited numbers were sold air cooled whereas the marine Taplin sold well from the outset.

THE MK.2 TWIN OF 1962

Three years on from its acceptance as a top quality marine engine the Birchington team updated the design to include hard chromed bores and a fully ball and roller race supported crankshaft (the Mk.1,



A double ended version of a Mk.2 (8 cc), Taplin inc tank, silencer and TT universal

while having ball races in the centre section employed a bronze front bearing). To differentiate it from the first T/T the company gave the Mk.2 red anodized heads and an increased capacity of 8 cc. The redhead was even more enthusiastically received than the Mk.1 and sold well until the large glow plug engine became a more or less universal choice c1970.

Aircraft sales were even fewer than with the Mk.1 though some attractive air-cooled prototypes were manufactured the most lovely of which had wrap around fins encircling both cylinders. Called by collectors 'the streamliner' the nearest I have ever been to one of these engines was to possess, briefly, a single fin, the engines are that rare.

THE 'BIG TWIN' AND 'STRAIGHT FOUR'

It wasn't long before Taps, always a speed enthusiast, realised that his design was capable of scaling up – after all, it had begun life as a little 4 cc job and made a successful 7 and 8 cc production twin. With an eye on European records as well as winning regattas at home the engine was enlarged in two ways, one of which was placed on the market and the other kept for family use.



A fully restored example of Taplin's 15 cc Big Twin

For the family, two 7 cc twins were grafted together in order to end up with a straight four. Admired widely and successfully campaigned in Europe by the Colonel and his sons, John and Michael, this once famous 'special' has effectively disappeared. An engine you may, however, aspire to find is an example of the Big Twin – a 15 cc engine that appeared on the market in small production runs. I'm lucky to own a pair that came directly from the family some years back. I can't say that, unlike the 7 or 8 cc Twin, I like them as much. I find them hard to start and it is an old truism that a diesel much over 5 cc can be hard going. A 7 or 8 cc Taplin is a delight to operate but the Big Twin conforms to the rule.



A Taplin tank, silencer and propeller

THE MK.3 AND 'TEMPEST'

Endeavouring to keep themselves in the big engine market as glow power took over a Birchington factory, the Dinton Engineering Company run by John Taplin and located in Margate, updated the design yet again to Mk.3 format and, at about the same time, introduced a single cylinder derivative – the 3.46 cc Tempest. The Mk.3 has a plus to users in that the cylinders accept either air or water-cooled heads as these items are screw fitted. Earlier engines did not have this flexibility. I ought to add that, in my experience, the heads can unscrew as easily as they screw on – not a happy experience at speed. It's the only bad thing I can recall from years of operating every model of Taplin aside from the propensity of all marks to overheat should the water supply fail.

Neither of these engines were as successful as those that preceded them for the simple reason that the glow-plug engine had rendered big diesels outdated and, by the mid '70s, their time on the regatta scene was over although engines continued to sell to modellers who desired a reliable, large engine of scale appearance. Many years later the manufacturing rights for the Mk.3 were sold to an Indian factory in the same manner as some once famous British motorcycles have been and Indian built Taplins sometimes pop up on the internet. Fancy buying a Taplin do you? – well, my advice is to look for a clean example of an 8 cc Mk.2 redhead, and by 'clean' I really mean one that turns over and that has not been 'got at' too much.

Finally, the factory manufactured an accessory line that included couplings, the 'HydroJet', props, tinplate tanks and silencers and some other items that are outside the scope of this present feature. **MMI**

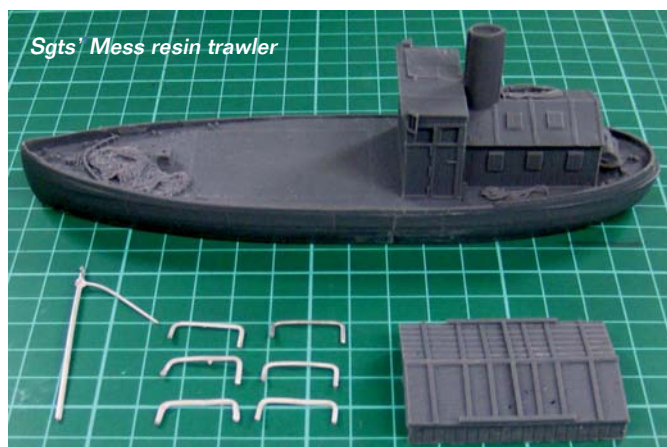


A pair of later engines built in Margate – a TT Mk.3 and a Tempest single

PLASTIC KIT SCENE

I BEGIN THIS MONTH WITH SOME NEW EXCITING RESIN MODELS

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



Sgts' Mess resin trawler

SGTS' MESS

Trawler

Model No.: BO 8

Scale: 20 mm

Length: 18 cm

Beam: 4.8 cm

Parts: 2 resin and 6 white metal



The detail of the moulding of these resin models is very good

Coastal/Tramp Steamer

Model No.: BO 9

Scale: 20 mm

Length: 31 cm

Beam: 6 cm

Parts: 6 resin and 20 white metal



Coastal/tramp steamer parts note the picture of where the bridge can be situated

Trawler Crew Set

Model No.: NC 33

Scale: 20 mm

Contents: 4 white metal figures

These are Sgts' Mess latest additions to their model boat range and this time they have again chosen some very popular ship models. The waterline models are cast in resin with white metal fittings to add the extra detail; the mouldings are very good and well detailed.

My review samples came well packed in stout cardboard boxes with all parts well wrapped in bubble wrapping. The Coastal/Tramp Steamer comes with pictures of where the bridge section can be placed as there are two places it can be attached. There are no assembly instructions but the parts are easily identified as to where they are to be placed but a quick look on their website will reveal photos of the completed models in full colour; this site is well worth a look anyway as their range of figures and boats is very good. The company mainly deals with war-game type figures and items but these can be very useful to the marine modeller, the scale is classed as 20 mm but this works out at 1/72-1/76 scales. The crew figure set comes with four figures in working poses cast in white metal. The white metal does have some mould lines and flash which is normal with this sort of material but this is easily removed with a small needle file.



Trawler crew figures in white metal, these will look superb once flash and mould lines are removed and painted

If you are attending the IPMS Telford model show on the 7th-8th November 2015 Sgts' Mess will be there so look them up to see their range of items.

Many thanks to Sgts' Mess for supplying the samples, full details of these models and figures can be found by visiting

www.sgts-mess.co.uk

REVELL

Another two releases this month from this popular manufacturer.

HMS Ariadne

Model No.: 05134

Scale: 1/700

Length: 18.1 cm

Parts: 76



Revell HMS Ariadne in 1/700 scale (courtesy Revell)

HMS Ariadne, pennant number M65 was an Abdiel-class minelayer used by the Royal Navy during the last years of WW2. Her armament consisted of four 4" AA guns, four 40 mm bofors guns, twelve 20 mm Oerlikon AA guns and carried 160 mines, and her top speed was over 40 knots. She entered service at the beginning of 1944 and her first operation was laying mines off the coast of Norway, later that year she was sent to join the US Navy Seventh Fleet in the Pacific. Here operations included laying mines and transporting US troops involved in the allied landings on Japanese held islands. At the end of the war she was used to transport British troops home and because of her speed was also used as a mail ship. She saw no further active service after the war, was refitted in the 1950s and eventually scrapped in 1965.

This is a lovely little detailed model of an unusual ship not normally made available as a plastic kit.

Search and Rescue Vessel Hermann Marwede

Model No.: 05220

Scale: 1/72

Length: 64 cm

Parts: 318

The Hermann Marwede is the largest sea rescue vessel used by the German DGzRS entering service in 2003. She has a top speed in excess of 46 knots;

she carries a smaller daughter craft called Verna inside which is launched via a stern ramp. This vessel has a very shallow draft of only one metre and is used in shallow waters and coastal areas.

This is a rerelease of a model that was available several years ago but now has been updated. It builds into a very detailed model and comes complete with the Verna and decals, a great addition to a collection of lifeboat type models.

Revell model kits are available from all good toy and model retailers. For more details visit www.revell.de/en, @Revell Germany or facebook.com/revell



Hermann Marwede search and rescue vessel with the Verna from Revell (courtesy Revell)



Trumpeter Tsesarevich Russian Battleship 1904 colour painting guide (courtesy Pocketbond)

I gave some details of this warship in the December 2014 issue of MMI so I will not repeat them here. Then the kit was of her as she appeared in 1917 (model No. 05337), this time it is of the Tsesarevich as she was after her launch in 1904. The kit now has some different sprues and more parts; as before some P/E frets are included with the model which makes this another very well detailed model.

USS Maryland BB-46 1945

Model No.: 05770

Scale: 1/700

Length: 27.2 cm

Beam: 4.9 cm

Parts: 550+



USS Maryland battleship 1945 (courtesy Pocketbond)



TRUMPETER Russian Navy Battleship Tsesarevich 1904

Model No.: 05338

Scale: 1/350

Length: 33.8 cm

Beam: 6.6 cm

Parts: 420+

The Maryland was a Colorado-class battleship built in 1917 and mounted 16" guns. On the 7th December 1941 she was one of the American battleships in battleship row when the Japanese attacked Pearl Harbor. She was damaged but managed to return to the US for repairs and modernisation. Returning in 1942 she was to take part in many engagements in the Pacific against the forces of Japan. During the battles of Leyte Gulf and Okinawa she was damaged by kamikaze aircraft, returning again to the States for repair but the war ended before she returned. She was decommissioned in 1947 and scrapped in 1959.

Another very detailed kit from Trumpeter it can be built as a full hull or waterline model, the mouldings are well reproduced including the wooden decking pattern. The kit comes complete with three SC-1 aircraft and P/E fret. Again this is another model of the same warship but at a different time period after a refit, there is a kit available of her from 1941 at the time of the Pearl Harbor attack (model No. 05769). Trumpeter seems to do this with a lot of their kits. This is a new kit where the only difference is another sprue, this makes it easier to produce and adds another model to their vast range of kits with only having to outlay the cost of one or two different sprues for that kit.

Full details of these models and their full range can be found by visiting www.pocketbond.co.uk and www.trumpeter-china.com

AK INTERACTIVE

Here are details of two new weathering paint sets that may be of use to the marine modeller.



AK crusted rust deposits set (courtesy AK)



AK burnt vehicle set (courtesy AK)

Crusted Rust Deposits

Set No.: AK 4110

Contents: 3 pots

Burnt Vehicles

Set No.: AK 4120

Contents: 5 pots

Both of these sets although primarily used with military vehicles can be very useful for weathering model boats, the rust set especially. The rust set when applied will leave the effect of flaking and crusty rust which can be seen on many hard working and derelict boats and ships, and the burnt effect will also be of use for many warship modellers modelling battle damaged warships.

Full details of these sets can be found at the following website:

www.ak-interactive.com

WHITE ENSIGN MODELS

There is some great news for modellers, WEM ceased trading in late 2014, but now the website is back and running under new owners in the USA. The sets are still the same designed by Peter Hall and are still being produced in the UK, packaging will be different and prices will be shown on the site in US Dollars. At the moment on the brass P/E sets are only available with the resin sets and accessories coming at a later date.

The well known Colour Coats paints will be available from another company called Sovereign Hobbies.

Full details can be found at: www.whiteensignmodels.com and www.Sovereignhobbies.co.uk **MMI**

SCALE SCENE

IAN DETAILS HOW TO MAKE ROPE FENDERS THE EASY WAY

AUTHOR: IAN WILLIAMS  GREAT BRITAIN

electro-marine@talktalk.net



A demo collection of full sized rope fenders

Looking back at some old articles I realised that I hadn't covered the making of rope fenders at all. The traditional full size way is quite complicated and in any case not too easy to do physically in small model sizes. So I decided to show you a couple of easy ways to do the job. To be honest, I haven't made too many rope fenders myself, as the last time I needed some on a model was a TID tug I built for my son years ago and a fishing boat I helped my Dad with. I have made a couple of examples for this article and although probably not the best examples of the art, they do show what can be done with minimum resources. I must confess that it must be fifteen plus years since I last made any of these fenders, so being out of practice, my first efforts were OK but a little less than perfect. Of course practice makes perfect but I decided, rather bravely I thought, to show these first efforts as proof that usable fenders can be produced even if not perfect. Hopefully this way I can point out the basic mistakes you might make and help you avoid them.

Although there are several ways of making these types of fenders, I am going to concentrate on the two which I think achieve more than passable results with the least amount of hassle.

WRAPPING YOUR FENDERS

The first type and probably the easiest to achieve is, as the heading suggests, is made by wrapping a cord (rope) around a solid core. In a full size small boat fender, the core itself is made by doubling over a piece of rope. The length depends on how big the fender is to be. A fender about 15/16 inches long could take about 15 feet of rope! The closed end is pulled out slightly to form a loop and the rope is bound with twine just below the loop. The two lengths of rope are then bound again about 12 to 15 inches further down and that is the core formed. Now you have to 'unlay' the two pieces of rope below the bottom binding so that you end up with six strands. The ends of these are bound (whipped) to prevent fraying and then the process of making the fender proper begins. The basis of this is the 'Crown Knot', you will need to check this out on the web to see pictures as I haven't room here. You continue forming crown knots until the loop is reached. Then the remaining



Centre bored wooden core for wrapped type of fender as per text



The finished article. See text for method

strands are woven into the loops of the last crown knot using a fid or a marlin spike and that is the fender done. Easier to say than do!

OK, now we get to do the model version. You will have to decide the style and size of fender you require. Once you have decided on the dimensions you will need a piece of dowel as near as possible to the diameter you need. You will then have to drill a hole roughly twice the diameter of the cord you are using, centrally down the length of the dowel. It does have to be central, as if it is off centre the finished fender will appear a little twisted and lumpy at the ends. In a hurry to make the items for this article, I admit I wasn't as careful as I should have been and my first attempt wasn't perfect. But don't let that phase you, as you can see from the photo, a more than usable fender can be produced.

Having drilled the hole, you now have to sand the ends. But note that the two ends of the dowel are slightly different, at the lower end all you are basically doing is rounding off the edges and leaving the bottom flat. The top has to be narrower, so you would sand up to the edges of the hole you drilled and the sanding doesn't have to be perfect, you don't need a glass smooth surface. Just so long as you have the required shape.

Take the cord, thread or whatever you're using and cut a good length, about 40 cm should be enough for a 25 to 30 mm length of dowel with a diameter of around 6 mm or so. You need to double the cord and pass it through the hole in the dowel so a small loop is formed at the narrower end (see photo). You need to pass the cord through so you have a long piece and a short piece at the bottom. Fix the shorter piece with a dab of glue and when dry trim off that short piece of cord. Then insert a toothpick or similar into the hole and start to wind the cord around the rod starting with a loop around the toothpick. You will have to be careful as the turns progress from the toothpick to the dowel and a few drops of cyano glue will help. Once the cord is wrapping around the dowel, keep going until you have wrapped right up to the loop. Once there, secure the cord with glue and cut off the excess and the job is done.

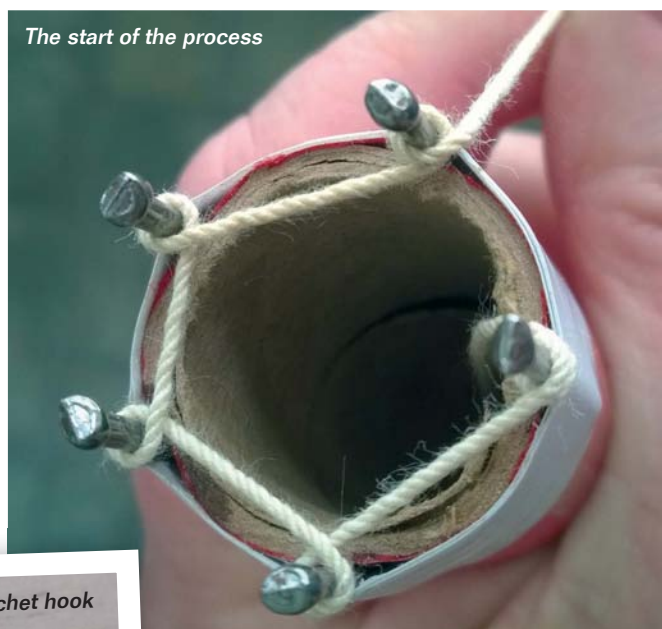
HOW TO KNIT A FENDER

Yes, you read that right, knit is what I said. What you are going to do is to make a fender using the age old skill of French Knitting using a knitting mill. AKA knitting dolly, French knitter, knitting spool etc. There are quite a few names for this type of knitting and the device used to do it. Now I'm not going to do a blow-by-blow account as there are numerous craft videos showing you how to do it. But I am going to show you a few photos, give a brief explanation and show you how to add the extra bits to make the fender.

A knitting mill from cardboard tube. Larger than needed so you can see the progression of the knitting



The start of the process



A small hooked crochet hook



Firstly you will need a knitting mill. These were traditionally made using a thread spool and some small nails hammered in the top around the central hole of the spool but numerous commercial types are available, just search Google. However, seeing as how you may need fenders in different scales, you can easily make your own knitting mill from tube with panel pins glued and taped around it as per my photos. If you can get hold of some clear plastic tube that would be ideal as you can see the length of the knitting inside the tube. You will also need something as the core of the fender, wood as in the last type or, here I have used a piece of carbon tube so the white cord has a contrast so you can see the construction. Also I have knitted my two examples fairly loosely so you can see how it all works.

FIRST STEPS

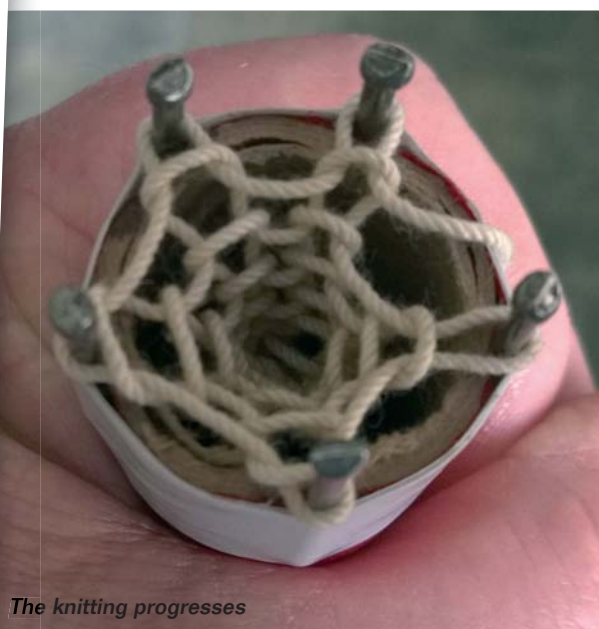
To start knitting take one end of the thread and pass it from above (the nail side) inside the knitting mill, leaving about 15-20 cm length of thread out of the bottom.

With the upper end of the thread, pass the thread anti-clockwise around each nail as shown in the photo. When you've gone right round and reach the starting nail again, put the thread over the existing loop, and using a crochet hook or similar, lift the loop over the nail, locking the upper thread in place (see photos). Repeat this process over all nails, creating a cylindrical net inside the mill. Keep doing this for as long is needed to reach the desired length of the rope fender.

The smaller knitting mill I made the examples on. You could use clear plastic tube



Hooking the lower loop over the nail as per the text



The knitting progresses

When you are at this point, use a darning needle to pass the 'running' thread through all loops on the nails and carefully remove the netting from the mill. At this point fill the net with your chosen core. Pull both ends and the net will tighten, then stitch the remaining loose end into the weave at the top to tidy it up. Here you could form a suspension loop.

Although both of the types of rope fender shown can be made (especially the knitted type) using almost any type of cord, i.e. wool (non-hairy), string, cotton, twine etc. I prefer to use rigging cord from a specialist model supplier as it is often made like real rope. I used 0.75 mm here, but it can be purchased in sizes from 0.25 mm up to around 2 mm. The size of course depends on scale, but somewhere around 0.5 to 1.00 mm seems to be the most useful.

There are suppliers on eBay but Westbourne Models, Model Dockyard and Modelling Timbers all supply by post. Just Google them for details.

Well that's it, I do hope you give rope fender making a try. See you next time. **MMI**



Some ball fenders I made years ago. A trifle crude up close but looked fine on the model



My first attempt at a long fender for this article – see comments in text



My second, smaller fender – see text comments



SARIK-VACFORM & WAVERLEY MODELS **HAVE MOVED!**



SARIK-VACFORM

for High Quality Vacuum Moulding

The solution for all your vacforming needs whether in ABS or Clear Plastic the team at Sarik-Vacform are on hand to help with whatever you need!



www.sarik-vacform.com
info@sarik-vacform.com

Waverley Models

Home of model boat accessories and fittings

Fibreglass boat hulls and model boat accessories and fittings now in stock!



info@waverley-models.com

For both Sarik-Vacform and Waverley Models queries **contact Janet or Barry on 01531 631605** who will be happy to help you with stock information and availability or to discuss bespoke makes.

9 Lower Road Trading Estate, Ledbury, Herefordshire, HR8 2DJ



BOOKWORLD

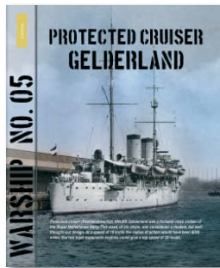
— wholesale —

You can visit our website: www.bookworldws.co.uk

Stockist of the following subjects:
• **Aviation** • **Military** • **Naval**
• **Modelling** • **Railway** • **Motoring**

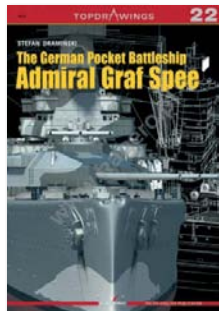


Major Credit cards accepted and cheques payable to: Bookworld Wholesale Ltd. UK Postage single book £2.50, two or more books £4.50. Overseas Airmail please allow 15% of order value.



Warship No.5 Protected Cruiser Gelderland.

Protected cruiser (Pantserdekschip) HNLM Gelderland was a Holland-class cruiser of the Royal Netherlands Navy. This class, of six ships, was considered a modest, but well thought-out design. At a speed of 10 knots the radius of action would have been 8000 miles, the two triple expansion engines could give a top speed of 20 knots.48 pages,Black/White and colour photos,line drawings,black/White and colour photos,line drawings. £14.99



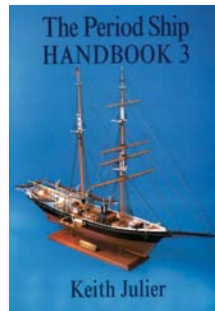
TD22.Admiral Graf Spee.

The Deutschland-class ships were the first heavy vessels of the German Navy after the First World War. In Germany they were classified as IPanzerschiffe, but in other countries the term 'pocket battleships' was very popular. Format :A4 23 pages of modeling plans, 4 pages color profiles 2 double B2 sheet with drawings sheets and colour scheme.£15.99



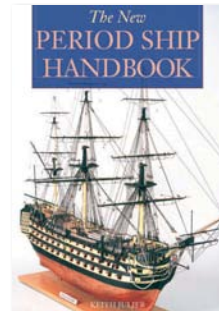
Modelling Full Ahead

A new series of books for naval modelers. The aim is to concentrate on a specific ship class in depth. From pictures showing all the angles of the ship, to the model kits you can use and, of course, a detailed step by step on how to transform your modelship in an outstanding artwork.76 pages. £15.99



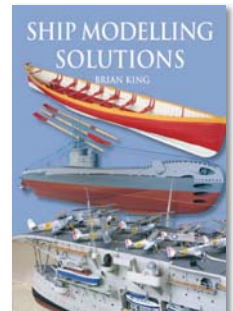
The Period Ship Handbook 3.

