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SEPTEMBER 2015

modelling INTERNATIONAL

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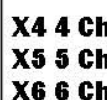
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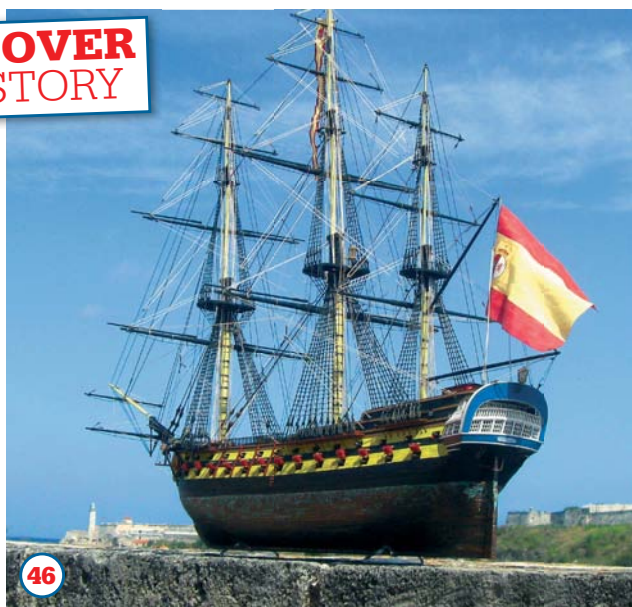
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SEPTEMBER 2015 – ISSUE 342

COVER STORY



SAN ILDEFONSO

Scratch building period ships takes a considerably longer time to build than conventional 'modern ships', but also needs many skills and facilities. Our friends in Cuba, the Bouza Miranda brothers, produce some stunning period ships of museum standard using only basic tools and materials. All the fittings are handmade and the results are breathtaking of this Spanish ship-of-the-line era 1784.

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MESSAGE FROM THE BRIDGE

EDITORIAL CONTACT



MMI generally publishes commissioned articles, but will consider other contributions including news items and factual articles. It is important that contact is made with the editor before any material is written, as duplication of items may result in articles being rejected.

Prospective contributors can email or write for a copy of the MMI Notes for Contributors via Traplet Publications Ltd.

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

GREETINGS ALL!

Firstly a big thank you to readers who have been giving us good feedback over the past month or so. Sometimes we go for several months without any feedback from readers and in the editorial office we are trying to guess what the MMI readership like to read. We are not necessarily looking for pats on the back but as has happened recently readers have been sharing their experiences with us. This has in many cases resulted in us gaining new articles for future editions of MMI. Even with the regular contributors like Scale Scene we have had readers sharing their knowledge and

experiences. All the MMI contributors are proficient in their own field but we are not all experts in everything hence constructive feedback is always welcome. If you have feedback on any article the contributor's email address is listed by the title of the article please so contact him (or her) direct, or you can send direct to the editorial office as an email or letter. Please remember that the editorial office telephone is not manned all of the time but an answering machine can take any message you would like to leave. Please remember to clearly state your name and phone number and we will try to respond as soon as we are back in the office.

In this month's edition we have an article from some of our overseas contributors from Cuba of the Spanish ship-of-the-line San Ildefonso, another traditional model from an overseas contributor is Corentin a turn of the century French fishing boat with some good explanations on planking. Coming forward a little in time to WW2 we have the history and build of HIJMS Akizuki, a Japanese super destroyer warship. Still on the warship theme Waterlines returns to some notable RN battleships (talking of feedback in my previous paragraph we appear to have more feedback from Waterlines than any other regular article!). For energetic clubs and associations that may have some spare land the article on building a new lake may give some food for thought. We also have the second part of upgrading the Rivos new FE racing boat for brushless working. Other regular articles include Livewires reporting on the MPBA Fast Electric National Championship, Airwaves on pre sailing checks for model craft, Plastic Kit Scene on new kits, Vintage Chatter on the GANnet 4-stroke remembered, Powerplug on less-than-smart set ups used on I/C hulls and Meeting Point with reports of events held earlier this year.

Have a good month sailing and if you are attending the Model & Hobbies break at Holiday Resort Unity in Blean, Somerset, I am sure we will meet you.



Barrie Stevens
MMI

*The boys
in orange
(Portsmouth
Model Boat
Display Team)
prepare for a
display at Beale
Park*

MARINE
modelling INTERNATIONAL

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MASTHEAD

SOME OF THE LATEST MARITIME NEWS

INTERNATIONAL MODEL BOAT SHOW

The organisers of this UK major show dedicated to maritime models, Meridienne Exhibitions are well ahead with arranging this year's show. The show is being held from 6th to 8th November and all aspects of our hobby will be represented. One of the main themes this year is the 175th anniversary of the start of Cunard with the Britannia and many Cunard model ships on display. There will be the usual demonstrations both on practical model making and on the water display on the indoor pool, new for this year will be the Pool Master, Steve Dean and his collection of 'Steve's Top 10'. This will be a special display of 10 unusual and special models selected by Steve himself from his travels around the country in 2015. To date around 30 clubs and societies have registered to attend together with 20+ specialist dealers of maritime hardware.



The excellent and varied display of models from early warships to modern powerboats and ships is complemented by action on the large boating pool. The Surface Warship Association will again lead a poignant sailing tribute at the poolside during the two minutes silence on Remembrance Day. For younger visitors there will be 'children's hour' at the poolside between 1 pm and 2 pm over the weekend.

As the ONLY three-day marine modelling exhibition dedicated to all aspects of marine modelling this is an event not to be missed – book your tickets NOW to take advantage of the specially discounted rates which are only available until 30th October (see www.modelboatshow.co.uk). Social media users can follow all the latest news and updates by following @MeridienneEx (#IMBS) on Twitter or via Meridienne Exhibitions Ltd on Facebook.

KIRKLEES MODEL BOAT CLUB

Would like to thank the traders, model clubs and individuals who attended their Open Day and made it such a success. We were lucky to have good weather with lots of models on display both on and off the water.



The last woman to sail from South Australia to Cornwall on a merchant sailing ship

NMMC

EXHIBITION -

Mermaids: Women at Sea 14th September – 21st February 2016

An exhibition exploring the hidden histories of women at sea. From Mary Lang, who joined the crew on the last of the merchant sailing ships to journey from South Australia to Cornwall in the 1930s, to Dame Ellen MacArthur who blazed a trail for women in competitive sailing

assuring herself a place in sporting history as the fastest woman ever to circumnavigate the globe, this exhibition tells the compelling stories of those who've challenged the establishment and made their mark in a male dominated world. The exhibition, which is supported by the Hypatia Trust, brings these stories to life through objects, film and photography.

For further details of this and other events at this museum contact National Maritime Museum Cornwall, Discovery Quay, Falmouth, Cornwall TR11 3QY. Telephone: 01326 313388 or visit www.nmmc.co.uk

BAD START TO THE SAILING YEAR FOR HERITAGE SHIPS

After three years of hard work and major fundraising the heritage ship MV Balmoral started her sailing season in June with a few days in the Bristol Channel and then on to North Wales and the Irish sea. Sadly the start of the short sailing season has been hampered with poor weather conditions and many sailings have had to be cancelled. Naturally the future of any operational heritage ship depends on income from carrying fare paying passengers hence if you have the opportunity to take a trip on MV Balmoral or PS Waverley who is also suffering from cancellations due to poor sailing weather conditions please do so and help finance these ships for future sailing. The costs involved with manning and meeting the strict safety requirements to maintain sailing with the public is prohibitive. **MMI**



RMS Queen Mary 2 dwarfs MV Balmoral in Liverpool during the Cunard 175th anniversary celebrations

DIARY DATES

EVENT DATES FOR YOUR DIARY

If you know of any confirmed Maritime related events and you would like us to include them please let us know either by Email mmi@traplet.com or post to MMI Editor, Traplet Publications Ltd, Traplet House, 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.

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, Tel: 07887967887

SEPTEMBER 6

Chantry Model Boat Club

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

SEPTEMBER 6

The Fireboat Funday/Vintage Model Boat Day

King Lear Model Boat Club will be hosting an All Vintage Model Boaters informal and fun event at Watermead Country Park, Leicestershire, LE7 1PD. There is ample parking and picnic facilities. There is a £2.50 entrance fee payable to an unmanned machine, so having the correct change is required. We hope to have a BBQ and provide hot drinks on the day. Further information can be obtained from Graham Taylor, Tel: 01162 613959 or by email at kinglearmbc@ntlworld.com or the website at www.kinglearmmodelboatclub.co.uk

SEPTEMBER 6

Glasgow Richmond MBC Charity Show

11 am - 4.30 pm at Richmond Park, Glasgow (opposite Shawfield Stadium). Dozens of boats on display, hands-on boats for the kids, Harbour system to navigate, hot and cold food and beverages, bring and buy etc. Come along, join in the fun. All enquiries to the club secretary: Robert Forman through the club email: glasgow.richmond@gmail.com Directions on the club website www.glasgow.richmondmbc.co.uk We are only 1 mile from junction 1A of the M74

SEPTEMBER 9

Ramsgate Viking Model Ships Rally

To be held at The Boating Pool, Westcliffe Leisure Park, Royal Esplanade, Ramsgate, CT11 0HE. Open event with cafe, toilet facilities and children's playground. Start 10.30 am until 4 pm. Contact Phil Allen on 01843 223230. Usual turnout 15+ clubs, 100 boaters. Tables to exhibit provided

SEPTEMBER 11 to 20

PSP Southampton Boat Show

Mayflower Park/Town Quay, Southampton, SO15 1AG. Enquiries

email: info@loveboatshows.com or visit www.southamptonboatshow.com

SEPTEMBER 13

Southport Model Boat Club Open/Fun Day

Jubilee Pond, Rotten Row, Southport, PR8 2BZ. 10 am to 4 pm. For further information contact Les Thurgeson, 07976251627 or visit the website www.southportmodelboatclub.com

SEPTEMBER 13

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

SEPTEMBER 13

Kirklees Model Boat Club Navy/Warship Day

Wilton Park, Bradford Road, Birstall, Batley, WF17 8JH. 10 am to 4 pm. The theme of the event is warship and military but you are more than welcome to attend with other types of models but no I/C or high performance fast electric. Free parking, refreshments, raffle, lots of models on display both static and sailing. Free sail all day. Contact Stan on 0113 2675790 for any further information or view our website at kirkleesmodelboatclub.weebly.com

SEPTEMBER 19

Dolphin Model Boat Club

All meetings are at Orpington Pond just off of Kent Road by the A224 Cray Avenue, BR5 4. 7 pm 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

SEPTEMBER 19

Bournville MYPB Submarine Day

The Boathouse, Valley Parkway, Bournville Lane, Birmingham, B30 1QS. Ample free parking, toilets, food. Contact Rob Fowler, 07714517445 or email: rob4boats@yahoo.co.uk for more details

SEPTEMBER 26/27

The Big St. Albans Model Show

Venue Townsend Church of England School, High Oaks, St. Albans, AL3 6DR. Adults £4, children £1. Free parking on site. 10 am to 5 pm both days. The exhibition includes displays by several model boat clubs, 'have a go boats for children', rides on a miniature steam train, Tamiya Trucking, Meccano models, and much more. Website: www.st.albansmes.com or contact club secretary Roy Verden, Tel: 01923 220590 or email: roy.verden@gmail.com

SEPTEMBER 27

Edinburgh Model Boat Club

End of Season/Warship and Submarine day, Inverleith Pond. All are welcome, start time 12 pm, contact david.jack5@btopenworld.com

OCTOBER 2015 MMI DIARY DATES

OCTOBER 3

The North West Ship Show

The venue will be Old Christ Church, Waterloo, Liverpool, L22 1RE. 10 am to 4 pm. For further information contact 01275 846178 or www.coastalshipping.co.uk **MMI**

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PLASTIC KIT SCENE

HERE ARE DETAILS OF SOME OF THE LATEST RELEASES OF ITEMS FOR MODELLERS THIS MONTH

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

TRUMPETER

Here are details of three more new releases this month from this popular plastic manufacturer.

USS Texas BB-35 New York-Class Battleship

Model No.: 05340

Scale: 1/350

Length: 49.8 cm

Beam: 9.4 cm

Parts: 840+ including P/E parts

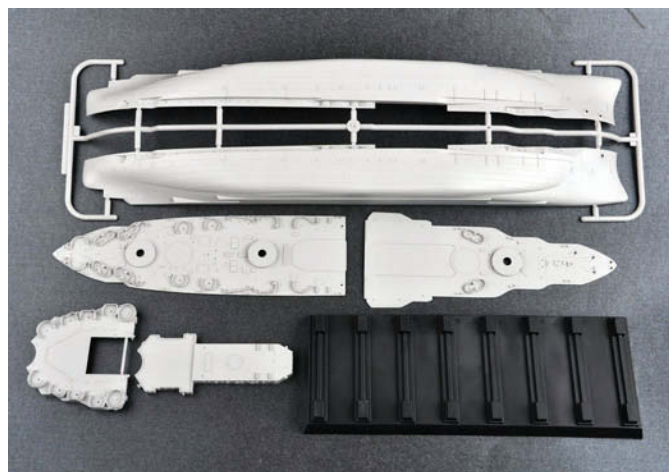


Trumpeter USS Texas (courtesy Pocketbond)

Commissioned in March 1917 as a New York Class battleship armed with ten 14" main guns mounted in five twin turrets. When the US entered the First World War in 1917 she was sent to join the Royal Navy Grand Fleet at Scapa Flow. She was stationed there for the rest of the war and used for convoy protection and for sorties into the North Sea. The inter-war years saw her become the flag ship of the US Fleet and she was modernised. During the Second World War she was very active and saw action during Operation Torch, the invasion of North Africa and

at D-Day the Normandy landings on the coast of France. Later in 1944 she was transferred to the Pacific for operations against the Japanese forces. After the war she was decommissioned in April 1948 and became a museum ship in San Jacinto, Texas where she is still visited by many people to this very day.

A great new release, a very detailed model with well reproduced and finely detailed parts, which comes complete with four P/E frets, metal anchor chain, coloured painting guide and comprehensive assembly instructions. Two detailed OS2U-1 aircraft come with this kit as well.



Well detailed hull and deck parts for the Texas (courtesy Pocketbond)



Trumpeter USS Tennessee (courtesy Pocketbond)

USS Tennessee BB-43 Battleship 1944

Model No.: 05782

Scale: 1/700

Length: 27.2 cm

Beam: 4.9 cm

Parts: 660+

She was the lead ship of the Tennessee-Class of battleship launched in 1919. On the morning of 7th December 1941 she was moored in Pearl Harbor when the Japanese attacked the US warships. In the raid she was damaged by two bombs and after the raid it was found that she was wedged between

the quay and the sunken battleship West Virginia, she was eventually freed 10 days later and sailed for the USA for repairs and modernisation. Returning to active service she was back in the Pacific and present at many engagements including Leyte Gulf, Surigao Strait, Iwo Jima and Okinawa to name just a few. During the Okinawa action she was damaged by Kamikaze attacks needing repairs again. After the war she was decommissioned in 1947 and placed in reserve, but never saw service again, 12 years later she was sold for scrapping.

A very detailed model can be built with this kit which has a very high part count for a 1/700 scale model also included is a P/E fret of parts to increase the model's detail. It can be built with a full hull or as a waterline model.



The latest model of HMS Queen Elizabeth from Trumpeter (courtesy Pocketbond)

HMS Queen Elizabeth Battleship 1941

Model No.: 05794

Scale: 1/700

Length: 28.1 cm

Beam: 4.4 cm

Parts: 300+

Named in honour of Queen Elizabeth 1 she was launched in 1913 mounting eight 15" guns and saw action in both World Wars. In December 1941 she was mined and severely damaged by Italian frogmen in an attack on her and the battleship HMS Valiant in the harbour in Alexandria, Egypt. Due to the shallow water in the harbour the ships settled

on the bottom with their decks still well clear of the water. The attack was concealed giving the illusion that all was OK and both still operational remaining like this for many months. In June 1942 she had been re-floated and made her way to the USA for repairs. Returning to the Home Fleet in July 1943, she was then attached to the Eastern Fleet to see many more actions this time against the Japanese forces in Indonesia. Surviving the war she was placed in reserve in August 1945 and scrapped in 1948.

This kit will build into another fine model from Trumpeter, featuring the option of full or waterline hull, well detailed superstructure and decking, one P/E fret and two Walrus Mk.I aircraft.

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

Pocketbond have informed me that the 1/200 scale Trumpeter model of HMS Nelson (model No. 03708) is missing a decal, there should be two decals bearing the name NELSON which is to be placed on either side of the stern, only one is present on the sheet of decals. Trumpeter has sent a supply of the missing decal so if you have purchased this kit from Pocketbond please contact them by email: info@pocketbond.co.uk Dept Nelson, and they will supply the missing decal, if purchased elsewhere, please contact your retailer.

ITALERI

RN Battlecruiser HMS Hood

Model No.: 501

Scale: 1/720

Length: 36.4 cm

Parts: 200+

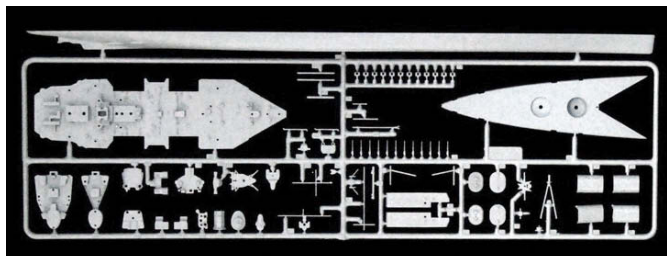
The Hood entered service for the Royal Navy in 1920; she was the pride of the navy and circumnavigated the world flying the flag showing the might of the Royal Navy. She was a new improved battlecruiser after the problems that had affected the RN battlecruiser during the First World War. Mounting eight 15" guns she was one of the most powerful ships afloat at that time. When the Second World War started she was involved in many actions from the beginning of the war, but in May 1941 her and the HMS Prince of Wales were sent to stop the German new battleship Bismarck and the heavy cruiser Prinz Eugen. They met in the Straits of Denmark. After a brief but fierce exchange of fire a shell from the Bismarck pierced the thin deck armour of the Hood and ignited the ammunition stored deep in the ship; the resulting explosion completely destroyed the ship in seconds, only three of the Hood's crew survived, the rest of the story is history.



Italeri model of the Royal Navy battleship HMS Hood (courtesy Italeri)

This is a re-release of the kit as it was available many years ago; it's still very detailed for its age and will build into a fine representation of this famous warship, and the unusual scale 1/720 will not look out of place in any collection

More details and information of this model can be found at www.italeri.com



Some of the parts for the Hood



AK new US Navy camouflage set



Painting information on reverse of box

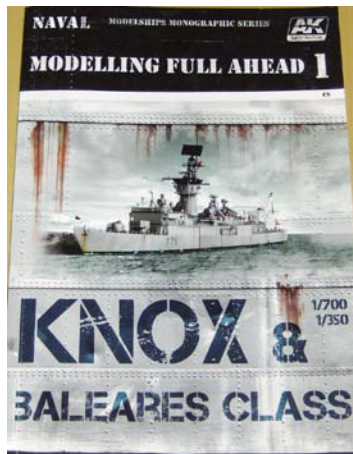
The AK range of paints and weathering products are increasing very rapidly, great for many modellers who want that little bit of extra finish for their models.

This next item from AK is their latest publication and this time it is for the naval modeller.

Modelling Full Ahead 1

Knox and Baleares Class

Pages: 76



Modelling Full Ahead 1, a new publication from AK

painting together with the techniques used to weather naval models both in plastic and resin. The two renowned modellers Fran Romero and Luciano Rizzato take you step-by-step to show how to turn a great model into an outstanding award winning model. The photographs of the models need to be seen as they are outstanding.



A glimpse inside the pages

AK INTERACTIVE

Here are details of two new releases.

US Navy Camouflages

Set No.: AK 5000

Contents: Six 17 ml acrylic paints

This is a fantastic new set of paints, all six are camouflage colours used by the US Navy during WW2.

The six colours are as follows:

AK 5001 Deck Blue 20 B

AK 5002 Haze Gray 5 H

AK 5003 Ocean Gray 5 O

AK 5004 Navy Blue 5 N

AK 5005 Sea Blue 5 S

AK 5006 Light Gray 5 L

All these acrylic paints are easy to use and can be applied by brush or airbrush, they all come in 17 ml pots.

This is the first in a short series of publications aimed at the naval scale modeller. This one is in full colour and begins with a whole host of colour photographs of the Knox and Baleares class frigates used by the US and Spanish navies, these are all very useful and show details of the ships you probably never find in any other publication. The next part of the book takes you through the build of two kits one in 1/350 scale and the other in 1/700 scale; it takes you through the assembly, attaching P/E parts and

attaching P/E parts and

Full details of these products and all the others that are available from AK visit www.ak-interactive.com

MMI

The new lake now filled with water (it looks like a swimming pool?)

🇬🇧 GREAT BRITAIN

BUILDING A NEW BOATING LAKE

THE HERFORD SOCIETY OF MODEL ENGINEERS EMBARK ON A MAMMOTH LAKE REBUILD PROJECT

AUTHOR: ROBERT WILKINSON

The Society, affectionately billed as the 'home for cranks and eccentrics', has a model boating section and have recently upgraded the old small pond to a lake measuring 30 m x 20 m x 0.5 m which is partially sunk into the ground to 0.3 m. No special foundations were provided we merely dug down the 300 mm using a JCB and placed the soil to one side for landscaping/buttrassing. The lake walls were built using concrete blocks 400 mm x 200 mm x 100 mm dry laid five rows high with a sixth row to go on top of the liner. The weight of the blocks being sufficient to resist the side force of the water which was calculated at 0.5 lb/sq ft. The floor and inner side of the walls were covered with two layers of old carpet as growth suppressant and to stop the blocks chafing the liner – most carpet firms are happy to deliver you carpet they have taken up, it saves them having to pay for disposal of commercial rubbish. The liner and its underlay was then installed with each layer draped over the tops of the blocks and retained by



The small pond is dismantled



The boundary for the new pond marked out



Rather muddy excavations complete!

the sixth row of blocks. After filling with water the soil was placed against three sides of the lake to strengthen the walls and grassing for landscaping. The fourth side was left bare so us old fogies could launch our boats easily (average age of our 100 club members is 68). The liner was bought as one piece 24 m x 34 m!

The reliability of this method of construction was proved when we built a small pond 9 m x 9 m x 0.4 m to use up a 10 m square liner leftover from our 50th anniversary event in 2012. This pond proved so popular and attracted several new



Plenty of muscle required to move the pile of blocks



Members getting the corners and levels correct

It was intended to pump water from the adjacent river Wye and permissions had been obtained to extract 20 cu/m per day, however on learning the purpose of water extraction the local dept of the water company offered to fill the lake with clean filtered water for FREE. The lake was filled over two days. As the lake is inside the circle of the 7¼" gauge steam railway, access for the public to have a close up view of the lake action was discussed and in the rail tradition of the club it is proposed to lay a tramway to transport people from a halt next to the clubhouse to the lake (small charge). There is however a level crossing near the lake which allows us to park our cars next to the lake and where supervised groups will be permitted to cross. To encourage the junior members in the club to exercise some engineering/woodworking skills an R/C tug has been donated for them to use, it is proposed that use of the boat will be dependent on them each constructing a barge to tow. A swim-head design has been drawn up and the club will provide all materials and build assistance.