From the simple to the sophisticated, a detailed look at the making of ten new static model ship projects which demonstrate the transition from kits to scratch building. Third volume in this successful modelling series, acclaimed world-wide. £16.95



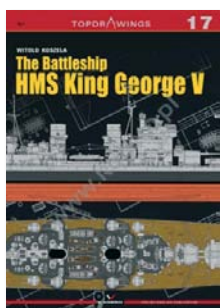
The New Period Ship Handbook.

A completely revised edition of the Period Ship Handbook, originally published in 1992. The basic modelling instructions have been comprehensively updated and all nine model projects are brand new, as are all the colour and black and white illustrations. New models include HMS Victory and the Victory's Launch, the Lady Nelson and HMS Mars. £16.95



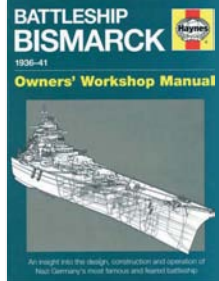
Ship Modelling Solutions.

A compilation of material originally published in the specialist hobby magazine Model Boats in which master modeller Brian King has passed on many gems of detailed experience to would-be builders of ship models. A lifetime of ship modelling experience is contained within these pages. £9.95



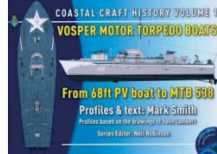
Top Drawings 17 The Battleship HMS King George V.

This book by Witold Koszela starts with the set of perfectly made detailed line drawings/scale plans of all King George V-class vessels. Drawings sheets, color profiles, double A2 sheet with colour scheme, double B2 sheet with colour scheme, 72 pages, illustrated throughout. £12.99



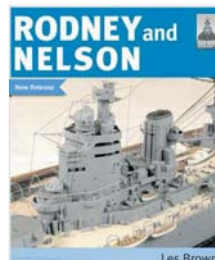
Battleship Bismarck Manual

Nazi Germany's most famous and feared battleship By: Angus Konstam. The anatomy of the Bismarck is examined in detail, including her construction, armoured protection, propulsion, weaponry, gunnery direction, the bridge, sensors, steering and crew quarters. Hardback, 160 pages, 50 colour, 200 mono illustrations £25.00



Coastal Craft History Volume 1.Vosper Motor Torpedo Boats.

From 68ft PV boat to MTB 538. Profiles and Text: Mark Smith. Profiles based on the drawings of John Lambert. The Colour profiles in this book detail the colour schemes and equipment of Vosper MTB's from job 1763 (MTB 102) to MTB 538, the last boat ordered during wartime.48 pages.£17.99



ShipCraft 23: Rodney and Nelson.

The 'ShipCraft' series provides in-depth information about building and modifying model kits of famous warship types. Lavishly illustrated, each book takes the modeller through a brief history of the subject class, highlighting differences between sisterships and changes in their appearance over their careers. This includes paint schemes and camouflage, featuring colour profiles and highly-detailed line drawings and scale plans. £14.99



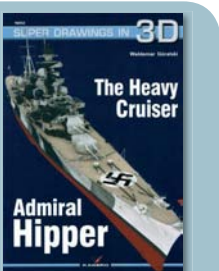
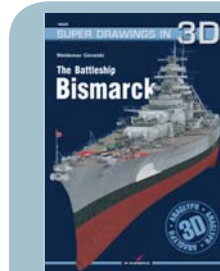
Warship Pictorial 42.

Round Bridge Fletcher Class Photo Album. Paperback, 72 pages, packed full of Black & White photographs. Published by Classic Warships. £15.99



Warship Pictorial 41.

USS Midway CV-41 Photo Album. Paperback, 72 pages, packed full of Black & White photographs. Published by Classic Warships. £14.99



Super Drawings in 3D

- 16021 The Battleship HMS Dreadnought £15.99
- 16022 Japanese Destroyer Akizuki £15.99
- 16024 Japanese Destroyer Kagero £15.99
- 16026 Japanese Heavy Cruiser Takao £16.99
- 16027 The Battleship USS Massachusetts £14.99
- 16028 The Battleship Bismarck £14.99
- 16029 The Battleship USS Missouri £14.99
- 16030 The Heavy Cruiser Lutzwow £16.99
- 16031 The Japanese Aircraft Carrier Kaga £16.99
- 16032 Admiral Hipper £16.99

Warships in Action

£11.99 Each

- 4020 U.S Destroyers Part 2
- 4021 U.S Destroyers Part 3
- 4025 Japanese Light Cruisers
- 4028 Gato Class Submarines
- 4033 U.S Subchasers
- 14034 PT Boats £14.99
- 14035 Schnellboote £14.99

On Deck Warship Walkaround

£15.99 Each

- 5601 USS Alabama • 5602 USS Lexington
- 5603 Ohio-Class SSBN • 5604 USS Pampanito
- 5605 Elco 80 PT Boat • 5606 Nimitz Class Carriers
- 5607 Iowa Class Battleships
- 26008 Higgins PT Boat £16.99
- 26010 USS Kidd £11.99
- 26011 USS Massachusetts £11.99
- 34001 USS Arizona Squadron at Sea £16.99
- 34002 USS North Carolina Squadron at Sea £16.99
- 34003 USS Texas Squadron at Sea £16.99
- 34004 USS Saratoga at Sea £16.99
- 34005 USS Lexington at Sea £16.99
- 34006 USS Alabama at Sea £16.99

Shipcraft Series

£14.99 Each

- Shipcraft 1 German Pocket Battleships
- Shipcraft 2 King George V
- Shipcraft 3 Yorktown
- Shipcraft 4 Type VII U-Boats
- Shipcraft 5 Japanese Heavy Cruisers
- Shipcraft 7 British Battlecruisers
- Shipcraft 8 Fletcher Class Destroyers
- Shipcraft 9 Kongo Class Battlecruisers
- Shipcraft 10 Bismarck and Tirpitz
- Shipcraft 11 British Destroyers A-I + Tribal Classes
- Shipcraft 12 Essex Class Carriers
- Shipcraft 13 New Orleans Class Cruisers
- Shipcraft 14 Yamato Class Battleships
- Shipcraft 15 Queen Elizabeth Class
- Shipcraft 16 Admiral Hipper Class
- Shipcraft 17 Iowa Class Battleships
- Shipcraft 18 Titanic and her Sisters
- Shipcraft 19 County Class Cruisers
- Shipcraft 20 Scharnhorst and Gneisenau
- Shipcraft 21 British Destroyers



Bookworld Wholesale Ltd. Unit 10 Hodfar Road, Sandy Lane Industrial Estate, Stourport-On-Severn, Worcestershire DY13 9QB

Tel: +44 (0)1299 823330 • Fax: +44(0)1299 829970 • Email: info@bookworldws.co.uk • www.bookworldws.co.uk

MEETING POINT

RECENT EVENT REPORTS FROM
AROUND THE UK AND EUROPE

INTERMODELLBAU 2015, MESSE WESTFALENHALLEN, DORTMUND – 15TH TO 19TH APRIL '15, BY KIM BELCHER

'Bühler, Bühler, Bühler!' was my mantra as we landed at Dortmund Airport from Luton, courtesy of easyJet airlines. Now, by 'we' I mean fellow MBA-Dover members Alan Poole (Hon. Sec.) and Kelvin Castle, along with our very good friend Martin Clifton from Macs Mouldings (www.macsmouldings.co.uk). Also to be attending were four other MBA-Dover members (who started life as model boat builders in my University of the Third Age – U3A – Model Boat Building Course), Ken, Dick, Peter and Reg. These gentlemen were coming by car through Eurotunnel.

My group travelled on the Tuesday afternoon so we could spend Wednesday, Thursday and most of Friday at the Show, it needs at least two days to do it any sort of justice. We would fly home Friday evening. The other group were driving Tuesday and attending the Show on Wednesday and Thursday and driving home, whilst visiting other places en route, during Friday.

For those that have not attended, start saving and plan now – this is the biggest model show in the World! Six of the above persons



Just one of many UK groups and individuals seen at the Show – Hoylake MBC on their Dortmund Road Trip 2015!



To celebrate the 150th Anniversary of the German Lifeboat Service – DGzRS – one of four island stands displaying lifeboats from Germany, The Netherlands and the United Kingdom. Here 'Bernard Gruben' a German 21.3 metre class takes pride of place in the centre



Proud builder and owner Werner Laube displays his 8.5 metre German lifeboat Jens Füerschipp. Fifteen of these actual craft were made and this one was built in 1993 and stationed at the marina in Gelting, covering the Baltic Sea

were on their first visit, Martin his second and for me my fourth. This is so spectacular – eight very large exhibition halls filled with static and remote controlled boats, aircraft, helicopters, railways of both electric and steam varieties, trucks and diggers, racing cars, tanks, then figurines, dioramas, cardboard models, die-cast models, the whole caboodle! On top of this there were some 574 exhibitors from 20 nations and hundreds of trade stands. 82,000 visitors attended the Show across the five days, with 85% either buying or ordering items. The average spend per head was €322, up some €50 on last year. Everything is run with precision and efficiency. Believe me, you do not need to be able to speak German, the locals enjoy practising their English on us!

I shall concentrate on the model boat discipline. Within a few hours of attending I was 'bumping' into many different UK club members that either Martin or I knew – something that had not happened on my other visits, apart from our friends at Peterborough MBC and Deans Marine, who have stands each year. Some of these were Ian, Rob and Ken from Bryn Bach Scale, Sail and I.C. MBC, Terry from Barry MBC, the group from Hoylake MBC (including their Dortmund Road Trip 2015 T-shirts!), Glasgow Richmond MBC and Ray from Tamiya Trucking. The next impression, that will be a lasting memory, was the vast number of German lifeboats (DGzRS) that were on display, it being their 150th Anniversary year. Amongst them were some Dutch (KNRM) and UK RNLI favourites too, one of which was of a 1/12th scale Tyne Class lifeboat, which pleased Martin immensely, as it had a set of his cast resin window frames on it!



My favourite model and lifeboat from anywhere – Hermann Rudolph Meyer – a 23.1 metre class German lifeboat at 1/10th scale! Totally scratch-built by Michael Rüetzel, along with its 'tochterboot' (daughter boat), I make no apologies for including it again! A real inspiration

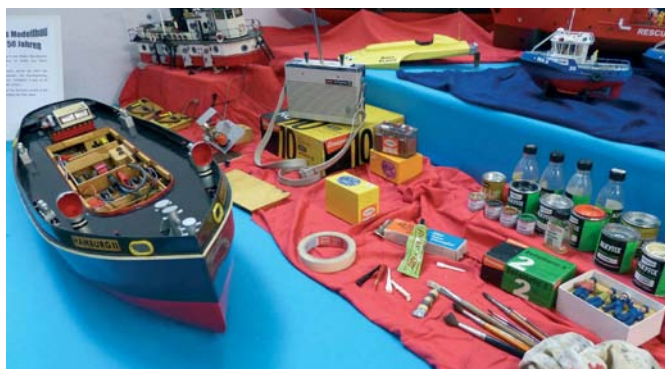


Another award winning and informative display by Simon Weemaels and his MBV team from Belgium. This one depicts the Mulberry-B-West harbour at Kunstmattige Haven for the 'D' Day landings of June 1944 – Arromanches, Normandy

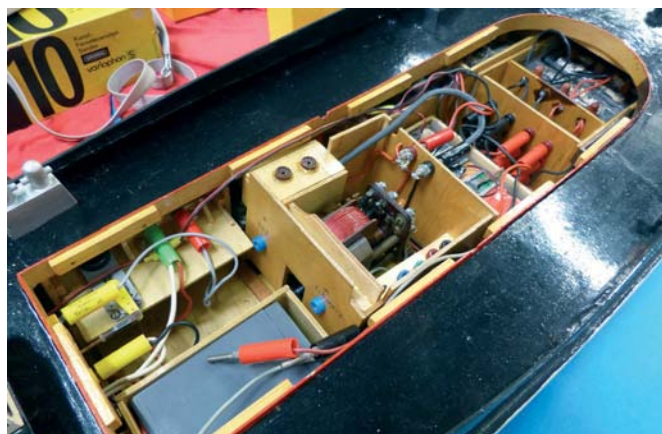


A sister and brother look on as one of the MBV team manoeuvre a ship out of the Mulberry-B-West harbour

It was good to meet up with 'old' friends too, Benjamin Fentens from Hamburger Modellbaubogen Verlag (www.h-m-v.de), the company that make so many cardboard models, with their new 'Sea Shepherd' ship models M.V. Steve Irwin in scales of 1:100 and 1:250 (product numbers 103877 and 103333 respectively) each having a laser cut kit, should you require it. They also had a new German lifeboat set (product number 103433, likewise with a laser cut set if required). Then there was Simon Weemaels from Belgium and his MBV team (www.mbv.be) with a new radio controlled 'D' Day landing diorama – some 7 metres by 4 metres and, of course, Michael Rüettel and his colleagues Werner Lorscheid, Jürgen Kirchhoff and Werner Laube with their 1/10th scale, super detailed



Fifty years on! A 1960's Robbe model of tug Hamburg II, its Graupner 10 channel transmitter, paints, thinners, brushes and glues make a superb diorama for the ISM Köln club; donated by a widow from her late husband's basement workshop last January



The untouched, yet pristine interior of the tug Hamburg II. Just some corrosion around the terminals of the non-gel lead acid battery. Note the electric motor type and neatly laid out wiring. A real credit to its builder



The wheelhouse of tug Hamburg II – note the umbilical wiring leads for its electrics and lighting

DGzRS German lifeboats. This really was an International Meeting Point in action!

What really made my visit to the Show very memorable was the small display on the ISV Köln stand (Interessengemeinschaft Schiffsmodellbau Köln – www.ism-koeln.info). It was a Robbe 1/32nd scale model from the 1960s of the Hamburg II tug. It had alongside it a Graupner Variophon transmitter and the model itself, with its wheelhouse removed, displayed the original Engel 6 Volt 4 Ah lead acid battery (non-gel) and radio set up. Also alongside were various paints, thinners, brushes, glues and figures. Thanks to Sven Menssen and his very good command of English, I ascertained that a lady had contacted the Club in January this year to say her husband had died some twelve months ago and in his basement workshop she had found this model and its transmitter – were they interested in having it? The rest, as they say, is history. The Club decided to display it and the other items in its entirety. A really nice story and touch to their stand. Sven said that if this appeared in MMI he would take a copy of the article to the gentleman's widow. We have completed the circle and are grateful that this was one model that did not end up being disposed of in a tip!

I shall let the photos and the captions give a small insight into the rest of what was seen in Hall 5 – Marine.

Suffice it to say, those that came for the first time were extremely impressed with the Show and came away with many Euros worth of 'goodies'. Alan actually found a Robbe Roxxy 100 Amp brushless ESC at a model shop just minutes down the road from our hotel. He ordered and paid for a second one (to be installed in his newly built 1/12th scale RNLI Severn Class lifeboat) and a few days after we had returned it was delivered. We had been trying to source these or their new equivalents for months back in the UK!

After each day's seven hours at the Show, evening brought some respite with the hospitality shown by my Bosnian friend of five years, Edo. He is the owner and manager of the local Steakhaus Restaurant 'Stadewäldchen'. Much food and many local beers were consumed in three nights! Thanks Edo.

It was soon Friday evening and we were at the airport ready to fly home. After a nice meal in the restaurant there, we went to immigration control, ready to board our flight EZY2176. Having put my bag through the X-ray machine the attractive, but stern faced, young lady pulled from my luggage one Bühler motor (2,700 rpm at 12 Volts and costing just €8.30) – 'What is this?' she said. I told her it was an electric motor and there were five more inside (being three different model pairs!). 'I know' she said, 'but why?' I told her they were for my radio controlled model lifeboats. This went on for a few more minutes. I then said to one of her 'whys?' – 'Because they are German and the best in the world!' To this reply, her face broke into a lovely smile and I was waved through to join my three patiently waiting colleagues. Bühlers, Bühlers, Bühlers, coming to a model boat show near you, soon.



Willi Hoster of Leichlingen Kreativ demonstrates his cardboard modelling skills in his latest minesweeper (Bau-Nr 20). In the background are more of his models, including another two minesweepers that are no longer available from Passat-Verlag, models of 'extraklasse' in 1:250 scale



On the back of Willi Hoster's hand a very small cardboard model of a motorised pusher barge



A very realistic marina diorama for this large 1/10th scale Princess V55 yacht sitting on the four post hoist, made from aluminium and with working winches and slings on the I.G. Yacht – Modellbau stand (www.ig-yachtmodellbau.de), a website worth visiting, just for its photography



The Queen Mary passing the United Nations building – an unusual diorama on a large stand exhibiting many small marine models by the same builder



Another cardboard model by the same gentleman as in the Queen Mary model, this being HMS Victory, just twenty five millimetres long (1"), Lord Nelson would have been some half of a millimetre tall!



A small part of the audience watching six of the ten yachts sailing on the vast indoor pool in Hall 5, made possible by the use of some wind machines

SOUTH WEST MODEL & HOBBY SHOW AT THE BATH AND WEST SHOWGROUND, SHEPTON MALLET – 2ND AND 3RD MAY '15, BY CHRIS SAUNDERS

It was a surprisingly cold day for the time of year but there was a good long queue of modelling enthusiasts waiting for the gates to open at 10 am. On entering the enclosed area it was clear that many of the usual outside exhibitors had decided that the cold conditions made an internal display more acceptable. However, there was plenty of activity in the East Somerset Society of Model and Experimental Engineer's track area as they prepared engines for giving the public rides.

The first exhibition hall was allocated to flying models and a trucking arena. There were also some general hobby exhibits and a few trade stands, including Antics who had a good range of models and accessories. The model boats were concentrated in the second building, and quite a spectacle they made. Both sides and a central block were lined with model craft of every conceivable design exhibited by a considerable number of clubs. Interspersed among the club stands were retailers like Component Shop, Mastman, Hunter Systems and Redlands Models.

Moving on past all the boats you enter the largest exhibition area. Here there were clubs displaying all manner of models and hobbies



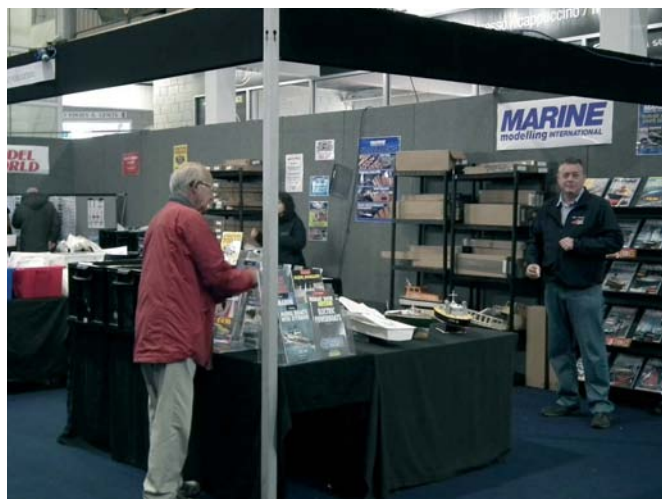
The model boat exhibition hall with plenty of interested spectators



The Sedgemoor Model Boat club display had a lot of interest



The second exhibition hall



Barry Atkinson manning the Traplet stand

from quite large battle tanks to hot-air engines and model railway layouts. This is where the Traplet stand was located together with model boat retailers like SHG, Deans Marine, and Mountfleet Models. The Traplet stand had the additional interest of a series of GRP hulls for sale at very realistic prices.

There was a further exhibition hall in which model cars and buggies were being exhibited. At the rear of the main buildings a path leads to the flying field. This path was lined with all kinds of different stalls ranging from selling Cornish Pasties to driving miniature boats on an inflatable pool. There was also a model car track and hot-air balloons but the latter were giving problems due to the force of the wind. On nearing the flying field there were a number of retailers supplying materials and models to the aircraft fraternity. At the flying field there was an almost constant display of incredible flying together with a 'Have a Go' area for control line flying.



Mark Shipman of the South West Area Racing Modellers with his 1/6 scale F1 Delusion



The 1902 Custom Cutter Vigilant built by Tony Woodford of the Phoenix Marine Model Club



Part of the Weymouth and Portland Model Boat Club's display

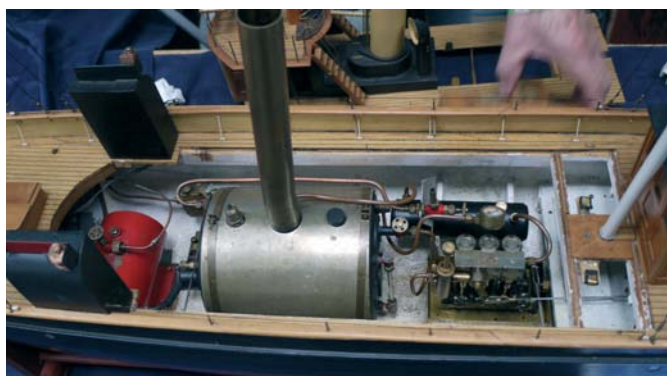


The Surface Warships Association's display

I spent most of the time visiting the model boat displays and chatting to the exhibitors, most of whom I have met before at other shows. The same thing went for many of the models so it was quite challenging to find something new for this report. Without question the model which most caught my attention was the beautifully built Vigilant 1902 Custom Cutter by Tony Woodford. This was the original model which was turned into a kit by Martyn Howes & Baylis with the hull being used to form the first plug. Completed about eight years ago the craft is driven by a three cylinder slide valve steam engine. All the tenders are scratch-built clinker hulls formed using a shaped balsa block as the initial former.

If you like the blue and orange of the Gulf racing group then Mark Shipman's display of fast electrics was for you. The largest of the craft was a 1/6 scale F1 Delusion made from a plywood hull and GRP top and cockpit. It is powered by a Proteus 730 kV motor using 10S LiPo's and a Sordfish 240 A water-cooled ESC. The hull has special openings to make it self-righting.

The number of model boats on the water was limited due to the cold and windy conditions outside. The internal display pool was far too small for the majority of craft. Overall this exhibition made for two excellent days out. The organisers and exhibitors are to be congratulated on a very impressive display.



The beautiful steam plant in Vigilant

HARROGATE NATIONAL MODEL ENGINEERING EXHIBITION – 8TH TO 11TH MAY '15, BY KEVIN FLEET

This show is now in its 22nd year and well established in the Model Engineering calendar, the show this year was on for three days, Friday 8th – Sunday 11th May at the Great Yorkshire Showground.

I went on the Saturday and got there shortly before opening time and chatted to people in the queue waiting for the show to open. There were people from Aberdeen, Winchester and Merseyside, so this show attracts folk from all points of the UK compass. This is a model engineering show so it covers a vast number of different subjects, not just boats. There were some truly stunning



Peter Farrow had his nicely finished Clyde class lifeboat on The Ship Modelling Society stand



One of the many models on the Tynemouth Model Boat Club's stand that shows a very detailed model, built by club member Bryan Young, of a Tyne built cable ship Norseman



SY Turbinia built by Jacob Kelso from the Tynemouth MBC had his model on display. This famous ship was also built on Tyneside in 1894



View of the York Model Boat Club's display



An unusual model, but nicely detailed and finished, of work boat Rebecca M part of the York MBC display



S Raffin's superb German Federal Navy Minesweeper amongst the models on the Kirklees Model Club's stand



View of the steam bay of Paul Windross's record breaking A/S flash steam hydroplane

record at 129 mph. Paul mentioned to me at the show the problems of keeping a steam hydroplane on the water at these speeds. He also showed me a book with numerous pictures of when the hydro's flipped or even when a damaged prop has unbalanced the rear of the boat causing the prop shaft to smash out the bottom of the boat which was hours of work wrecked in seconds. All this is pioneering work in trying to achieve higher speeds and I take my hat off to these guys who race Model Hydroplanes for their dedication to this sport.