For any clubs or society's thinking of such a project the costings involved were: groundwork (JCB and driver) £500, concrete blocks £1500, liner and underlay £4500. The local council gave a grant of £3000 from the amenity fund as our twice monthly public running days are regarded as an amenity to the city. Don't forget, if you are planning to embark on such a project to check if you require any planning permission. For further details on the HSME visit:

www.hsme.co.uk **MMI**



The multicoloured used carpet used as an underlay



Liner now held in position waiting for the water

members which prompted the committee to sanction a larger lake. On dismantling the pond it was found that the ground beneath was solidly compacted so no foundations would be required on the new lake. In the pond algae had been kept down by using Barley bundles and this is the method to be used on the new lake.

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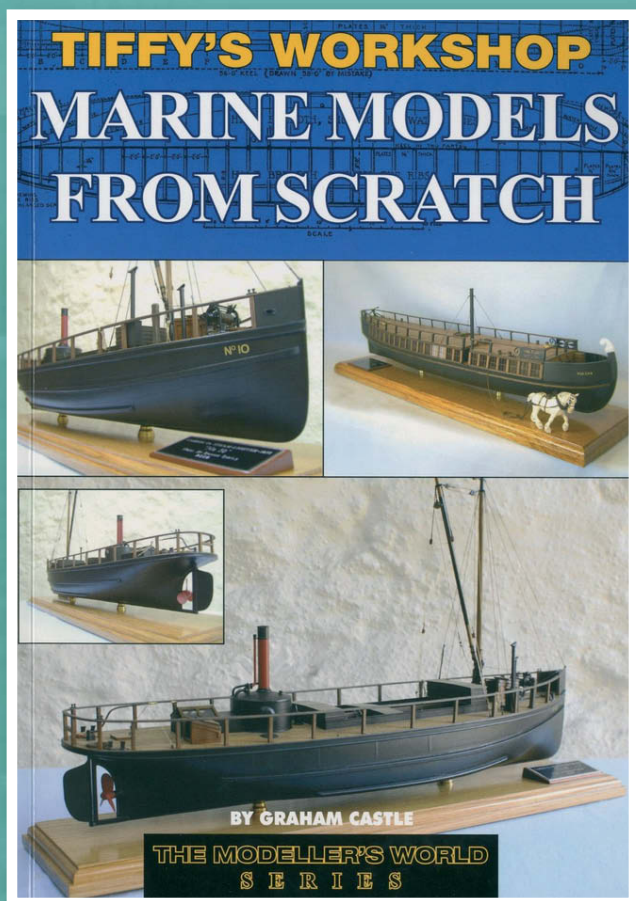
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WATERLINES

WATERLINES RETURNS TO A WARSHIP THEME WITH SOME NOTABLE RN BATTLESHIPS

AUTHOR: KELVIN HOLMES  GREAT BRITAIN
khwaterlines@btinternet.com

With all the current press coverage of the new HMS Queen Elizabeth, this article looks at the previous ship of the same name, or rather the entire class.

Funded under the Naval Estimates for 1912 the Queen Elizabeth class of battleship was remarkable in several ways – the first to be completely oil fired, the first to mount 15" guns and the first to achieve a new high speed of about 24 knots. At the time it was determined that the battlecruiser concept was now outmoded and that with effect from May 1915 the RN's ten vessels of this type would be distributed in pairs to serve with the newest light cruisers. Would that this had happened but war intervened; fortunately four of the Queen Elizabeths were present at the Battle of Jutland to support the Battle Cruiser Fleet, although not as close as they could have been.

The basic design of the new class was outstanding and all were modernised, albeit to different degrees, affording them long careers. The five ships – HMSs Queen Elizabeth, Warspite, Valiant, Malaya and Barham – were completed between December 1914 and April 1916 with the last four named forming the famous 5th Battle Squadron at Jutland. HMS Barham (pronounced 'Barram' as in barrel according to the ship's first commanding officer Captain Craig) was



An original postcard captioned 'HMS Barham, Scapa Flow 1918 – my action stations marked X' (author's collection)



HMS Valiant at Gibraltar circa 1930 with the catapault aft



AR HMS Warspite in the early 1930s – trunked funnels, four single 4"



Navis HMS Warspite enhanced by Spider Navy but in a display case



Atlas HMS Barham in the venerable Triang floating drydock

the 5th BS's flag ship. All five served on until WW2 as described below. On completion in December 1914 HMS Queen Elizabeth carried eight 15" 42 cal Mk.1 guns, sixteen 6" and two 3" AA. The 15" guns fired a 1920 lb shell affording a heavier broadside than the previous class with their ten 13.5". Unlike her later sister ships she was also fitted with a sternwalk until 1917. Of the 6" located aft two were removed in May 1915 and two relocated on the forecastle deck just aft of the second funnel – these were later removed as being poorly protected and with no ready source of ammunition. Thus the other four were completed with fourteen 6" although the reduction to twelve seems to have occurred early in their careers. Also during the war the 3" guns were upgraded to 4" and flying-off platforms fitted to X and B turrets. British Battleships of WW1 by RA Burt is recommended for further reading on the detailed appearance changes of these ships some of which may be represented in 1/1200-1250.

Starting in 1924 all five were modernised with a trunked funnel, bulges and two more 4" guns (for a total of four). HMSs Barham, Queen Elizabeth and Warspite were given stern galleries and on HMS Valiant, the last ship to be modernised (completed 1930), the flying-off platforms were replaced by a catapault and crane installed aft. All these changes resulted in a speed loss of about 1 knot.



Neptun HMS Malaya, late war with catapault removed



Neptun HMS Queen Elizabeth with the port side 4.5" battery clearly visible



Aerial view of Neptun HMS Valiant shows the bulges and plenty of deck detail



Neptun HMS Warspite with amidships catapault with eight 4" guns and 6" guns

Almost immediately a second programme of modernisation was put in hand with HMS Barham in dockyard hands from 1930 to 1933. Most visible were the catapault on X turret, new fire control equipment and extra AA guns. The latter were further enhanced prior to and during WW2 with the four single 4" mounts replaced by twins. HMS Malaya was next (1934-36) with a hangar and fixed athwartship catapault amidships but otherwise similar to the Barham. In 1942 the aircraft handling equipment was removed to make space for more AA guns. HMS Warspite was virtually rebuilt at Portsmouth dockyard from 1934 to 1937 receiving a new bridge, new boilers and engines (requiring a single funnel), catapault and hangar, 6" guns reduced to eight and 4" increased to eight. Most significantly the elevation of the 15" was increased to 30 degrees pushing range out to some 32,000 yards (vice about 25,000). Work began on HMS Queen Elizabeth at Portsmouth in 1937 but she was moved to Rosyth in late 1940 returning to service in 1941. HMS Valiant was rebuilt at Devonport from 1937 to 1939 and this last pair were re-engined, as HMS Warspite, but stripped of their 6" and 4" and given twenty 4.5" DP guns in twin turrets. Again the 15" were given increased elevation and a new bridge, hangar and catapault were installed (the latter removed in 1943).

Perhaps the most famous WW2 engagement involving the class was that off Calabria in July 1940 when HMSs Warspite and Malaya in company with the slower R class battleship HMS Royal Sovereign (also eight 15") took on the weaker but slightly faster Italian battleships Conte di Cavour and Giulio Cesare, also modernised WW1 veterans now equipped with ten 12.6" guns with a range of 31,280 yards. Albeit firing a lighter shell the Italian ships outranged all but HMS Warspite but when the Giulio Cesare suffered a long range hit from the British battleship the Italians decided to retire. Wartime service for the class was harsh with HMS Barham sunk by U331 in November 1941. HMSs Valiant and Queen Elizabeth were heavily damaged in a daring attack by Italian frogmen in December 1941 and although repaired by April 1942 and June 1943 respectively the Valiant was limited to about 20 knots. Most unusually this ship was damaged beyond economic repair in a collapsing floating drydock (AFD 23) in Ceylon in August 1944 – she made it home to Devonport but saw no further operational service. HMS Warspite was severely damaged by a glider bomb in September 1943; repaired by mid-1944 her top speed was about 20 knots (later reduced by mine damage to 15) with just three of the 15" turrets still working as seen off Normandy in June. HMS Malaya was torpedoed by U106 in March 1941; quickly repaired she was back with Force H in Gibraltar by July. The first to go for scrap was HMS Warspite in 1947 but she famously preferred to run aground in Mounts Bay where she was dismantled in situ. The remaining three were all scrapped in 1948-1950.

IN MINIATURE

For the class as completed there are models from Navis (NM101), Skytrex (discontinued) and Grand Fleet Miniatures, the latter an excellent new range of 1/1200 metal kits (www.arrowheadminiatures.co.uk). The early 1930s appearance was in the now hard to find Argonaut range as HMS Warspite (1932)

with catalogue number AR-122. The first model depicting the class during WW2 was probably the good old Eaglewall 1/1200 plastic kit of HMS Warspite. There was also an Eaglewall HMS Valiant but the kit inside was clearly HMS Warspite. To confuse matters further some HMS Valiant boxes contained again the Warspite plus instruction sheets entitled HMS Barham – these were probably issued as the company was being wound up. Much more recently for HMS Warspite (1939) there is AR-74, Neptun (N) 1104b plus Mountford MM152 (kit or assembled, 1945 appearance) and the aging Superior 1/1200 from the USA. HMS Barham is listed as AR-34 (1935 appearance) and N-1105a (1941). HMS Queen Elizabeth appears as AR-88 (1941) and N-1104 (1943), plus by Superior. HMS Malaya may be found as AR-46 (1938), N1105 (1943) and again Superior. HMS Valiant is AR-75 (1940) or N-1104a (1943). Lastly there are the full hulled models of HMS Barham and Warspite in the Atlas range. Prices range from €58 (plus postage, from www.wiedling.de) for the Neptuns (all of which are illustrated) to £28.95 for an assembled/painted Mountford HMS Warspite (www.mountfordmodels.com) (kit version £19) and about £25 for the GFM model. All are readily available and the Warspite kit from Mountford takes me back to the 1960s when we all took great pleasure in converting the Eaglewall kit to the sisters ships and even the R class – I'm sure it could happen again. **MMI**



Not the clearest picture but this is HMSs Queen Elizabeth and Barham in 1941



Neptun HMS Barham with boat deck amidships and catapault on X turret



HMS Warspite in 1938 (original postcard, author's collection)

POWERPLUG

RICK RELATES SOME INTERESTING, LESS-THAN-SMART SET UPS SOMETIMES USED ON IC HULLS

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USA



As often is the case on an IC boat, some assembly steps can be mixed-up to a point where the finished hull could be troublesome on the water

One of the benefits of having a long background in both attending IC boat race events and working during them is that while you yourself get older, you gather a lot of good/bad techniques regarding the set up of many nitro/petrol marine craft. Both the novice and experienced boater may try to speed up a hull's assembly process resulting in a nasty on-water incident that will create a major void in their wallets.

Having personally seen a large number of these, less-than-smart, building errors, I'll now relate how many of them occurred and then attempt to provide some cures for each glitch that you can apply before and after any problem presents itself at the pond.

MAN/MEN OVERBOARD

During an early-2015 visit to a large South-eastern IC boat race, your lowly scribe noticed that many of the hulls in competition at this nitro/petrol boat meeting were monohulls that featured the older style open cockpit deck hatch layouts. This in turn meant that the majority of these deep vees had at least a pair of driver/throttle-man figures positioned on their canopies and it was not unusual to find that at least a couple of these detailed model drivers had been lost during a race.



Due to water spray from other hulls or just an extreme turn, like this deep vee is doing, your deck-mounted crewmembers can go overboard

Some lucky competitors were able to locate/recover their figures after the race was complete, but in many cases the lake consumed the small drivers due to a lack of floatation and/or any contact with a speeding hull which broke up the crew members. Now factor-in the cost of these very detailed figures and the amount of time the modeller took to give each one a good, scale paint scheme and the cost of losing them is quite high.

On close inspection of some of these lost crew figures I found that the drivers, throttle-men, etc. had just been spot-glued to the outer hatch cover, so any slight wave jump, sharp turn or a good strong boat rooster tail from an over-taking vessel was able to release the crew members from the hull's cockpit area.

POSSIBLE CURES

The majority of the aftermarket R/C boat scale driver figures are not unlike the scale figures used on model aircraft, meaning they are basically a head/shoulder/torso with flat bottom mounting surfaces. When protected inside the plane's clear Lexan canopy a pilot figure will normally only demand a section of regular double-sided servo tape to affix it to the cockpit area.

As for IC boat application, the single or multiple set of crew members will be subjected to the before-mentioned water hazards plus fuel contact and general dropping of the hatch cover in the pits. Cures for driver loss prevention include using a high-strength, waterproof sealant to bond the figures to the hatch, or should you need to sometimes detach them from the canopy, sections of industrial-grade Velcro hook-and-loop material can sometimes retain the crewmembers without mishap.

Finally, to really ensure your figures remain attached adding a simple metal T-nut/screw/washer set up to the figure's/hatch's interface will greatly improve their connection to one another. Embedded in the foam/plastic/fibreglass figure's underside with either thick cyano or epoxy, the T-nut should hold up to waves, rooster tails and pit table accidents and help you prevent a man overboard situation at the local pond or out on last week's race lake.



When affixed with either a waterproof adhesive or actually screwed/bolted to the hatch cover these crew figures can endure a lot of stress without being lost



On an older/classic racing hydro like this unit, its single driver figure can be blown off rather easily, so the bolt-on option is the best safety measure to prevent after-race rescues

DECK/HULL SPLITS

Many years ago a local boater whose job was repairing full sized metal boat propellers decided to build his own nitro tunnel hull off a proven design fibreglass master. Due to the relatively simple layout of this outboard-motored hydroplane, the finished hull had two main sections that mated-up at the boat's deck/sponson zone. A good deck overlap presented a wide, extended point to glue it to the lower dual sponson portion of the hydro.

However, some of the early boats out of the mould only received a thick bead of a shoe-goo type adhesive. Although this popular glue is waterproof and does a good job of keeping moisture out of a fibreglass hull, an occasional leak of any potent nitro boat fuel could work its way to the tunnel boat's mating surfaces.



When crossing wakes, running through big rooster tails or just running straight into the wind, any weak points in the hull/deck bond could see a sudden de-bonding crash

In the end, I saw two of these small hydros come unglued out on the water; one through a crash with another boat and the other as the tunnel hull caught too much air and performed a complete back flip to a barrel roll. Both boats quickly sank and were lost which meant two new hulls, engines, radios and the rest of a normal hydro's building pieces were needed to get running again.

POSSIBLE CURES

Instead of using the before-mentioned adhesive, there are many types of glue you can rely on to bond your hull halves that are both water and fuel proof. Again, a hobby-grade epoxy that states its fuel proof can be applied with a small syringe like those mentioned in last month's Powerplug.

As a backup, some IC boaters try to create a secondary sealing point between the deck/bottom joint as this makes it almost impossible for fuel to work its way to the outer sealing/bonding zone. A simple balsa bulkhead (sealed with epoxy) positioned around the vessel's fuel tank will catch any excess fuel and create a stronger bonding area. Coating it with a lightweight section of fibreglass cloth and resin will fully block the fuel seepage from contaminating the hull's mating surfaces.

ANY ENGINE BLUES

Since the theme of building/running a sport/racing IC hull powered by a yard tool-type, two-stroke petrol power plant began, many line trimmer and hedge cutter motors have been successfully adapted to R/C boat usage. Of course you can simply purchase an already-adapted, fully marine ready, two-stroke engine from several excellent sources; but some modellers still prefer to modify the regular yard tool power plants.

Several years ago a small company attempted to use just such an engine to produce a series of ready-to-run gas boats. The chosen engine type just wasn't able to produce enough power when you factor-in its horsepower output and total overall weight. More experienced boaters may be able to machine-off enough excess aluminium to modify its cylinder/piston dimensions, but in



Large enough to require a high-output two-stroke marine engine, this cat hull is unlikely to run properly on a basic yard tool motor

some cases it just isn't possible to lighten some motors to power a big IC hull.

Finally, once you do get the engine in question machined-to-size, its designed power curve might not be able to handle spinning-up a big metal propeller enough for straight line or cornering levels built into your boat.

POSSIBLE CURES

Of course the easy answer for this glitch would be to purchase one of the before-mentioned marine two-strokes and install it in whatever hull you have on the bench. Some alternatives you could substitute include any number of used/second-hand R/C marine motors made as far back as the 1980s, as a host of well-designed and reliable engines began to appear as gas boats became a viable sport/racing hull segment of the marine hobby group.

Mathe and the US-based Quickdraw boat power plants were just two of the more-popular gas boat performance engine sources 'back then', plus they can still be found/bought via online boat sales and boot sales.

Along with these power units you can also locate suitable tuned exhaust systems that are perfectly matched to these early boat power sources, so with some effort, a match up can be made between a good, high-output petrol engine to even an over-sized gas hull.

NITRO BOAT STARTING

Since the vast majority of the RTR nitro sport boats use engines designed with on-board recoil rope starters it's important to know how to use this type of starting system to avoid damaging it.

I've seen modellers pull the small nylon starter cords right out of their housing and/or snap them into several frayed pieces, mostly through placing far too much force against the cord. In a couple of situations your writer has watched a boater hold his/her hull like a yard tool and attempt to 'yank' the nitro engine into action by manhandling the boat like a chainsaw! A highly worn or mistuned power plant can cause you to over-do the rope starter's number of required pulls.



Starting a recoil-rope equipped nitro hull must be done in such a way that you can spin-up the power plant without over-stressing the starter's cord/spring/housing

Normally converted from IC vehicle motors the nitro boat starters are made lightweight and compact enough to fit easily on a car/truck chassis, so they aren't able to hold up to a lot of abuse. Now factor-in that it's possible to end up with a water/fuel-locked engine in your boat and you can easily damage/break a standard nitro-style rope starter!

POSSIBLE CURES

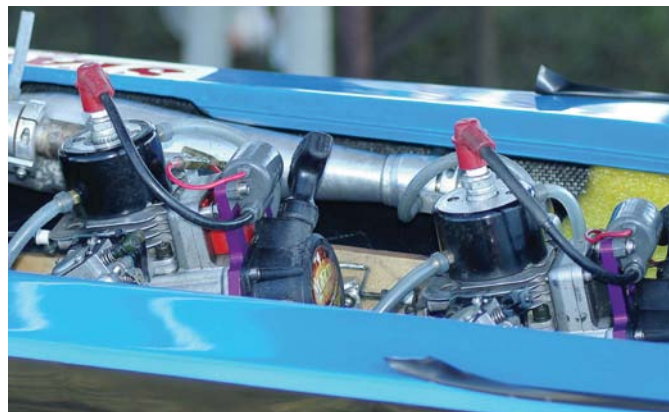
Should excess water or fuel get into your nitro boat's motor, a quick flush out via the glow plug opening will always prevent any harm to the unit's recoil rope starter. In some situations, pressure in the boat's fuel system can cause a fuel-only filling of the engine's inner crankcase/cylinder dome areas and this again can wreck the recoil rope and/or damage its connecting rod or its bush/bearings.

Placing a spring clamp on the tank-to-carburettor feed hose can help prevent this glitch, especially on those hulls running high-compression engines using high-content nitro fuels.

As for reducing rope or return spring gremlins, avoiding such things as pulling the cord hard against its full extension or at an extreme angle at its exit from its small housing will prevent cord breakage, as will adding a slight tension to the rope before you actually spin over the engine. This trick loads the return spring and puts minimal stress on the whole starter unit.

UNIQUE DUAL-ENGINE SET-UP

Having been to many IC races with both nitro and petrol boat classes that featured dual-engine hulls, I was very surprised recently to see a double-motor monohull that featured two inline Zenoah engines! Although I was unable to talk with the boat's owner, I did get a couple of very good images of the inside of the hull and you can see that assembling this gas boat had to have been a real job!



Seen at a recent Florida IC boat race this inline-engine monohull features a pair of compact Zenoah marine engines closely mounted in a rather small deep vee hull design



Imagine the time/effort it took to mount/align the fuel, exhaust, drive, etc. on this boat, which meant a lot of planning and probably some refits as well

Imagine measuring/modifying the front Zenoah's drive, control and fuel system so they would both clear the rear engine and still work smoothly under power. Now throw-in connecting a pair of full size tuned exhaust pipes to this space and you can see how difficult it was to end up with a reliable duel/in-line engine gas boat. If anyone out there has any exposure/knowledge of this type of gas monohull please feel free to contact me via the email address at the top of this column.

Dual-engine IC boats have all kinds of set up/tuning concerns and once you decide to try adding one to your fleet, a lot of working knowledge of these complex marine craft will help you shape a boat like the one shown here.

HARDWARE ATTACHMENT

To wrap-up this month's column I'd like to talk about how some IC boats have a lot of problems in the area of having loose or even missing transom fasteners after a day at the pond. Due to the limited attachment area of your hull and/or the normal stress, drive struts, trim tabs and turn fins are lost from some vessels. This happens even when they haven't contacted floating debris, another boat or just beached on the shoreline.

In some cases this problem comes from having only a tiny amount of usable transom space to affix hardware, which means that metal/wood-type screws were used to locate the prop/rudder/tabs to the plywood or fibre transom plate. Unless the screw openings are strengthened by adding plywood and adding thin cyano to the



With minimal transom space some extra effort done while mounting the rudder, drive strut, etc. will prevent loose/lost fasteners at the lake



Making your own transom/exhaust hardware components makes it easier to mount them on limited-space transoms, as will using locking fasteners

TRICK OF THE MONTH

During our talk on the subject of a possible over-pressure/fuel lock glitch on your RTR nitro marine craft, I forgot to mention that some pressure is always required on a nitro-engine boat. In some cases, even a brand-new fuel tank assembly can develop enough of a leak to prevent proper fuel flow to the engine's carburettor intake,

There's a simple trick you can use to determine if your new tank/fittings are all sealed-up tight. Once you've installed the entire tank's various cap and line components, you can then soak the entire container by placing a short piece of silicone tubing to the tank cap's in/out fittings. With this done you can then dunk the whole tank in a sink full of water and check if there's any air bubbles coming up from the tank. A leak may only require a slight tightening of the tank's main cap grommet or maybe a second clamp on one of the hoses to seal the container, then you'll know for sure that there's pressure present in your nitro boat's fuel system.



When assembling a nitro hull's fuel tank it's possible to test it for leaks by dunking it in water and then looking for air bubbles around its cap/fitting joints

TIP OF THE MONTH

Like most modellers I have relied on the Internet to get to all kinds of upcoming R/C boat events via a multitude of online mapping sites. Of course using a GPS mapping unit is also now a popular option, however in some cases I will use a modified map to find the park or lake in question. Due to the extreme rural nature of some of these bodies of water, a printed-out map provided by the sponsoring boat club can be a bit confusing, especially to those not familiar with the areas.

So, after making my paper copy of the online map I email/phone the designated race/event director and get some additional info on the route to the event. Marking the gas stations, eateries, etc. on the paper map's crossroads will give you a clear signal as to your arrival point, even with a GPS unit giving you backup commands!

screw thread openings almost any fastener will loosen over time and you'll suffer either a bad crash or a major hit to your hobby budget.

If your particular boat has enough transom area, locknuts or metal T-nuts will provide you with an increase in hardware security, as will backing-up their mounting points with slightly-oversized, flat washers on both sides of the transom.