The other great thing about the Harrogate show is it's only 2 miles from the centre of Harrogate and the organisers run a bus from the train station at Harrogate to the showground. So if you're travelling there on public transport you don't have to worry about transport to the site, and it's also only 20 miles from the city of York so you can make a weekend of it if you wish with plenty to see in the area. Anyone thinking of a trip to Yorkshire next year should try and incorporate this show into their itinerary. I went up to Yorkshire for four days and stayed in York. As well as taking in this show I had a look around Harrogate, the National Railway Museum and all the other attractions in York, and if that wasn't enough taking a steam train on the North Yorkshire Moors Railway from Pickering – Whitby (where the fish and chips are to die for!) there's loads to see and do in this beautiful part of the country.

pieces of work displayed both in the competition section and on club stands. Amongst all the club stands there were quite a number of model boat clubs putting on a good display. One of these, the Kirklees Model Boat Club, had a good array of boats including a rather nice German minesweeper which was well detailed.

The Ship Modelling Society were in the corner of the main hall showing some of their members models including two lifeboats, one a Mersey class by Arthur Barlow, and the other a Clyde class lifeboat by Peter Farrow. A few stands along from them were the Tynemouth Model Boat Club who made the trip down from Tyneside and they bought with them quite a few models to fill their large stand.

Two models caught my eye. The first was a model of the famous ship S Y Turbinia built to a scale '12 mm to a foot' by club member Jacob Kelso which is rather fitting for a Tyneside club as the full size vessel of the Turbinia is on display in the Discovery Museum in Newcastle. The other model was of a cable repair ship called the Norseman by Bryan Young, built from scratch, and the original was built on the Tyne. This model was well detailed.

One boat that deserves a special mention was on the Pickering Experimental and Model Society stand and it's the Flash Steam A/S hydroplane built by Mr Paul Windross from York, which holds the British Steam



Elsie (red sail) and Iesha (brown sails), Grand Banks Schooners, built by John Millard (Bryn Bach) and Erric Iwins (Cwmbran) respectively, made an impressive display on the water

BRYN BACH PARK MODEL BOAT CLUB OPEN DAY – 16TH MAY '15, BY CHRIS SAUNDERS

Being in the Welsh 'Heads of the Valleys' area Bryn Bach Park is very much influenced by weather. On the Open Bay the rain had relented but the wind was blowing quite strongly which meant the lake was choppy and only sailable by the hardiest craft. As at most of the previous meetings the three neighbouring clubs had displays, these are Cwmbran Model Boat Club, Cardiff Marine Modellers and Margam Park Model Boat Club. The home club, Bryn Bach Park Model Boat Club had a large covered display on which an impressive variety of craft were displayed.

One boat on the Bryn Bach tables which could not be missed was the 10' 6" long Cariad container ship built by Ian Povey. Made in two sections, bolted together and ballasted by a large number of five, L, drums filled with sand the ship was powered by a Peugeot fan heater motor and 12 V sealed lead/acid batteries. The DUKW built by Ken Hawker of the same club was similarly unmissable as he drove it around the displays. Having six drive axles, truck gears and a full sound unit it was a very detailed model.



The container ship Cariad built by Ian Povey



A fully functioning DUKW built by Ken Hawker



Green Starlight built from a MMI plan by John Kingsley

John Kingsley of the Cwmbran MBC brought his yacht Green Starlight built from MMI plans. One adaption he had made was to use the handle of a golf driver club for the mast, and reduce its height to 42" (not 50" as on the plan) in order to get it into his car. Beautifully built and painted it was a great shame it could not be sailed as it blew off its stand and damaged the rigging early in the meeting.

The windy conditions meant that few members of the public were out walking. However, those that did pass the display were impressed by what they saw. Overall this was a worthwhile meeting and everyone enjoyed themselves.



A good 'A' heat start

MARBLEHEAD RANKING EVENT, 31ST MAY '15, BY ROGER STOLLERY

Guilford Model Yacht Club hosted the Met & Southern District Marblehead ranking event for the Acorn trophy and were delighted to welcome 29 entries at Abbey Meads lake. Even though the sailing was difficult with shifting winds a total of nine races were completed.

The morning session saw the course change due to the changing wind and Peter Stollery and Rob Vice with their Uproars won the first four races. The afternoon session saw the wind stabilise and some good competitive racing followed with some of the fleet changing down to B rigs.

After the results were compiled and checked Peter Stollery came first with his Uproar 11 and was awarded the Acorn Trophy, Rob Vice came 2nd with his Uproar 23, and Tony Guerrier came 3rd with his River Quark 28.

Full details of future Marblehead events can be found on: www.marbleheadsailing.wordpress.com **MMI**



Peter Stollery's UPROAR Inside Edge



29 is the best Marblehead entry at the Abbey Meads lake since Guilford club started sailing there

FR Series Heavy Duty Speed Controllers Variable frequency microprocessor system.

All our FR Series controllers have the following feature, making them the smoothest, most reliable controllers around. Just ask the 1000's of people who use them!

- ★ Unique selectable frequency mode, low, high or variable frequency now on all our controllers.
- ★ Low frequency for best low speed control and low noise.
- ★ High frequency for smooth, efficient high speed operation.
- ★ Electronize variable frequency system low speed - low frequency increasing to high speed - high frequency.
- ★ Digital signal processing for super smooth 'glitch' free operation and fast response. No extra filters required.
- ★ Motor stops if signal is lost. (as our's controllers always have).
- ★ Screwdriver speed range adjustment. 25 - 125% of transmitter range.
- ★ Switch on and go neutral set up. No repetitive switch on sequence.
- ★ Continuous current ratings. No exaggeration! No battery limit!
- ★ Thermal overload and peak current protection. (motor short or stall)
- ★ 75 amp. (240 amp. peak) rated MOSFET's for rugged performance.*
- ★ Non-encapsulated serviceable design, no accident write-offs.
- ★ 6 to 24 volt battery range. (5.5 volt min.)

* Beware suppliers who quote MOSFET ratings as continuous controller rating!

30 amp. FR30HX Speed Controller

A heavy duty controller for the most powerful boats.

- ★ Genuine 30 amp. continuous forward and reverse rating.
- ★ 200 amp. motor stall rating.
- ★ Precision pre-set neutral.
- ★ Double MOSFET's giving 150 amp. (480 amp. peak) rating*
- ★ Low loss Power MOSFET switching. (2.3 milli-ohm)
- ★ Size: 73 mm (ex. mounting) x 51 mm x 22 mm.



FR30HX (30 amp. 6 to 24 volt) £43.65

15 amp. FR15HX/HVR Speed Controllers

A high power controller for all but the most power full boats.

- ★ Genuine 15 amp. continuous forward and reverse rating.
- ★ 100 amp. motor stall rating.
- ★ "Autoset" neutral at any stick position.
- ★ Low loss Power MOSFET switching. (5.8 milli-ohm)
- ★ 5 volt B.E.C. option (FR15HVR) for single battery operation.
- ★ Reversed battery protection.
- ★ Size: 73 mm (ex. mounting) x 51 mm x 24 mm.



FR15HX-AN (15 amp. 6 to 24 volt) £32.30

FR15HVR-AN (15 amp. 6 to 24 volt plus B.E.C.) £34.90

12 amp. FR12X/VR Speed Controllers

A cost effective replacement for the older 43X controller.

- ★ Genuine 12 amp. continuous forward and reverse rating.
- ★ 100 amp. motor stall rating.
- ★ "Autoset" neutral at any stick position.
- ★ Low loss Power MOSFET switching. (5.8 milli-ohm)
- ★ 5 volt B.E.C. option (FR12VR) for single battery operation.
- ★ Reversed battery protection.
- ★ Size: 73 mm x 51 mm x 26 mm.



FR12X (12 amp. 6 to 24 volt) £28.95

FR12VR (12 amp. 6 to 24 volt plus B.E.C.) £31.35

Motors

We offer a small range of motors specially chosen for use in model boats. In addition we provide a leaflet with full details showing you what current to expect with the battery and propeller you intend to use. (Ask for your free copy)



Motor Type 653-33 (Fast patrol etc.)

High Power Medium Speed, 6 to 8V £8.75

6V, Power 70W, max. prop. 40 mm 'P'
8V, Power 110W, max. prop. 35 mm 'P'

Motor Type 653-17 (Fast patrol etc.)

High Power Medium Speed, 6 to 12V £17.95

6V, Power 30W, max. prop. 65 mm 'P'
12V, Power 70W, max. prop. 40 mm 'P'

Motor Type 543-24 (Modern scale)

We regret that the original 543-23 is no longer manufactured but is replaced by a specially wound 543-24 with similar speed and ratings.

Medium speed, 6 to 12V £17.45

6 V, Power 15W, max. prop. 40 mm 'P'
12 V, Power 35W, max. prop. 30 mm 'P'

Motor Type 543-17 (Modern scale)

Medium speed, 6 to 12V £17.45

6 V, Power 10W, max. prop. 55 mm 'P'
12 V, Power 25W, max. prop. 35 mm 'P'

Motor Type 543-12 (Traditional scale)

Very low drain, 6 to 12V £17.45

6 V, Power 7W, max. prop. 65 mm 'P'
12 V, Power 18W, max. prop. 40 mm 'P'

Motor Type 365-14 (Small scale)

Very low drain, 6 to 12V £5.15

6 V, Power 2W, max. prop. 55 mm 'P'
12V, Power 7W, max. prop. 30 mm 'P'

IMPORTANT

Choose the right controller for the motor you intend to use.

There is a common belief that the speed controller should be chosen to suit the stall current of the motor rather than the continuous running current. This is completely wrong and is no doubt due to experience of many controllers with exaggerated ratings. Please be assured that our controller ratings are realistic and in any case they have a lot of built in protection. There is no need to worry about the stall current that only lasts for a second or so as the motor accelerates from rest. As an extreme example our 653-33 motor is a moderately high speed 6 volt motor with a rated current of 15 Amp and a stall current of 92 Amp. That will run comfortably on one of our 15 Amp rated FR15HVR controllers. In fact there aren't many single motor set ups that won't run on one of our 15 Amp controllers.

You need to know the motor's max. continuous current but that depends on the prop size and pitch and on the voltage you intend to run on. If possible, get hold of an ammeter put the boat in the water and measure the current with the motor running straight off the battery.

Please add £3.00 to cover Royal Mail First Class post.

We regret that we have had to add postage to our prices but, due to repeated price increases, this is now Royal Mail's minimum First Class charge for one of our controllers. **There are no other "add on" costs.**

Order direct by Mail, telephone, Skype or by our website.

Pay by any major debit/credit card or cheque payable to Electronize Design.

Export orders are despatched by airmail at no extra charge.

Payment may be by Pounds Sterling cheque or debit/credit card for easy currency exchange.

Please note. We are happy to give advice by the old fashioned telephone but can only answer the simplest queries by email. Invariably we need more information about your model and what your preferences are. All too often there isn't a simple answer and a discussion is needed to arrive at the best solution for your case.

Who are we? Well we're not a "cowboy" company, we've made speed controllers for 22 years and earned an enviable reputation for quality and performance. We're a small family run business with the benefit of many years experience in aircraft and automotive electronics and we carry those high standards of engineering and quality on in our speed controllers. Our aim is to achieve the right balance of performance, reliability, quality and cost. So our controllers will never be "small and cheap". Likewise you can be assured that the claims we make are honest and accurate and free of meaningless jargon or exaggeration.

THE HATTON SLIP BOX

AUTHOR: NEVILLE MARSH

AN INTRIGUINGLY DESIGNED GEARBOX WHICH NOT ONLY GIVES FORWARD AND REVERSE BUT CAN ADJUST THE SPEED OF A BOAT

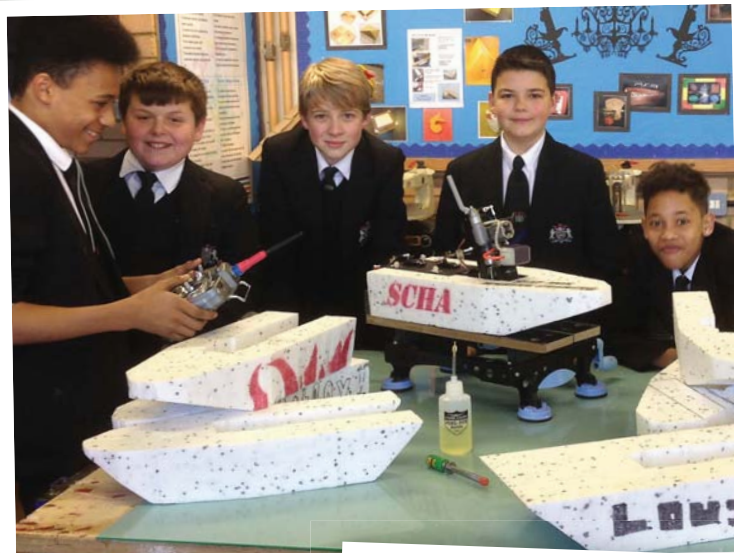
If, like me, you enjoy tinkering with internal combustion engines, rather than electric motors, you have probably looked around the Internet for a simple model marine gearbox. There have been one or two produced but at a high cost, reflecting their mechanical complexity in using miniature gears as per full size practice. In this article we outline a really simple method of providing a clutch action with forward and reverse. If you construct scale models, building one will be well within your capabilities.

HOW THIS INNOVATION CAME ABOUT

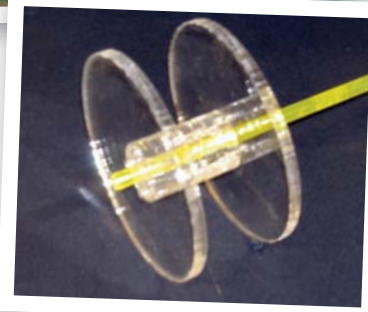
The idea for the Slip Box arose out of a school project looking at Subsistence Fishing. At Sir Christopher Hatton Academy in Wellingborough, pupils follow one lesson every week called Enrichment. This allows them to choose an activity from a range of Sports, Hobbies or Interests outside their normal learning experience. In Design Technology a series of these sessions was held promoting Engineering and Invention.

Students were encouraged to think about several problems including, Flood Prevention, Sea Water Desalination and Third World Subsistence Fishing. Some excellent ideas were created and the Slip Box is one of them.

Beginning as a simple exercise in the design of a coastal or river fishing boat for easy local construction, the research then began to include methods of powering it cheaply. We looked at sails or oars versus motors. On seeing the 'scaffold pole' motorised skiffs in places like the Mekong, the question of why outboards were not used raised issues such as cost and suitability of inboard motors with gearboxes. Our goal became to produce a full sized gearbox linked to a cheap single cylinder industrial engine. Then the idea took hold and a method of providing forward, neutral and reverse was evolved. The layout of our principle is shown in the three photos of the industrial motor and two discs, the arrows indicate rotation of the prop shaft changing whilst the motor crankshaft



ABOVE: The Year Team with various hull designs

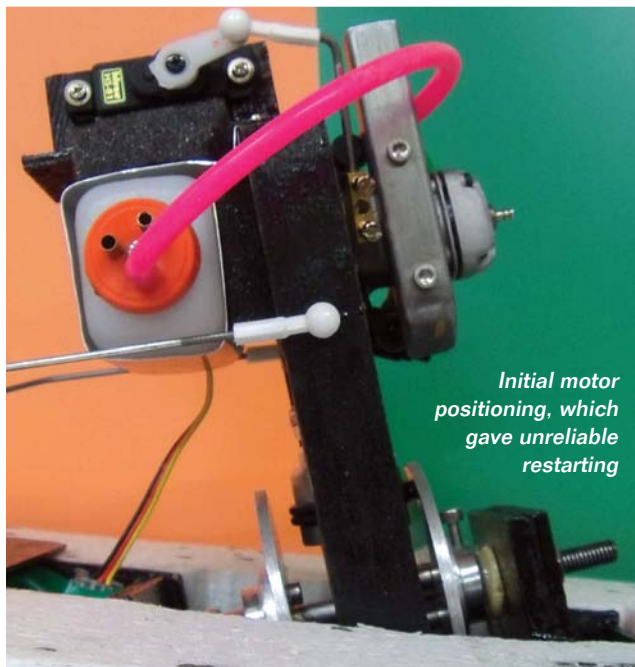


ABOVE: The heart of the system. Prototype laser cut trial model

maintains its direction. A search on the Internet has not produced anything like it, if it does exist already it cannot still be the subject of patent. We have recorded an application so that no one can seize it commercially except without protection, making it available to all.



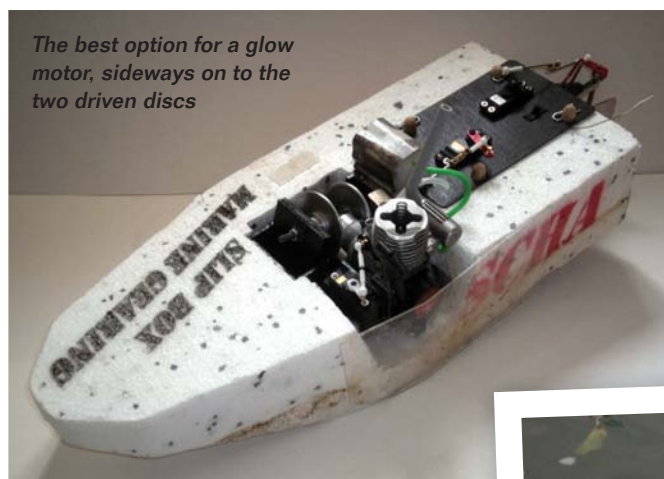
The full size mock up, with arrows indicating the various rotary motions achieved by friction



Initial motor positioning, which gave unreliable restarting

THE RADIO CONTROLLED PROTOTYPE

The next step was to make a working radio controlled model. The prototype model's transmission works so well, that it is described here for you to consider as a possible means of powering your next scale model. The theory was tried initially using an electric motor for convenient running indoors. This showed that the principle worked, even though an electric motor could be reversed simply by changing the polarity of the supply.



The best option for a glow motor, sideways on to the two driven discs



The motor mount and simple shaft for it to 'rock' on

The next step was to try a model glow motor. This was mounted above the centre line with the crankshaft vertical and the front of the motor pointing down. This was done for no other reason than to keep the weight of the motor on the centre line. Starting was difficult without a pull start on the rear of the crankcase. A new model car motor with a pull start fitted and equipped with a fan cooled flywheel was obtained and again fitted nose down, with the crankshaft vertical and carburettor facing down. This was easy to start the first time and proved the gearbox works well. However, once warm it would refuse all attempts to restart it. This held up progress in photographing the boat running, and submitting this article, by a considerable time.

When we sat down to consider the problem it became clear that, while a helicopter motor is happy to run reliably with its crankshaft facing vertically up, this was not so when the motor faced down. It seems that the warm residual oil, which on stopping the motor, would flow to the lowest point in the crankcase. In facing the motor down the oil was making its way straight into the carburettor. This was then sucked into the cylinder on the next attempted start and quenched the glow plug. We learnt a lot from this for helicopter modelling, but little use for our full sized application.

A full sized four-stroke, diesel or petrol, industrial motor has an oil sump and must remain fairly upright and would require fitting to the side of the drive discs. So a quick rebuild was required to reposition the motor to more like our envisaged full size layout. Rocking the motor by a small amount, effects the clutch action, and is so small it is not outside normal operating conditions of these types of motor. The realigned model motor now works perfectly and starts easily hot or cold.

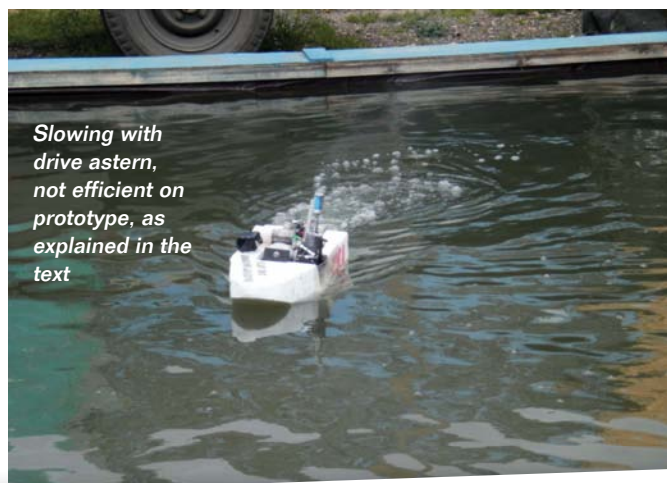
TRANSMITTER FUNCTIONS

The forward and reverse action on our test model's transmitter is set to what would usually be elevator on the right stick in mode two on an aircraft set. The rudder is set as the right sticks horizontal movement. The throttle is the fore and aft movement of the left stick. Forward and reverse are adjusted via the transmitter trimming so that the pressure exerted by the servo is limited to 'just enough'. This avoids draining the receiver battery from continual over control of the servo motor. The lever still has its centring springing, so hands off puts the boat into neutral.

So in conclusion, we have a fully controllable system which provides forward and reverse with a centre neutral position. Giving you the opportunity, if you are so inclined, to use Glow, Diesel or Petrol power in a scale model.



The 'Slip Box' driving ahead slow. Yes we did forget the glow plug driver!