Finally, you can spot-check the nuts and bolts as-in applying a small drop of bright paint to the bolt/washer edges and then if you notice the paint has either moved or loosened, the fasteners are no longer secure. Talk to you next time when we'll continue this theme with another handful of problem/cure set-ups. **MMI**

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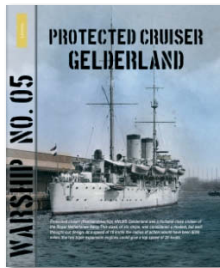
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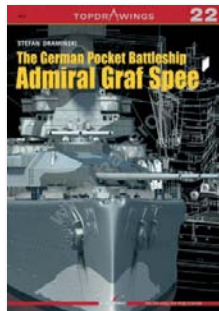


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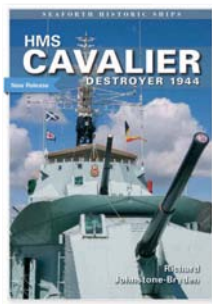
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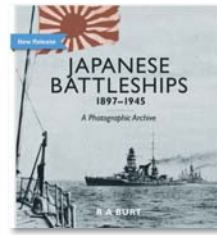
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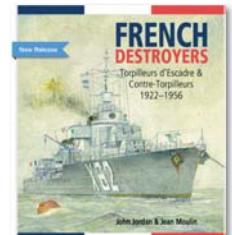
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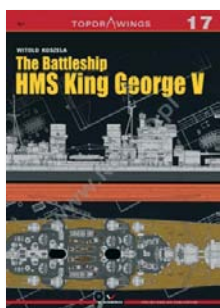
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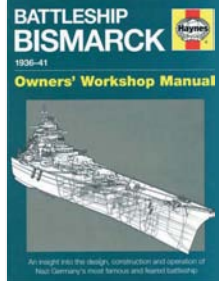
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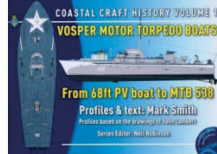
Top Drawings 17. The Battleship HMS King George V.

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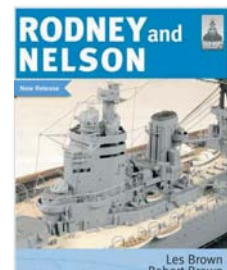
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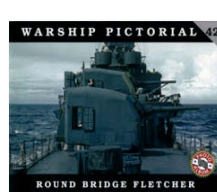
Coastal Craft History Volume 1. Vosper Motor Torpedo Boats.

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



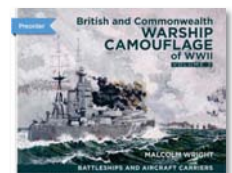
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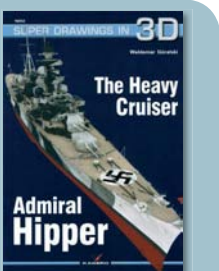
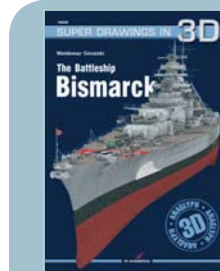
British and Commonwealth Warship Camouflage of WW II: Vol 2.

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SCALE SCENE

SOME FEEDBACK ON VOITH-SCHNEIDER DRIVES, MORE DETAILS AND A KITCHEN!

AUTHOR: IAN WILLIAMS  GREAT BRITAIN
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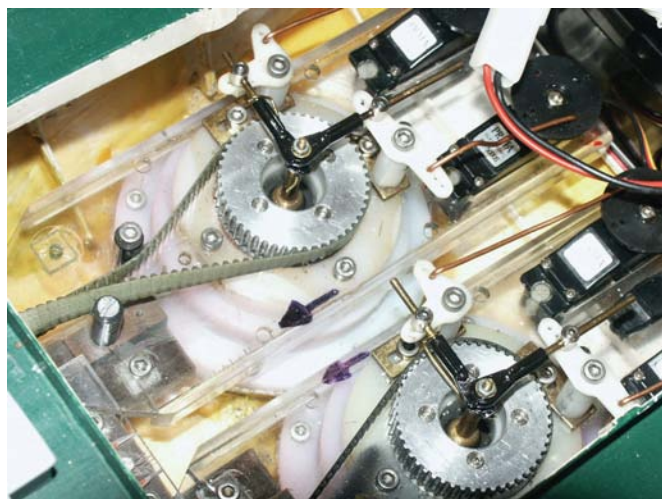
I know that you will probably be fed up with me saying that "I've had an email from a reader". Well sorry, here's another one. In the July issue I wrote about Voith-Schneider drives and subsequently had an email from Kevin Fleet, who turns out to be a club member of our revered Editor. Kevin sent me a couple of photos of VSP units he built himself from scratch. Kevin is a carpenter who works in the film and TV industry and he says, rather wistfully I thought, that at twenty he decided to buy a small Myford lathe instead of spending his money on an Escort XR3 like his mates. He does say that he has never regretted it, but who wouldn't want an XR3? An interest in modelling tugs led him in the late '80s to discovering Voith-Schneider propulsion and the desire to model the system. He mentions that when he looked at some Graupner units in a model shop he was told that they were not all that good as the motors kept burning out. When Kevin commented that he was going to build some himself, he was told that if Graupner couldn't do it properly, he didn't have much chance. Well, it appears he did as the photographs prove. I don't have to hold the items in my hand to see that the engineering is of high quality. Kevin also sent me some more photos of some very nice tugs with VS drives taken, I believe at a Dortmund show.



Kevin Fleet's home built VSPs with gearbox and drive shafts



The VSPs fitted in the hull of Kevin's Tees Tractor Tug



A pair of home built VSPs fitted to a tug at the Dortmund show



Very nice German VSP tug seen at Dortmund

Kevin's two VS drives in the photos are 1/32nd scale and made for his model of Tees Tractor Tug 'Fiery Cross', the fitted out hull of which is shown in one of the photos.

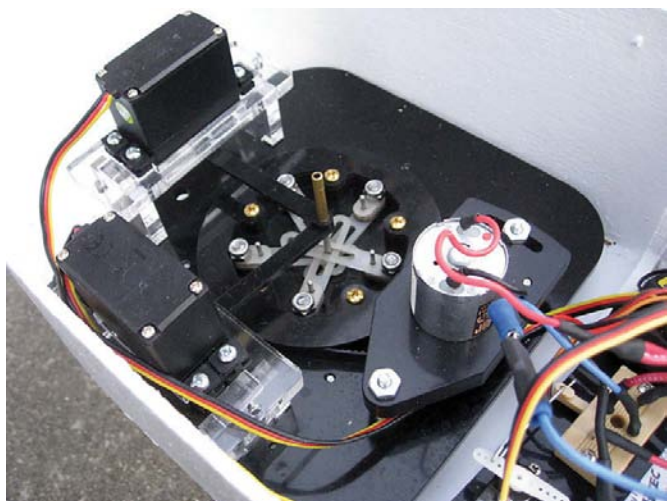
Since hearing from Kevin I have done a bit of research on the model side of the VS drive rather than the full size units and I wasn't aware that there are so many boats around with VS drives fitted. I had another word with my friend Jim in Germany who told me he had also been to a show at Dortmund and that was what had inspired him to build a VS tug.

RELIABILITY

Jim is a good modeller, but not really an engineer so that is why he has opted to go with a commercial Voith-Schneider drive. He is currently thinking that he will go with the German made unit rather than the new Graupner offering. After doing some homework, he reckons that these German brushless motored units are turning out to be pretty reliable. He said he will keep me informed as to how he gets on. The new Chinese Graupner units are also being fitted with brushless motors, but I have absolutely no word on how well they work or last. I would be glad to have some feedback on these units if anyone has any experience with them.

WRAPPING UP VSP AND A PLEA FOR HELP

Before I go on to other things there are just a couple of things I would like to say regarding the Graupner type units in comparison with Kevin's units. Disregarding the fact that the Graupner units are mostly GRP and not machined from aluminium, you will notice the different ways of transferring the motor drive to the VS unit itself. The toothed belt drive system seems a simpler and possibly more cost effective method, but I think using a shaft drive system will be much more robust and will certainly not suffer from slipping, stretched belts.



Unknown home built VSP (see text)

Finally, in amongst the images that my mate Jim emailed to me, was one of what looked like a home-made VSP. The construction is quite different from other VSPs I've seen and the construction material appears to be something like GRP or possibly acrylic sheet. This, and just the look of some of the parts, leads me to think that they may have been cut out using something like a CNC milling cutter or even possibly a laser cutter. Even Jim is not sure where the photo came from. So if anyone recognises the picture and knows where it comes from, or even if you are the maker of the unit, can you get in touch with me via the email address on the top of the page?

THE KITCHEN RUDDER

I found in my scrap box the device you see in one of the photos. This is a model version of a Kitchen Rudder and it seemed appropriate to impart a few details about this type of device as I was again talking about drive systems, especially as many younger modellers may not have come across one before. I can't quite remember how I got the model version, but I do know that I didn't have a suitable model to use it on. Also the cast aluminium shells of the system are very poor as you can see from the photo and would have taken a lot of work to make good. So it ended up in the scrap box.

The Kitchen Rudder was named after its inventor John (Jack) Kitchen who was in fact a very inventive man. There is quite a lot of information on the Internet about him so I won't be going into all his achievements here, but he is well worth looking up. It was the need to develop a lightweight 'reversing gear' for motor boats that prompted the design of the Kitchen Rudder. In the early 1900s, reversing gearboxes for

US patent for 1990 update of Kitchen Rudder. Shows how it all works



Model Kitchen Rudder mentioned in the text

vessels propelled by internal combustion engines were unreliable and bulky and the majority of The Admiralty's 'picket' boats continued to be fitted with steam engines as they needed no gearboxes, being reversed by changing the engine's valve timings. The problem though, was that even with high-speed steam boilers, it still took time to raise steam. Engines, boilers, fuel and water occupied valuable space so navies soon began to focus on the use of I/C engines. Design and reliability steadily improved but the I/C engine's inability to reverse without the use of a gearbox still was a problem.

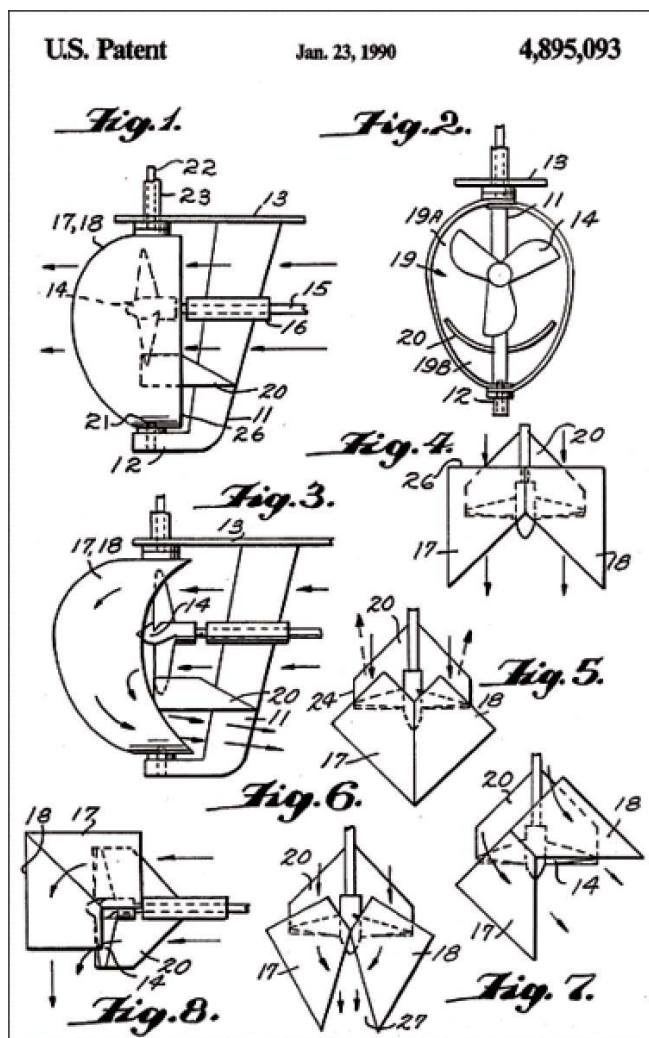
Jack Kitchen came up with the idea whilst mucking about in his own boat in the Lake District. The basis of the rudder consists of two curved metal plates mounted so that they 'cup' the propeller. The movement of the tiller to port or starboard will turn both plates to starboard or port, respectively, in the same way as an ordinary rudder. The plates can also be closed together aft of the propeller, or opened out on each side of it, by a shaft which revolves inside the rudder post and is controlled by a wheel and worm gearing on the tiller or steering wheel. This will be controlled by two servos on an R/C model.

In reality the engine only needs to be a fixed speed type as the system can also regulate speed as well as direction. The propeller is always moving in the ahead direction and when the rudder plates are fully opened out its normal thrust will propel the boat ahead.

If the plates are nearly closed together astern of the propeller, its

ahead thrust will be neutralised by the backwash of its slipstream against the plates and the boat will come to a halt. When the plates are closed still further the backwash of the propeller slipstream against them will overcome the forward thrust of the propeller and the boat will go astern. So by opening and closing the rudder plates the boat can be made to move ahead or astern at full, half or slow speed, or brought to a dead stop. This was one of Jack Kitchen's party pieces, running his boat full speed toward the jetty and bringing it to an abrupt stop, then spinning the boat around in its own length scaring any passengers. The boat is steered by the tiller in the same way as if she were fitted with an ordinary rudder but, when the tiller is moved, the rudder effect of the plates is far greater and more effective at all speeds and the boat will therefore be very manoeuvrable whether she is stopped (being able to rotate without going ahead or astern), or moving at any speed. The system works very well, but is only really suitable for small craft as the design was found not to be able to take large stresses when fitted to ships of any size.

Well that's all from me. Catch you all later. **MMI**



LIVEWIRES

BAD NEWS, CAUTIONARY TALES AND THE MPBA FAST ELECTRIC NATIONAL CHAMPIONSHIP

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In the last Livewires I said that I would try and detail the build of an outrigger hydro. Unfortunately, due to happenings which I will describe shortly, that isn't going to happen for the moment. Seeing as this is the September issue it may well end up as a winter building project and possibly a plan feature. We'll see.

Anyway, the bad news. The cat that I detailed the build of a few issues ago is no more, it has shuffled off this mortal coil, it is an ex cat! Take a look at the photo and you will see what I mean, there were too many bits missing to repair. Luckily everything inside was OK, but the hull itself ended in the bin. So how did it happen? Well I'll tell you the story and yes there is a moral at the end.



It's a dead'n! See text

CRUNCH

Having run the boat at the first race meeting I realised that some adjustments were necessary. Although the boat ran well in the straights, it was impossible to take the bends at anything over half speed without flipping over. After a bit of thought, I realised that I needed to 'loosen up' the whole boat and get it to run a little more bow up. Now obviously you can't overdo this as the boat is liable to flip end to end if the bow rides too high and too much air rams underneath. So time was needed to do some testing before the next meeting. Unfortunately, the amount of windy weather we had up in the North East meant that both of the big lakes near me were like the North Sea. As time was getting tight, I decided to take a chance on a small boating pond in Sunderland. So my mate Keith Mallam and I both took our cats down to Sunderland to do some final testing.

The pond at Roker Park is an old Victorian yacht pond which was modernised, in the '60s I believe, by having a concrete bottom laid and being contained by a low brick wall all around the pond. It's a bit small for testing fast electrics but, if you are careful! Keith's boat was running well after a little adjustment and, wonder of

wonders mine seemed to respond perfectly to the adjustments I had guessed at in the house. It was running very fast and more importantly turning well. I could turn in the tight confines of the pond at very nearly full throttle. I was just thinking that it was time to take the boat out of the water when disaster struck. The boat suddenly went to full throttle with no rudder control. So I just had to watch as it smashed itself to pieces against the wall at around 40 mph. If you've read my report on the SAWS event you may remember that I had trouble with this boat before when it suddenly went to full throttle and hit the bank. Then I was lucky that there was a reed bed and a soft bank to protect the boat from damage. At the time I blamed water in the radio caused by a loose water cooling tube. This time that didn't seem to be the case.

When I got the wreckage home and removed all the gear, after wiping the tears away I had to think about what had happened.

THERE MUST BE A CAUSE

To try and find the cause of the problem, I set up a test bed with the motor, ESC, radio, battery etc. set up as it was in the boat. It worked perfectly. The next step was to take the test board out into the street to test range. I could hear the sound of the motor quite easily from at least twice the distance I would expect to run

the boat at and it seemed to be throttling perfectly. More puzzled than ever, I was walking up the street when the motor went to full throttle. When I looked I realised that I had accidentally switched off the transmitter. There was the answer, somewhere in the chain I was getting a momentary loss of signal. But what was making it go to full throttle?

After more experimentation I came to the conclusion it must be the ESC. The specs of the Turnigy 120 Amp controller I was using say that it features a fail-safe. This is non-adjustable, but is set to default to 'all off' in the event of loss of signal and obviously mine was defaulting to full on. As the rest of the ESC worked fine, I had the idea of using a stand-alone fail-safe with it and this works perfectly. However, this ESC is now my 'emergency replacement' ESC and I've also started using a different Tx and Rx.

I should tell you that Keith also damaged his ProBoat Mystic cat at Roker Park at a later date whilst testing on 6-cells for the Nats. The boat flipped at speed and hit the wall with the back of the boat. The damage was repairable, but quite extensive, so no more fast boats at Roker Park!

THE MORAL

Well firstly, you always do range checks before operating a fast boat don't you? Yes of course you do! You can add another (and I consider vital) check to that. Make sure that you have a fail-safe somewhere in the system, whether that is in Tx, Rx, ESC or a separate unit, and then test it regularly. If you have a fail-safe that is adjustable, I suggest you set it to switch the motor off and set the rudder to its central position. Test by linking everything up and checking correct function, then switching off the transmitter. If everything is OK the boat systems should remain 'dead' with no rudder or throttle movement. So the moral is, do all your 'pre-flight' checks before running for safety's sake!

TO REPLACE OR TO MOVE ON, THAT IS THE QUESTION

Having sorted out my problems, I now had a decision to make. Should I forget the cat class altogether and go back to running my old mono 1 boat, or should I try and get a new cat hull? As I was one of the ones who pushed for the new, smaller 4 to 6-cell cat class, I thought I should stick with it and find another hull. So looking around I found that Hobbyking UK had the Apparition hull at just under £75. Biting the bullet, one of these was duly purchased (it arrived in three days) and I set about installing all the bits and pieces. Now I'm not going to detail the build as it was pretty straight forward after the last one, as there was more room inside. As the new NADS cat class is for 4 to 6-cells I decided to set it up for 4-cells, using a Hacker B50 11L (2195 kV) motor with two 2-cell 5800 Zippy Compact packs. These are quite cheap packs at under £15 each and are well under the weight limit.

The build was done in a bit of a hurry and I had no time for testing before the next NADS meeting, so the boat went into its first race without ever having been in the water. Not really to be recommended, but turned out OK. During the race the boat performed OK, but it was obvious that it needed setting up properly. Now here I had a problem because the next meeting was the MPBA FE Nationals and the cat class (Supercat) has different cell rules (6S to 8S), so I wouldn't be able to run on 4S. Not wanting to buy new 3S cells and having sufficient 2S cells, I decided to run three 2S packs in series, one in each sponson and one across the hull in front of the motor. It also entailed changing the motor to 1600 kV one rather than the 2195 kV I run on 4-cells. Keith lent me one of his spares, a Doctor Mad Thrust EDF motor from Hobbyking. These are reasonably priced and good quality motors, I would check them out. I also offset the rudder to the right of the prop using two small standoffs; I didn't get this quite right as I will explain later on in my Nats report.

2015 MPBA NATIONAL FAST ELECTRIC CHAMPIONSHIPS

Seeing as how I mentioned the Nats report in the last paragraph, I thought I had better get to it. As in previous reports I won't be reporting the action on a race by race basis, nor giving you a long list of names. But I will give you the first three in each class and comment on other aspects of the meeting.

THE AGM

First things first. As usual the MPBA Fast Electric section AGM was held on the Friday evening before the event. Although the racing is held over the Saturday and Sunday, the lake is open on the Friday for practice, booking in and getting batteries weighed etc. so most people arrive in time for the evening AGM. Now I don't normally report on the AGM but in this case there were one or two things that came up that you may be interested in. As attendance to the Nats has been down a bit over the last few years, this was discussed as it is a bit of a worrying trend. Having been involved with model boats for a lot of years, both scale and FE, I knew that this situation often happens and as someone else mentioned, club membership numbers do tend to be cyclical.

However, I did mention that I thought we should add the post of PRO to the roster as we didn't have one. Everyone agreed it was a good idea and the post was duly voted on and passed. This was probably a mistake on my part, as when the time came for the election of officers, I became PRO before I even knew what was happening! That's probably not of any interest to you but the following might be.

We have two new UK specific racing classes for next season. I can't give you full details yet but I will let you all know when the class wording is fully formulated.

1) The meeting voted to withdraw the old Supercat class and instead go with a smaller 4 to 6-cell class similar to that raced in NADS. But instead of sticking with the Naviga cell regulations (i.e. 140 grams per cell – 560 for a 4-cell pack) It was decided to do away with cell weight limits and allow up to 6600 mAh packs for 4-cell and up to 4500 mAh packs for 6-cell. Personally I think this was a mistake, as sticking with the Naviga rules would mean that somebody running a mono2 boat could use the same motor/battery combination in a cat. This, I think would be a cost saving move and make the class more attractive, but everyone seemed happy so there it is.

2) We now have a mini hydro sprint class on the books. I can't remember everything that was agreed, but basically it will be similar to US racing. Six laps as fast as you can go, first past the post wins. As far as I can remember, the only restriction was that the hull



The replacement Cat

must fall within the current mini class measurements. i.e. maximum 450 mm long excluding hardware. I'm not sure, but I don't think there were any other restrictions.

THE RACING

As I mentioned earlier, numbers were a bit down this year, so racing wasn't the frenetic thing it has been in the past. Once you get up to 100 entries, time becomes very tight over the two days. This time, although there were multiple entries in each class, things seemed to be much more relaxed. A duty sheet was passed around on Friday night and we all had to put our names down for duties where we could. Such things as starter/timer, race controller, and buoy judge etc. and by and large people adhered to their duties and things ran very smoothly.

The Supercat class was well received with positive comments from racers in other classes. This class hasn't been run for several years, mainly I think on cost and size grounds. But with NADS having the new cat class there were five of us turned up ready to race with 6-cell boats. As this is still a pretty new class for us, many of the boats aren't fully dialled in yet and anyway it can take a while coming to terms with the way a cat handles. You can't just blast around the course, they have to be driven all the time, great fun! It is interesting to note that the highest number of laps done by a mono 2 boat, which is virtually the same power wise as a 6-cell cat, was 29. The average number of laps done by the cats was around 24/5, although Jason Tooley did manage 27 in round three. Once everybody gets used to them I think that lap times will come down and total laps will be at least as good as mono 2 and of course next year will see the start of the 4 to 6-cell class proper.

Talking of mono 2, as there were only seven boats entered in this class this year it was decided to run them all together instead of splitting them into two heats. As mono 2 boats are fast, this led to some pretty interesting racing! I have to say that although the racing got pretty close at times, it was mostly pretty civil and not the carnage many of us thought it might be.

As for me, well I had a pretty indifferent sort of weekend.