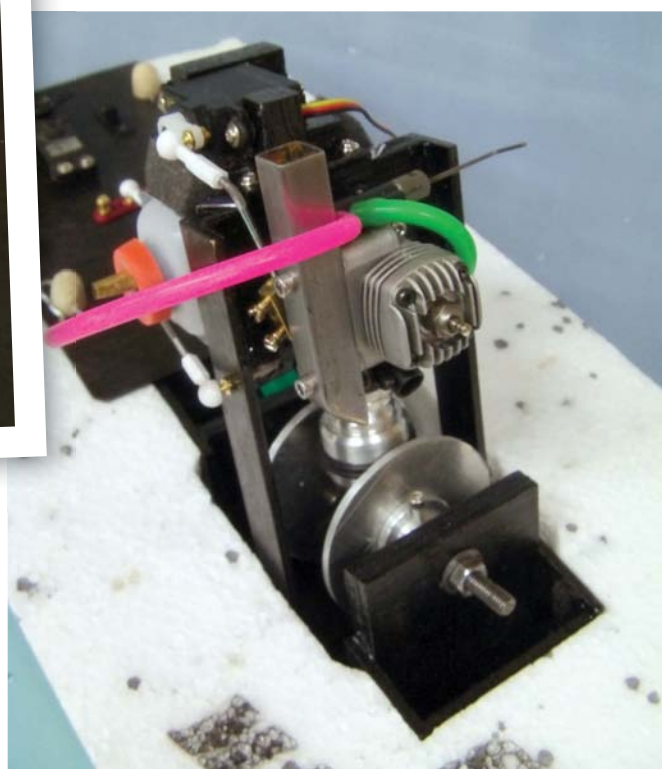
Slowing with drive astern, not efficient on prototype, as explained in the text



The wash from the prop in astern hits the transom virtually dispersing the thrust. We will have to redesign this



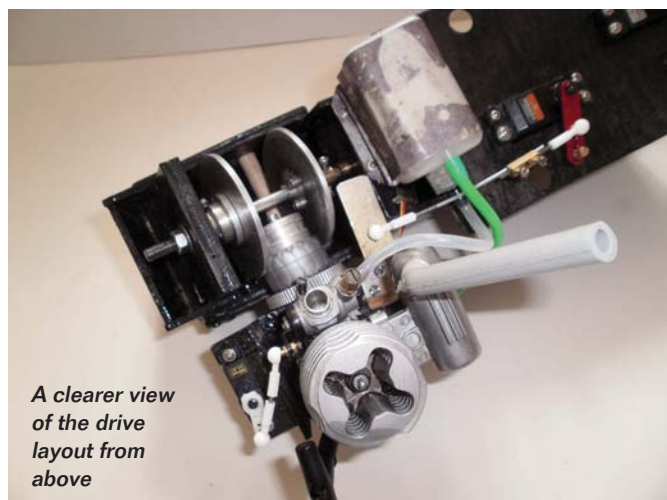
Drifting in towards dock in neutral



The first prototype which clearly shows the principle, but was difficult to start

LAYOUT AND MAKING OF THE SLIP BOX

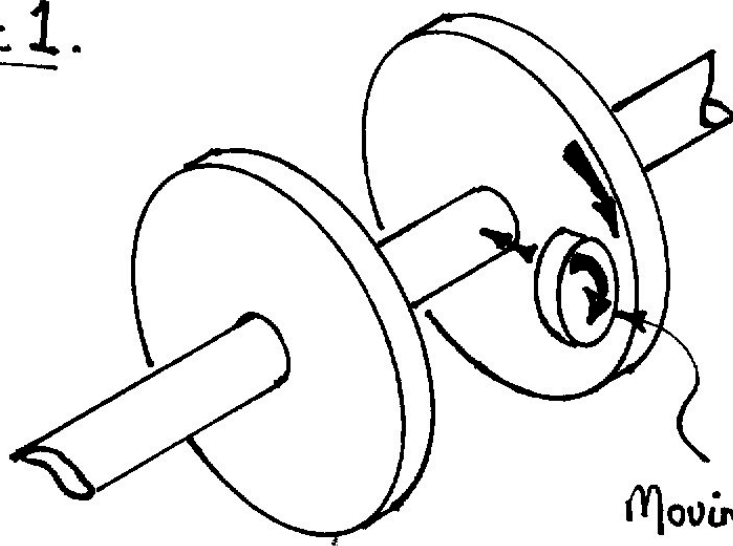
The general layout of our prototype allows the students various boat designs, from the original project, to be tested. This meant that the radio system and motor unit fits into a pod which slots into each boat, keeping costs down. Although the designs were proposed to be constructed from plywood, cutting them from Styrofoam was a quick and simple method of testing boat shapes. This raised a problem, due to the angle of the prop shaft and the blunt stern, the flow from the prop in reverse hits the pod stern and negates a lot of the thrust in reverse. We won't be doing this on our final full sized design.



A clearer view of the drive layout from above

As you have seen previously, the three pictures of the full size layout show the three motive states: forward, neutral and reverse. The engine mount does not need to rock or swing very far to allow the drive to engage and disengage. A fairly powerful servo is fitted to move the motor mount and it requires careful trimming to allow enough pressure to transfer drive, but not enough to raise the current drawn by the servo from the battery. There is a section of silicon silencer tubing pressed onto the flywheel, this transfers the drive friction to one or the other of the two aluminium drive discs. Alternatively a solid rubber tyre could be fitted tightly into a machined groove to affect the same friction drive. The discs were simply cut by junior hack saw and then filed by hand into shape. Suitable aluminium and stainless steel discs can also be sourced ready cut from various suppliers on eBay. The prop shaft has been extended, with an additional bearing aligned at the forward end, to provide support for the two discs.

Graphic 1.



BELOW: Sir Christopher Hatton Academy Ofsted inspection, January 2015. 'Outstanding'



Moving drive wheel
towards centre
increases output
R.P.M.

FURTHER REFINEMENTS

The ratio of the input to the output revolutions can be varied by the positioning of the motor drive wheel at its point of contact on the discs. Moving the wheel in towards the centre of the disc will raise the output revolutions. Positioning it towards the outer diameter of the discs will lower the output revolutions. Further refinement could be achieved by fitting another servo to control this. There is also the possibility of powering the system with a simple internal combustion motor, without a variable throttle. By letting the drive slip more than when a radio controlled throttle is fitted, you have the ability to control the speed the boat runs at.

The engine mount could be fitted onto linear tracks and slide fore and aft. There is a range of linear polymer bearings available which can glide, almost without any friction, along round chromed bars.

Your choice of motor is not limited to glow plug or petrol engines. This method of control would also be suited to the use of a 'turbo prop' type of gas turbine engine. Although there is the incongruity of a very expensive engine and a very simple and cheap transmission control to consider! However, a large aircraft carrier with a gas turbine exhausting into its funnel would be very impressive.

THE FULL SIZED DESIGN DESCRIBED

The three earlier photos of the full sized mock up show clearly how forward, neutral and reverse are selected. These discs can either be made for purpose or be reclaimed scrap vehicle brake discs as shown. The crankshaft drive wheel itself has a two part boss fitted,



Engine mounting development

into which are clamped the stamped out rubber discs cut from scrap tyre sidewalls. Spares of these can be produced very cheaply and therefore wear should not be a major consideration. Industrial motors are usually fitted with strong output bearings intended for belt or chain drive and are able to stand considerable size loads. Cooling the engine would not be a problem as industrial motors usually have a forced air fan built in. They also come fitted with a recoil hand start system and the larger types with electric starters. The main problem will be ensuring that the exhaust gases do not affect the occupants of the boat. A tall insulated tractor type exhaust would send the fumes safely up and away from the boat. The total package would be much cheaper than a proprietary outboard motor and the various parts should be easily available locally.

For further consideration, we also thought about a tug boat (full sized or model) fitted with twin engines and slip boxes which could produce a highly manoeuvrable craft. By selecting forward drive on one side and reverse on the other, it could spin on its axis and turn in its own length.

We are intending that our initial patent application will not be followed through, so that information on this innovation can be published and filter into the open. It will then be available for subsistence fishermen to use in their boats. Hopefully it will stop exclusive use in a commercial setting and allow units to be built and sold for the general good of less wealthy communities in the third world. We hope to construct and run a website which users could refer to and post their project pictures.

The Hatton Academy team, students in year 8, Andrew Harrison, Bleq Johnson, Zak Rogers, Sergio Rodriguez Escoto, Antony Stevenson and Louis Walters. Staff, Steven Lane and Neville Marsh.

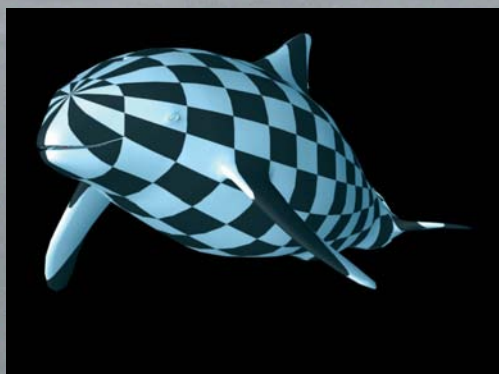
We would like to thank Al Machinchy of Al's Hobbies for help with model motors, Deans Marine Models in Peterborough and Oundle Marina in Northamptonshire for providing the facilities for the testing, photography and input. Thanks also to Bob Blair of Ferrers Academy for input and photographs at Oundle Marina, along with Roger Shepherd of Kirklees Model Boat Club for kind words and photographs taken at Deans Marine. **MMI**

DALLS SCHWEINSWAL

AUTHOR: ERIC BAUTHIER

(GERMAN FOR DALL'S PORPOISE)

A RADIO-CONTROLLED PORPOISE
THAT CAN JUMP OUT OF THE WATER



The first lines of the porpoise are modelled using a CAD program



Thanks to its speed, the Dalls Schweinswal can perform leaps of 60 cm high

We all know that modelling, static or dynamic, can sometimes take on a peculiar or even surprising appearance. For example, a radio-controlled oil production platform in the high seas is already a model which is out of the ordinary. So what is there to say about the model presented in this article? This is a radio-controlled porpoise, no less!

For several years, Guido Faust, a German top-flight designer, has specialised in radio-controlled submarines, not those that you buy in kit form, but those he develops professionally. He actively participated in the design and construction of the exploration submarine Delta which Norbert Brüngen, founder of his own company, now markets. Since then he has taken a greater interest in marine animals operated using radio control. Several studies, sometimes very extensive, and a number of trials have already delivered a 54 cm long model of a dolphin.

Subsequently, Norbert Brüngen did some work on the creation of a porpoise, the Dalls Schweinswal, which worked the same way as the dolphin. With a CAD program (Computer Aided Design), he modelled the porpoise in three dimensions, which gave a glimpse of what could be achieved. At this stage Norbert showed Guido Faust his research and they agreed to each design their own prototype, as they had done with the Delta. Many sketches and calculations were then undertaken and updated daily. This project, carried out jointly, proved to be effective in solving problems that cropped up with every new idea, one serving as a test bed for the other and vice versa.

PRESENTATION

The Dalls Schweinswal is a dynamic diving submarine and, therefore, it is not equipped with ballast tanks, which is to say when it stops it comes back up to rest on the surface by itself. On the water it behaves just like a plane, in a way, using its fins to move up, down and to turn. Built to the scale of 1:4, it measures 52 cm long, which gives us a full size porpoise of 2.08 m, while the biggest of them can reach 2.30 m.

The porpoise is 2 cm shorter than Norbert Brüngen's dolphin, but it weighs 300 g more, having an operating weight of 2 kg. This difference is due to its more paunchy underside, which is just as well as it helps with stability.



From the top down: half a porpoise in Orinol (1) used to make a negative mould in GRP (2) and the positive part obtained, also in GRP (3). You can see the reinforcing tapes of carbon fibre in (3)



Both moulds used to cast the two parts of the animal

CONSTRUCTION

The porpoise consists of two parts, one right and one left. These were initially digitally modelled by computer. The sophistication of the program used also allowed the inclusion of the eyes and mouth of the animal.

Each side was then machined by a CNC (Computer Numerical Control) milling machine in Orinol, a synthetic material that provides the same consistency as wood, but which does not have any grain. The two parts formed needed a light sanding on the surface after a layer of black paint was applied to highlight any small faults.

The sections of Orinol served as positive moulds and were used to produce two negative moulds in GRP (glass reinforced polyester). These moulds can then



The assembly of the 'shell'



The bayonet locking system

PC, to produce a mirror image with high accuracy.

When the animal was assembled, it was cut transversely into two at the spot where the openable hatch was to be located, that is to say, in front of the dorsal fin. Once opened in this way a polyester resin was poured into the nose and back, giving it some ballast weight with regard to its volume and buoyancy.

The pectoral fins were moulded in PVC blocks, while the tip of the fin was made in solid rubber. The latter, being more exposed, was slightly flexible in view of possible shocks. The three components were glued to the model.

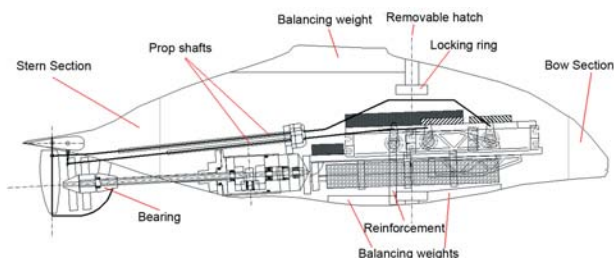
The closure system consists of two aluminium rings which join with long pins acting as a bayonet lock. This process allowed rapid opening and closing, which can sometimes be necessary for a submarine, but also supported the weak joint between the two parts. With the rings being round and the body of the animal oval, the remaining space needed to be filled by a PVC plate.

INTERNAL INSTALLATION

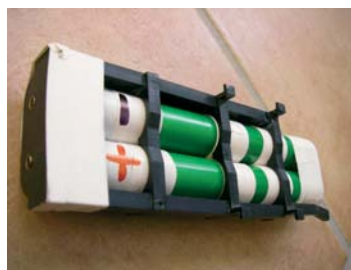
Since the construction of the dolphin had already been successful Guido Faust used the same process for this model.

The internal base plate consisted of a PVC double frame with two perforated structures forming the spacers. The three servos were sandwiched together, one for management and two others which control the two parts of the caudal or tail fin; this system allowed the model to be spun on its axis. The rudder connection rods for the steering needed bending to join to the servo. As for the rudder, it was connected by a curved bar to the propeller housing.

At the top of the plate were an electronic speed regulator and



The internal layout of components



The battery support. Note the two electrical contacts as well as reinforcing structures which add to the rigidity of the main frame



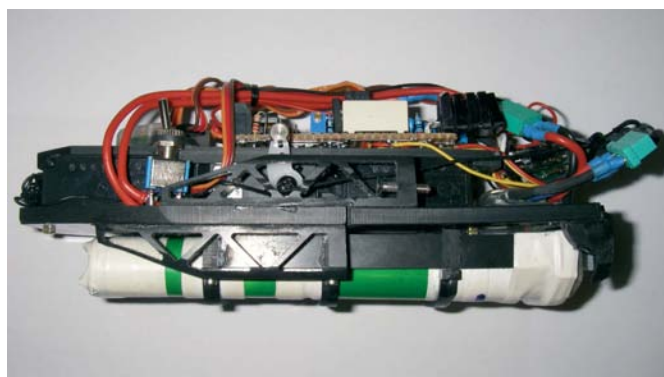
View of the front part



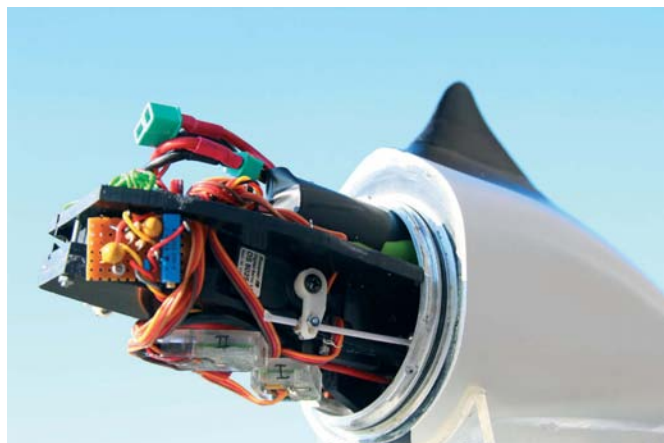
Support for the batteries and the base plate still empty, but fitted with the closure system

a BEC (1). Added to these were two electronic devices for the automatic adjustment of the stability (2) of the model and its roll (3); these acted on the elevator and steering servos at all times unless the operator took control. When not being sent signals from the operator the porpoise remained level, submerged, and the elevator servos kept the tail fin slightly sloping. Finally, as this was also dependent on speed the ESC was constantly monitored to check the current drain from the batteries. Guido changed some components several times in order to get the best possible combination while paying attention to keeping a perfect centre of gravity.

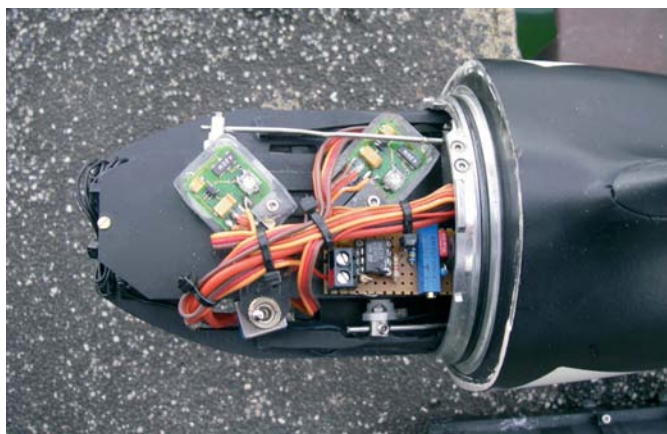
The bottom of the plate was lined with a set of batteries held in place on a holder by some hoops. This holder was reinforced and also acted as a stiffener to the main framework preventing it from vibrating due to the engine and gearbox movements. Finally, the entire base plate was fixed in the rear part of the model.



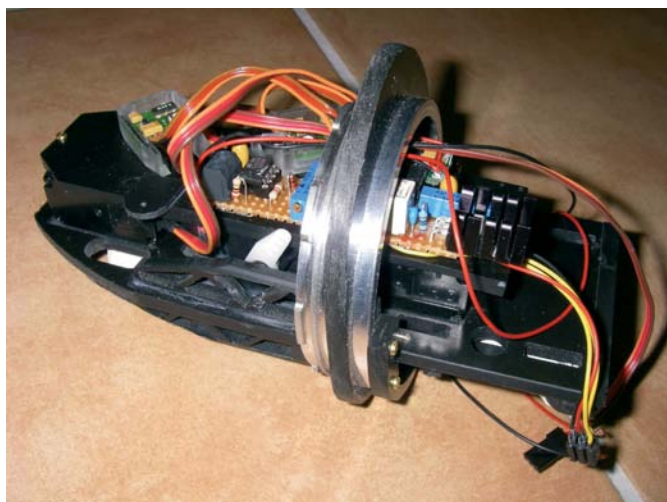
The fully equipped plate



The technical part at the front



Both electronic devices take over, to automatically adjust the stability and roll of the vehicle, when the driver releases the elevator controls and steering



The technical assembly

(1) The BEC system (Battery Eliminator Circuit) allows the receiver to be powered by the main battery and so eliminates the need for receiver batteries.



The engine block



View aft

(2) How a ship is stabilised in water; its job is to make sure the craft remains horizontal.

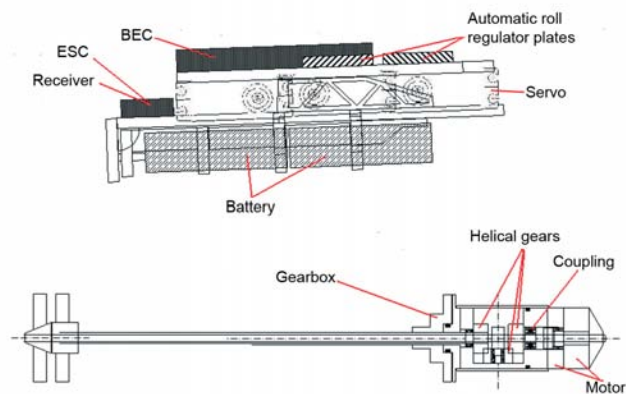
(3) Alternating transverse movement affecting a ship which is caused by the effects of a swell.

THE ENGINE AND CONTROLS

Propulsion is provided by an outrunner motor that drives the two counter-rotating propellers; more on this later. The gearbox is equipped with gears housed in a casing closed by an O-ring.

This engine developed a thrust of 4 kg (15 Amps under full load), which was a very good performance considering that the model weighs only 2 kg. Thus it had an impressive speed whilst remaining realistic.

The porpoise can leap out of



The layout of the controls and motor



The propulsion and steering. The power of the machine is such that the central axle of the contra-rotating propeller system, broke as a result of vibration; an additional bearing, installed at the furthest point of the propeller tubes, solved the problem, marked with an arrow

water to a height of nearly 60 cm, this agility would be envied by real porpoises; the pictures show this very well. Even in rough water, the animal loses almost none of its performance.

The Schweinswal was quick, nervous, and swift and demanded a great deal of sustained attention from the operator when at 100% power. However, the strain at full power broke up the central axis of the contra-rotating propeller system due to vibrations. An additional bearing, installed in the furthest point of the propeller tubes, solved the problem.

But overall, it was normally operated at 40% power.

Moreover, the first elevator servos, was too slow to cope and was replaced by a faster R/C car servo, Graupner DS8025. The steering control had a standard servo, the C5077, of the same brand.

THE COUNTER-ROTATING PROPELLERS

Historically, Guido Faust wanted to develop a system of counter-rotating propellers to power this craft as on a real submarine or torpedo. The two propellers rotate in opposite directions on the same axis. To propel the boat forward the propellers must be opposite handed.

When using a single propeller, the model undergoes a torque effect, a phenomenon which attempts to rotate the craft in the opposite direction to the propeller. The counter-system counteracts this effect as the torque generated by one propeller is cancelled by the other.

In our case one propeller was fixed to a 3 mm stainless steel shaft (inner axis), identical to the shaft diameter of the motor, while the



The engine block and its counter-rotating propellers



A bevel gear system for contra-rotating the propellers was tried at first, but it overheated too much



In the end, a set of helical gears were the solution



The study of counter-rotating propellers in 3-D



Ready to run



An exploded view of the counter-rotating propellers

other is connected by a 5 mm tube (outer axis) through which the first shaft passes, all carefully lubricated.

Initially the central propeller was driven directly by the motor and the outer one was driven by a bevel gear which actuated a pinion gear installed at 90 degrees. This second pinion set a third one going which connected to the motor shaft. This pinion was connected, in turn, to the tube of the second propeller. Although this technique was perfect for a low powered operation, when the engine operated at high power for a time significant overheating due to friction appeared at the pinions and the bronze bearings, which led to a deformation of the tube of the second propeller. Guido Faust returned to the drawing board, he did some calculations and ultimately decided to use drive with helical gears that seemed to provide the solution.

The shafts were held perfectly centred by small ball races, which were essential to prevent the 3 mm shaft prematurely wearing the tube. To prevent turbulence, the pinion must rotate the outer shaft at the same speed as the inner one and the propellers must be of a similar diameter.



The porpoise on its cradle of Plexiglas



The application of a primer



Open heart

SOME DETAILS

When searching on Google with the words Dalls Schweinswal, he discovered a few animals that had interesting colours and patterns. Guido Faust was inspired by these pictures and used them to determine the colours of the animal and also their exact arrangement on the porpoise.

The rubber used for the reproduction of the end of the fin is the most difficult to paint. It is porous and absorbs the paint and it offers a very unconvincing result. After several disastrous attempts a thin layer of Loctite glue was applied, then sanded with water sandpaper (480 grit), and this provided a paintable surface. After applying a primer, the porpoise was then painted with Revell colours.



The Dalls Schweinswal looks very realistic when submerged



Dalls Schweinswal Guido Faust and the Dolphin Norbert Brügen

SPECIFICATIONS

Scale: 1:4

Length: 54 cm

Weight: 2 kg

Engine: Outrunner brushless



Another of Guido Faust's achievements from scratch: the Deep Rover

TO CONCLUDE

Generally, dynamic diving is recommended for beginners. However, you have to be particularly skilful to control Dalls Schweinswal as it is a super powerful model and lively on the water.

This kind of model needs some experience to construct successfully and some advanced technology in the field of radio controlled submarines is needed. This type of model often steals the show during meetings as it is so unusual.

FOR INFORMATION

Norbert Brügen: Website: www.modelluboot.de

Email: mail@modelluboot.de

If you want to see some video on this porpoise swimming, simply sign in to the YouTube site (<http://fr.youtube.com/>) and put the keyword Dalls Schweinswal in the search box. **MMI**



Flying high

The model behaves almost like the real porpoise

Mtroniks

electronics innovation

25 years of
how we know

24V VIPER Marine

Brushed speed controller

FROM £29.99

15A, 20A, 25A or 40A



No Relays or moving parts!

100% Waterproof, 24V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

VIPER Marine

Brushed speed controller

FROM £22.99

15A, 20A, 25A, 40A or 75A



Forwards & Reverse

100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

microVIPER

Brushed speed controller

£22.99



Forwards & Reverse

100% Waterproof, 12V, 10A marine speed controller for traditional brushed motors. Easy to set up and use. Incredible small size and weight. Ultra fine motor control with built in receiver power.

15A Marine

Brushed speed controller

FROM £26.99

15A, 30A or 50A



Forwards & Reverse

100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power and now compatible with the new Lipo battery type. Available in 15A, 30A and 50A. See website or contact your local dealer for more information.

DIGISOUND

Realistic engine sound system

£59.99



—SOUNDS—

Small Diesel Tug

Large Multi Cylinder, Air Start

Napier Delta Diesel

Diesel Canal Boat

100% Waterproof, 12V, marine engine sound system. This is the worlds 1st, 100% waterproof, active, marine model sound system. It can be installed in minutes, giving you ultra realistic engine and horn sounds straight away. Everything is included in the system, wires, module and speaker! These systems come with adjustable volume and realistic engine speed change as standard. See website or contact your local dealer for more information.

100% Waterproof, 12V, marine speed controller for brushless motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Suitable for use with any battery type. Available in 15A, 30A and 50A. Also available as a complete system with motor included. See website or contact your local dealer for more information.

HYDRA Marine

Brushless speed controller

FROM £45.99

15A, 30A or 50A



Forwards & Reverse

24 Month Warranty on all Mtroniks electronic products



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

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

Mtroniks
electronics innovation

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

www.mtroniks.net
enquiries@mtroniks.net
www.facebook.com/MtroniksLtd
Twitter : @mtroniksteam

RIVOS PT 1

IAN REVIEWS THE HELION RIVOS, A READY TO RUN FE BOAT

AUTHOR: IAN WILLIAMS EMAIL: electro-marine@talktalk.net

Helion is a company that I had not heard of before and when I was asked to do this review I looked them up on the Internet. They produce some very good RTR R/C cars and buggies which have had very good reviews on YouTube and have quickly built up a good reputation for value for money. Their first venture into boats was the Lagos Sport, a mini V-hull that was fast, fun and easy to use. The latest addition to their boat line-up is the Rivos. This larger 24 inch boat, with a brushed 550-size motor and 7.2 V NiMH battery, is all built up in a complete RTR package. There is also a brushless upgrade set which will be the subject of a separate review next month. This boat and the upgrade set is being imported and distributed in the UK by J Perkins Distribution Ltd.

CONTENTS

Upon opening the rather large and colourful box I found an extremely well packaged and protected hull, a pistol grip transmitter, battery, charger and a bag of bits which included a spare prop, Allen key, pink balloon and a flat pack laser cut stand. Oh, and of course, operating and set up instructions for the radio gear and ESC. The boat is sold in RTR form only and that is exactly what it is, ready to run. The radio, a 2.4 GHz set, is pre bound so you don't have that to worry about. Also the 30 A ESC is already



The nice big solid and colourful box



Very well packed and protected



The Rivos revealed

set up and is totally plug and play. All you have to do is insert the supplied four AA batteries into the pistol type transmitter, charge the included 7.2 volt NiMH battery with the supplied charger and then head to the nearest water.

Running nicely with a rooster tail. What it's all about!



CONSTRUCTION

As the boat is Ready to Run there is no construction work as such, however, you do have a couple of little jobs that need doing. First you have to assemble the laser cut stand, an easy job as the pieces just slot together. You don't even have to apply the self-adhesive foam strips to the stand which prevent the hull from being scratched by the wood, as is usual. It is all done for you and the boat sits very securely on the stand. Quite often with this type of RTR or ARTR boat, the instructions advise you to use some of the white foam packaging from the box to put in the bow of the boat as extra flotation. However, Helion have obviously thought things through and the Rivos has a substantial piece of foam installed which seems to fill the whole bow area.

THE HULL

The hull is formed from blow moulded ABS and is very nicely done. Nicely decorated with either blue or red themed decals, it measures just over 24 inches long which is a nice size for a boat of this type. The hull is a non-stepped medium-V mono with two pairs of spray rails. These do not run the full length of the hull and they are commendably sharp, especially for a plastic hull. As you all know, having sharp edged spray rails helps the water to break cleanly from the rails and give the hull the required lift.



The business end of the boat. The pink balloon was to protect the Rx, I think!

The decals come applied to the boat and the radio comes in similar colour trim depending on whether you pick the red or blue version. The canopy is secured with a twist latch at the rear and foam on the top deck helps provide a seal (more on this later). The transom is braced with a moulded inner wall, to which the rudder, twin turn fins and trim tabs are securely screwed. The turn fins are commendably sharp, in fact I would advise caution when first removing the boat from the box as it would be easy to cut your fingers! The trim tabs are quite large and are screw adjustable which is quite an unusual sophistication on a beginner's boat at this price point. The rudder and its mount are composite plastic with the water pick-up tube placed in the mount just forward of the rudder. While the rudder does have a nice sharp edge, it's not a flip-up type so make sure you don't hit anything in the water or run the boat up on the bank. A wire pushrod exits the hull through a boot from the standard size waterproof servo.

MOTOR, CELLS AND CONTROL SYSTEM

The motor fitted as standard is a torquey 550-size brushed motor which has an internal fan but is also fitted with a water cooling coil to help keep it cool during long runs. Power is fed to the motor from a Helion branded waterproof and water-cooled 30 A ESC. The motor drives a solid prop shaft in a stuffing tube with a drive dog at the business end to allow the use of standard 3/16" dog drive props. The simple coupling has metal ends to accommodate the motor shaft and prop shaft and has a hard rubber insert to reduce vibration. The prop supplied is a composite dog drive type and an extra is supplied in case you need it. A 2600 mAh 7.2 V NiMH



The interior of the boat as supplied, but with the battery fitted

battery with a Deans type socket fitted is supplied and this fits on the left hand side of the boat towards the rear fixed with Velcro straps.

The supplied charger is of the wall plug type and works well, but only being able to charge at 300 mAh does mean that it takes quite a long time to charge up the 2600 mAh pack. So you may want to invest in a faster charger.

The ESC is a 30 Amp waterproof and water-cooled type which has an interesting little feature. A safety feature you could say. Many of these types of RTR boats have a system whereby the electrics won't power up until the model is actually sitting in the water. Helion have done a similar thing but arrived at it from a different direction. The sequence is to switch on the Tx then plug in the boat's drive battery. This powers up the system (there is no on/off switch) but does not allow the motor to start (arm) until you push the throttle trigger forward and then let it return to the neutral position. If you plug the battery into the ESC and pull the throttle trigger straight back, the motor will not start. The manual advises that you do not arm the motor until the boat is in the water.

RADIO SYSTEM

The 2.4 GHz radio is Helion branded with a quite nice pistol grip Tx and a 3-channel mini Rx. For those not familiar with 2.4 GHz equipment a little explanation is in order. Without going all technical about it, these systems are much less prone to interference than older types of equipment. To this end, and because there are no crystals involved (so no frequency clashes), the Tx and Rx have to be 'bound' together. With the Rivos set, the binding procedure has been done for you, but if you ever do have to re-bind, the manual gives clear and easily followed instructions on how to do it. The pistol grip Tx is quite comfortable to hold and easy to use. It has digital trim buttons for both throttle and steering and travel distance



The TX, colour coded to match the Rivos and the NiMH charger



The boat sitting securely on its laser cut stand

adjustment on the steering channel. There are servo reversing switches for both channels and an interesting switch on the top of the Tx which adjusts the proportion of throttle signal on either side of the centre trigger position. You can have a 50/50 or 70/30 split. The manual recommends the 70/30 split for most applications.

Interestingly, the Rivos receiver has a built in electronic fail-safe. This comes pre-set so that if signal is lost the motor will stop and the boat will drift. The fail-safe can be programmed to a custom setting, however, I would suggest leaving it as standard as I think it is the best option.

PREPARATION

Before running the boat for the first time, check over all the bits that can become loose or fall off. For example, check that all the screws and bolts are tight, such as the prop nut, the rudder mount, motor coupling and motor mount screws. As it happens this model has been extremely well assembled and finished and there do not seem to be any 'loose ends' such as you sometimes find with pre-made models. Still, it does no harm to check!

Finally you should also do a full radio check, i.e. all functions and range just in case there any problems. You don't want to find that the steering doesn't work after you've launched the boat.

ON THE WATER

I live quite close to three large lakes, so normally I don't have problems being able to run a boat any time I want. But as luck would have it we have been experiencing some quite strong winds, so the bigger lakes were looking like the North Sea. So, unfortunately, I couldn't do any on the water testing of the Rivos at any of them. I did eventually manage to get the testing done at a model boating pond in Sunderland which was just about big enough.

So, how did the boat perform? Very well actually, the boat tracked pretty well in a straight line and turned exceptionally well. Too well at first, as I had to wind back the steering rate a bit to get it to turn predictably. Once set up the boat was very controllable in both left and right hand turns. As you can see from some of the photos, the hull has a very flat running attitude, which probably has a lot to do with the stability of the boat. This worked out fine in the calm water I was running in, but I think in rougher water the bow may potentially have a tendency to dig in and possibly spin or even flip the boat.

A simple tweak which helped a little was to adjust the trim tabs up a little (perhaps 2-3 mm at the trailing edge). This helped to lift the bow a trifle and 'loosen up' the hull, which could help reduce any tendency to nose dive in rougher water and may even increase the straight line speed a bit. The trim tabs are quite large and they contribute significantly to the boat's running attitude. All in all the boat ran in a more than satisfactory fashion and was good fun. On its first run I intended to fit my GPS data logger, but unfortunately the BEC in the speed control didn't output a high enough voltage to operate the GPS. I did manage a later run with the GPS powered with a small battery pack and the fastest speed recorded was 14.75 mph.

When I got the boat out of the water, the motor was quite cool so it doesn't seem to be under any kind of stress. There was no water inside the hull, although I couldn't be sure if this would be the case if you started to throw the boat around a lot or if you operated it in rougher water. This brings me back, in a roundabout way, to the hatch system. For numerous reasons any fast electric boat can flip upside down, although I must admit it showed no signs of doing so, and even at 15 mph the hatch can come off. This is why all racing boats have their hatches firmly taped on and I would certainly advise that course of action here. Whilst the hatch system works, a little insurance against "Whoops, oh dear, how sad, never mind" can't hurt especially as the boat is not a self-righting type.



On the water and ready to go

REFLECTION AND CONCLUSION

The RRP for the Rivos is £99.99 and the brushless upgrade set, which I will be reviewing next month, is £64.99. Considering the fact that the boat is totally ready to run including radio, battery and charger I think it is very good value for money, as is the brushless pack as you will find out next month.

If 15 mph doesn't sound too fast to some seasoned racers, who are used to similar sized boats doing three times that speed, it will be very exciting to a novice. Even at 15 mph a model can disappear into the distance in no time at all and can tend to focus the mind somewhat, so excellent fun! My suggestion to any buyers of this model, and indeed any first time FE boaters, would be to join a boat club. Even if it is not an all FE club there will be someone who has some experience and provide help and advice.

Did I like the boat? Yes I did. Would I recommend it? Definitely, it is well made and good value for money and you certainly wouldn't regret the purchase. **MMI**

MOTOR TUG LOWGARTH

Scale 1:32
Length 950mm
Beam 270mm



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

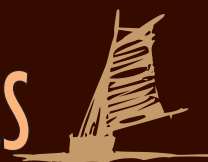
She was powered by a 7 cylinder oil engine built by Ruston & Horsby, to a single fixed pitch propeller operating with a Kort steerable nozzle.

Following sale by Cory and a number of years moored on the River Weaver she was purchased by Rigg Shipping and converted for coastal towing.

Latterly Lowgarth was sold to Fendercare and now operates in Nigeria carrying the name Charles Plane.

Kit comes complete with brass propeller and shaft

MOUNTFLEET MODELS



Adam Slater • Rock House • Bankwood Road • Womersley • Doncaster • DN6 9AX

www.mountfleetmodels.co.uk

Tel: 01977 620386 • E-Mail: sales@mountfleetmodels.co.uk

Buy on-line or
phone/post
your order

🇬🇧 GREAT BRITAIN

SLIPPER LAUNCH LADY BEALE

AN EASY BUILD KIT FROM DEANS MARINE

AUTHOR: STEVE JACKSON

BACKGROUND

Around the 1920s the slipper launch was a very popular leisure craft, many could be seen on the River Thames. They were designed for petrol engines and the shape of the hull was made to reduce the wash on the river banks hence the name slipper launch... they slipped through the water easily. Many of these craft have been restored and can be seen at boat gatherings in many parts of the country. The name chosen by Deans Marine for this model is Lady Beale and reflects a very popular venue for modellers and full size traditional craft on the Thames near Reading of Beale Park.

CONTENTS OF THE KIT

The kit is complete for building the model with the hull and deck made from GRP, cast alloy metal fittings, vac formed parts for the seat, cushion, engine cover, motor mount etc., good quality mahogany, and obeche wood strip for planking. As with all Deans Marine kits a comprehensive list of step by step instructions are included and if required Deans can supply the builder with a large number of pictures of the build. Other items will be required to make the model operational like motor, speed controller, radio etc., also adhesive will be required to attach the various parts. A full list of these extra items is included in the instructions.



MAIN IMAGE: All now safe for a voyage down the river



The full set of parts in the kit



ABS hull with motor mount fitted



GRP deck prior to cutting out the hatches and cockpit well



Parts cut out from the pre-printed sheet of plasticard



Cockpit well nearing completion



Pre-printed floor planking with rear seat fitted and the impressive resin cast front basket type seats

and fitted, these are important as they give access to the rudder servo and linkage in the rear hatch and ballast or battery in the front hatch. The floor of the cockpit can be planked BUT to make life easier a pre-printed vinyl sheet is supplied. The two resin cast wicker type seats give the model a true 1920's feel, but again care is required when handling as with many resin cast parts, if you drop them, they can shatter!

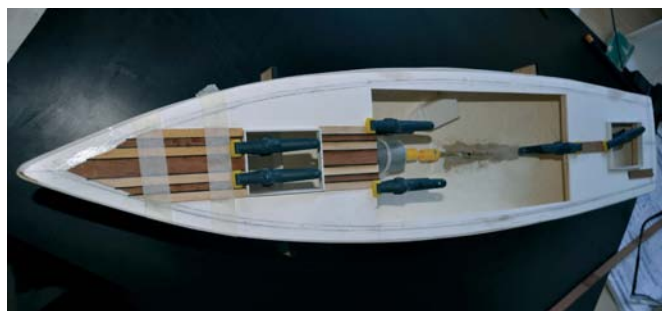
When the main deck and cockpit has been completed a good rubdown is required and painting/varnishing can be started. I sprayed the hull with car body sprays and gave the deck a number of coats of hand brushed yacht varnish. I spray painted all the small fittings with chrome paint before mounting on the deck.

BUILD AND FIT OUT OF HULL

The first job is to build a stand, the template is included with the instructions but you will have to source your own materials, i.e. ply or blockwood. All the GRP and vac formed parts are washed in sugar soap to remove any releasing chemicals used in the production. When the holes and slot are cut in the hull for the motor, prop shaft and rudder these items can then be epoxied in position. Before the GRP sub deck is fitted wooden deck beams are mounted to support and strengthen the deck. The two hatches (forward and aft) need to be cut from the GRP deck together with the large cockpit well before permanent fitting. The cockpit is made from the pre-printed plasticard parts which have to be assembled but care is required to make sure all parts fit accurately and that the finished cockpit fits neatly inside the deck well.

PLANKING DECK AND FITTINGS

This part does need some practice but before you start a good supply of weights and clamps is required. The pre-cut planks (width only) are laid onto the GRP deck starting in the centre and moving out with alternate planks of mahogany and obeche. It is best not to rush this part and wise to lay a few planks and wait for them to dry before adding other planks. To give the effect of caulking between the planks I inserted small strips of black plasticard about 0.5 mm thick. The two hatches can then be planked



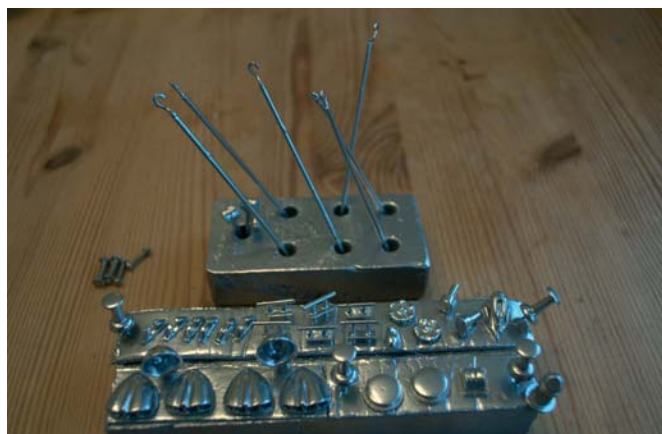
Deck now fitted to the hull and the start of the deck planking



Plenty of clamps and masking tape required for holding the planking in place while the adhesive is setting



Most of the fittings mounted on a block prior to spraying



Silver spraying of parts completed with no signs of over spray on the kitchen table!

RADIO AND POWER PLANT

I used a 2.4 GHz Planet R/C with a Mtroniks ESC and 2S LiPo and a low current 540 type motor. After a stability/ballast test in the home test tank, well the outside fish pond, I found that no additional ballast was required and she sat on the water very nicely. The only problem now before the on the water trials was trying to find a suitable crew at the correct scale, i.e. 1:10, a dig in the scrap box found two not exactly to scale but OK for the trials.



Steering servo with rudder linkage using universal pushrod (2.5 mm copper electrical wire)



Motor, coupling and battery box now fitted



Lady Beale virtually completed apart for the final small fittings

ON THE WATER TRIALS

Our club home water is quite sheltered and ideal for the trials. It is also only 18" deep and concrete bottomed making recovery possible if a disaster occurred! The performance was excellent and the turns were level and flat. The only point I would make is that as it is a very low level in the water model, sailing in rough water should be avoided!

CONCLUSIONS

This is an excellent beginner's model or for an experienced modeller who wants some experience in planking. The model assembled very well and performs well on the water and is small enough to carry easily without breaking your back! The only problem for me was that while trying to take some on the water pictures I managed to drop my camera and damage it. **MMI**

DATA BOX

Name: Slipper Launch Lady Beale

Length: 720 mm

Beam: 160 mm

Scale: 1:10

Manufacturer: Deans Marine, Conquest Drove, Farcet Fen, Farcet, Peterborough, PE7 3DH. Tel: 01733 244166.

Website: www.deansmarine.co.uk

Price at time of going to print: £125



Ballast testing on the home fish pond closely watched by the resident ghost koi carp



Small fittings now completed



First sea trials with crew!



The designer Ron Dean with the prototype of Lady Beale

HORIZON
HOBBY

BOAT MEET

FREE ENTRY*
SEPTEMBER 4th, 5th & 6th
3 DAY SHOW EXTRAVAGANZA

- THE BEST INTERNATIONAL DISPLAY PILOTS FROM USA, FRANCE, GERMANY AND UK
- DRONE FLYING AREA INCLUDING TREASURE HUNT
- NIGHT FLYING SPECTACULAR
- "FPV MACH 25 GRAND PRIX" RACING
- FULL SIZE HELICOPTER RIDES
- INTERNATIONAL STANDARD CAR RACING TRACK

EVENT HELD AT LEAMINGTON HOBBY CENTRE, BANBURY RD , OXHILL, WARKS, CV35 0RL

- "HORIZON RACE FOR YOUNG LIVES" HELP SUPPORT THE VARIETY CLUB
- POWER AND SAILBOAT RACING, SPOT PRIZES AND PROMOTIONS RUNNING EVERY DAY
- CAMPING AVAILABLE FROM 12PM FRIDAY TO MONDAY £15 PER PITCH WITH MOTORHOME PITCHES ALSO AVAILABLE
- CELEBRITY MIKE BREWER IS HOSTING THE EVENT

*PARKING CHARGE OF £5 PER CAR

LHC

WWW.HORIZONHOBBY.CO.UK

variety

LEARNING CURVE

IAN YOUNG BUILT BILLING'S 1/24 OSEBERG VIKING LONG SHIP AS HIS FIRST EVER MODEL BOAT AND IT TURNED OUT TO BE A STEEP LEARNING CURVE

AUTHOR: IAN YOUNG

I've been building plastic model kits since I was a young boy, and that love for model making has seen me build many thousands of plastic models over the years. It even gave me my first job in publishing when I worked for Traplet Publications (publishers of Marine Modelling) as Editor of Military In Scale. I took over from former Marine Modelling Editor Chris Jackson, but in the forty or so years I've been building models I've rarely tackled anything radio controlled, let alone something that floats!

Some years later I found myself being commissioned to build a number of dioramas for the Royal Green Jackets Museum in Winchester. A few years ago I was approached by the same client to build a model for a museum in Southwold, Suffolk, however, at the time I wasn't sure whether I was up to the job despite my experience in model making. The problem was that the model in question was to be a wooden Viking long ship approximately two foot long to fit inside a purpose-built display case beside a real rudder from a genuine Viking long ship that had been discovered in the area.

Following a quick trawl of the Internet I came up with the Billings Oseberg kit, which seemed to be the right size for the job. After a few more meetings with the client to iron out the requirements I purchased and started work on the model, but the fact that it was described as being for 'Experienced' modellers and the fact that I'd never built a wooden boat model before, let alone a plank on frame model, I began to wonder what I'd taken on!

DEADLINE

The deadline for the delivery of the model to the museum was going to be tight, just a few weeks, and despite the steep learning curve I was confident I could deliver on time, after all how hard could it be? Fortunately Billings seem to be one of the better manufacturers for providing clear, precise instructions and plans and having built the baseboard on which the hull could be built (a new process to me) I tentatively started the build.

The construction method would appear to be slightly different to some plank on frame models I've encountered since, in that the planks were just glued in place with no additional nails or pins required. The laser cut parts needed minimal cleaning and on the whole were pretty accurate, making the construction speedy, the only limiting factor was waiting for the glue to dry before I could start the next section. The shape of the long ship is fairly unique, but the way the wooden planks had been shaped and cut made it remarkably easy to construct, even for a complete novice like me!

The odd-shaped cruciform mounting for the mast gave me a few headaches, mainly due to my inexperience and a lack of reference material to consult, plus it was one of the few areas where the instructions weren't that clear. After some head scratching it was soon built and added, allowing the deck to be added soon after. According to the manufacturer this model can be converted to radio control (although it doesn't say whether it's sail or oar power), however, the construction doesn't lend itself to easily leaving deck

Billings' Oseberg Viking Long Ship probably wasn't the best choice for a first ever model boat build!





The plank on frame construction can be seen here but the many internal bulkheads might make it tricky to convert to R/C?



The plastic mouldings for either end of the hull are brown, which helped when matching them to the wooden hull. After many hours the hull was nearing completion and I'd learnt a lot along the way!

panels loose so that radio gear can be added inside the hull. I'm sure that some of you seasoned modellers out there would find it easy enough, but as a relative newcomer to model boating, I think I'd find it quite difficult.

The oars supplied are fairly basic, and took nearly as long to construct as the basic hull! Each oar was made up from a piece of dowelling and a laser cut paddle. These had to be glued together and then shaped to form the oars, and that turned out to be very time-consuming – oh for moulded plastic oars! Talking of moulded plastic, the round shields that run down each side of the hull were



I was fairly pleased with the end result given that I'd never built a model boat before let alone a plank on frame model

moulded in plastic, and while they may well have been painted with elaborate designs, the client wanted plain wooden shields, which was fine by me, especially as time was running out all too quickly!