Déjà vu



Repaired. Not pretty, but functional



Keith Mallam's battle scarred Championship winning Supercat. A Proboat Mystic 29. One of only two photos I have of boats actually in the water (photo Ian Phillips)



Jason Tooley's mono 1 boat flying (photo Paul Upton-Taylor)



Keith Mallam's Hydro 2 powering its way to 3rd place. Low flying, but still out of the water! (photo Ian Phillips)

I suffered greatly from lack of testing and set up time due to the windy weather we'd been having and the fact I had to obtain and build the cat in a hurry. The mini mono ran really fast, but I had the wrong motor in and it wouldn't run the 6 minutes. I realised about the motor in time to change it for the last round, but after 5 and a half minutes and 19 laps and in sight of a 22 lapper, I stuffed the boat into a buoy by trying just a little too hard. Still, no damage done as they use foam buoys at Bridlington. Still it usually means the boat is stuck there until it is rescued. The hydro 1 boat I retired after a couple of laps in the first round as it was running slow and there was obviously a problem. I have since found out there was a frayed section on the flex shaft and this was causing drag in the drive.

The cat ran well enough, but my rudder mods hadn't worked as well as I'd hoped as the boat was liable to 'hook' suddenly when right rudder was being applied. This led to me missing one or two buoys, each miss incurring a 5 second penalty. I also had an accident when I had to go wide on a bend to avoid another boat and



Barry Fatt's Proboat Blackjack 29. The second 'in the water' shot (photo Paul Upton-Taylor)

side swiped the bank. This damaged the rudder servo mount and I couldn't take the next turn and, yes you've guessed, ended up in the bank causing the damage you see in one of the photos. I have Keith Mallam and Barry Fatt to thank for getting the boat repaired in time for me to use it in the last two rounds. It's not pretty any more, but the repair was very effective. I am going to tidy it up, but I think I'll keep the Band-Aid!

Once again a huge thank you goes out to all at the Bridlington club for all their hard work over the weekend. Well that's all for now, here are the results and I'll catch you all next time.

MINI MONO

1st Rob Physick 2nd Ian Phillips 3rd Gary Westwood

MONO

1st Jason Tooley 2nd Paul Heaton 3rd Martin Marriott

MONO 2

1st Rob Physick 2nd Paul Heaton 3rd Gary Westwood

MINI HYDRO

1st David Harvey 2nd Martin Marriott 3rd George Roberts

HYDRO 1

1st Peter Barrow 2nd Martin Marriott 3rd Paul Heath

HYDRO 2

1st David Harvey 2nd Lee Heath 3rd Keith Mallam

SUPERCAT

1st Keith Mallam 2nd Rob Physick 3rd Jason Tooley

ECO EXPERT

1st Peter Barrow 2nd Roger Graves

TEAM MONO 1

1st Team Macca – George McDonald, Peter Barrow, Paul Heaton

2nd Heath RC – Paul Heath, Lee Heath, Rob Physick

3rd Team Wacky Racers – Martin Marriott, Jason Tooley **MMI**



Another Flying mono hull (photo Paul Upton-Taylor)



Ian Phillips' Mini Mono. Another flying boat! (photo Paul Upton-Taylor)



Brace for take-off. One of Lee Heath's boats I believe (photo Paul Upton-Taylor)



Rob Physicks's mini hydro. Another low flyer (photo Paul Upton-Taylor)

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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.

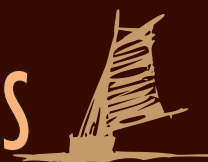
She was powered by a 7 cylinder oil engine built by Ruston & Horsby, to a single fixed pitch propeller operating with a Kort steerable nozzle.

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

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VINTAGE CHATTER! PART 25

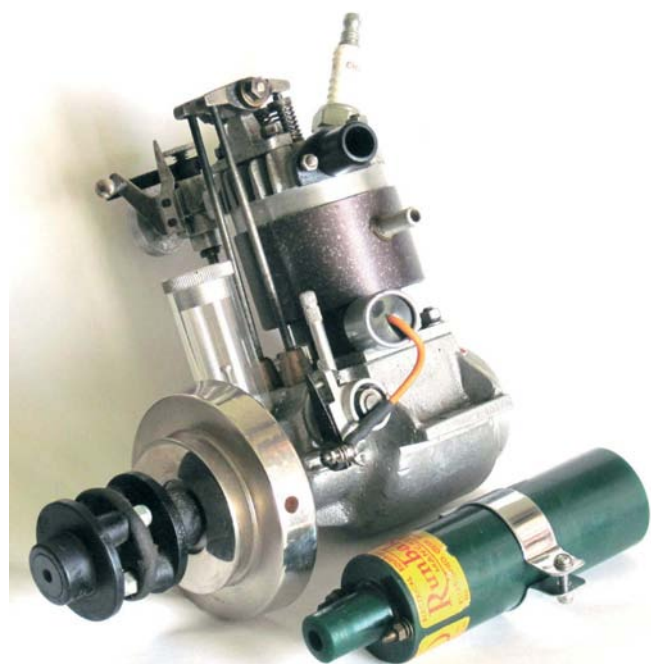
A GOLDEN SUMMER PART 2 – THE GANNET 4-STROKE REMEMBERED

AUTHOR: DAVID WIGGINS  GREAT BRITAIN

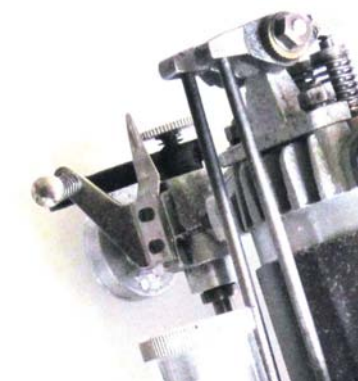
Hello again vintage fans. From last month's introduction to the 1960's Taplin-Twin diesel range I'd like to move on, logically, to examine 'Taps' Taplin's biggest competitor in British designed and manufactured 1960's model marine engineering – the large Gannet petrol engine. Like the Taplin-Twin the Gannet was designed and built in Thanet, Kent – in point of fact, at Whitstable – and designer George Nurthen could not have been closer to his competitor's factory at Birchington had he tried.

THE FIRST GANNET

Named for its designer (GAN for G. A. Nurthen), and distributed to the model trade by Ripmax Ltd one of whose founders, Max Coote, was an enthusiastic user of the Gannet, it was initially launched (Ho!) by two partners, these being George and a man called Muirhead and their names appear on the attractive nameplates riveted to all early engines. Later, a third party called Ivor Morgan joined the partnership and the presence of his name on an engine nameplate is a sure fire indication that one has purchased a later item.



A standard Gannet OHV with matching 4 Volt Runbaken epoxy coil



The GAN carburettor and slow running adjust. Choke flap shown up to start

Based on and influenced by the old and now valuable 10 cc Jensen 'Channel Islands Special' the first 1959 Gannet was a 15 cc, overhead valve, 4 Volt coil ignition 4-stroke petrol engine of conventional overhead valve layout and a well maintained example is both powerful and reliable as well as ideally suited to large cruisers like the 46" Aerokits Sea Queen. In fact, I'd go further and say that a period Sea Queen kit is 'the' perfect

boat for a Gannet. Of course, it wasn't long before such a powerful engine attracted the attention of those whose interest was out and out speed and examples, therefore, found themselves popping up in smaller, lighter race hulls; a good example being the contemporary fibreglass Bertram designed by Culver Wooley. Last month's Taplin Big Twin and the Gannet therefore found themselves in direct competition in the 15 cc class 'Taps' Taplin and Geo' Nurthen being constantly at the pond side egging on their owners to attain faster and faster speeds in an era when model power boating was still a popular hobby drawing large crowds to the pond sides of Britain.

THE GANNET MAGNETO ENGINE

A Gannet boat's bulk and weight was high compared to a Taplin powered craft and Nurthen, therefore, bought in Gannet owner Ivor Morgan to design a lightweight magneto in order to eliminate the heavy accumulator, wiring and ignition coil. This Mr Morgan successfully achieved and a 'maggie' equipped version was soon put on sale at extra cost.



The more expensive magneto Gannet modified for battery ignition



The Gannet rotary magnet magneto does, I'm afraid, not often survive the years in working order. There is nothing wrong with the concept and it was a well enough built bit of engineering with its laminated steel core and commercial Wipac coil and condenser (capacitor nowadays) set but the magnets (two types have been seen), are not good. During restoration I tried to re magnetise some but made no progress



The GAN 'top-end' showing exhaust stub, rockers and needle

so I decided to simply modify the wiring for battery (accumulator), use which worked first time with a good fat spark coming from the Wipac magneto coil and Champion plug as I hand spun the flywheel. It is not impossible that, once the engine is turning at full revs, a tired old magnet might still produce enough 'urge' on its own but I haven't test run either of my 'maggie' Gannets and so cannot answer that question.

Throughout their time on the regatta scene the biggest factor mitigating against the Gannet engines success was the failure of Mr Nurthen to meet demand and an endless queue to buy one got longer and longer as each engine was hand built to order in a small workshop. In comparison, Colonel Taplin headed up a well organised, medium sized factory and never had any trouble making enough engines to meet user demand. As a result T/T spares availability was superb, Gannet's slow.

THE GANNET TWIN

In an endeavour to expand his range George Nurthen put on sale both a large glow engine and a very limited production Gannet Twin. Produced in tiny numbers, only the very wealthy could afford to order a twin and few, therefore, survive but Ripmax boss Max Coote fitted one of these GAN twins in his big launch Lutece which is, I

believe, still in the ownership of the Coote family. The Gannet twin was a very sturdy piece of scale marine engineering and I believe that both O.H.V. and side valve versions of the GAN twin were built to customer's individual order.

AND THE 'GAN' ACCESSORY LINE

Like Colonel Taplin, George Nurthen both fabricated and offered a line of accessories for his famous engine and these included trademarked stainless steel props, a superb silencer and tailpipe, a universal coupling (all pictured), shaft and tube hardware and handmade petrol tanks and drip feed lubricators all hard soldered and of fine quality.

The two Thanet based marine engine designers took quite different approaches to manufacturing accessories. Taplins were mostly cheap and cheerful, soft soldered items designed to last a few seasons and offered at affordable prices, the tank and silencer for example being rolled from sheet tinplate – adequate but not posh – and this makes them quite rare finds in good condition nowadays. Mr Nurthen's accessories were something else entirely; the silencer/exhaust pipes in particular being magnificent all brazed and nickel plated brass fabrications. In my opinion both makers designed perfectly good items but, given a choice, I'd opt for the Gannet range every time – IF I could find and afford to buy them that is! I will end with a piece of well intentioned advice – if looking to buy yourself a GANnet seek out a standard, coil ignition engine plus the 'Runbaken' 4 Volt epoxy ignition coil for it. It will be much less trouble to get running.

Well folks, that's it for now. See you next month when it's back to kits – a vintage one of course. **MMI**



A selection of accessories – two 'Amal' floats, a prop, two lubricators, a shaft and tube and an original exhaust pipe



HIJMS AKIZUKI

MODELLING MONOCHROME'S (TRUMPETER'S) 1/350 ANTI-AIRCRAFT DESTROYER

AUTHOR: MIKE WILLIAMS



A fine portrait image of Akizuki in 1942, just after her commissioning on the 11th June in her initial configuration (IJN Department of Naval Aeronautics)



Another class member, Fuyuzuki in May 1944, possessing a Type 21 mattress radar array atop her enlarged foremast and Type 13 aft, along with an enhanced 25 mm battery (IJN Department of Naval Aeronautics)



Natsuzuki post-war, of interest here has to be the plated-over hull portholes, the track of her girdling degaussing cable, breastworks outboard of the single 25 mm battery, and Type 13 'ladder' radars to both masts, with Type 22 'horns' atop her bridge (IJN Department of Naval Aeronautics)



No.4 twin dual-purpose 100 mm gun-house aft onboard Hatsutsuki, revealing the potential to detail these four prominent mounts, through 'opening-up' the three side ventilation ports as shown in this view (IJN Department of Naval Aeronautics)

INTRODUCTION

There was a noticeable gap in my IJN collection, a representative from its Akizuki class of super-destroyer, a singularly distinctive design incorporating a novel weapons system, and whose members saw extensive and diverse service during the Pacific War. Thankfully my efforts to finally incorporate an example of this class into my model fleet proved to be a very rewarding undertaking on a number of levels.

The twelve Type-B destroyers (Otsu-gata Kuchikukan) of this class have been acknowledged as the finest of their type Japan fielded during the Pacific War. They were regarded as, perhaps, the best equipped ships of their tonnage in service, having been specifically designed as anti-aircraft destroyers in 1938, equipped with a state of the art gun outfit befitting that role. This was increased throughout the war as the aerial threat became greater, so that by October 1944 the class name ship Akizuki besides carrying her impressive initial eight 100 mm/65 calibre dual-purpose guns in four twin turrets, was supported by no less than thirty-seven 25 mm cannons in five triple and twenty-two single mountings, along with two 13.5 mm pieces. She also possessed four 610 mm torpedo tubes with eight Type 93 'Long Lance' torpedoes, and up to fifty-six Type 2 depth charges as befitted her destroyer credentials.

Displacing a maximum of some 3,878 tons, and measuring 134.2 m overall and 11.6 m in the beam, with their single prominent merged funnel, and powerful four turret configuration, they were frequently

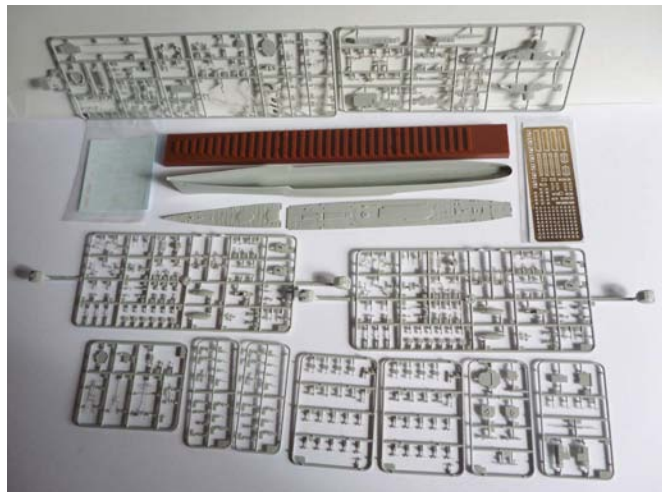
misidentified as cruisers by Allied personnel. All in all this class of super-destroyers possessed an extremely high profile and certainly warranted inclusion within my growing IJN collection, and the obvious example to represent her entire class had to be Akizuki herself.

In setting out to faithfully capture her salient features at the end of her service in model form, the first question was which kit to employ as its foundation.

A number of excellent 1/700 scale plastic examples of this class are now available from a range of respected firms. These cover the evolving fixtures and fittings over their service from the commissioning of Akizuki on the 11th June 1942 right up to the end of the Pacific War in August 1945. All are well supported by a veritable wealth of after-market super-detailing sets covering virtually every aspect of this class in 1/700. For me with my growing 1/350 scale IJN collection and indeed principal modelling interest, there could only be one candidate for my build.

MODEL

The Chinese firm of Monochrome (Trumpeter) had a rendition of Akizuki in her 1944 guise (MCT102), available from Hobby Link in Japan, and for 5,480Yen equating to £45 (July 2012) it seemed like a reasonable way to build a faithful example of this class. I believe they also once marketed an Akizuki (MCT101) from 1942, and a Susutsuki (MCT103) from 1945, but these are discontinued items, and I suspect they might be rather 'rare' kits these days with a matching asking price on the Internet. I gave no thought towards Yankee Modelwork's (YKM 35067) resin example in this scale



The agreeable potential of this model is confirmed straight away in the usual sprue and component check



The principal sub-assemblies, with the impressive 'dry-dock' stand a very useful future handling aid during assembly



Close-up amidships, the non-slip texturing to the central portion and linoleum strips forward (and aft) is clearly shown on the decks



The main gun and torpedo armament, along with deck-structure sub-assemblies, ready for dry-fitting

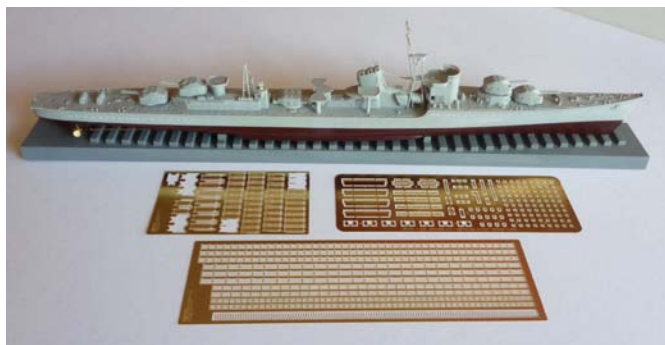


It should be noted here that aft, the installation and alignment of the delicate twin propeller shafts and brackets, along with single rudder aft, is straightforward

its clean incorporation of a girdling degaussing coil to its upper trace, is very nicely executed, so much so that I left it untouched, believing any work to revise its track principally abreast the bridge, would mar this faultless surface. One prominent feature just had to be revised, the portholes (scuttles), by this late stage in the war, had to be plated-over, as they stand they represent the 1942 version modelled by this firm.



A dry-fit of all the principal sub-assemblies indicates the impressive model to follow



Even before the addition of etch, this model is well detailed

purely on cost and availability considerations.

Upon opening Monochrome's robust 45 cm by 20 cm by 7 cm box, you can immediately appreciate why I wanted to include such a destroyer within my collection. This is a striking subject in its notable dimensions; it is impressively large, seemingly significantly over-sized in direct comparison to say Tamiya's Yukikaze in the same scale or indeed any other IJN non-capital subject displayed alongside it.

That first impression over, I received my second in the usual sprue check. This is a very nicely finished-off kit in terms of detail and breakdown of components. The kit checked out accurately through its 380 mm long by 34 mm beamed hull at this scale, successfully capturing all of the pleasing fine lines and compound curves. There was also a set of precise visual instructions.

The usual sprue and component check, I always undertake, certainly highlighted a couple of important points regarding this kit's really impressive one-piece full hull. Firstly



An overall view of the basic model, with its business-like cluttered decks, so typical of an active in-service destroyer unit



I found the two complex inter-braced mast structures, with radar fittings, well represented, rising above the superstructure

The points above see the positive side of the hull, but I also perceived a relatively negative issue as well. I found that the presented full-length 'dry-dock' display base had a very slight sag, but the hogging in the hull appeared more noticeable. These were not deal breakers, they were relatively minor distortions. I found they were virtually eliminated after assembly of the hull, decks, and base

into one sound integral structure. This effectively balanced out all the conflicting forces; however, I just thought it worth mentioning. The 'thicker' plastic, internal hull 'bulkhead' supports and bracing adopted by other manufacturers in 1/350 scale, are seemingly the best practice to avoid such issues.

One other comment regarding the nicely presented one-piece hull, is that there is no easy way to revise it into a waterline configuration if that is your preferred display medium. This can be accomplished by using the tried and proven masking, sawing, trimming, and final block sanding process, as the waterline is clearly moulded.

Regarding the novel representation of a dry-dock floor with its wooden blocks (albeit over-scale) as a display base, it certainly offered both a very pleasing final stand, and it gave sound handling during assembly and painting, which for the latter reason I readily adopted it.

This is a relatively simple kit to build, the break-down of its structure and fittings are logical, and if the good practice of dry-runs to confirm certain points is followed before final assembly, then no great surprise will spoil what is a pleasing uncomplicated easy plastic kit build.

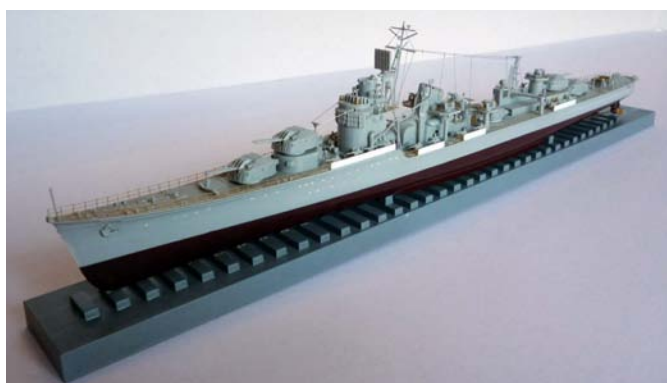
My example came with the grandiose title 'Limited Edition' version, which included a rather heavyweight basic etch brass fret, certainly not as refined or delicate as recent additions to Tamiya's



Although a small etched set is provided in this package (top right), the use of additional components is needed



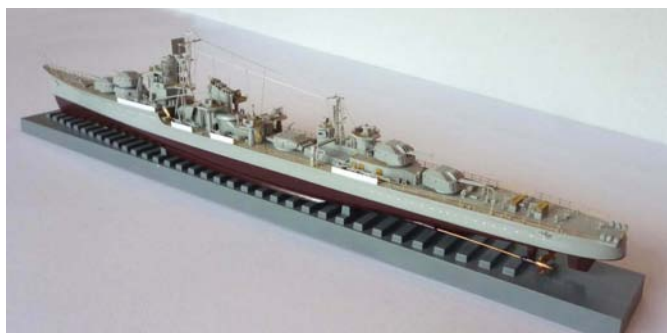
Etch begins, this demanded the purchase of separate brass etched deck edge guardrails, stairs and ladders, both relatively inexpensive generic IJN WW2 sets readily available from Internet sources



This view silhouettes the deck-edge guardrails forward

packages, but nevertheless welcome. This etched detailing aspect of the model was one I decided to expand upon, not only to enhance the original kit, but to prolong my modelling enjoyment.

Obviously since no dedicated overall Akizuki class set was available, recourse to a related (e.g. WEM's Kagero class – PE 35096) set was an option, but I realised that this would only use a fraction of that fret's potential. Finally I decided to extract everything



The overall etch and card enhanced model



One nice integral touch in this model, the provision of rolled-up canvas splinter protection to the exposed bridge

I wanted from just two generic sets, with KA Models (Mk1 Design) ideal for the provision of all guardrails (MS-35007) and stairs (MS-35002) perfect in all respects. This might not be ideal to the purist, but I feel it was a rather pleasing and indeed 'faithful' way to detail my model. Complementing all of this has to be a commitment towards rigging, through following the box-artwork and various illustrations as the standard, which when combined together formed a single detailed piece of considerable character.

FEATURES

This basic package holds some very interesting, indeed unique features not presented in other more expensive offerings. One of the most unusual had to be the option to have 'open' etched access hatches (PE1 – PE8) to the torpedo reload compartment, as opposed to the optional 'solid' plastic item (B37), which reveals the four 'Long Lance' re-load outfits (A10). A transport trolley (B45) is included to display such a torpedo being moved on the moulded deck rails, all in all nice touches, and representative of the general quality of this kit. I modelled the loaded trolley on my model, but later on regretted my decision to have just a 'conventional' closed reload compartment.

One feature I certainly did not regret omitting was the seemingly inexplicable depiction of randomly placed Type 2 depth-charges (A20) like oil drums on the aft deck, deployed around the two full stowage racks, and 'Y' launchers. Instead I marshalled six of them into a semblance of order through two (representative) triple ranks aft. All in all this is certainly an entertaining model with a number of possible final novel layout options of minor fittings to consider.

FINISH

In my reading into this subject, I was intrigued by the mention that Akizuki had received a fresh coat of camouflage prior to her final battle on the 25th October 1944, thus her sinking was 'spectacularly beautiful to see', as one unusually philosophical IJN sailor noted in her death-throws. No detailed illustrations or even hint of this was conveyed in any aspect of this model, or in any other source I have consulted, therefore I have fallen back onto secure ground with the basic IJN's standard appearance, for which I used Tamiya's range of acrylic paints

Monochrome's overall Kure grey (XF-75) upper-works atop the lower hull red (XF-9) is one that resulted in a very nice display piece.