MULTIMEDIA

The distinctive ornate carved prow of the Oseberg was produced as a series of plastic mouldings, and this was where I encountered the only need for filler on the entire model. The pieces 'sandwich' the wooden structure, but there were a few gaps left that needed filling. Knowing what I know now I could well have shaved a little material off the hull to get a better fit, but this was turning out to be a steep learning curve for me, and I found myself reverting back to more familiar model making techniques.

The addition of the various cleats and rudder, which in itself is an odd design, saw the model finished and ready for painting, or in this case staining and varnishing. The colour choice was down to the client, and while many of the models of the Oseberg are depicted as being a fairly pale oak colour, the client wanted a darker colour to better match the rudder section in the museum and the photos of a replica long ship that were to also be incorporated into the finished display. After treating the model with sanding sealer and rubbing down the model, it was stained before finally giving it a topcoat of varnish.

With just a couple of days to go before the model was due to be delivered the sail was masked and painted to give the distinctive red and white stripes before weathering the sail material to give it that used look. After a little more rigging the model was finally finished and a few days later was successfully (and very carefully) delivered to the client and installed in the museum, where it is on display today.

Sadly, other than in photos, I've never seen the model in the museum, it's just one of those things I've not got around to doing because it's so far away. If you're interested then the museum has a website, as shown below, and if you go to the 'In The Beginning' section and scroll down to the bottom you'll find an item called



I was pleasantly surprised how easily the model went together for my first attempt at plank on frame



Here we see the oars lying in their cradles either side of the mast



Close-up of the decorative prow that is provided as a series of plastic mouldings

'Southwold's Viking Rudder', and if you click on the photo you'll find an account of the rudder installation and a photo of the rudder on the model.

It was certainly a steep learning curve for me, but helped kick-start my interest in model boats, and especially more unusual models, such as a 1/48 American Civil War Passaic Class Union Monitor that I built soon after.

<http://southwoldmuseum.org/inthebeginning.htm> **MMI**



The rudder on the long ship is an unusual design and would need adapting for R/C



Once finished the model was displayed at the Southwold Museum



A real Viking long ship oar is displayed to the left of the model in the museum



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



SEND FOR OUR FULLY ILLUSTRATED CATALOGUE
(£3.75 inc. postage)

Tel: 01295 263134 Fax: 01295 271817

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

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

FLEETSCALE

WWW.FLEETSCALE.COM

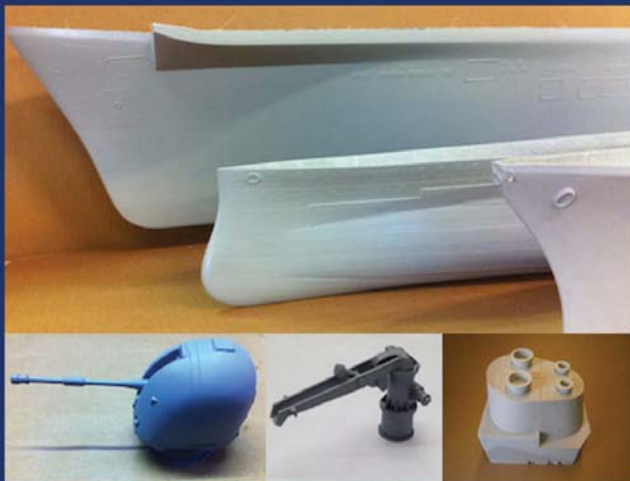
GLASSFIBRE WARSHIP HULLS, FITTINGS AND SEMI KITS
IN MOST SCALES AND ERAS

EXTENSIVE SECURE ONLINE STORE

MILITARY & CIVILIAN RANGES

19TH, 20TH & 21ST CENTURY

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



EMAIL: CONTACTUS@FLEETSCALE.COM

TEL: 01822 832120 FAX: 01822 833938

WESTWARD MOULDINGS LTD

BRISTOL MODEL ENGINEERING AND HOBBIES EXHIBITION

2
0
1
5

AUGUST 14TH, 15TH & 16TH

THE LEISURE CENTRE—THORNBURY
NEAR BRISTOL - BS35 3JB

FRI 10AM - 6PM SAT 10AM - 5PM SUN 10AM - 4PM

ADULT £9.50 SENIOR £9.00 JUNIOR £4.00 FAMILY £23.00 (2+3)

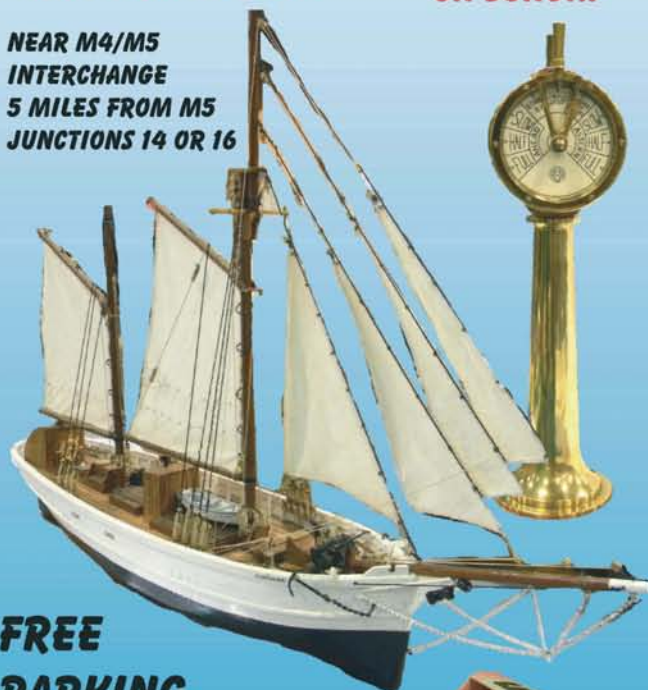
3 DAY AND ADVANCE TICKETS ALSO AVAILABLE—SEE WEBSITE

**MODEL SAILING & POWERED
BOATS BOTH ELECTRIC
AND STEAM**

**ACCOMPANIED
CHILDREN
UNDER 16**

**FREE
ON SUNDAY**

NEAR M4/M5
INTERCHANGE
5 MILES FROM M5
JUNCTIONS 14 OR 16



**FREE
PARKING**



**FITTINGS, MACHINE TOOLS, &
WORKSHOP EQUIPMENT**

FOR FURTHER INFORMATION PLEASE VISIT OUR WEBSITE:

www.bristolmodelengineers.co.uk OR CALL 0117 405 8580

ALL ATTRACTIONS CORRECT AT TIME OF GOING TO PRESS, BUT MAY BE SUBJECT TO CHANGE OR CANCELLATION



ORGANISED BY THE BRISTOL SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS
REGISTERED CHARITY NO. 1094274

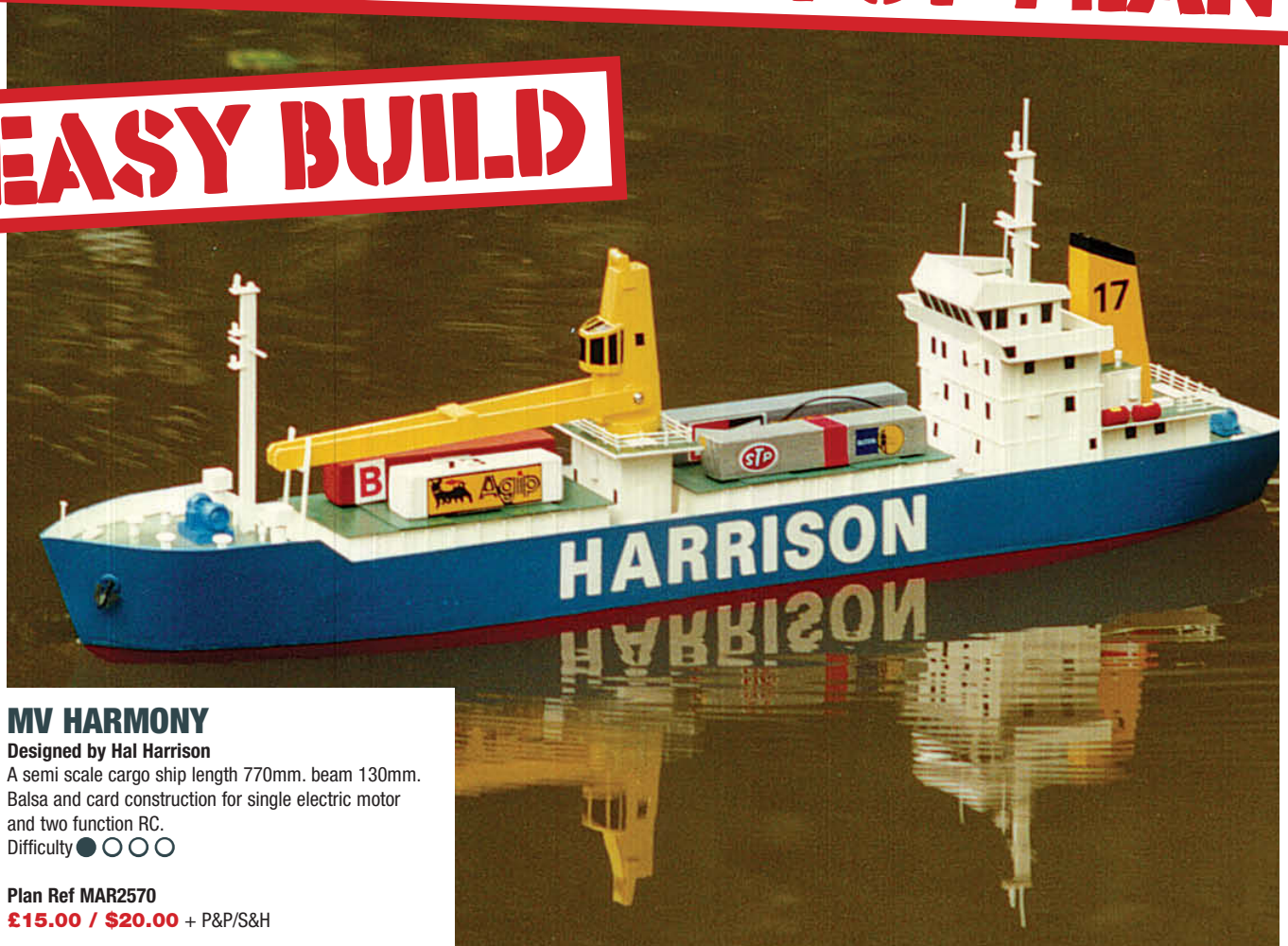


MARINE

modelling INTERNATIONAL
Plans and Parts

THIS MONTH'S TOP PLAN

EASY BUILD



MV HARMONY

Designed by Hal Harrison

A semi scale cargo ship length 770mm. beam 130mm.

Balsa and card construction for single electric motor
and two function RC.

Difficulty ●○○○

Plan Ref MAR2570

£15.00 / \$20.00 + P&P/S&H

More plans available at

To place your order, go to www.trap

Prices shown do not include postage and packaging. All prices correct at time

EXTENSIVE PLANS AND WOODKITS MADE ESPECIALLY FOR YOU!

MARINETTE

Designed by Andre Moreau.

A scale French Peniche Canal boat drawn in detail for bread and butter timber construction electric drive and two function radio. At 1030mm length 160mm beam 1:32nd scale to allow plenty of scale detail and individual finishing.



Difficulty ●●○○○

Plan Ref MAR2287
£12.00 / \$16.50 + P&P/S&H

MARIE JOSEPH

Designed by Andre Moreau

A freeland Brittany Coast fishing boat drawn to 1:16 scale. Model size is 87cm length and 15 cm near.



Difficulty ●●○○○

Plan Ref MAR2389
£12.00 / \$16.50 + P&P/S&H

MOTOR TUG CHARLOCK

Designed by Jim Pottinger

This 1960's River Thames Motor Tug was used for light work hauling barges up and down the Thames. This stumpy funnel is to allow easy access under the bridges over the Thames.



Difficulty ●●●○○

Plan Ref MAR3480
£12.00 / \$16.50 + P&P/S&H

THORNYCROFT 55' CMB

Designed by Barrie Griffin

A scale working coastal motorboat, the original was built in 1971 for the RN. Length 76cm, beam 14.5cm. Balsa and ply construction.



Difficulty ●●○○○

Plan Ref MAR3311
£10.00 / \$14.00 + P&P/S&H

REAPER

Designed by Jim Pottinger

A 1:25 scale model of the Anstruther based preserved Scottish Fifie. Hull length 90cm and 27cm beam.



Difficulty ●●●●●

Plan Ref MAR2750
£23.50 / \$31.00 + P&P/S&H

SIMPLET

Designed by Charles Detriche

Simple and inexpensive ply chine hulled one metre design. Uses standard sails and fittings to produce an attractive and well balanced introduction to the class.



Difficulty ●●○○○

Plan Ref MAR2836
£15.00 / \$20.00 + P&P/S&H

KEY TO DIFFICULTY RATING

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

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

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

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

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

www.trapletshop.com

or call +44(0)1684 588599
from outside of the UK

letshop.com or call **01684 588599**

of going to press and may be subject to change without further notification.

RG65 HULL DEVELOPMENT

AUTHOR: ALAN GEORGE

ALAN GEORGE LOOKS INTO THE DEVELOPMENT OF A RADICAL NEW HULL FOR HIS RG65 MODEL YACHT

INTRODUCTION

My previous jottings concerning the development of the RG65 class yacht and its appendages have reflected on my attempts to take a radical look at the development of the keel bulb, rudder and sail alternatives. Whilst a lot of that development continues at a slower pace I was keen to ensure that no major element of the design had been overlooked. Having looked at all the boat appendages I came to the conclusion that the main element remaining was the hull itself.

What radical approach could I apply to this? I had been following the development of 'Speed Dream', a full size yacht project to break the sailing mono hull speed record. I believe most of the decisions taken on the speed dream hull design could be applied to an RG65 class hull. I cannot take any credit for the design concept itself, but my input will be the adaption, scaling and application of this concept into the RG65 class of model yacht.

CONCEPT

All of the elements used in this design are well known in multi hull sailing and power craft, the combination of them in a sailing mono hull is, however, very different. The new hull will be a wave piercing hard chine, with a flat keel, delta plan form, and three planing surfaces incorporating a mid-point step. For a sailing mono hull I think this will fulfil the concept of a radical design.

The flat keel will facilitate maximum speed with no tendency to rise or dive with the water conditions as is the norm for most RG65 yachts. The planing surfaces are set at 20 degrees and, therefore, this is the optimum heel of the boat when being sailed hard. I intend to keep the sail area restricted with this in mind. At 20 degrees the planing surfaces will be flat, but broken into two sections by a step. The water flow separates from the hull behind the step and it takes time for it to reattach to the hull surface reducing drag during this period. The unknown and possible downside of the step is the speed needed to make it efficient. If the water flow is too slow the flow behind the step will be turbulent and increase the drag, not decrease it.

With a model the relative speed is low and the step is very small but the water properties are no different to those experienced by full size craft which are travelling at much higher speeds. The wave piercing bow prevents vertical forces affecting the hull's progress through the waves due to the bow shape which has inverted buoyancy, where the widest section is at the bottom preventing any water pressure building on the upper surface and pushing the nose down, further preventing nose diving. The entire foredeck has a wave cutting extension producing a long extended sharp bow which allows the boat to quickly and easily slice through waves again preventing a forced nosedive. The bow is designed to maximise waterline length at the waterline itself, as in the 65 cm class restriction, but also reduce any unnecessary weight and windage in the forward upper section by being raked radically backward from the waterline into the foredeck.

The addition of the lateral step in the hull, produces, what is known as a stepped hull. While stepped hulls have been around for a long time, they are predominantly used on high-speed power craft. It is a new concept and innovative to see a stepped hull on a sailboat, and especially a monohull. In a planing hull without the step the hydrodynamic lift is concentrated at the back of the boat behind the centre of gravity, and with the added driving force of the sails being high up and also forward of the centre of gravity this all adds to worsen the nose-diving action. But with a step added to the planing hull, most of the lift is generated on the forward lifting surface, ahead of the centre of gravity, thus helping to counteract any diving force.

The delta hull plan shape also has an added advantage in the model as the fin and bulb are fixed and aligned with the hull centre line. As the boat heels to the optimum 20 degrees the planing surface centre line is 5 degrees removed from the boat centre line making the hull plane on the side of the delta. This planing angle is also reflected in the fin angle to the water and, therefore, provides the fin with a 5 degree angle of attack giving the boat a positive righting force the faster the boat travels. The combination of a



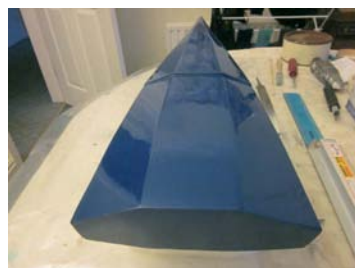
stepped hull with a wave piercing bow produces a boat that is much more stable and capable of sailing flat at more consistent speeds. The hull set up also produces a more balanced lift and righting distribution along the hull, aiming at moving the performance to a higher level than could be achieved with a conventional displacement hull.



Hull under construction



The completed balsa plug



The finished balsa plug



The wave piercing profile of the hull

BUILD

As the design and build of the new hull were interlinked, balsa construction was used to allow plenty of scope for adjustments. With hard chines and nominally a flat section deck all the planking was quickly completed. The completed hull was then covered with glass cloth and the surface filled with car body filler and sanded. Changes were incorporated into the plan as the build progressed to the final design. The build resulted in a plug which I intended to form my final hull and deck skins from.

Bath tests followed to establish the centre of buoyancy and the position of the fin and bulb. Water line displacement was less than envisaged at less than 1 kg. However, with the positions established the way was now clear to produce some glass fibre forms to produce the first hull. Moulding the hull step was to be a challenge to ensure sharp edges and perfect thickness so I decided to produce an external mould for the hull base. The hull base was moulded in carbon weave to support the important planing surfaces and step shape, and the upper surfaces in plain glass cloth. Detail mouldings were produced for the fin box and servo mounts. The mast tubes were cut from 8 mm carbon tube which had an internal 6 mm diameter to fit the mast.

Fitting out the boat was easy with so much room in the hull. Sheeting was provided by Howes Models, a Dragon Force replacement winch was used, which is a very nice product that works well, all be a bit slowly. The completed boat weighed in at 1269 g. This was heavier than I would have liked but there is quite a lot of potential for weight reduction in the hull build so this was not a major issue.



Hull base external mould



Plug and the moulded hull top



Hull base in carbon weave showing the moulded in step



Spray finishing the boat in the garage

TRIALS

The initial sailing trials were conducted with the number 2 suit. Wind conditions were very light at 5-6 mph, but this was sufficient to demonstrate that this configuration of boat had reasonable stability but sailed below expectations. The hull remained perfectly flat longitudinally on all points of sail, but due to the light wind was not being pushed hard enough to plane at the required 20 degrees. Maximum heel throughout was about 10 degrees but the performance was generally below expectation. It still remains to put the boat through its paces against another RG65. This will provide a benchmark with which to assess the relative winning potential of this design.

The trial to put the boat through its paces was rewarded with a positive wind force at about 13 – 16 mph. The initial sailing trial incurred the first structural failure with a broken kicker. This in

hindsight could have been avoided if I had used wrapped carbon tube instead of the pultruded version which split longitudinally. Having used string and tied the assembly together trials continued, but this was short lived as subsequent inspection showed the repaired kicker had interfered with the integrity of the sheeting system causing the winch to shed the sheeting cords.

The small amount of valuable insight showed that the boat had a good turn of speed and with a definite reduced heel when compared with other RG65s and Dragon Force boats, but it did still nose dive. The trim of the boat was below design waterline and incurred extra drag as a result. I intend to trial the wing sail on this boat to up the lift coefficient in line with the lack of heel. Trials with the wing sail confirmed that with the extra weight of the wing sail and the lack of hull buoyancy the performance was not race



Finished boat ready for sailing trials



The sleek finish of the final concept



Sailing trials in light winds

winning. There needs to be a major rethink for this concept to be a viable contender.

CONCLUSIONS

This project included some very radical concepts, all pushed into a single design, some of which worked and others that did not. The effect of the wave piercing

back raked bow was successful in that there was no tendency to remain buried in a nose dive. But the boat did still nose dive, this should have been prevented by the forward portion of the stepped hull generating lift. However, the step was not generating enough lift to compensate for the lack of forward buoyancy and sail pitching moment. The delta plan form did result in reduced heel compared to similar yachts during the trials but it did not plane as required. The hull as a platform for the wing sail was perhaps one step too far in that it did not perform better than average. This was probably due to a mismatch in boat buoyancy, sail weight and lift. The concept is now on hold as a complete redesign is required for the concept

to remain within the RG65 class dimensions and be a viable platform. This is not going to be a race winning concept in its present form but that is development.

I have, however, learnt a lot from this project, mainly that it is a mistake to change too many things at the one time, as you inevitably don't know what is causing what and what to do about it. But the reason for communicating my trials and tribulations is to inspire others to explore the boundaries of yacht design in a class where development is still allowable, and enjoy it. You don't have to possess an analytical mind or be a professor of fluid mechanics; you just need to enjoy experimenting. My experience from this project is that development never stops but sometimes you need to slow its progress to have a fighting chance at success. **MMI**



Boat with wing sail set up



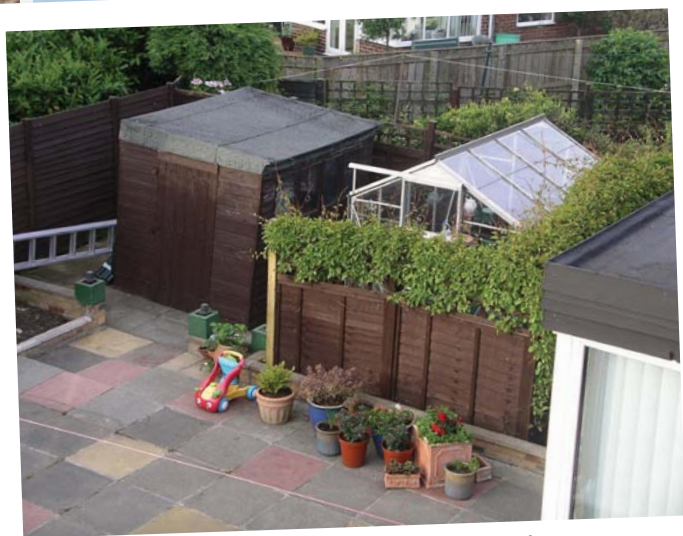
THE SHED GOES NORTH

RE-BUILDING ROME IN SIX MONTHS

AUTHOR: NEVILLE WADE CONTACT: barque22@hotmail.com

THE END OF THE BEGINNING

When we last spoke, we had moved house to the Northeast of England, taking with us nine model square-riggers, and three model yachts. All the boats were living in the garage, while a rickety old garden shed did its best to contain most of our garden stuff. In order for our hobby to start flourishing again, north of Newcastle, a shed was required to succeed a similar structure, used at our old house, in Sheffield. This short piece tells the story of this, the last phase in the transfer of model building from one city to another.



The old shed, set in the backyard, before all the changes

NOT AS SIMPLE AS YOU'D THINK

Working in a garden shed sounds simple, some people would say it's ideal; some (more trendy than me) call them 'Man Caves'. It's a great idea but, like many good things, you have to work at it.

When you take a fancy to a house, you tend to see all its better features and, after moving in, you start on the long road to making it your own. The shed, already in place, was never of the best, but familiarity, whilst not breeding contempt, certainly didn't make it look any more usable. For one major thing, it was built on a slope, at ninety degrees to that slope too, so that the whole thing did a passably good impression of the Leaning Tower of Pisa! It was also only eight feet by six feet, a little on the small side for my purposes. Therefore, it had to go.

I thought I'd just have to look up 'Sheds Are Us' locally, and we'd be in business. Not a bit of it, in this area at least! You can buy almost any kind of shed online, but you can't look at them, and building is your affair, after you've demolished the old shed, got rid of it, and built new foundations. Therefore, I had to look a little deeper. Eventually I found just the place, a bespoke shed builder, with a working relationship with a landscape gardener, who would shift the old building, and do some foundations, before the shed supplier delivered and erected the new shed. The site, next to our greenhouse, would accept a 10 ft by 8 ft shed, which is the size I had previously, so that was it, the die was cast.

The old shed might have leaned as much as the famous building in Pisa, but it had none of that building's beauty. It had to go!



ELECTRIFYING PROGRESS

The final knotty construction problem, for a year round 'shipyard in a shed', is power, for light, heat and power tools. Certainly you can plug an extension cable into a socket in the kitchen, and hope for the best, but we're talking about an important resource here, years of model building (not to mention listening to music!). Also, in my case, this shed would have to house a bench suitable not only for model building, but also for normal household maintenance jobs. So I had to dip my toe once more into the world of electrical contractors, not a reassuring place for an amateur.

My wife has coped with my particular take on life for more than forty years, without too much strain (that I know of). Bits of the electrics of this shed were to push her almost too far in the hothouse atmosphere of a change of houses.

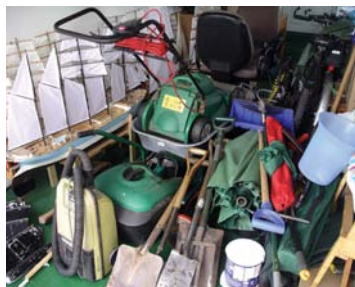
It all centred around what I choose to call the 'armoured cable', a proper, protected cable, suitable for running from the house, out to the shed. I was concerned to have the fitting of this, by an electrician, done in such a way that the operation would tie in with whatever else was being done to the house, to make it ours, after moving in. Thus, the armoured cable came up in conversations with alarming regularity, much to my wife's surprised amazement. It even surfaced during talks about the fitting of a new staircase banister! I deny that I had become obsessed, but I do admit to some paranoia!

Finally, with a replacement kitchen on the domestic horizon, a kitchen fitting company electrician was my first option, but events overtook me when a simple light fitting change, in a bedroom, became a job for a professional. The man in question did my little job, and then suggested checking over the consumer unit. To cut a long story short, we had a new one fitted, and at the same time, had an armoured cable run from the consumer unit, under the house, and out to the shed.

Then it was time for that new kitchen.

COMING TO THE POINT

With the building of a new kitchen an accomplished fact, the glorious shed day dawned, demolition of the old one, then foundations, then building the replacement!



The contents of the shed, plus the boats, in the garage, while the new shed was built. Quite a surprise then that nothing was damaged



The great day dawned! The old shed flattened, and ready for the skip



The new shed, in the old yard. Next job was to cram in the shipyard

both the shed, and garden store, a real red letter day! Our shed builders did provide me with one other great service. To my question, "Do you make benches?", the answer was in the affirmative, so I provided details of what I'd like, when we ordered the buildings, and they built me a bench, and delivered it with the buildings. If you ever need a shed in the Northeast, I shall be happy to recommend this excellent provider. The shed they provided is superb, and the bench is far better than I'd expected, as you'll see in the pictures. All that was left now was to install shipbuilding in its new venue.



Our shed builder's beautifully crafted bench. My design, but his lovely work



The 'yacht end', with cupboard, Dremel box, and charging area. The swivel vice sits on the end of the bench, with the model making one just visible at the bottom of the picture



Bench in the foreground, tools on shelves behind, and square-riggers at the back. Note the sockets mounted on the side of the bench



The blind, made redundant from a bedroom, now fitted in the shed. The drawing 'flap' is in 'ambush', in the roof, at the top of the picture



The drawing 'flap' once housed a model railway track. Now it is the place where drawings are hung, when in use. Here it's in the 'down' position

FROM SHED TO SHIPYARD

This shed is a pent type, with a flat roof, the old one had an apex roof, and this one has the door in a different place, but they are the only differences, so I have set out the work area in much the same way as before. The boats live on the floor, or on shelves, tools are also on a shelf, or in cupboards both free standing, or built into the bench. I have found headroom to be a bit of a problem, but I'm sure I shall be able to adapt 'muscle memory' somewhat, to stop hitting the roof, during boat movements!

As I'm using a different cupboard, and the bench itself has a cupboard, with shelves, instead of the lifting desk lids of my old 'bench', layouts and storage have had to be different, so I continue to 'shake down'. This shed will also have to be the domestic workshop, so I've installed a swivel vice, as well as my model making one.

There's a convector heater for the winter, and a blind at the window, to shade the place from the sun. There are three double sockets, spread about, to allow power to be brought easily to all areas. The bench has three sockets attached, so that power tools can be plugged in near at hand. Boats and transmitters are charged

at 'charging stations', conveniently placed close to sockets, and an iPod dock has pride of place, for the essential music, so necessary to shed living!

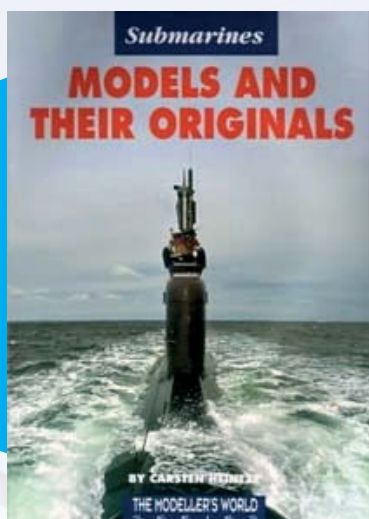
With some difficulty, due to the lower, flat roof, I've managed to arrange a large let-down flap, kept in 'ambush' in the roof, to be lowered with drawings attached, when building requires close attention to drawn detail. Lastly, to add a bit of civilisation, wherever there is wall space left, I've hung a picture or two, of the real ships, or the models.

AND FINALLY

As originally purchased, our back garden was simply a yard, completely paved. It didn't take long for us to realise that we couldn't live with that any more than we could have lived with the old shed, so, complementing the new shed, the paving has gone, and been replaced by soil and lawn. The shipyard now looks out on to a green and pleasant land, where, hopefully, shipbuilding can flourish for many years to come. It will be nice to start thinking in terms of models, rather than contractors and mess. See you next time, hopefully with a new boat! **MMI**



TAKE THE PLUNGE WITH FANTASTIC OFFERS ON SUBMARINE BOOKS



Submarines, Models and Their Originals

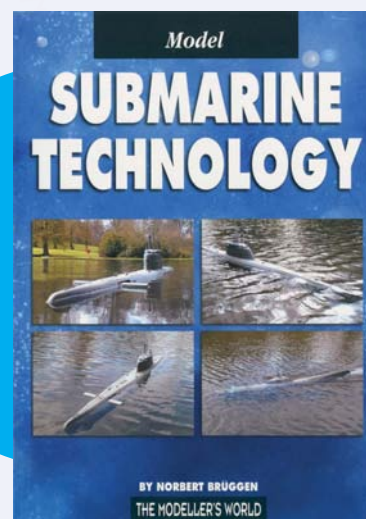
By Carsten Heintze

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

Ref SMO

RRP £12.99 / \$22.99 + P&P/S&H

MMI Special Price £6.49 / \$11.49 + P&P/S&H



Model Submarine Technology

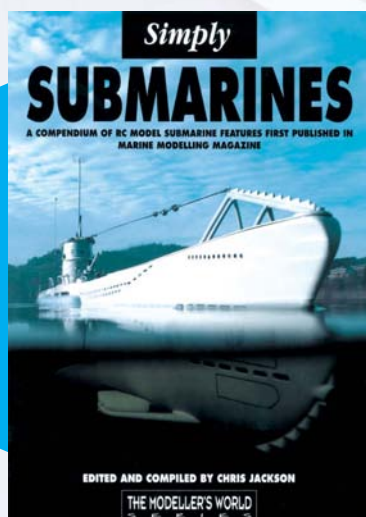
By Norbert Bruggen

The definitive book on submarine modelling Model submarines, which can actually submerge under water and then surface again at a quite different location, hold a special attraction for the on looker. This book shows how it is done.

Ref MST2

RRP £12.99 / \$22.99 + P&P/S&H

MMI Special Price £6.49 / \$11.49 + P&P/S&H



Simply Model Submarines

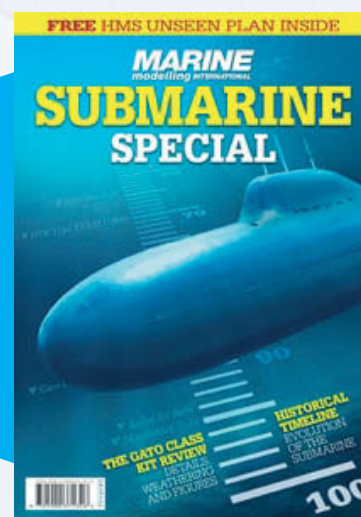
By Chris Jackson

Extend your knowledge of this fascinating form of marine modelling with this essential book!

Ref SIMP2

RRP £12.99 / \$22.99 + P&P/S&H

MMI Special Price £6.49 / \$11.49 + P&P/S&H



Marine Modelling International Submarine Special

Delve into the fascinating world of submarines with this Special Issue from Marine Modelling International magazine, looking at the only craft in the maritime world that operates in three dimensions.

Ref MMISP08

RRP £4.99 / \$8.99

MMI Special Price £3.00 / \$5.00 + P&P/S&H

Hurry!

These prices are only valid until 27th August 2015.

To order visit **www.trapletshop.com**

and enter the code **MMI0815** or phone our friendly customer service team on **+44(0)1684 588599**

Working Plans for Model Construction

The Entire Sailing Ship & Power Craft Series of Authoritative Drawings By Harold A Underhill, AMIES

PUBLICATIONS FOR MAKING MODELS

- Plank -on-Frame , Vol I
- Plank -on-Frame , Vol II
- Mastng and Rigging
- Deep Water Sail
- Sailing Ships Rigs and Rigging
- Sail Training and Cadet Ships

Illustrated list of 70 Sailing Ship Designs £4.00

Illustrated list of 35 Power Craft £4.00



Please write for further information and catalogue to:

Brown, Son & Ferguson, Ltd

Unit 1A, 426 Drumoyne Road, Glasgow, G51 4DA

Tel: +44 (0) 141 883 0141

Email: info@skipper.co.uk Website: www.skipper.co.uk

S.H.G Marine's

Sprinter

Minitug

A FUN PUSHTUG
By S.H.G. MARINE
Length 460mm (18")
Beam 205mm (8")
Height 350mm (13.75")
Scale 1/16



SHG MARINE'S SPRINTER "TRUCKABLE" TUGBOAT A FUN PUSH BOAT KIT

The full size Truckable tugs are so called because they can be loaded on to trailers and moved around different working locations. The boats are built from around 20ft to 30ft in length; they are very powerful for there size and extremely manoeuvrable.

The Kit is easy to construct and is supplied with full instructions, the model is powerful and can be used for towing and pushing loads, so it can be used for as many fun boating activities as possible. From water polo to club rescue or recovery boat.

Price £69.95 plus Shipping

Sprinter Minitug comes as a Kit of mouldings, produced in Hi-Impact Styrene material. All structural components required are supplied along with Motor & Prop Shaft Etc. Complete with Fittings including Bollards, Navigation Lights and Decals.

Available in a variety of Colours



S.H.G. MARINE

Pinfold Lane, Wheaton Aston
Stafford. ST19 9PD

www.shg-marine.com

01785 840308



Port Charmers

Model Making meets Art



My boats are custom-built with plenty of options available for you to get creative and commission your very own, unique model. They revive the style and charms of vintage toy-models and can be propelled by electric motors, or tailor-made around the live-steam engine of your choice.

Visit my Website: www.port-charmers.de

Facebook: [facebook.com/portcharmers](https://www.facebook.com/portcharmers)

Give me a call: 0049 8053 7953217

TONY GREEN STEAM MODELS

19 Station Road, Thorpe on the Hill, Lincoln LN6 9BS

www.tonygreensteammodels.co.uk

email: tgs@btinternet.com

RNLB ALICE UPJOHN

Model Scale: 1" to 1ft (1:12th)

Model Length: 41"

Model Beam: 12 1/2"

Displacement: 16 lbs

The 37ft. Rother class of slip way launched lifeboat was a development of the early 37ft Oakley class boat, the Oakley was introduced into service in the late 1950's to replace the Liverpool class. The Rother derivative first entering to service in the early 1970's. They were a displacement type lifeboat that had a top speed of 10.5 knots and cruised at 9 knots. Our model is based on archive drawings and contemporary photos (Sumner) off the Dungeness lifeboat "RNLB Alice Upjohn" she entered service in 1976, after 16 years of service she left to go to relief fleet in 1992, here she served until 1995. There was a class total of 14 Rother's built, with some research you could base on any one of these kits.

£390.00 + P&P



OUR OTHER KITS

Motor Tug Avenger

Sc 3/8" to 1ft (1:32nd) 45" Lg, bm 12" @ £420.00

River Star Motor Tug Launch

Sc 1" to 1ft (1:12th) 27" Lg, bm 9" @ £195.00

Orkney Ferry TSDV GRAEMSAY

Sc 1:24. 28" Lg 10" bm @ £239.00

Lady Laura/Lady Marina

Sc 1:32 31 1/2" Lg x 9 1/2" @ £220.00

RNLB 'The SCOUT'

(Waveney class Lifeboat)

Sc 1:12th 44" Lg x 12 3/4" bm @ £420.00

P&P £10 (Highland; Island & Overseas @ cost)

Information Sheets and Photo CD's available on request.

MAIL ORDER SPECIALISTS

Telephone/24 Answerphone: 01522 681989

ECHOES OF DUNKIRK

PS MEDWAY QUEEN ATTENDS THE 75TH ANNIVERSARY EVENT OF THE 'LITTLE SHIPS' SAILING TO DUNKIRK

AUTHOR: RICHARD HALTON

Medway Queen berthed in Ramsgate – May 2015 (pic Brian Simmons)



In May 2015, PS Medway Queen attended a Dunkirk commemoration for the first time in many years. The ship was towed to Ramsgate by the tug, Christine, leaving Gillingham Pier around midday on Sunday 17th May and berthing in Ramsgate's Royal Harbour the following day at about 10 am. There she took part in the 75th anniversary events seeing the little ships off on their pilgrimage to Dunkirk and patiently waiting for them to return on the following Bank Holiday Monday.

In 1940 HMS Medway Queen operated out of Ramsgate for much of Operation Dynamo and so it is fitting that she should be there again for this anniversary. During the original operation she landed troops at Ramsgate on five of her seven crossings. On 27th May she sailed from Dover and landed the men at Ramsgate the following morning. She landed more men at Ramsgate on the 29th, at Margate on the 30th and then Ramsgate again on the 31st. The morning of 2nd June saw her in Dover and then Ramsgate on 3rd June and on the 4th with men of the French rear-guard.

A new fundraising initiative was launched in Ramsgate structured around a display of 7000 Airfix model soldiers which could be 'rescued' in return for a small donation. As in 1940 they waited patiently in line to be picked up from the 'beach'. The scheme will continue after the Dunkirk event via a link on the society's website and onboard the ship at Gillingham Pier.

The event was a great success from the Medway Queen's point of view with Wednesday 20th, the day of the commemoration, and the Monday, when they returned, being especially busy. Donation levels were high and thousands of the soldiers were 'rescued', although we did not even come close to the original 1940 crew's achievement! The society's sales team did a roaring trade in books and souvenirs and the visit gave many people the chance to re-acquaint themselves with this famous old ship. For some it was their first time on board since the ship was withdrawn from excursion service in the '60s. Others remembered the ship on the Isle of Wight or from her time at Damhead Creek waiting to be restored.



Modeller's detail – minesweeping gear on HMS Medway Queen (PSPS Collection)



LEFT: HMS Medway Queen in Ramsgate 1940 (PSPS Collection)



The little ships parade past Ramsgate sea front (pic K. Belcher)



Medway Queen in Ramsgate – 18th May 2015 (pic Lynette Smith)



Airfix soldiers queuing to be rescued in the aft saloon of Medway Queen (pic Richard Halton)

With support from the Heritage Lottery Fund, the Medway Queen Preservation Society is undergoing a reorganisation in line with the responsibility of caring for a national historical asset. Fundraising is a priority to keep the society going and continue the restoration which is estimated to be about 50% complete. The hull has been rebuilt but fitting out and commissioning of the propulsion system remain to be done. A new boiler will be required. Sponsorship, new members and donations are essential to the project and details can be found on www.medwayqueen.co.uk Alternatively write with a SAE to MQPS, Gillingham Pier, Pier Approach Road, Gillingham, Kent ME7 1RX for membership details. **MMI**

A Spitfire gave an aeronautical display with a Hurricane (pic K. Belcher)



Model of HMS Medway Queen (pic P. Boniface)



An atmospheric view of the 50+ little ships fleet sailing into the sunset on their way to Dunkirk (pic K. Belcher)



Thames barge Greta under full sail part of the fleet (pic K. Belcher)



Fire boat Massey Shaw gives a water display (pic K. Belcher)

MALTA MEMORIES 1

A SHORT TRIP TO MALTA PROVIDED IAN YOUNG WITH THE OPPORTUNITY TO PHOTOGRAPH SOME OF THE MANY SAILING VESSELS MOORED IN MALTA'S GRAND HARBOUR

AUTHOR: IAN YOUNG



ABOVE: The Italian cruise ship *Costa Favolosa* is the largest Italian cruise ship, built to date, at an impressive 114,500 tons and capable of accommodating up to 3,800 passengers!

A business trip to Malta provided me with an opportunity to indulge my other great passion – boats, and during one of my spare days I took a sightseeing tour around Malta's Grand Harbour. This is one of Malta's greatest geographical assets and has been in use since Phoenician times. In more recent times the depth of the water in the harbour has enabled large vessels to enter and dock there.

My hour long cruise provided me with some interesting photo opportunities. If anyone is thinking of doing the same trip I advise picking one of the smaller tour boats. This is because what you lose in comfort in the choppy water as you leave Sliema harbour and round the point to enter Grand Harbour, you gain by being able to enter some of the smaller creeks and get closer to many of the ships and boats docked there! Featured here are some of the luxury cruise liners and motor yachts that have largely replaced the naval vessels that used to frequent the harbour. **MMI**



LEFT: The size of the lifeboats along the side of the *Costa Favolosa* offer an indication of the vast size of this luxury Italian cruise liner, as does the open forward hatch



The 77 m motor yacht *Smeralda* (formerly *Sea Stallion*) is another of the luxury 'Superyachts' spotted in the harbour. She features an aluminium hull and superstructure



Azura, another of the cruise liners docked at Grand Harbour, and billed as P&O's most advanced cruise ship to date, capable of carrying over 3,000 passengers

BELOW: Malta is home to many 'Superyachts', such as Hampshire II, a 78.5 m motor yacht built by Dutch boat builders Kaag with a top speed of 16 knots



Galileo G features conforms to Ice Class Classification rules that allow her to navigate along the Northwest Passage from the Atlantic to the Pacific via Canada's Arctic Archipelago – a far cry from the temperatures experienced in Malta!



The 53,000 ton Costa Romantica was built by Fincantieri, underwent a refit that saw the weight increase to 56,000 tons with many modifications being made to the superstructure



Talisman C is a 70 m motor yacht that was designed by H2 Yacht Designs back in 2011. The large stern door is seen open in this photo with a small Zodiac type rib moored alongside



And finally, acting on the recommendation of a friend, I opted for a smaller, traditional cruise boat that enabled us to get closer to the larger vessels in the harbour

Costa Favolosa boasts an impressive range of activities onboard for passengers, ranging from a huge spa and fitness centre to a children's aqua park with its own pirate galleon, and a large aft pool area!



WEB DIRECTORY

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

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

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

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

CLEVEDON STEAM
 Supplier of steam engines, plants and
 Cheddar Models compatible
 accessories
Tel. No.: 01275 340048
Mobile: 07818 044648
www.clevedonsteam.co.uk

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

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

www.cornwallmodelboats.co.uk
Tel: 01840 211009
 Email: **sales@cornwallmodelboats.co.uk**
Cornwall Model Boats
 We stock a wide range of radio control
 and static display kits, fittings and
 modelling tools. Secure online shopping and
 mail order service. Specialist advice available

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

www.mantua-model.co.uk
 179 Dedworth Road Windsor Berks SL4 4JN
 For all your modelling needs.
Tel: 01753 856321
 Model ship and boat specialist - Radio Control.
 wood specialist - Lime - Walnut - Mahogany - Spruce - Balsa - Ply
 Distributor for Mantua Model of Italy
 Mantua Sergal and Panart model kits fittings and accessories
 fast mail order service

BOCA BEARING
www.bocabearings.com
info@bocabearings.com

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

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

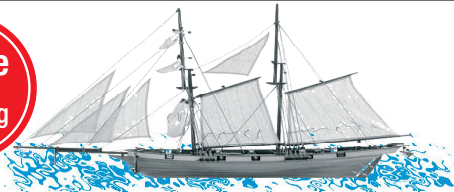
MMB is a well-established company based in Newport, South Wales
Marks Model Bits
 Manufacturer of the foggy smoke generator,
 MB kits, fittings, propshafts etc.
www.marksmodelbits.com
Tel: 01633 843949 email: mmbshop@hotmail.com

Lighthouse Productions
 "Expert DVD and
 web media
 production"
www.lighthouse-productions.co.uk

MARINE
modelling INTERNATIONAL
www.marinemodelmagazine.com
SUBSCRIBE TODAY!

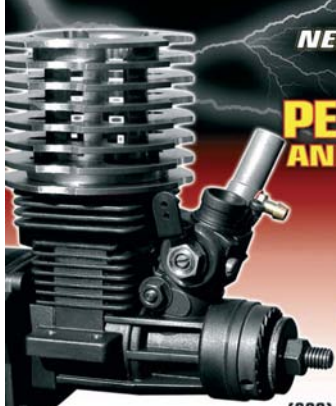
**TO BE INCLUDED IN THIS GUIDE,
 PLEASE TELEPHONE/EMAIL
 ANGELA PRICE ON 01684 588568
angela.price@traplet.com**

secure on-line shopping



Maritime-models are stockists of Jotika and Caldercraft products including kits. Fittings, tools, props and prop shafts and much more!
Also stockists of Aeronaut fittings and Krick kits.
Official stockists of Becc model accessories
Commissions and restorations undertaken.
**E-mail info@maritime-models.co.uk
or telephone 01432 263917 / 07786 781421**
www.maritime-models.co.uk
Free shipping on all kits - Mainland UK

**NEW INTERNAL DESIGN FOR
HIGH PERFORMANCE
AND SERIOUS RACING**



**MX
ENGINE
RACING BEARINGS**
www.bocabearings.com

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

www.nylet.co.uk World-wide mail order.
1932-2015 The longest established model sailmakers in the world, 83 years.