The utilitarian Japanese finish, while seemingly sombre and dull; it is nevertheless a pleasing 1/350 scale rendition of this distinctive IJN anti-aircraft destroyer



The addition of some rigging is yet another area to be considered, derived from the box artwork, since the instructions do not cover this



Akizuki in company with Tamiya's superlative Kagero class 1/350 scale Yukikaze, two destroyer types which saw extensive service together



Akizuki's inclusion within any 1/350 IJN collection is obvious; here she is sandwiched between Yukikaze and Pit-Roads T.101 landing craft

One suspected that the IJN had, by this time, toned-down the sections of corticine (XF-79 linoleum) covered decking with securing brass strips, to a more sedate dark-grey surface for vital aerial concealment considerations. The recommended paint finish resulted in a truly striking display piece, and it is obvious from my supporting photos that while I have highlighted certain aspects of my model, weathering and wear was not heavily exercised as I desired to build as pristine a display piece as possible on this occasion. I was immensely pleased at the final result, rendering what I believe was finally a fitting tribute to the existence of just this one anti-aircraft destroyer, as a representative of her epoch making class.



Akizuki's very modern configuration is matched by Tamiya's Mogami (1943 guise), showing off the very best in IJN aesthetically pleasing design, through their trunked funnels and minimal superstructure

POTENTIAL

As I have said there were twelve members of this class and a number went on to achieve some distinction to rival Akizuki. For example, in my reading of the nine main TA Convoys (TA-1 to TA-9), they took vital Japanese reinforcements and supplies from Manila to Ormoc (Leyte's major port) between 23rd October and 11th December 1944, under overwhelming Allied air dominance. In these aerial battles at sea, to show the exacting nature of these crucial hard fought convoy missions, one has the option to simply convert your Akizuki into Wakatsuki.

By October 1944 Wakatsuki carried the standard main dual-purpose guns and torpedo outfits noted above, but possessed no less than forty-one 25 mm cannons in seven triple and twenty single mountings.

Why consider her for a build? Well from my reading, her story in escorting these runs to Leyte is telling on a number of levels. Her performance on her last day, 11th November 1944 guarding TA-3 ended with her loss under intense concerted air attack. This was especially poignant given her primary anti-aircraft role. All these factors single her out for possible modelling attention, obviously after some research, especially in confirming her specific bridge layout.

The option of modelling a faithful example of Fuyuzuki is yet another possibility, in particular as she appeared during the ill-fated Yamato sortie to Okinawa on the 7th April 1945. This was when she became the command ship for rescue operations after the Japanese 2nd Fleet was utterly defeated, quite a crucial role and action worthy of modelling. However, this would certainly require far more research and remodelling, to accurately convey her extensively repaired bow following torpedo damage inflicted on the previous 11th October, over my basic stock Akizuki.

Like the rest of the original Akizuki model, the 25 mm pieces provided are very nicely crafted pieces. However, if one wanted to really highlight this one core area of such an anti-aircraft destroyer, the enhancement of these elemental, and prominent, 1/350 scale IJN 25 mm mountings can be successfully achieved through Veteran Model's dedicated resin and etch sets. These, I believe, offer good value for money, with more than sufficient detailing to satisfy the most discerning modeller. Their VTW35033 set with ten Type 96 25 mm cannons in triple mountings and VTW35035 with twenty single 25 mm pieces, costs around £10. Not a cheap prospect, but one which would achieve its primary objective of super-detailing this crucial aspect of any Japanese subject model, with a considerable number of surplus units over to incorporate into future projects. It has to be pointed out that there are other IJN 25 mm outfit sets available from other respected sources.

From my recent research into this subject, I can appreciate that the Monochrome (Trumpeter) 1/350 scale Akizuki has been discontinued, and, therefore, is difficult to find, especially at a reasonable asking price if it becomes 'rare'. Obviously a re-release is possible, but one would really like to see such a striking subject to be released by the likes of Tamiya or Hasegawa, following their individual successes with their Yukikaze releases, as a totally new tooling. Perhaps this will happen one day, given the high profile of this class, and its diverse modelling potential.

SOURCES

Japanese Warships of World War Two: Anthony Watts, Ian Allan, 1966.
Japanese Naval Vessels at the End of WWII: Shizuo Fukui, Greenhill Books, London, 1991.
Warships of the Imperial Japanese Navy, 1809-1945: Jentschura Jung and Mickel, Weidenfeld Military, 1977.
Japanese Destroyer Captain: Tameichi Hara, Naval Institute Press, 2011. **MMI**

THE CORENTIN

PART 1

A DETAILED DESCRIPTION OF THE BUILDING OF A 1/30TH SCALE PLANK ON FRAME MODEL OF A POWERED BRETON 'CORDIER' CIRCA 1904

AUTHOR: ERIC BAUTHIER

The construction of this model called the Corentin was inspired by an old map discovered in a maritime library. It represents a Cordier of an unregistered type of motor-sailing vessel found on the French coast around 1904. Details were not plentiful and so it was necessary to find other sources of references. The Corentin's construction was aimed at the average modeller, and so this article will give step by step instructions on how to build and launch this type of sailboat. At the end of the construction, René Lefèvre, an expert in the field, redesigned the plan of this model, under the sometimes imperfect guidance of the author, to provide sufficient information to encourage readers to build a similar model.

The original plan mentions a motorised Cordier from 1904. The term Cordier is, apparently, more attached to Normandy, while we sometimes speak of 'bao' (or baos) in Brittany. In the Mediterranean, this type of craft is called more accurately 'longliner'. Although the fishing technique is the same, its name differs depending on the region such as rope fishing or longline fishing. It is under this last name that this technique is best known.

Longline fishing is the use of a long master line, stocked at regular intervals with more small secondary lines, themselves equipped with hooks, bait or a lure. There are two essential forms of longline: a line drifting in the water between two floats (floating or surface longline), or it is settled on the Seabed (demersal longlining). In the first case, it is intended to catch sea bass, shark, tuna, marlin, and in the second case, it is designed for dogfish, sea bream, gurnard, and whiting. Note; that both sorts of these lines can be deployed at the same time.

Casting and reeling in the line were at first performed manually. Later ships were equipped with a hand winch and eventually a powered winch was installed.

Modernised, longline fishing is still practiced nowadays, and because of the technical performance of present day ships, the lines can be several tens of kilometres long and contain thousands of hooks. One of the advantages of such fishing, is that it does not harm fish which brings added value to the catch.

Longline fishing is probably the most ancient fishing technique; it was practised from the shore or beach long before man started sailing.

SUMMARY OVERVIEW

The only information available regarding this Cordier is shown on the plan. The hull is 15.58 m in length, 4.65 m wide, its draught is 2 m and has a displacement of 50 tons. This data allows for several possible interpretations which influence the sailing qualities of the Cordier. Although it has smooth lines its stability seems far from what you would expect.



Corentin, a 1:30 scale model of a French motor-sailing vessel from about 1904



Preliminary study of Corentin through watercolour

This ship is propelled by sails and an engine, probably using benzol (benzene and toluene mixture), which produced 90 hp and propelled the craft to a maximum speed of 8.6 knots, or 16 km/h. The bridge is equipped with an ice chute, which proves that the hold has a 'cold room'. This room must have been equipped with a water pump. The main mast and the chimney are collapsible which suggests that the vessel stored everything below the decks and could travel up streams in order to carry cargoes inland; this is where the engine was particularly useful. Note, the mizzen mast is not folding on the original plan; therein lies a mystery...

This motorized sailboat has a main mast with a spar and a mainsail. At the rear is located a mizzen mast with its boom, its spar and sail. At the bow is a bowsprit with a jib and a staysail. A tender is positioned on the bridge as well as a hand operated winch on the starboard side. The skylights are positioned at the front and rear of the bridge. The gangway is shown. Its railing leads to a bar spreader visible on the deck which is an extension of the rudder stock.

SOME CONCEPTS

A plank on frame hull consists of a keel and frames. The keel gives the bow to stern profile of the ship, while the frames give its volume and curves. In the case of this model Cordier, we used a construction technique that may seem less traditional while remaining authentic. Indeed, it wasn't the keel which was cut to shape, but the whole profile of the model was cut out in one piece (see pictures). However, for the sake of simplicity, we will continue to call this component the 'keel'. Unlike usual constructions where frames overlap notches in the keel, here they are half bulkheads that are glued on each side of the keel. Note this method of construction makes it easy to adjust the frames to make sure the final hull has the desired shape.

THE STRUCTURE OF THE HULL

The initial plan was resized using a photocopier to get a suitably sized model for the designer to work with. The chosen length of the hull was 50 cm, which represented a scale of about 1:30 (1:31.16 to be exact), as the original measured 15.58 m. The keel was transferred using carbon paper onto a sheet of 3 mm plywood. Accuracy was maintained by using a ruler, French curves, and drawing with a very thin pen.

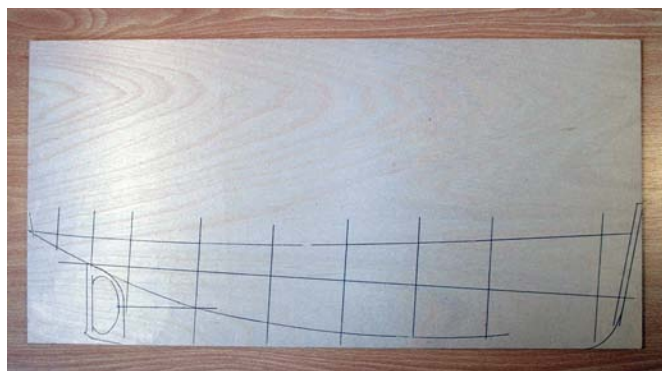
Using a band saw, the keel was cut to within a millimetre of the lines; it was then sanded to the exact shape. Note in the pictures that notches, intended for mast steps, were included and cut at this stage. The cage for the propeller, as well as the slot for the propeller shaft, was also cut at this stage using a scroll saw.

The frames were transferred and worked on in pairs to make sure the two sides were identical. They were formed in the same way as the keel, i.e. by sawing and sanding. The bulkheads were glued one at a time on one side of the keel using wood Pattex 300 glue. This adhesive was used for almost all of the construction. Good alignment of the frames was continuously checked with a set square. Afterwards, the second side of bulkheads was positioned. A plank was then glued on top of each pair of frames across the entire width of the hull, it completed the whole while emphasising the curve of the deck; later these will support the base of the decking.

Where the hull curves the frames must be chamfered in order to give maximum contact for gluing the planks. This was particularly the case at the bow and stern of the model, where the hull is more curved. The angle of these bevels was determined using a plank placed freehand and on which the correct curvature could be marked out.

The keel and frame structure was held firmly on a work board using two brackets and metric screws. These were arranged in such a way that it was possible, at any time, to compare the structure with the original plan. This would prove useful, for example, during the placing of the bottom hull planking.

Due to the characteristically sharp curvature of the front of a boat, the bow was formed from two blocks of pinewood. There are softer woods, such as balsa, but experience has shown that these timbers, when in contact with certain glues or nails, can disintegrate over time. The bow and the first pair of frames were drawn onto these blocks and then they were carefully sawn. Finally, these were glued onto the sides of the bow, while the excess material was removed using a cutter mounted in a Dremel type drill. Sandpaper was used to finalise the shape. This completed the basic keel and frames.



Longitudinal section of the keel was transferred onto a sheet of 3 mm plywood



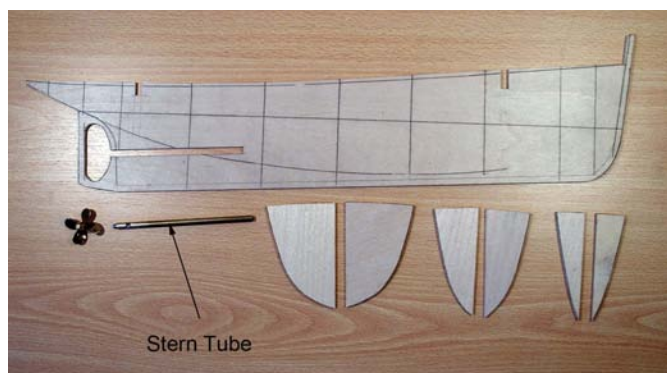
The bulkheads were copied using a sheet of carbon paper. The accuracy of their shapes was ensured by the use of a French curve, a ruler and a sharp pencil



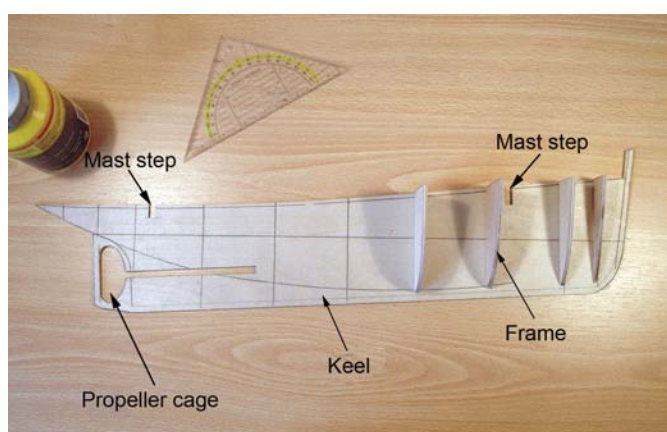
Each component was cut to a millimetre of its original line



The pieces obtained by sawing are adjusted using a fixed sander



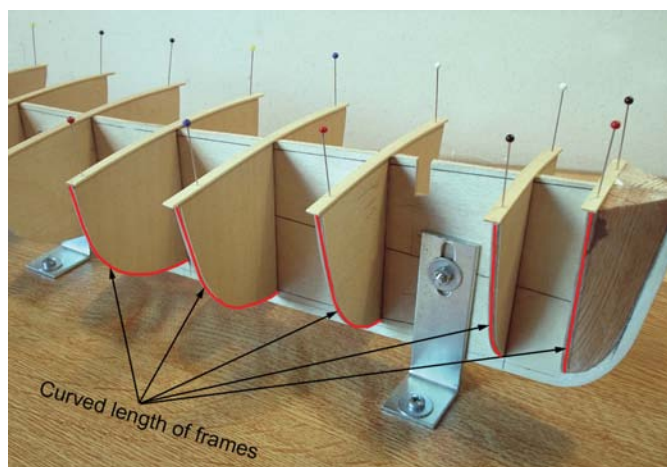
The cross section and the first frames. Note the notches for the masts and the elevated bow which was designed to help the helmsman steer a course from the bridge. Note the four-bladed propeller and stern tube. The latter was later replaced by a threaded rod of 3 mm diameter, a size which corresponded to the thickness of the plywood



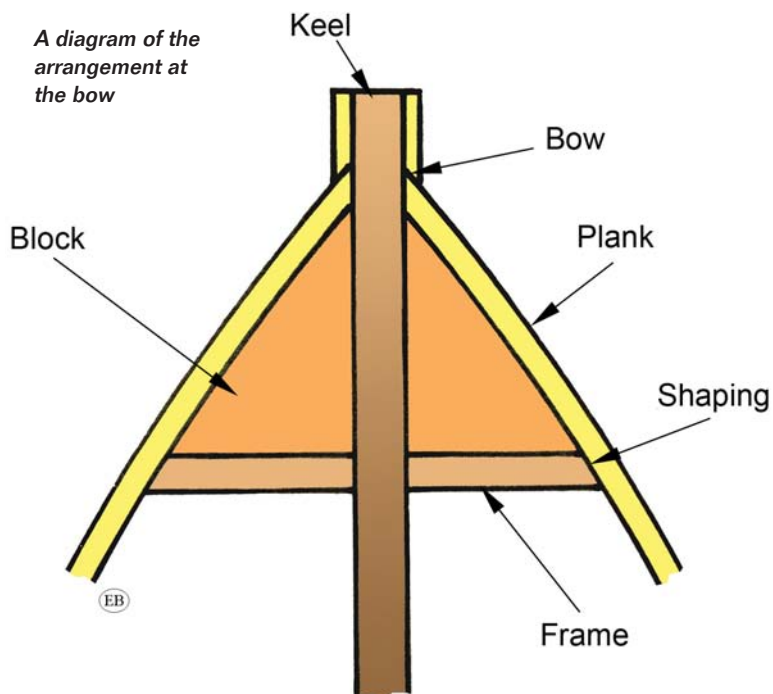
The first frames were glued onto one side



Frames were installed and some of them required bevelling to facilitate the planking. Note the stand system used to hold the structure in place while the other side frames were added



The diagram shows the length of curvature of each frame. This is used to calculate the width of each plank where it touches the frame. You can also see the plank placed on top of each frame to give additional rigidity and support the deck

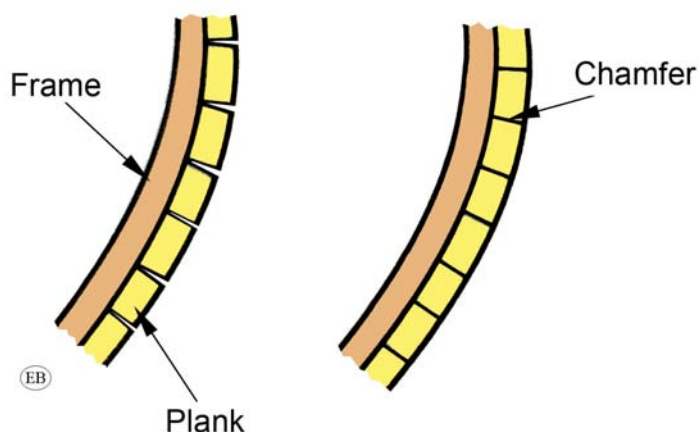


The structure at the bow

THINKING ABOUT PLANKING...

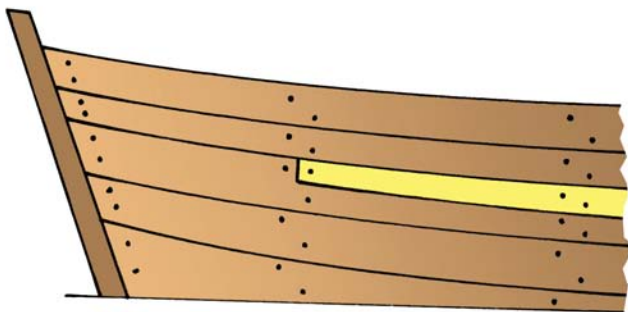
Basswood planks are available from retailers 1.2 mm thick and 5 mm wide; which ideally suit the scale of this model.

Due to the different lengths of outer curves of the frames it was not possible to use planks all the same width throughout the length of the hull. This would only be possible if we were to plank a symmetrical shape, such as a cylinder. In the case of the Cordier, the length of the outer curve of the largest bulkheads, that is to say the distance between the keel and the deck line measured 11.5 cm. This meant that 23 5 mm planks were needed on each side of our Cordier. However, at the stern the last pair of frames had an outer curved length of only 56 mm. When we divided this length by 23 it gave a plank width of only 2.4 mm; the same calculation was performed for each pair of frames.

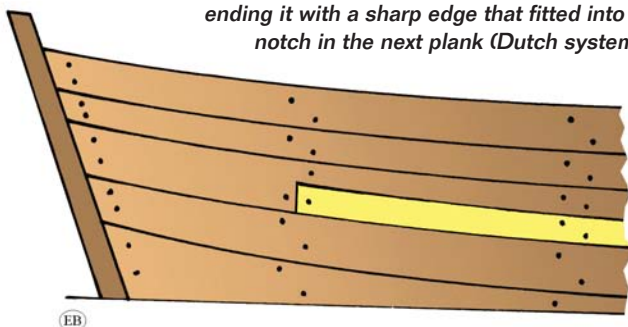


The wrong and right way to fit planks together

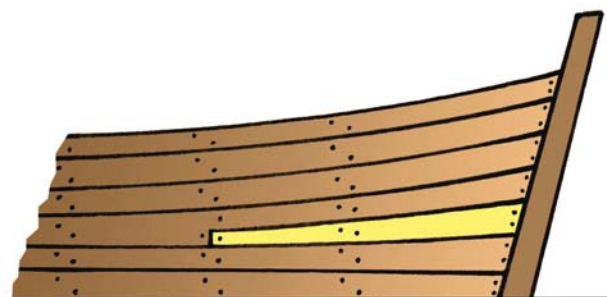
Cross-section of the right and wrong ways to place the planks against each other



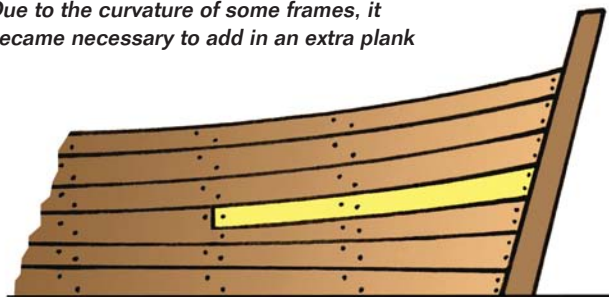
It was sometimes necessary to remove a plank ending it with a sharp edge that fitted into a notch in the next plank (Dutch system)



Examples where the number of planks needs to be reduced.



Due to the curvature of some frames, it became necessary to add in an extra plank



Examples where an extra plank need to be added

It was easy to measure the length of the curve of each frame using, for example, a strip of cardboard that was placed between the keel and the deck line, and marking the two ends. Then when the tab was laid out flat, it was measured accurately and the resulting length divided by the number of planks (23 in our case) to give the width of plank needed at that particular frame. Therefore, it was thanks to these measurements, that it was easy to determine the width of plank required at each frame.

Note that the minimum width of a plank can, in principle, not be less than half of its greatest width. In this case the 2.4 mm width at the stern was just about tolerable. However, if this dimension was smaller, it would be necessary to remove one of the 23 planks. The adjustment would take place at the frame before the location where the width was no longer acceptable. The length of the outer

curve of the remaining frames was then divided by 22. Therefore, a shortened plank, which ends with a sharp edge (Dutch system), was housed in the upper or lower plank, and it was, therefore, joined with a notch. In contrast, if the hull is more flared in some places, it would be necessary to insert an additional plank. This was needed on our model.

CUTTING THE PLANKS

The process of plank cutting began with bevelling the upper edge of the plank so that it fitted with its neighbour. We will talk about this later. It was necessary to mark the location of every frame on each plank and the appropriate width as determined by the calculations mentioned above. The final step was to cut the plank, for example, using an X-Acto type cutter guided by a ruler, finally adjusted by soft sanding. Other refining techniques exist...

THE BENDING OF THE PLANKS; TO EACH HIS OWN METHOD...

Due to the small section of the profiles used and the nature of the wood, it is possible to flex the planks such that they will keep a rough shape, for example by bending round to fit at the bow, or bowing them width wise to respond to the sheer of the deck or even by twisting them to fit the bottom of the transom. The operation, which is simply done by hand, is intended to reduce the strain when bending the planks to fit the frames. However, where sharp curves are required it is necessary to make the wood more flexible, both in its thickness and its width, the planks can be bent with the help of steam from a kettle, a simple and fast process. If, however, the entirety of a plank should require steaming in this way, we recommend placing it in a pipe, arranged diagonally above the kettle, so that the steam will flow through it.