IOM yacht kits "THETIS" - also "SPIRIT 3" available in semi-kit or full kit with rig/s; prices start at under £400. Finest IOM sails by Nylet in racing scrim, film, or white Dacron. Sails made to your sizes. Replacement kit sails (Voyager 2, Victoria, Seawind, Fairwind etc). Nylet cotton sails & Vintage yacht restoration service. Building or sailing then see our large range of deck & mast fittings, wires & cordage, brass & st. steel screws, alum tubing, IOM rig carry bags, books & Nylet 'how to' booklets. Sail winches from under £100, see website.

Latest 36 pg A5 CATALOGUE send 10 x 1st cl. stamps (UK). MINI CAT. 4 x 1st cl stamps (UK). One of many customer comments - Thank you for such excellent service again, quality goods sent at lightning speed, a credit to how things should be done. Tony, Bucks.

FAST WORLD-WIDE MAIL ORDER. PAYPAL & VISA ACCEPTED
NYLET (dept M15), PO Box 5416, Bournemouth, BH6 5XT UK
NEW PHONE NUMBER. tel/voice: 07 474 939 535 (Int +44 7474 939 535)
email: frank.nylet@outlook.com 

Adrian's Marine Figures



If you need a new crew for any vessel from Canal Boats, Fishing Vessels, Tugs, Warships or Lifeboats we can help you.
As a husband & wife team, modellers ourselves, you are assured of personal customer service.

Orders taken for UK & Abroad
Payable by cheque or PayPal
Tel: 01604 846461
Email: adriansfigures@gmail.com

Bringing your models ALIVE!

KEEP EVERY ISSUE IN PRISTINE CONDITION



ONLY £9.95 + p&p
REF: BI-MMI

TO ORDER YOUR BINDERS GO ONLINE
WWW.TRAPLETSHP.COM

OR CALL THE ORDER HOTLINE ON
01684 588599 (UK) • (+1) 217 355 2970 (USA)
(02) 9520 0933 (AUS) • +44 (0) 1684 588599 (W/WIDE)



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

WEBSITE FOR DETAILS or VISIT OUR RETAIL OUTLET

NEW KITS 2015 on release NOW



M.V. VELARDE 1/96



TBD 39 1/32 NEW



H.M.S. HUMBER 1/96

ALL NEW KITS ARE FULL LASER CUT PARTS

26th Model Boat Convention
Sat 29th & Sun 30th of August 2015
Theme 'Glynn Guest Models' Haydock Race Course
Newton-le-Willows, Merseyside WA12 0HQ. Signed from M6 J23
Hundreds of models on display. Competitions. Trade Stands,
Pond for 'Have a Go'
**Admission £7.00 (Adult), £3.00 (Child under 16),
Children under 5 free.**
Doors Open 10.00 am and Close 5.00 pm Saturday & Sunday.
Refreshments and Snacks Available. Free Parking. Disabled Facilities

For further details contact Mrs Jean Barlow,
Phone 01492 583433, mobile 07789 348817,
e-mail barlowstalyfan@icloud.com

PJSAILS makers of model yacht sails & fittings



Competitive boats reasonably priced hulls & kits available for
"RG 65" Puma, "36" class Bambino,
"10M" Krcar / Oscar, "M" composite,
"10R" Tension, "A" class Sweet
Sails, Masts, Booms and fittings inc
Our own range of Pulley blocks.
New additions illustrated below.



catalogue at www.pjsails.co.uk
or S.A.E (A5) to P.J.Sails,
1 Courtenay Road Poole
Dorset BH14 0HD.
TEL 01202 744101.
E mail peter.wiles4@ntlworld.com



CLASSIFIED ADVERTS

FREE Private Classified Ads — SEE COUPON

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

MARINE

modelling INTERNATIONAL

Come and see our stand at

The Bristol Model Engineering Exhibition

Thornbury Leisure Centre, Bristol
14th, 15th & 16th August, 2015

We will have fantastic special offers on subscriptions, back issues, books, DVDs, plans, and wood packs

PRIVATE FOR SALE

COLIN Archer, 36", blue sails, hence price, very pretty, good condition, sails very well, skipper on board, two servos, no radio, £200, buyer collects. Andy 01634 364147, Kent.

TAMCO 6 channel, 2.4 ghz Tx, Rx. Spektrum DX 6l, 2.4 ghz Tx, Rx. Hitec Optic 5, 2.4 ghz, Tx, Rx. Fortune 612 RC yacht, length 620 mm, ARTR. Hitec 785 sail winch, drum type, Vector NX 85, charger. 01634 717365, Kent.

EMPIRE class tug Ivy, ready for use, motor fitted, lovely condition, ballast bags available, complete with radio gear, transmitter, £450 ovno. Tony 07538 002594, 01485 542672, Norfolk.

TAYCOL double special marine motor, running condition, forward and reverse operation. Call Malcolm 07713 873213 or email jmmd@sky.com N. Yorks.

BOOKS "Shipping Wonders Of The World, Volumes 1 and 2", £15. Janes "Fighting Ships 1973-74", £10, prefer buyer collects. Nick 01773 861814, Notts.

PROXXON Mirco miller MF70, buyer to collect. Call Dave 07954 143293, Essex.

PRIVATE FOR SALE

L31" Victoria yacht, £60. L37" Fairwind yacht, wooden decked, £60. L39" Perkasa patrol boat, £60. All with electronics, buyer collects, all three, £150. 01922 642894, Walsall.

BOOKS "The Anatomy Of Nelsons Ships", and "Sailing Man Of War 1650-1850", £20 each, both excellent condition, prefer buyer collects. Nick 01773 861814, Notts.

SUPERB vertical boiler, 4" x 9" x 15" overall, fully silver soldered, mahogany lagged with fittings for gas or coal firing, CE marked, fully documented, £580. 01354 658068 or email chrislyall@hotmail.co.uk Cambridgeshire.

HITEC Laser 6 radio set, 40 mhz, ch.57 Tx, Rx, RCD3500, nicads, 1300 mah, crystals, charger, no servos or switch harness, unused, not boxed, £30 + p&p. 0117 9629861 or 07922 002872, Bristol.

WANTED

WANTED Kyosho Dolphin II outboard motor. Tel Mike 07905 529058, email: swhayward@btinternet.com Middlesex.

MARINE

modelling INTERNATIONAL

CLASSIFIED ADVERTISEMENTS

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

FOR SALE
WANTED

FREE
FREE

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

PLEASE ENSURE YOUR NAME AND ADDRESS IS INCLUDED FOR RECORD PURPOSES. ANY INFORMATION GIVEN BELOW WILL NOT APPEAR IN YOUR ADVERT

Name..... Address.....
.....Postcode.....

Tel. No.....

Send to: Marine Modelling International, Traplet Publications Ltd., Traplet House, Willow End Park, Blackmore Park Road, Malvern, Worcs., WR13 6NN, England.

Fax or E-mail us now!

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

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

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

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

Send your advertisements to: Marine Modelling International, Traplet Publications Ltd., Traplet House, Willow End Park, Blackmore Park Road, Malvern, Worcestershire. WR13 6NN.

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

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

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



SHOPPER'S DIRECTORY

ADVERTISE YOUR SHOP FOR £15

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

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

ENGLAND, ESSEX

ACTIVE SCALE MODELS
Tel. 01702 202155

Unit 22, The Foundry Business Park,
Hockley, Essex. SS5 4HS
sales@activescalemodels.co.uk
www.activescalemodels.co.uk
Now closed on Weds and Sunday
All major credit cards + Paypal + BACS Mail Order

Please mention

MARINE
modelling INTERNATIONAL

when replying to this advert

NOTTINGHAMSHIRE

GEE DEE MODELS & HOBBIES LTD.
Tel. 0115 9412211

Fax. 0115 9417717
21 Heathcote St., off Goosegate, Nottingham.
Open Mon-Sat: 9.30am-5.30pm.
hobbies@geedee-modelshop.com
www.geedee-modelshop.com
Mastercard Visa Mail Order

Please mention

MARINE
modelling INTERNATIONAL

when replying to this advert

LANCASHIRE

SCALE HOBBIES
Tel. 01695 732800

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

LEICESTERSHIRE

MIDWAY MODELS
Tel. 0116 2701609

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

Please mention

MARINE
modelling INTERNATIONAL

when replying to this advert

AUSTRALIA

FLOAT A BOAT
Tel. (03) 9879 2227
Fax. (03) 9720 4526

48c Wantima Road, Ringwood,
Victoria, 3134 Australia
Australia's Premier Maritime Hobby Shop
Nautical Gifts, books and artwork
www.floataboat.com.au Mail Order

NORFOLK

ANGLIA MODEL CENTRE
Tel. 01493 664815
Fax. 01493 658005

Unit 4, Riverside Ind. Estate, Gorleston,
Norfolk. NR3 6PU
Open Mon-Sat: 9am-5pm.
www.angliamodelcentre.com
All major credit cards accepted Mail Order

Please mention

MARINE
modelling INTERNATIONAL

when replying to this advert

WORCESTERSHIRE

TRAPLET PUBLICATIONS LTD

Traplet House, Willow End Park, Blackmore Park
Road, Malvern, Worcs. WR13 6NN
Tel. No. 01684 588500 Fax No. 01684 578558
Email: general@traplet.com www.traplet.com
Open 9.00am-5.30pm Mon-Thurs, 9.00am-4.00pm Friday
Buy a copy of your favourite magazine, back issues,
binders, books and DVDs - Mail order/online shop
All major credit/debit cards accepted

To advertise here
contact Angela on:

Tel. 01684 588568
Fax. 01684 578558

email: angela.price@traplet.com

To advertise here contact
Angela on: Tel. 01684 588568
Fax. 01684 578558
email: angela.price@traplet.com



Retailers Get YOUR business noticed with:

FREE advertising for three month's in our Shopper's Directory
AND

FREE stockist-listing on our website at **www.traplet.com**

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

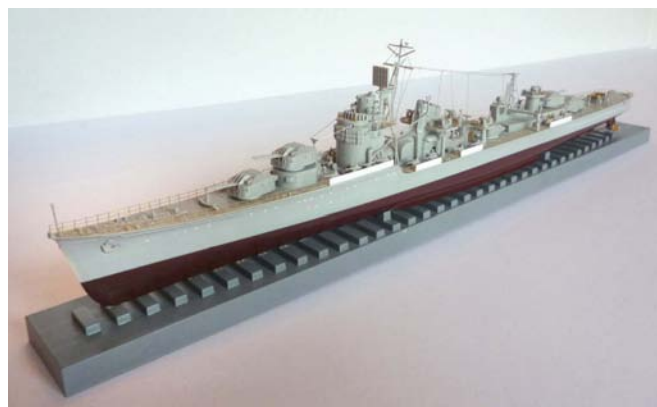
Becoming a stockist couldn't be easier with our no-risk Sale or Return facility and generous trading discounts on magazines, books and DVDs. In return, we will offer you three month's of free advertising in our Shopper's Directory as well as a stockist-listing on our website at www.traplet.com

Stocking our magazines

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

SAN ILDEFONSO

Cuban model makers, Yosnardy and Yosniel Bouza Miranda build this ship-of-the-line



HIJMS AKIZUKI

Modelling Monochrome's (Trumpeter's) 1/350 Anti-Aircraft Destroyer



CORENTIN

The build of a traditional boat that operated on the French coast under sail and motor around 1904

Contents subject to change without any further notice

ADVERTISERS INDEX

Adrians Marine Figures 71
Boca Bearing 71
Bookworld Wholesale 25
Bristol Model Engineering and Hobbies Exhibition 2015 55
Brown, Son And Ferguson 65
Cornwall Model Boats 76
Dean's Marine 71

Electronize Design 33
Horizon Hobby UK 51, 75
Howes Model Shop 2-3
M.Troniks 43
Maritime Models 71
Mobile Marine Models 16
Mountfleet Models 47
Nylet 71

PJ Sails 71
Plans and Parts 56-57
Port Charmers 65
Prop Shop 55
Sarik Vacform 24
SHG Model Supplies 65
Subscriptions 8-9
The Model Boat Convention 71

The Model Dockyard 17
Tony Green Steam Models 65
TPL Products 64
Waverley Models 24
Web Directory 70
Westward Mouldings 55

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

Having difficulty obtaining your copy?

MARINE
modelling INTERNATIONAL

Then place an order with your newsagent!

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

Name.....
Address.....
.....
.....
Post Code.....

ON SALE THE LAST THURSDAY OF EVERY MONTH

DISTRIBUTED TO THE NEWS TRADE BY

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

DISTRIBUTED TO THE HOBBY TRADE BY

Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Road, Welland, Malvern, WR13 6NN, England
Tel: +44 (0)1684 588588 Fax: +44 (0)1684 578558
Email: tradesales@traplet.com

DISTRIBUTED TO THE NORTH AMERICAN HOBBY TRADE BY

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

CONFIDENCE IN COMMAND

There's no room for doubt when you're blasting across waves at 50+ mph. Life on the water demands the security and precision of Spektrum™ equipment. Even if sailing is more your speed, the superb range and response of a Spektrum system will deliver a sense of command that is undeniable.



With the range spanning from the DX2E through to the DX4R Pro handset we have you covered whether you are a competitive racer looking for the ultimate in adjustment and tuning through to the un-complicated but effective DX2E for those seeking something that is cost effective.

"I've had Spektrum on board for
**TEN WORLD SPEED RECORDS
AND THREE NATIONAL TITLES.**
The precision handling provided by my Spektrum
radios and digital servos never lets me down!"

DARIN JORDAN

Team Horizon Driver


SPEKTRUM™
Innovative Spread Spectrum Technology

HORIZON
H O B B Y . U K

horizonhobby.co.uk

Find Your Local Store Online
at horizonhobby.co.uk/shopfinder

SERIOUS FUN.™

Spektrum products are available from all good modelshops. For details of your nearest dealer look on our website horizonhobby.co.uk, contact us by telephone: 44(0)1279 641097, or by email: sales@horizonhobby.co.uk. ©2014 Horizon Hobby, LLC. Serious Fun and the Horizon Hobby logo are registered trademarks of Horizon Hobby, LLC. The Spektrum trademark is used with permission of Bachmann Industries, Inc. 44155

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

CORNWALL MODEL BOATS LTD. UNIT 3B, HIGHFIELD RD IND EST,
CAMELFORD, CORNWALL, PL32 9RA
TEL: 01840 211009 INT: +44 1840 211009

FREE UK SHIPPING ON ORDERS OVER £150

AEROKITS, AERONAUT, AMATI, BILLING BOATS, CALDERCRAFT, DUMAS, COREL, GRAUPNER, PANART, KRICK, MANTUA, OCCRE, NEW CAP MAQUETTES, SERGAL.

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

AMATI KITS		CALDERCRAFT STATIC KITS		EUROMODEL COMO STATIC DISPLAY KITS			
Arno XI Ferrari 800kg Hydroplane	£329.00	HM Bark Endeavour	£224.95	Ajax 18th Century European Frigate 1:72	£518.95	Cazador Xebec	£180.00
Aqua Riva Italian runabout	£274.94	HM Bomb Vessel Granado	£204.95	Derfflinger 17th Century Felucca 1:66	£260.95	Diana (Frigate)	£214.00
Bluenose - Fishing Schooner 1921	£87.95	HM Brig Badger	£165.00	Falmouth 18th Century "East India"	£594.94	Dos Amigos Brigantine Schooner 1:53	£106.00
Endeavour 1:35 Wood Hull	£259.00	HM Brig Supply	£134.95	La Renommee 18th Cen Frigate 1:70	£602.95	Gorch Foch	£320.00
Endeavour (Wood Hull) 1:80	£76.95	HM Cutter Sherborne	£71.95	Lyde 18th Century Schooner 1:70	£296.95	Nuestra Senora del Pilar 1:46 Scale	£450.00
Endeavour Wood Hull 1:50	£239.95	HM Gunboat William	£167.95			Mississippi Paddle Steamer	£159.00
Enterprise Pre-formed 1:80	£77.00	HM Mortar Vessel Convulsion	£89.95			San Marcos (Galleon)	£215.00
Golden Yacht Ship in a Bottle	£44.95	HM Schooner Ballahoo	£59.95	JOYSWAY - READY TO RUN MODELS		Santisima Trinidad	£359.95
Grand Banks Motor Yacht	£394.99	HM Schooner Pickle	£124.95	Blue Mania	£139.99	Santissima Section	£108.00
Greek Bireme 480BC 1:35 Scale	£74.95	HM Yacht Chatham	£83.95	Bullet	£145.12	Ulises	£184.00
HMAV Bounty 1787 1:60	£219.95	HMAV Bounty	£184.95	Caribbean Yacht 1:46	£52.00	London Tram	£104.00
Mayflower, English Galleon 1620	£219.95	HMS Agamemnon	£588.95	Explorer Yacht	£148.99	Dennis Bus Type B	£84.95
Oseberg Viking Ship 1:50	£99.95	HMS Cruiser	£193.96	Dragon Force Yacht	£148.99	Stephensons Rocket	£71.90
Rainbow (pre-formed) 1:80	£76.90	HMS Diana	£440.95	Force2 60 Catamaran Yacht 2.4GHz	£166.99		
RMS Titanic	£375.00	HMS Jalouse	£204.95	Focus 1 Meter Yacht	£218.99	PANART KITS	
Robert E Lee	£243.99	HMS Mars	£183.00	Orion Yacht (Blue) 2.4GHz	£95.99	Amerigo Vespucci 1:84	£670.00
Viking Ship	£99.95	HMS Snake	£193.96	Orion Yacht (Red) 2.4GHz	£95.99	Anteo Harbour Tug	£329.00
		HMS Victory	£709.50			Armed Naval Pinnacle	£132.00
		Mary Rose	£242.00	KRICK KITS		HMS Victory 1:78 Scale	£389.00
ARTESANIA LATINA		CONSTRUCTO KITS		Alexandra Steam Launch inc Fittings	£300.00	HMS Victory Bow Section	£173.00
Hermione La Fayette 1:89 Scale	£152.00	Altair 1840 1:67 Scale	£85.45	Anna Steam Launch	£99.95	Section Deck	£130.00
HMS Surprise 1:48 Scale	£595.00	America Schooner	£99.73	Borkum Steam Launch inc Fittings	£338.95	San Felipe	£583.00
HMS Victory 1:84	£679.99	Cutty Sark	£179.54	Felix	£88.93	The Royal Caroline	£265.00
King of the Mississippi	£143.00	Gjoa - Amundsen Expedition Ship	£79.99	Lisa M	£102.00		
Titanic Lifeboat	£58.99	HMS Bounty	£176.11	Gulnar	£271.99	PRO BOAT READY TO RUN	
Santa Maria	£121.50	HMS Victory	£331.73	U-Boat	£326.95	Miss Geico 29 Brushless Catamaran	
US Constellation, Frigate 1:85	£277.00	Le Pourquoi-Pas	£189.98	Victoria Steam Launch inc Fittings	£355.00	V2 RTR	£324.00
BILLING BOATS		Louise	£82.07	MANTUA KITS		Westward 18 Sailboat	£139.50
Banckert	£157.00	Robert E Lee	£167.57	Amerigo Vespucci	£296.00	SERIAL KITS	
Bluenose	£109.99	USS Constitution 1:82	£297.53	Armed Swedish Gunboat	£140.00	Cutty Sark	£358.00
Boulogne Etaples 1:50	£145.00			Astrolabe, French Sloop 1812	£197.00	HMS Bounty	£174.00
Building Slip	£44.98	COREL KITS		Burma Open Cruiser Yacht 1:43	£165.00	HMS Peregrine	£182.00
Calypso Research Vessel 1:45	£365.99	Berlin	£330.00	Golden Star	£77.00	HMS President Light Frigate	£77.00
Cutty Sark 1:75	£266.95	HM Endeavour	£196.00	HM Endeavour Bark 1768 1:60	£156.00	HMS Racehorse	£77.00
Fairmount Alpine	£324.00	HMS Bellona	£299.00	HMS Victory 1:200 Scale	£103.00	Mississippi 1870	£356.00
HMS Warrior	£400.00	HMS Neptune	£264.00	HMS Victory 1:98	£283.00	Soleil Royale 1669	£710.00
Nordkap 1:50	£269.00	HMS Resolution	£169.00	Mercator	£145.00	Sovereign of the Seas	£710.00
RMS Titanic 1:144	£799.99	HMS Unicorn	£205.00	Mincio	£94.00	Thermopylae	£69.95
Slo-Mo-Shun	£142.99	HMS Victory	£317.00	Le Superbe	£322.00	Wasa	£710.00
Smit Nederland 1:33	£319.99	HMS Victory Cross Section	£99.00	MODELLERS SHIPYARD		THUNDER TIGER	
Smit Rotterdam 1:75	£266.95	Prince William	£334.00	Colonial Ketch Mary Byrne	£214.99	ETNZ 1M Racing Yacht	£179.99
St Canute Tug	£136.99	Ranger	£66.00	HMS Supply - First Fleet 1788	£274.99	Naulantia 1M Yacht	£149.99
Viking Ship Oseberg 1:25	£111.98	Reale de France	£540.00	HM Cutter Mermaid 1817	£244.00	Desperado Jr. ARTR Catamaran	£119.99
Waveney Lifeboat	£37.50	Scotland	£66.00	Colonial Sloop Norfolk 1798	£181.99	Outlaw JR OBL Power boat Combo	£165.95
USS Constitution	£179.95	Wasa	£405.00	Colonial Brig Perseverance 1807	£278.99		
Zwarte Zee	£215.95			Colonial Schooner Port Jackson 1803	£214.99	VICTORY MODELS	
				HMS Supply - First Fleet 1788	£274.99	HM Granado	£259.00
CALDERCRAFT RC KITS		DUMAS RC				HMS Fly	£283.00
Alta Liebe	£264.95	American Beauty Mississippi	£170.00	NEW CAP MAQUETTES		HMS Pegasus	£339.00
Branneran	£299.95	Big Swamp Buggy	£119.99	Marie Ange, Fishing Trawler 1:30 Scale	£174.00	HMS Vanguard	£678.00
Cumbrae	£266.95	Carol Moran Tug	£79.99	Marie Morgane, Lobster Boat 1:20 Scale	£85.00	Lady Nelson	£116.00
Imara - Single or Twin Screw	£458.95	Creole Queen Mississippi riverboat	£290.87	V.L.M. Fast Intervention Vessel 1:40 Scale	£288.00	Mercury Russian Brig	£352.99
Joffre	£251.95	Dauntless Commuter Boat #1211	£147.97	Le France Ocean Liner	£519.00	Revenge 1577 warship 1:64	£368.95
Marie Felling Single or Twin Screw	£395.95	George W Washburn #1260	£151.99				
Milford Star	£228.95	Huson 24 Sailboat #1117	£101.14	OCCRE KITS		Plastic models also available in	
Northlight	£251.95	Jersey City Tugboat #1248	£251.99	Albatros	£79.00	Airfix, Revell, Trumpeter and many more.	
Resolve	£508.95	Jolly Jay Gulf Fishing Trawler #1231	£127.99	Apostol Felipe (Galleon)	£216.00		
Sir Kay	£294.95	Myrtle Corey Memphis River #1253	£232.99	Bounty with Cutaway Hull Section 1:45	£232.00		
Talacre	£251.95	USS Whitehall	£77.99	Buccaneer 1:100 Buccaneer price	£88.94		
Schaarhorn - Steam Yacht 1:35 Scale	£335.95	US Coastguard 41' Utility Boat	£133.00				

**Plastic models also available in
Airfix, Revell, Trumpeter and many more.**

ALSO:

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

Visit the website for our full range of products:

www.cornwallmodelboats.co.uk email: sales@cornwallmodelboats.co.uk