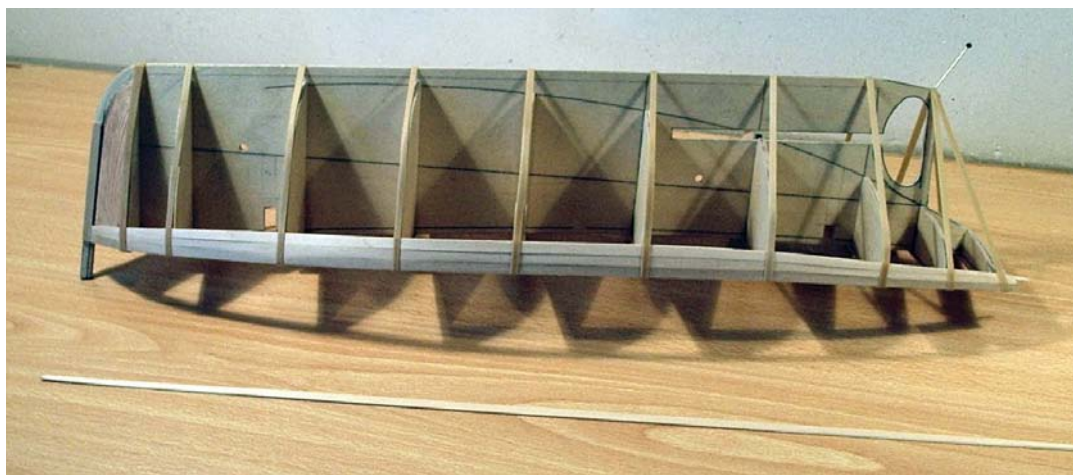
Softening wooden planks using steam

Another technique is to bend each plank on the model, wetted beforehand, and using a small iron (the iron turns water into steam), or the round bit of a soldering iron.

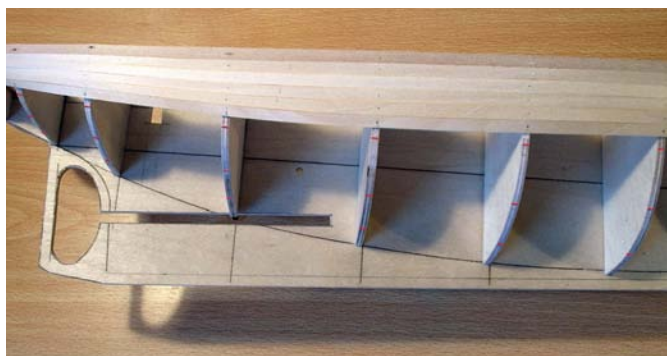
You can also soak the planks in ammonia solution. To perform this operation without filling the workshop with fumes, or even the house, and not polluting the environment, a rigid electrical tube can be used. One end is tightly plugged and the tube is filled with ammonia. The planks, cut to the correct length, are then immersed for a period that varies from 45 minutes to a few hours; the other end of the tube being blocked for this period. Finally, the planks are rinsed, wiped clean and shaped on the model.

One can also soak the strips in a warm soapy water solution to get a good fit on the frames or on a jig. As it dries it will retain a large part of the curve that was imprinted into them.

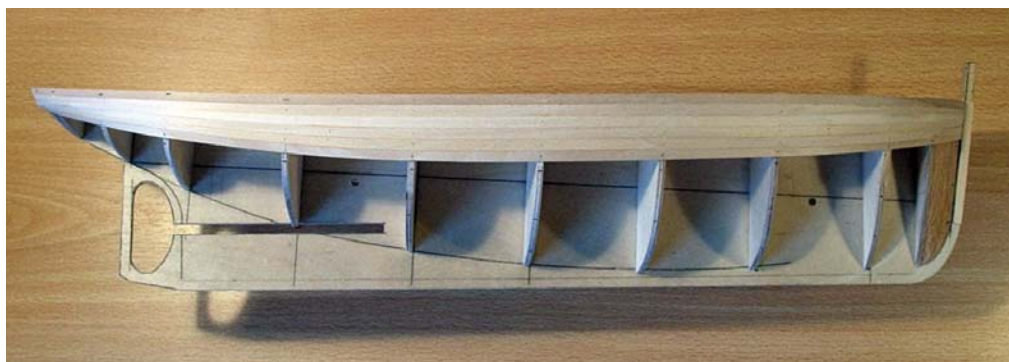
Another solution is where the hull is to be 'clinker built'. The shape at the deck line is transferred onto a sheet of plywood to make a template. This template was used to cut the first plank. It has a shape which is similar to a banana or an 'S' shape. Thus there is no question of having to bend the slats width wise. Then the



An example of holding planks in place using rubber bands



The glued planks were held in place by pins, here they have been removed. Red marks were plotted onto the frames to ensure the proper alignment when additional planks were to be inserted



ABOVE/BELOW: The planking progresses



other planking elements are made in the same way, one after the other, not with reference to the gunwale but to the previous plank. Note that the upper plank slightly overlaps the one below.

Although the hull will be subsequently painted and it will be almost impossible to distinguish the lines of the planks, we have the satisfaction of knowing that construction was conducted to the highest standard.

THE POSITIONING OF THE PLANKS

The installation of a block at the bow and keel is designed to give a large gluing area for the firm holding of the planks. The planks were installed against one another lengthways as opposed to 'clinker building' where the planks slightly overlap each other.

Glued planks were held in place in pairs using, for example, flat rubber bands, clamps, pins or fine nails. Hitting the nails with a small hammer may jeopardise the solidity of the structure if it is held on a stand as shown in the photograph, placing a wooden block between the model and the wall opposite easily overcomes this problem. Another solution was to nail the planks to the half frame while lying flat on the bench; a solution which was probably more problem prone. In this instance, pins were pressed by hand and then employing elastic bands proved to be sufficient to carry out this operation successfully. Note that the thinness of the planks allowed only limited sanding work. It was, therefore, imperative to

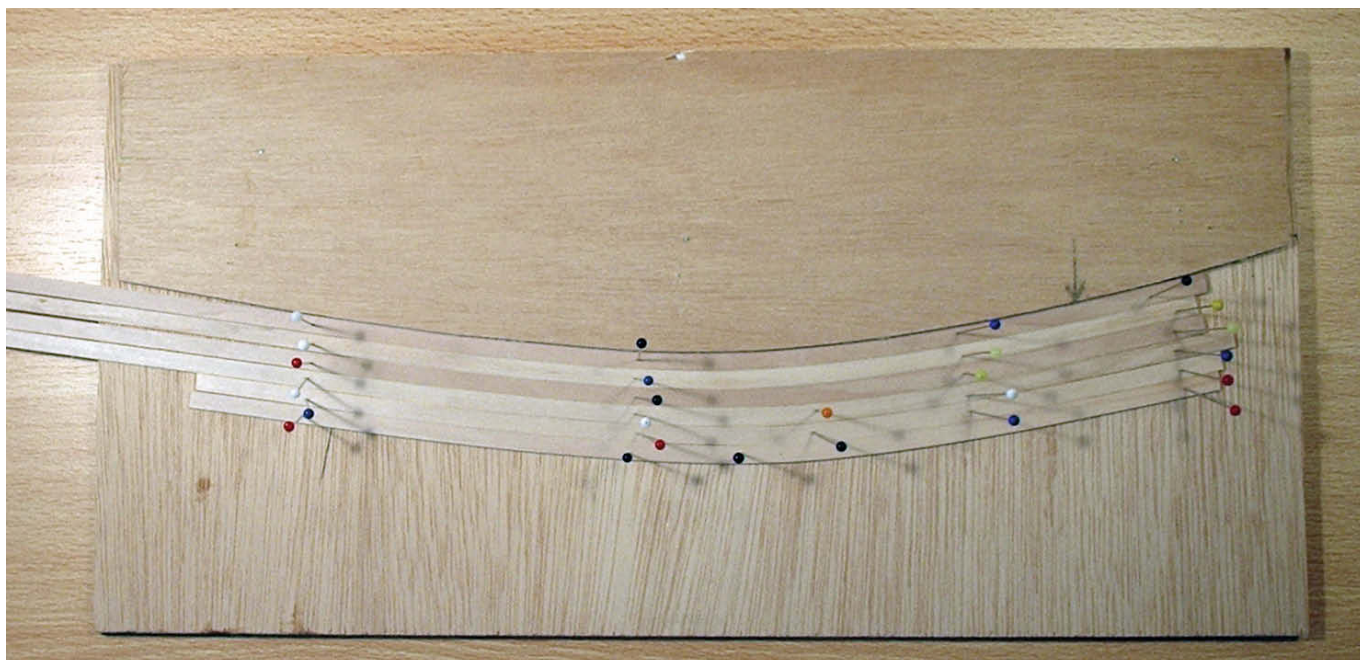
take the utmost care when laying the planking. The use of elastic bands here was helpful, since these, properly stretched, curl around the curved shape of the frames.

The planks are installed on alternate sides in order to balance the forces applied to the hull and prevent any distortion. These planks were fitted closely together by bevelling their edges so they touch perfectly and so that they follow the curvature of the frames and do not warp or buckle. With each installation of a plank, the inner join was thoroughly coated with a film of wood glue which strengthened the construction.

The small holes left by the pins were sealed using wood glue and finally, the planking was carefully sanded. The operation took place first using fine sandpaper (150 grit) and finished using very fine abrasive (600 grit).

THE PLANKING OF THE KEEL

The propeller shaft was threaded 4 mm at the propeller end to take the four-bladed propeller. The rest of its length was reduced to 3 mm diameter



The keel planks were steamed into shape, one after the other, using a template modelled on the shape of the hull

to match the thickness of the stern. Before the planking of the keel, this was glued in place using cyanoacrylate.

For bending the planks along their width, the use of a template that displayed the shape of the keel was useful. This was made of plywood. Each plank was made flexible by steaming, placed flat against the template and held in place by pins. They were installed against one other. To shape the other side of the keel, the template is simply reversed. After drying, the planks were glued to the keel. Subsequently, this group were carefully cut to shape so they fitted around the propeller shaft and the bottom of the keel.



The planks were glued on the keel. Subsequently, the appropriate shape was cut for the installation of the propeller shaft and the bottom of the keel



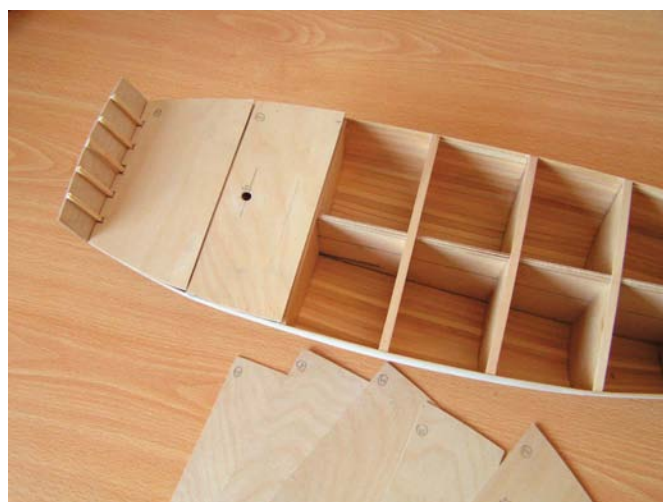
Then the other side of the keel was covered. Because of the thinness of the planks, it was decided not to over sand the hull so the occasional use of mastic was needed. This was a problem as the hull was to be painted

So, in this case, only the keel was lined with planks so that the hull was shaped directly onto matched frames. Note that it is often useful to carry out a second planking after the first, as the second layer is easier to bend and place, in order to get greater accuracy and sharpness of the work. This technique allows pencil marks on the initial planking to trace the exact line of each plank.

STANCHIONS AND BULWARK

Before the bulwark stanchions are installed, the bridge is transferred to a sheet of 1 mm plywood. We worked in layers to more easily match both the sheer and deck camber. This requires seven pieces, and the lower deck was planked later. It was useful to cut the decking at this stage as it was tested without the bulwark stays in place. The transom was made from 1 mm plywood and its horizontal planking was shown by engraving with an X-Acto blade with a 'hook' shape.

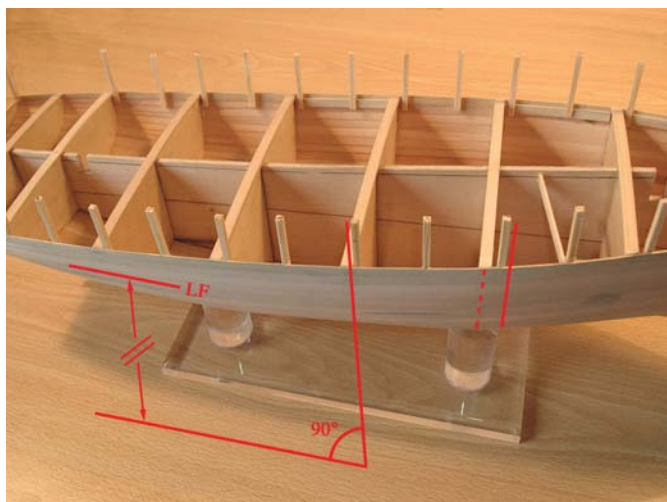
The stays are cut from a square sectioned 3 mm pine. They were made 10 mm longer than required in order to fit them into the hull. The model was made level, both vertically and horizontally, in the latter case with respect to the waterline. The bulwarks were then aligned squarely with the plane of work and exactly over the frames.



The lower deck was cut to size before building the bulwarks. The deck consisted of several parts to make sure they snugly fit the camber and sheer of the model



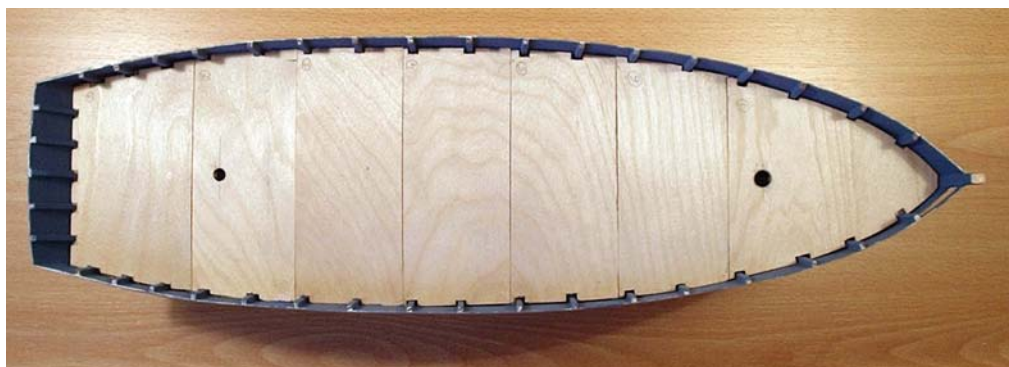
A spirit level was used to accurately align the model before constructing the bulwarks



The bulwarks were installed perpendicular to the stand, the waterline and the frames all at the same time

Remember the frames are perpendicular to the waterline and consequently perpendicular to the work plane.

The stays were glued while constantly checking their height using callipers, keeping them parallel with the hull and perfectly aligned with the frames. In the latter case, it was helpful to use a small reference template consisting of a single plank provided with a notch that fitted between the deck beams. This gauge was simply placed vertically against the frame, giving proper reference to the perfect alignment of each stay. Intermediate bulwarks were then inserted very easily. These components were securely attached and reinforced by a thin layer of cyanoacrylate dusted with baking soda. This substance has the special property to catalyse this type of glue and ensures a solid construction. It was necessary to put



The lower deck was installed prior to the gunwale. The interior of the bulwark has recently received its first coat of paint

some pressure on the stays while shaping the bulwarks hence the need to attach them firmly.

Finally, the bulwarks were built up using the same planking methods as for the hull. Two scuppers and a hawse pipe were then cut into the bulwarks. A rubbing strake shaped from a square section of 3 mm beech was glued on either side of the hull. Its edges were rounded with sandpaper. At this stage of construction, the lower deck which was previously cut was installed; it was given notches which allowed it to fit around the stays. Finally, beech gunwales 5 mm by 2 mm were first bent and then glued. The beech was used as it was very flexible and so easy to shape.

THE RUDDER

The rudder consisted of a blade in 3 mm plywood, tapered on its outer edges. It had two pintles, made from brass, of which the top is equipped with a rod that passes through a blind hole. The stern was equipped with gudgeons. Each gudgeon had a small brass band into which the marks of rivets were stamped. These small bands are known as 'legs' or 'pintle branches'.



The alignment of the pintles on the rudder

THE BEST IS THE ENEMY OF THE GOOD...

Due to the light nature of the hull it required significant strengthening. This was done once the planking had been completed. Medical gauze strips saturated with wood glue that had been slightly diluted with water were applied copiously to the inside of the hull. Afterwards, due to a too high humidity, the planks split apart! A most unpromising outcome!

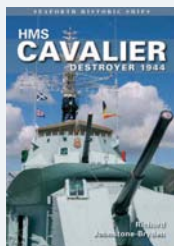
After drying for a few days, although the phenomenon was less obvious the planks had not returned to their original shape, the hull was indeed distorted. The only way to sort out such a mess was to coat the hull with a layer of a coating designed to fill the crevices. A

two-component polyester putty for car bodywork was chosen for this. After applying carefully and doing much fine sanding, a smooth surface was finally achieved. Fortunately, because very little of the putty used was exposed here and there, the final planking showed very little effect from what was a laborious task.

In Part 2 Eric will continue the detailed instructions for painting the hull, planking the deck, rigging the masts, and adding the detail required to complete the model. **MMI**

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THE SHIP-OF-THE-LINE SAN ILDEFONSO

THIS WAS THE FIRST OF EIGHT MUSEUM QUALITY SCALE MODELS BUILT BY YOSNARDY AND YOSNIEL USING ONLY THE BASIC EQUIPMENT AND MATERIALS AVAILABLE IN CUBA

AUTHOR'S: YOSNARDY AND YOSNIEL BOUZA MIRANDA



Aerial view of the model ship from the port side

HISTORIC REVIEW

The ship-of-the-line San Ildefonso was the first of seven ships called The Ildefonsinos belonging to the Spanish Navy. Its construction began in 1784 in Cartagena, built by José Romero de Landa. For the construction of this project, he followed the design of the French ship San Juan de Nepomuceno, although the length was reduced and the beam was increased.

Early in May 1784, work began on this 74 gun ship and on 22nd January of the following year, during the 'vespers of Saint Ildefonso' festivity, it was launched, and that was the reason it was given this name. The length was 54.60 m, the beam was 14.91 m, the height was 7.18 m, and its displacement was 1,600 tons. It was renowned for its speed and great manoeuvrability, and for that reason was frequently used in exploration missions. In the first year it was tested against the Nepomuceno, the frigate Brígida and the frigate Casilda. After very positive reports, assessed by José de Mazarredo, the rest of the Ildefonsinos were built.

The ship had an impressive service record in the Spanish Navy. Among the commendable actions can be mentioned its

incorporation to the Mazarredo squadron in the Agiers Campaign, where it was remarkable because of the speed and operating capacity. It was the flagship of Federico de Gravina when Tolon was occupied in 1793.

In 1795 the ship transported wealth for Cartagena's army and later brought riches from America to Spain. San Ildefonso participated in the Battle of Saint Vicente Cape in 1797. Two years later she was assigned to the American seas, carried troops to Santa Fe and Caracas. On her return a sub-lieutenant of the militia of Caracas, Simon Bolivar, embarked as a 16-year-old passenger and travelled to Europe as a student.

In 1800, under the command of Francisco Alcedo Bustamante, the ship harassed British ships in front of the port of Havana. Don José Vargas was its captain in 1805, when the ship was part of a squadron of the combined fleet in the Battle of Trafalgar. Thirty-four men of the crew died, at the same time that 126 were wounded. The ship was captured and moved to Gibraltar, where it remained until 1806. Then it was taken to England where it began serving the Royal Navy as HMS San Ildefonso until it was retired from service in 1816.

THE BEGINNING OF THE PROJECT

MMI has published articles on other boats we have built, but this model was the first work we did that was destined to be displayed in a museum. This meant it was very important, for our reputation and future as model boat builders, to put in the maximum effort to



From left to right, Yosniel and Yosnardy standing by the model ship



The figurehead after it was painted

Office in Havana. Immediately the Director agreed, and after some negotiation we began working on the model.

THE MODEL SHIP CONSTRUCTION

As usual, we completely scratch-built this model ship. This meant that all pieces and parts were hand made by us. We needed to spend a lot of time planning the work because we didn't have the ship's plans. We had one of the twin ship El Montanés and with the plans and some engravings from those times, short descriptions, some books and the ship's images in the book Arsenal Models of the Naval Museum of Madrid, we were able to design our own

obtain the best quality model possible as that would open doors in the world of building model ships.

In 2007 we were trying to find a ship with an interesting history that had relevance to our country; we discovered that the San Ildefonso was what we were looking for. As already stated the ship had harassed British ships sighted in front of the port of Havana, and Simon Bolivar made a 48 hour stop at Havana on his journey to Spain. Thus, we made a proposition to build the model ship for the Simon Bolivar Museum at the City Historian



The stern seen from port side

plans and had a clear picture of how our model ship would be built.

The model ship was built using a plank on frame method at 1:75 scale. The keel was made of cedar wood and plywood was used for the frames; these were the first assembled pieces. All the planks used for the hull and the decks were made of cedar. After planking the hull, we started building all the deck parts and fittings, such as the bitts, delaying pins, the belfry, the galley with its chimney, the wheel, artillery, etc. All the small pieces requiring lathe work, such as the bell, the wheel and the 74 guns were made with a small hand drill. In the case of the cannon we used special cutters made by ourselves. The cannons were made from jobo wood and were painted black. Finally they were well abraded and varnished so they looked as though they were made of metal.

We mounted all the ship's artillery with the correct tackle, although at this scale it is not usual to do this. There were a lot of gratings on this model and they proved difficult to construct. The carving of the wooden figurehead was also challenging as our experience of carving was limited to small toys when we were children. We now needed to carve the head of a lion very accurately. Also the complicated parts and curved shape of the bow was another small challenge. The stern was not less complicated, as the ship had a stern with windows on the lower part and a balcony with a lot of balustrades on the upper part. All the spindles for the balustrade were turned on our home made lathe one at a time.



ABOVE/BELOW: A view of the prow from port side; the bow sprit rigging can be seen, and the lion figure-head



The stern from starboard side, the stern frame can be seen



General view of the model ship from port side



ABOVE/BELOW: Aerial view of the model



Aerial view of the model ship from the starboard side



A general view from stern on starboard side of the model ship

The hull was painted using the colour scheme set out in the Royal Ordinance of the time; this indicated the colour each part needed to be painted. As on the original craft we covered the lower hull with copper plates. Plates were cut to scale from a sheet of copper and had the nails simulated by scratching.

The masts, the bowsprit, the platforms on the masts and the yards were made of cedar. For the rigging of the model, we only had cord of one size, so we had to build a ropewalk to form ten different thicknesses. When we

built the standing and running rigging, we painted the ropes with a mixture of black and green paint to simulate the tar. For the running rigging the cords were whitened with a water and chlorine solution, because the original colour of the cord was too dark to be correct.

We were specifically asked by the museum to form the cross-jack yard as seen on the model. Jobo wood was used for the dead eyes and blocks.



A view of the hull from starboard



The top deck's stern zone

San Ildefonso's Spanish banner at the Battle of Trafalgar is in the National Maritime Museum at Greenwich, London, and so we were able to get the exact dimensions of the flag. This made sure it was the right size. The flag, the pennant and the shield were hand painted thanks to the skills

we have developed since childhood.

To signal the completion of the model we ceremonially raised the flag and pennant, something we always do at the completion of our projects. We had begun work in January and finished in July 2008, working from 10 to 12 hours daily.

ABOUT THE SHIP MODEL MAKERS

We have developed skills in painting and handcraft, all being self-taught, since childhood. It was not until 2007 that we started



An aerial view of the model ship from port side

building model ships and, as we have already mentioned, this was the first of eight of our models to be displayed in the city museums. We have also built other models for collectors from different parts of the world.

Once more we want to thank MMI for publishing this article to be read by friends in other countries.

Translation: Jorge Echeverria Cotello **MMI**



The model ship seen from port side, the jumbled rigging can be observed



The stern of the model ship from starboard



An aerial view of the model ship from the bow

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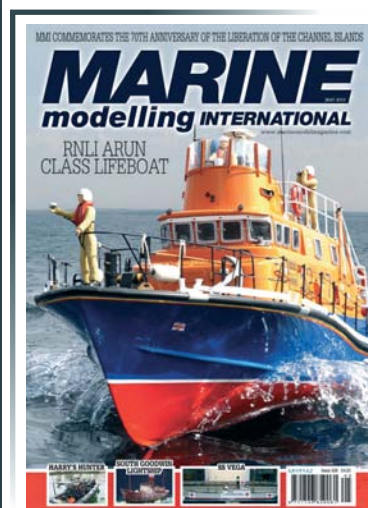
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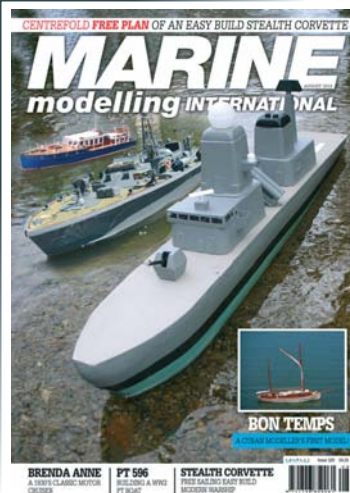
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RIVOS PT 2

IAN CONTINUES HIS REVIEW OF THE RIVOS RTR BOAT WITH A LOOK AT THE BRUSHLESS UPGRADE PACK

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



The complete upgrade kit

It is easy for someone, like me, who races fast electric boats to look at a RTR beginner's boat, like the Rivos, and dismiss it as being slow. But as I said in my original review last month, its near 15 mph speed in standard trim will be quick enough for a young person new to fast electrics. Just to put that speed into perspective, the averagely fit human male can run at around 15 mph for short periods and I suspect most of us even less than that. So imagine running flat out along the side of the lake/pond and having the boat pull away from you! Just as a matter of interest, Usain Bolt reaches a speed of almost 28 mph during a 100 metre race!

Anyway back to the Rivos. If you wanted you could always fit a hotter brushed motor, the hull will certainly handle it, as you are about to find out.

THE BRUSH OFF

If you feel the need to go faster, one of the best ways is to give the brushed motor the 'brush off' and go brushless. Helion have this angle covered and have produced a full brushless upgrade kit for the Rivos which retails at £64.99, although you may find it cheaper at the hobby shops and online stores. Before you think that it may sound a little expensive, let me tell you what you get for that money and believe me you get quite a bit. Not only do you get a brushless motor, but you get a new coupling because the shaft

has a bigger diameter than the original brushed motor. Also a new motor mount, more water cooling tubes (because the tube lengths are different for the brushless version), a dedicated 40 A brushless ESC and last but by no means least, a 3600 mAh 3S LiPo battery. You add those up separately and you'll see what I mean about value for money.

MOTOR MUSINGS

The motor is an 1800 kV outrunner, which is a little unusual in that it is water-cooled. For beginners and those not really familiar with brushless motors, a little explanation might be handy. Now I can't go into great detail here, for obvious reasons, but basically there are two types of brushless motors used in models that you will come into contact with, inrunners and outrunners. Inrunner motors have a fixed can like a normal motor, so you can keep them cool by fitting a water cooling jacket, or a coil made from aluminium tube like the one fitted to the standard version of the Rivos. On the other hand, in the outrunner, the whole case rotates with the shaft so making it impossible to fit a water jacket or coil. On this Helion motor the cooling ring, for want of a better name, is mounted at the front of the motor (in fact is the front of the motor) and the front bearing is integral with it. It all seemed to work OK as the motor never got warm during testing.



Fitting the new motor (see text)

Just for information for any newcomers reading this, the term "1800 kV" refers to the fact that the motor will spin at 1,800 rpm for every Volt fed to it. So for example a 12 V supply would mean that in theory the motor would spin at $1800 \times 12 = 21,600$ rpm. I say in theory because in actual fact there would be voltage drop through the ESC and connecting wire etc. But the calculation is near enough to work with.

The motor is on a par with others fitted to this type of beginner/intermediate Fast Electric boat, but does look bigger because of the cooling arrangement. The motor certainly seems strong enough and swings the same size prop as the bigger (but slower revving) 550 brushed motor in the standard model. I will discuss this more when I get to the section on running the modified boat.

THE ESC

As with the standard brushed ESC, this brushless ESC is 'plug and play'. There is no way to change any of its settings, either with the transmitter or any sort of programming device. Now this may sound restrictive to some, but I think for beginners it is an excellent idea. There is less of an opportunity for things to go wrong. Having said that, when I had completed the conversion and tried things for the first time, the ESC didn't work, it wouldn't arm. J. Perkins were brilliant here, as soon as I informed them of the problem, a new ESC was sent straight out to me and this worked fine.



Installing the new ESC

Now, as J. Perkins are a distributor, it is not possible to buy directly from them. But any model shop should quickly replace any faulty parts in the unlikely event of that happening. I wouldn't worry about faults, I am sure it was a one off, it can happen to any product. In fact over the years I have had several ESCs which cost more than the whole Rivos set up (including the brushless kit), burn out as soon as I plugged them in!

THE BATTERY

There really is nothing much to say about the battery pack itself. It is a 3600 mAh 3S 25C LiPo pack with a Deans type socket fitted and the usual JST type balance plug. The main reason I have decided to give the battery a section to itself is to give a safety warning, and here it is. You will need to buy a charger designed

to charge LiPo cells. DO NOT under any circumstances use the charger which is supplied with the original RTR kit. This is designed to charge NiMH cells only and it could be dangerous to charge LiPo cells with it. This is mentioned at the beginning of the manual, but it does no harm to repeat it!

As the boat and, therefore, this review is basically aimed at beginners, I should explain a bit about LiPo cells if you are not familiar with them. NiCad cells and NiMH cells have a nominal voltage of 1.2 V per cell. LiPo cells have a nominal voltage of 3.7 V per cell. Also LiPo packs have a balance connector. This basically consists of several small wires going in to a small plug. The number of wires depends on the number of cells in the pack. This lead is connected to the matching socket in a LiPo balance charger when charging the pack and allows the charger to monitor the individual cells in the pack to make sure that the voltages in each cell are as close as possible.

Although each LiPo cell is rated at 3.7 V, a good cell will charge to 4.2 V. So a 3-cell pack could easily be at 12.6 V when fully charged. LiPo cells need to be kept in balance or they will not last too long. But slight differences are to be expected and are nothing to worry about. For instance, a three cell pack when charged could show 4.2 V, 4.19 V and perhaps 4.17 V. That is not too bad as there is only three hundredths of a volt difference between highest and lowest cell.

Your hobby shop should be able to help with a multi balance charger which should be able to charge NiCad, NiMH and LiPo cells. As always, read the instructions carefully before use, it is important to stay safe. By the way, do not be tempted to use the NiMH cell pack you have from the standard boat, it could destroy the brushless ESC!

DOING THE UPGRADE

Sounds like some 70's dance craze doesn't it? But this is where I get down to saying 'out with the old and in with the new'. As I said last month, the Rivos' manual is very good and it is the same when it covers the upgrade. I do have a little issue with it which I will get to at the end of this section. Because of some good design features, the physical conversion is very easy and the basic steps are covered in the manual. After the battery is removed, all you have to do is unplug the ESC from the receiver and the motor. Remove the water-cooling tubes and take the ESC out of the boat. To remove the motor you have to remove the four screws which hold the motor mount front plate to the base plate which is fixed to the hull. Retain the screws as you will need them again. Next you have to remove the brushed motor from its front plate as you need the screws from that to fit the brushless motor to the new front plate. Then fit that assembly to the base plate using the four screws you removed before.

That basically is it, except to connect the ESC to the receiver, the new water-cooling tubes and the motor to the ESC. It is at this point that I can see a little problem. Brushless motors have three wires, as do the ESCs, to a newcomer this could be confusing as they won't know which wire goes where, especially as there is no



Complete set up

mention of this in the instructions. Both the motor and ESC have three coloured wires. The ESC's are Red, Blue and Black, the motor's Red, Yellow and Black. Since this a dedicated ESC/Motor pairing, you would think that the wire colours could correspond. That would be easy to follow for a beginner, Red to Red, Black to Black and Yellow to Yellow, or whatever colours they decide on. I tend to couple the centre wires of the ESC and motor and then the two outer wires. If the motor runs backwards, just swap the outer two wires.

I have mentioned the problem to J. Perkins, who are going to look into adding an extra separate sheet to the instructions dealing with this and one other little problem which I will come to in the next section.

RUNNING THE UPGRADED RIVOS

Let's get the explanation of the problem out of the way first. Unlike the brushed set up, the brushless ESC arms as soon as you connect the battery. You get a series of beeps from the motor and then it is live so you need to keep fingers away from the prop whilst putting the boat in the water! If you remember, with the brushed ESC you have to push the trigger forward to arm it after connecting the battery. If you do that with the Brushless ESC you could disrupt the arming procedure, at least it did with mine when I tried it and I had to unplug the battery and try again. None of this was mentioned in the manual. As I mentioned Perkins are looking into the idea of an information leaflet to correct these omissions.

Right, how much difference did the upgrade make! A lot is the answer. The boat is much faster and you get that great brushless scream from the motor. I did GPS the boat and the speed was good at 21.4 mph (about a 35% increase) which is excellent. I did take a couple of photos of the GPS reading, but as the screen is a funny blue colour they didn't turn out well enough to print. I am afraid you are just going to have to take my word for it.

As the boat is in all other respects the same, the comments I made last month still stand. The boat was very stable, showing no signs of wanting to flip over. However, the extra speed could see that happen in rougher water, a good reason for taping the hatch. The extra speed also meant that I had to reduce the rudder throw again as the boat would spin out if turned sharply at speed, but that it is not at all unusual for surface drive boats. There is not all that



The modified boat tramping along nicely



Just commencing a sharp turn



(Almost) 40 mm diameter prop (see text)



The standard prop and the Octura X637 mentioned in the text



The Octura prop on the boat. This also shows the trim tabs angled up slightly as mentioned in the first part of this review

much more to say really. That boat performed exactly as you would expect and at a very brisk pace, it's all good.

Before I wind up this review, I just want to make a couple of observations about the prop. This a 40 mm (almost) composite 4 mm dog drive type and although I can't be sure, I think the pitch is around 1.4 times the diameter (56 mm). It works fine, but unfortunately props of this type are prone to wear easily especially if the water you run in is a bit muddy. Trust me you will want to run this boat a lot, so you may be looking for props sooner rather than later. I recommend the Graupner K series racing props. They are carbon composite and pretty efficient. Check with your model shop or the Internet. I tried an Octura X637 which is a racing prop. It made the boat a little quicker but introduced handling problems as the prop has more lift than the standard one and changed the running attitude of the boat.

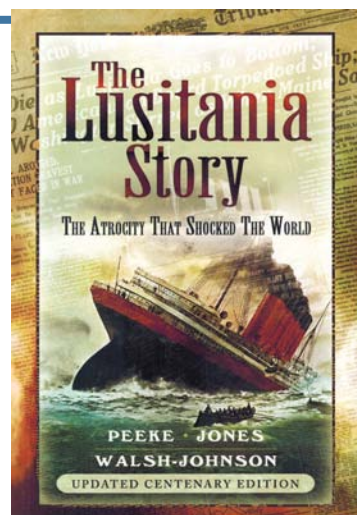
Finally, has it all been worth it. Oh yes, I liked the boat before and I like it even more with the brushless set up. The couple of problems I mentioned are not huge ones and certainly not deal breakers. Buy the Rivos AND the upgrade kit, you won't be disappointed. Recommended! **MMI**

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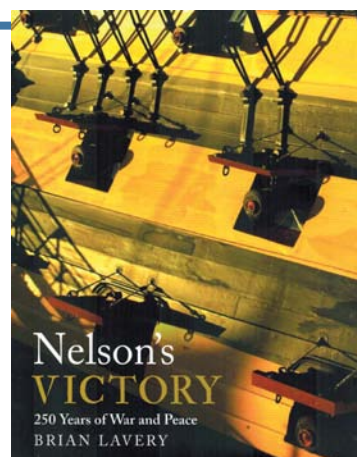


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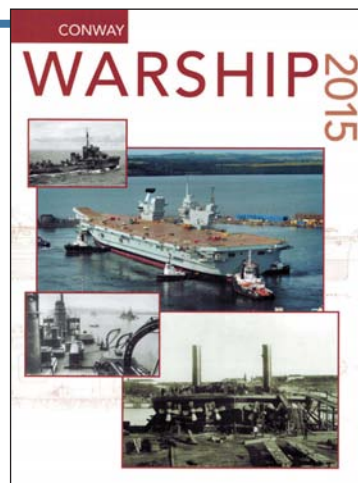


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HOBBYKING BAT 1 R/C LAND YACHT

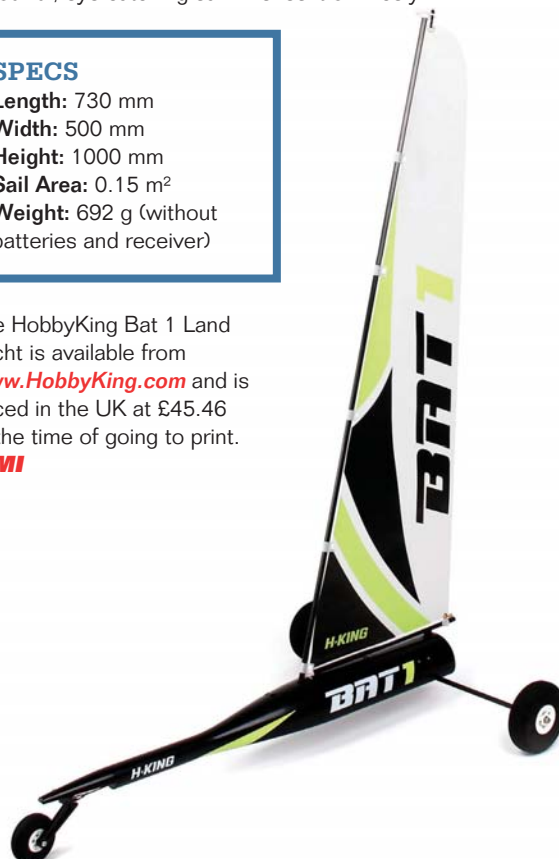
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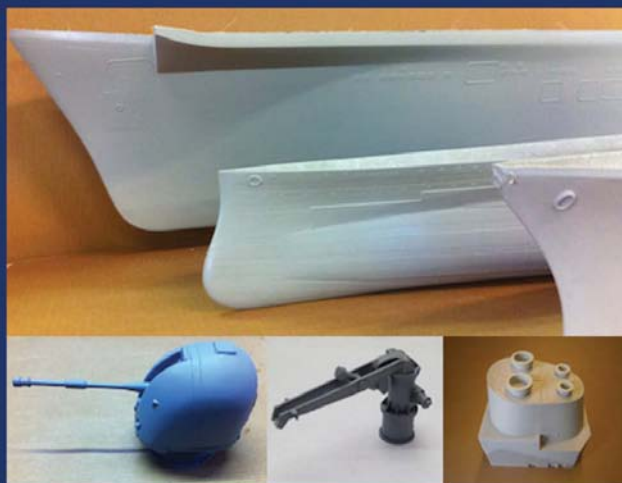
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EVENT REPORTS FROM AROUND
THE UK BY KIM BELCHER

LBES DUDLEY MODEL LIFEBOAT RALLY AT NETHERTON (LODGE FARM) RESERVOIR – 10TH MAY '15

Since this event last year I have been waiting for the opportunity to meet fellow Lifeboat Enthusiasts' Society members again at this event, organised by John Owen and Rob Smith at the Netherton Reservoir, Dudley, West Midlands (also known as Lodge Farm Reservoir), home of the Dudley Water Sports Club. It is a small affair, for those in the modelling section of the LBES,



One of the young divers – Karl – tries his hand at Alan Poole's small 1/24th scale RNLI Impact Severn class lifeboat, whilst Alan and Jeremy swap stories

to come together and sail their models, talk current projects, try and solve model boat build problems and 'nick' any good ideas seen! It has the use of the Dudley Water Sports Clubhouse, where refreshments were served all day by John's wife Jo and their family.

After the Diving Section had vacated the water, around 10.30, members started to put their lifeboats on the water and see if they could navigate the superb inner and outer harbour area that had been set up by both John and Rob.

One good bit of model boating ambassadorship was undertaken by both Alan Poole and Mike Gunn. One of the young divers, Karl from the host venue, came over and showed an interest in the model lifeboats (he is a model helicopter pilot). Immediately these two gents



The two small scale RNLI Impact Severn class lifeboats – of Jeremy in the lead and Alan's (helmed by diver Karl) in the foreground – give an impressive display



Another impressive display of lifeboat models outside the clubhouse – Bredes, Severns, a Trent, Jet-ski, Tamar, Waveney, Arun, Tyne and the Solent being tested by Graham of King Lear MBC, before going on the water

allowed him use of their small scale and 1/12th scale Severn class and Tamar class lifeboats. Meanwhile his mother took a keen interest in the models on view, especially those showing 'in build' or constructional build aspects – see, the 'grey paint' brigade play their part in any show! I will let the photograph captions speak for the models on display.



The vast water available at the venue for our lifeboats. Once the divers had finished their exploits it was our turn



John, Mike Gunn, Rob, Adrian and in the distance Graham, Marie and Alan Poole enjoy chatting and sailing around the inner and outer harbour set up. Just out of shot must be Alan Turner as his Tyne class is in the foreground

Some ramblers and local youngsters showed an interest in what was going on throughout the day, but due to the venue set up this cannot be made a general public affair.

From lunchtime onwards a good friend, another John, of the organisers kept a splendid barbeque going to further supplement the hunger needs of the members.

Every one attending, including Sue and Adrian Clutterbuck (Adrian's Marine Figures, email: adriansfigures@gmail.com) who brought their lifeboat books for sale and display, had a really good day – even the weather stayed dry, if slightly overcast.

A footnote to the event was that Rob hosted both Alan and myself and made arrangements for us to visit the local Black Country Living Museum (recently featured on television in 'Twenty Four Hours in the Past' - www.bclm.co.uk) and for the local landlord of the Old Swan at Netherton, Tim Newey, to give us an overview and recital of the old pipe organ at St. Andrews Church, Dudley. He also looked after us well at his pub and restaurant with food and local ales across the three days, although we did enjoy a superb Indian meal at the Balti Bazaar, Dudley too! What more could you ask for from the Black Country! Many thanks must go to both Rob Smith and John Owen for the event.



I think this was Chris Parr's (West Wales Model Boats) 1/16th scale Trent class lifeboat 14-09 RNLB Inner Wheel II from Barry Dock. Well detailed and with a lifelike crew

So join the LBES, come and speak to John, Rob or myself at the International Model Boat Show at Leamington (Warwick) in November and bring yourself and your model lifeboats to this event next year.



A tight fit for six 1/12th scale lifeboats, but some excellent controlling too. Right to left are Alan Turner's Tyne, Marie's Waveney, Graham's Solent, then in the inner harbour Rob's Severn stern on, Mike's Tamar and just in shot John's Arun class



Out on a shout! Mike Gunn's 1/12th scale Tamar class lifeboat 16-15 RNLB Enid Collett, based on the Shoreham Harbour, Sussex lifeboat, exposing her bow thruster. This had great LED deck lighting, just like the real boat

LBES MEMBERS' MIDLANDS LIFEBOAT MEETING AT KNIGHTCOTE MBC – 16TH MAY 2015

What a wonderful venue and what a wonderful day! This event was largely sponsored by the Knightcote MBC whose home water at Monk's Barn, New House Farm, Knightcote, Southam, Warwickshire was the pond we sailed on. Adrian Clutterbuck (LBES and RNLI Model Advisor) and his wife Sue had liaised and organised this Midlands LBES Members' Rally, to include lifeboat modellers, and with guest speakers Nicholas Leach and John Paine to give illustrated talks in the afternoon on 'The Arun Class lifeboat' and 'Owning a Real Lifeboat – the Researching, Purchase and Running of a Rother Class Lifeboat', respectively.



The home water of the Knightcote MBC at New House Farm. Their gazebos are on the extreme right, with other clubs and individuals blending round to the RNLI shop gazebo straight ahead



Graham from King Lear MBC tests the recovery machinery for his 1/12th scale Solent class lifeboat, watched by fellow member Marie and then centrally John Owen and Rob Smith, whose mind I can almost read – 'now if that was mine I would have done it this way...'



This truly is a 'meeting point' area for all. Well laid out for eating, watching and controlling. The Dudley Trinity – Rob Smith, John Owen and Alan Turner – control their Severn, Atlantic 21 and Tyne class boats, while seated Jeff Carter has his Trent class, all at 1/12th scale

With competent stewarding and marshalling throughout the day, cars and model boat owners were accommodated without a hint of 'jobsworth'! Facilities included modern and clean toilets, a sheltered lean-to to protect those sailing from the wind (and rain), a clubhouse with refreshments, including hot lunches, a pond with two launch areas – one at each end of the pond, a launch and recovery mechanism for larger boats, a decking area for model boat controllers and a superb view of sheep in adjacent fields.

Supporting the host Club and the Lifeboat Enthusiasts' Society Day were members from Droitwich and District MBC, Black Park MBC, MBA-Dover, King Lear MBC, Northampton and District MBC and Barry MBC! Also attending were Speedline Models (Adrian Gosling's home water) and Simon from PropShop, as well as the local branch of the RNLI's Merchandise Shop.

Models included mainly 1/12th scale, but also plenty of 1/16th, 1/20th, 1/24th and even one at 1/6th! Lifeboat Classes represented were Tamar, Severn, Trent, Mersey, Tyne, Arun, Brede, Atlantic '21, Solent, Waveney, Rother, Hovercraft, Liverpool and a static diorama of a 41' Beach 'Alderburgh' type. In all more than thirty five lifeboats – of which I counted twelve on the water at the same time. Some seventy LBES members and modellers attended,



A wide variety of RNLI type models and informative literature adorns the host club's tables



The author's recently acquired 41 foot Beach Aldeburgh class motor lifeboat diorama, scratch-built to a 1/25th scale by John Sanders some forty years ago. It is modelled on the Dungeness boat RNLB Charles Cooper Henderson



The superb detail shown here, on Mick Astle's 1/12th scale Rother class lifeboat, lets us see what and how parts go together, before the paint obscures the process

sailing it and was hoping to later sell it on behalf of Grayham's widow, Margaret, who had made all the clothing for each crew member. These figures were 1 foot (30.5 cm) high and the photographs do not do it justice!

Rob Smith and John Owen had their 1/12th scale Severn, Arun and Atlantic 21 class models respectively – both of these gentlemen entertaining the audience as they have done so many times, but on this occasion they were joined by Andy Harmer and his Speedline Models version of the Dover boat, 17-09 RNLB City of London II.

including a good number of wives and partners. Much fun and socialising seemed to take place; many members took time to visit the local model train Club's three working layouts in one farm barn and the full sized tractor museum and exhibition in another barn. Also, in the old and beautifully renovated Monk's Barn Conference Centre, were the two illustrated talks and a stall where Sue and Adrian Clutterbuck had some 120 items of lifeboat memorabilia to sell and raise funds for the RNLI.

A few words about some of the models. The first to impress was the exquisite model of the Clovelly twin engined 35' 6" Liverpool class lifeboat, RNLB William Cantrell Ashley, made by the late Grayham Shaw of Kidderminster to a 1/6th scale, making it 71 inches (almost six foot – 180 cm) long. Alan Gregory was



Sometimes a picture does not tell all the story. This is the exquisite model of the 35' 6" Liverpool class lifeboat, RNLB William Cantrell Ashley, made by the late Grayham Shaw of Kidderminster – it's 71" (180 cm) long!



Two 1/12th scale Severn class lifeboats, leading is Rob Smith's model of 17-29 RNLB Richard Cox Scott of Falmouth and following is Andy Harmer's version of the Dover boat, 17-09 RNLB City of London II



In the spotlight – Alan Turner's highly detailed and scratch-built 1/12th scale Tyne class lifeboat 47-015 RNLB Hetty Rampton from Porthdinllaen in Wales

undergone a refurbishment.

Jeff Carter (LBES and Black Park MBC member) had brought his in build (also being refurbished) Trent class and we could all see the steady progress being made. It's good to see modellers enjoying their model whilst in build – grey paint or not!

Lastly there was a model hovercraft, being a representation of one of the six Griffon 470TD inshore rescue hovercraft the RNLI operate. A different subject and one for which plans are available from the RNLI Plans Service. Unfortunately I was not able to get any further details or the owner's name, sorry.

This really was a superb day out for all. Book the date for next year – Saturday May 14th, 2016 – and watch the model boating

It was powered by brushless motors operating off LiPo batteries.

Then there was the 1/12th scale Solent class lifeboat of LBES and Northampton and District MBC member Colin Tarry. His model is based on the Montrose lifeboat 48-014 RNLB Lady MacRobert and it carries a miniature MycroCam 720 HD video camera on the wheelhouse roof to record its outings. It is an Aero Kits model and was built 30 years ago and has recently



A Knightcote MBC member's 1/12th scale Brede class lifeboat 33-11 RNLB Safeway from Calshot



A different subject – being a representation of one of the six Griffon 470TD inshore rescue hovercraft the RNLI operate

press for further details, as the host club Knightcote MBC have already invited us back! A big thanks to all the hard working and friendly members of Knightcote MBC and to Sue and Adrian Clutterbuck (LBES & RNLI Model Advisor) for organising such a wonderful event. In all £100 was raised for RNLI funds. Don't forget, join the LBES now (adriansfigures@gmail.com) and get their informative and well produced newsletter three times a year.



The 1/12th scale Solent class lifeboat of LBES and Northampton and District MBC member Colin Tarry



Making waves! John Owen's 1/12th scale Atlantic 21 class RIB with properly engineered and working outboard motors (no central shaft driven propeller with dummy outboards here!)

THE BEALE PARK MODEL BOAT SHOW, PANGBOURNE, BERKSHIRE – 23RD AND 24TH MAY '15

This show is normally hosted on the large inner Victorian pond, the home water of the Mid-Thames MBC. The Club have usually organised it, but in recent years others have helped to keep the show going, even when it's for just the one day in May. Originally it was run for both two days in May and the same again in October, but we must be grateful for anyone that helps keep these model boat shows actively on a busy calendar, in whatever shape or form.



Part of the display by members of the Kent Model Boat Display Team



One of the top name trade supporters – Component Shop. Ian manned the stand on his own at this venue, with some new electrical 'goodies' too



All geared up for the launch. Martin Pryor of the Crowborough MBC puts his sizeable 1/24th scale German 'E' boat hunter, HMS Grey Goose S309, on the water

A couple of years ago Alan Noble and the 'A' Team Boatyard took on the organisation and advertising, whilst last year the event was cancelled. This year's show was organised by Richard Stringer and fellow members of the Kent Model Boat Display Team. The venue has everything you could wish for, copious water for boating, refreshments, toilet facilities, gardens with bronze sculptures, zoo, aviary, the



Martin poses, while Mel sees to the stock levels below! A cornucopia of resin fixtures and fittings at various popular scales



All a matter of scale. Two Thames barges sail serenely on the far side of the pond

National Model Boat Museum, miniature train rides, bouncy castle, a paddling pool and even an island backwater where you can sit quietly and relax. There is also an indoor 'conference' area that is normally used to house any trade stands for the modelling shows.

On the Saturday some 23 MBCs either had named stands or were represented by a number of their members. The far side of the pond had a long line of gazebos with models on. There were four major trade stands in the conference hall being Ian with Component Shop, Martin and Mel with Macs Mouldings, Andy and Debbie with Models by Design and DK Figures respectively and then Fleetscale Hulls. They gave modellers the chance to get most



Black Park MBC member Jeff Carter leaves his lifeboats at home and sails his 1/24th scale English North Sea fishing boat Aquarian SH 97



The 63" (160 cm) 1/14th scale TID tug of Leicester and District Scale MBC member Steve Bennett



A torpedo hit on the Flower Class Corvette K185 HMS Alisma



It's time to dive, dive, dive for this German submarine!

of what they would require for either a new project or replenish items on a current model or one that was being refurbished.

On the Saturday a number of boats ventured onto the water and gave the public a reasonable display. One of these was regular attendee Laura Goldswain from the Watermeads MBC with her 1/12th scale slipper launch Lady Beale, aptly named. Then Martin Pryor from the Crowborough MBC had his large 1/24th (1.8metres) 'E' boat chaser HMS Grey Goose S309. This was scratch built onto a Fleetscale hull, the drive being two brushless motors (890kV) off 12 volt sub C packs, the twin shafts ending in Prop Shop 70 mm propellers. Next Jeff Carter had forsaken his lifeboats and brought his 1/124th scale circa 1960's English North Sea fishing boat Aquarian SH97 out of Scarborough. It has a wood veneered wheelhouse, with a planked deck and the caulking being B&Q [UK DIY store] damp course membrane. The last one I'll mention is Steve Bennett's (Leicester and District Scale MBC) 1/14th scale TID tug. She weighed in at 100 lb, was 63" (160 cm) long, took three months to build and was powered by a car radiator fan motor onto a single shaft which had a Prop Shop 4" propeller. Two 12 volt SLA batteries provided the required electric power.

However, most of the clubs from Saturday did not revisit on Sunday, although representations from the Vintage Model Works and Luton and District MBC did. Alongside them were the Portsmouth Model Boat Display Team, organised and well drilled as usual. During the Sunday not too many modellers went onto the water to show their models and the hobby off. At times I was the only boat on the water for over half an hour. Maybe the various categories of boats, along with free sailing periods, needed to be organised. This was a big opportunity missed, as there were many visitors to the park and quite a few were venturing pond side to look at the models or ask questions. Sunday was, therefore, very much a day of two halves. The lack of modellers' boats was more than made up for at 1pm, when the Portsmouth MBDT gave two superb displays, one of their WWII Atlantic Convoy scenario with many pyrotechnic explosions and then their WWII Mulberry Harbour LTC (Landing Craft) embarkation of radio controlled tanks. All of this was much appreciated by the visiting public, which included a large contingent up from the Barry MBC and two stalwart visitors to this show over the years – Brian and Daphne, down from Cheltenham.

All in all a good two days of model boats, with much effort put in by the Kent Model Boat Display Team, to whom our thanks must go. All we now need to do is support it for both days and then to get our models onto the water and show them off! Maybe we could even have a small area designated for the youngsters to 'have a go'. I did let a number do just that with my divers' boat, as it has wonderful handling characteristics, thanks to the hull build design by Andy Griggs' (Models by Design) of the Holton 32. Watch out for the dates in the model boating press and websites for next year – it was certainly well publicised for this year's show. Give it all the support it deserves or we'll only lose it.



At the bottom end of the pond more visitors watch and record the superb display by the Portsmouth Model Boat Display Team



In the background Dennis Joyce and other members of the Barry MBC watch, while MMI Editor Barrie Stevens gets even closer to the action

ALFOLD CHARITY MODEL BOAT SHOW, CARE ASHORE – SPRINGBOK ESTATE, ALFOLD, SURREY ON 30TH AND 31ST OF MAY '15

To many of us in the South of England this is one of the most enjoyed shows and considered a 'family' event. Held on the Springbok Estate, with a 'village' of caravans, tents, Club stands and traders' stands just yards (metres) away from the pond, with its distinctive coloured water (derived from the clay soil I believe). Some stay in the 'big house on the hill' and others park their caravans and motor homes on the special 'hook-up' camping facility field at the rear of the premises.

All the usual suspects turned up again, both as clubs and individuals, with some new folk too. The young ladies and their leaders from the Guides of the 1st Roffey Company, along with their opposite numbers from the Chesworth Rangers, provided the usual high standard and fairly priced refreshments. Then of course there was the large marquee of 'bring and buy' items – with 10% of the proceeds going to the Care Ashore charity, whose estate we were using for the event. Finally, at this point, Alan Coulson and his small team of helpers kept the administration running and Chris Eager provided an informative commentary for visitors across the two days.



The main avenue, with model boat clubs on the left and trade stands on the right



Southend MBC on this corner of the club stands, the main avenue in the background and the pond is on the left in the distance



The main 'meeting point' for modellers, trade and visiting public. In the background the refreshments marquee of the Guides and Rangers



An Eastleigh & District MBC member looks perplexed with his picket boat, whilst another modeller readies his West Highland Coaster

Much banter, story-telling, experience sharing and eating and drinking was accomplished across the weekend! And those two days were as different as they could be. Saturday was bright and sunny, if somewhat blustery, whereas Sunday was dank, dull and mostly squally showers. However, apart from one big incident (more of this later), everything seemed to go ahead and folk enjoyed themselves against all the odds.

So, a little about some of the boats on display. From the home club of Springbok MBC Chris Agar had a Robbe Comtesse on the water, telling me he built it some 35 years ago – now that is value for money! A friend, Richard Crew, from the same club was sailing a Monsoon yacht, just

bought from an ex-resident member, he was wasting no time getting his value from that model too. Meanwhile fellow member Tim Colmer was sailing his 53" (135 cm) highly detailed and well finished 1/32nd scale 'side winder' cod trawler MT Thorina H.318. She was semi-scratch built, across a period of three years, on a salvaged plank on frame hull, saved from a tip at a school in 1978. She is powered by an 850 motor, geared down to provide a realistic speed. However, Tim has made one compromise in the construction by adding a bow thruster to aid in the manoeuvrability of the model on the water.

There seems to be a lesson to learn from these three club members.

Then another model I had not seen before belonged to Chris Hopkins from Black Park MBC, this was the new kit from Deans Marine of S.S. Truro. The actual boat is from the Ellerman Wilson Line and was a general cargo ship that could carry up to twelve passengers. They were known as 'green parrots' due to the colour



On the water – Black Park MBC member Chris Hopkins' general cargo ship S.S.Truro – the latest Deans Marine kit



Saved! Springbok MBC member Tim Colmer's 'side winder' cod trawler MT Thorina H.318, semi-scratch built on a hull taken from a tip in 1978 – superb



Value for money! Chris Agar's Robbe Comtesse yacht still looking spruce and sailing after he built her 35 years ago. What is it about these Springbok MBC members?



Nine intrepid men and their dog, representing six different MBCs on a very wet Sunday morning – can you spot who they all are?

a future edition of MMI. Now to adjudicate all of that two residents from Care Ashore – Master Mariner William Gilmore-Ellis and former Royal Marines Major Tim Sanders – viewed all the models in the teaming rain on Sunday and came up with the following results, each being First in Class:

Tugs – Ray Mallone
Warships – Alan Poole
Lifeboats – Peter Henwood
Scale Sail – John Hurrell
Scale – Mac Skeat
Novelty – Tony Woodford
Best in Show – Paul Chilcott

Best carrot cake went to Debbie Griggs (DK Figures) – it had to be tasted to be believed – heaven!

To finish. I mentioned earlier an incident. At breakfast time on Sunday a short sharp squall blew over the very large Gala gazebo of the Moorhen MBC. Not only was the gazebo's framework twisted and damaged, but also extensive damage made to two large and superb models, along with damage to a number of other cherished models. People in the vicinity at the time helped with the securing and reclamation of the models and their pieces. None more so than the Guides and Rangers and their leaders. It is testament to the superb team spirit and camaraderie of the Moorhen Club members that they did not pack up and go home, but remained part of the Show until the end. To this Trevor Goacher – CEO of Care Ashore – paid a special tribute at the Trophy Presentations and Awards ceremony. The Moorhen Club then thanked everyone who had helped them in their time of need, before Trevor Goacher thanked everyone 'for the great effort from all that had made the weekend such a success'. In all some £850 was raised for the home charity of Care Ashore www.careashore.org Again, I can only commend the show to everyone for next year – you will not be disappointed. **MMI**

of their hulls. Chris has added house pennants and she looked neat and pristine, as if she was just about to be handed over from the shipyard to its owners! Kelvin Castle from the MBA-Dover had brought his Archer Class P2000 boat HMS Explorer A154 again and on a very wet Sunday morning put this fast inshore patrol vessel through its paces, to the few that ventured forth to watch. Fellow club member Alan Poole had dug out another naval vessel from his collection, having dusted it off and charged the batteries first, this being the 1/50th scale Billings kit of the Danish Navy Patrol Craft P550 HDMS Flyvefisker (Flying Fish). As usual, Alan had built and detailed this model to an exquisite standard. Finally, Paul Chilcott from the Southern Model Display Team (made up from members of Broomfield, Watermead and Southend MBCs and The Welwyn City Society of Model Engineers) had brought along his very latest creation – a 1/160th scale model of Royal Caribbean's MV Voyager of the Seas cruise liner. When this actual vessel was built in 1999 it was the largest ship in the world. Suffice to say, Paul's model won 'Best in Show' hopefully we will publish details of this model in



MBA-Dover member Alan Poole's Danish Navy Patrol Craft P550 HDMS Flyvefisker (Flying Fish), finished to a standard that won him 1st in the Warships category



Another fine model from the MBA-Dover membership, Kelvin Castle's fine scratch-built Royal Navy Archer Class P2000 HMS Explorer, again entertaining the intrepid nine on a wet Sunday afternoon



Come wet or dry – this Vosper Perkasa MTB (owner unknown due to the inclement weather and my positioning!) makes for a good photogenic subject; thanks from the few who turned out on Sunday!



Saturday evening and Broomfield Park MBC member Paul Chilcott's latest award winning creation, the 1/160th scale MV Voyager of the Seas cruise liner, enjoying its maiden lit outing

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MISS BRITAIN

Designed by Barrie Griffin

Single sheet plan for a near scale 1936 Oulton Broad 12 6 one design



hydroplane. Model is 560 mm in length and 225 mm in beam for 500 size electric motor and standard R/C gear.

Difficulty ●●○○

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BLUEBIRD 11

Designed by Jim Pottinger

Cruising motor yacht built 1938 by G L Watson the last of three for Sir Malcolm Campbell. Two sheet plans show all hull lines and super structure.



Difficulty ●●●○

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RITALEA

Designed by Eric Leadley

Freelance Windermere style open launch simple chine hull design built in



plywood. Model is 920mm in length and 235mm beam. Original used electric motor but could easily be converted to small steam unit

Difficulty ●○○○

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SANTA AUDREY

Mediterranean Style fishing boat with typical flared bow. Designed for building in timber and styrene blocks but could be planked. Model size is 540 mm



length and 150 mm beam weight 2.5 kg and plans shows model construction and jigs.

Difficulty ●●○○

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VICTUALLER

Designed Jim Pottinger

85 ft VIC Puffer built as harbour stores supply ship. At 1:50 scale length 518



mm and 120 mm beam. Plans show full size construction of chine hull but no model construction.

Difficulty ●●○○

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AIRWAVES

IN THIS SECOND PART OF 'LOOKING AT HOW TO MAKE OUR MODEL BOATS MORE RELIABLE' CHRIS DISCUSSES PRE-SAILING CHECKS

AUTHOR: CHRIS SAUNDERS  GREAT BRITAIN

The aim of my articles is to develop a routine which helps to guarantee that the best possible sailing occurs when we visit the lake. Almost like a car's MOT, we need to carry out a regular series of checks to make sure everything is seaworthy. I would suggest that the steps explained here are used as a checklist before the boat is packed into the car for transporting to the lake.

1) THE HULL

Give the whole hull a careful examination to make sure there are no deformations or problems. I was quite taken by surprise a few weeks ago when I had to do some damage repair to my most reliable fast electric. Despite working well the rudder tube had been working its way out of the hull for a number of trips. This was clearly letting in water, but more importantly, any further movement would have resulted in the rudder jamming and the craft uncontrollable. The only reason it had got to this stage was that I had become complacent and not checked properly before using.



Having done some work on the prop shaft I had failed to notice that the solder joint on the rudder had clearly failed

So give the whole hub a close look. Assess any lost paint or indentations and rectify if necessary. Check that the rudder is straight and free moving. Are the prop, shaft and retaining nut and washer in a good condition? Does the prop shaft turn smoothly and is there plenty of grease in the tube? Are all the fittings like trim tabs firmly attached and showing no signs of distortion or wear? Is the joint between the deck and the hull fully sealed and showing no signs of cracking? Here particular attention should be given to the bow as this is the most likely place to be damaged by either a collision with other boats or hitting the edge of the lake.



Complex set ups like this hydrofoil need a thorough checking over before taking to the lake

2) THE INTERIOR

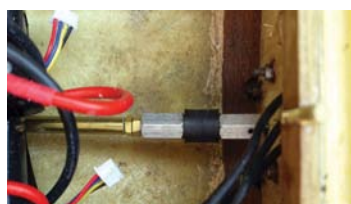
A similar check to that done on the hull should be carried out on the interior of the boat. Begin by checking for any signs of cracking or distortion of the hull. Then check the mounting of the motor. Are all the holding bolts and screws tight and is the engine held firmly? Is the coupling in good condition and are the fixings



The internal components should all be firmly held in position



A close inspection of the steering linkage and sealing boot is important

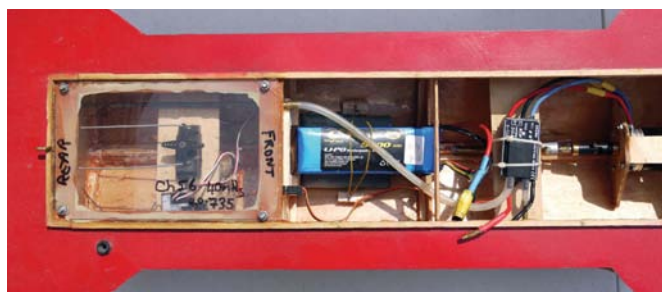


Check the drive shaft and joint to make sure all the nuts and screws are tight

or tubing has become entangled with other equipment. Generally speaking, 'the neater it looks the more reliably it will operate'. Bubble pack is an excellent material for packing around equipment to keep it in place and also gives additional buoyancy to the craft.

3) THE CONTROL EQUIPMENT

As explained last time the best place for electronic equipment is in a waterproof box. It is very worthwhile opening such a box from time to time in order to make sure there is no water ingress. Remember to use fresh grease on the seals as this extends the waterproof life of the unit. If the rudder servo is in the sealed box make sure it is firmly in position and that the sealing boot is intact. Inspect all the connectors looking for corrosion and ensuring they are a tight fit. This is the time to replace faulty or corroded connectors.



It is worthwhile opening the waterproof compartment regularly to make sure everything inside is dry and in good condition

4) BATTERIES

Make sure all the batteries are fully charged. This is best achieved using a good quality charger which will top-up or fully charge a battery automatically. Sealed lead acid batteries are about the most robust to work with. They charge using a constant voltage and so the charge current dies away as they become fully charged. Thus, if using the correct charge rate, these batteries can be charged repeatedly without causing any deterioration. Some people simply leave these batteries on-charge until needed. This is not the best practice as

unsupervised battery charging has led to a number of unexpected accidents in the past. Always err on the side of caution and charge only when you are about, and remove the battery once it is fully charged (or on trickle charge).

NiCad cells (aka Ni-Cd and NiCad) need a bit more care. If only partly discharged, and then recharged they develop a 'memory' and hold less charge in the future. Fully discharging the cells to 1.1 V before recharging maintains the capacity and is the best practice. Modern chargers often have discharge settings for NiCad cells which, when set correctly, discharge all the cells to 1.1 V before the charge begins. If you have cells which have developed a significant 'memory' their capacity can generally be improved by discharging and charging them a number of times. My mains charger has the facility to set any number of these discharge/charge cycles which is very useful. However, it is better to avoid the problem in the first place by discharging properly before the charge.



My old reliable Ultramat 17 requires an additional balancer to charge the 8 cells needed for my fast electric. Charging takes place in a fireproof box for safety

domestic chargers). However, any current over a 1/10th capacity is considered to be fast charging and requires a more sophisticated charger. These chargers usually detect the decrease in cell voltage which takes place as the cells heat up once fully charged (called peak charging). Most model cells can be charged at their capacity (i.e. 1500 mA for the 1500 mAh cell) taking only just over an hour to charge. This should only be undertaken with a specially designed commercial charger and supervised at all times.

LiPo cells are the ones which need the greatest care and attention. Always use a balanced charger which monitors the voltage of each cell in the battery.

The charging cycle is a combination of constant current and constant voltage charging. Make sure you have set the correct capacity settings before starting the charge and never leave the battery unsupervised while it charges. A number of modellers have had significant fires caused by a fault while charging these batteries so again err on the side of caution. There are special bags and boxes available to contain the LiPo while charging and these are a good idea, but do not remove the need for supervision.

With all of the batteries above great care must be taken while connecting and disconnecting them from the model and charger. As most of them can sustain currents of 100 A or more, for a short time, a short circuit is disastrous. When my children went model car racing a man on a neighbouring table left a 7.2 V NiCad pack with bare wire ends. Due to vibration the ends met and the pack melted its way through both the plastic table and deeply into the floor of the community centre. It was almost impossible to stop the problem as the wires had welded together on contact and so the system only cooled when fully drained of charge!

Ordinary dry cells (zinc or alkaline) require the least supervision as they don't need recharging. However, it is easy to be lulled into a false sense of security. How do you know when they are running out of charge? I know people who simply put a meter across the cells and read the voltage assessing that anything over 1.4 V is good. This is a very inaccurate test as most cells recover to about this voltage if left for a time, even if they are almost flat. The voltage needs to be

NiMH cells (aka Ni-MH) are much less likely to develop 'memory' and so can be charged without the need to discharge every time. However, if any loss of capacity is noted then a couple of discharge/charge cycles should help. These and NiCd cells are charged with a constant current. When this current is less than 1/10th of the cell capacity (i.e. less than 150 mA for a 1500 mAh cell) the cell charges safely in something over 12 hours (this is the method used by most

checked when the cells are under load. Some meters have a special setting for checking such cells where a fixed current is drawn while the voltage is measured; this is a much better indication of battery condition. If such a meter is not available then measuring the cell voltage while operating equipment works as well. Just make sure the meter contacts are attached to the circuit in a safe way without any chance of them short circuiting the cells. Consider putting in an additional connector to make this an easy test.

If the dry cells are used for the receiver, a check on the cell voltage while moving the servos can be very enlightening. Barrie had a friend who had 'cut-out' problems with his brushless ESC when steering quickly. The fault was traced to the receiver's dry cells. Under the heavy load imposed by the powerful rudder servo, the voltage dropped below the BEC drop-out voltage and no signal was sent to the ESC. As a result the ESC went into restart mode which meant the motor stopped. As soon as the boat slowed the load on the receiver cells was reduced and the system began to restart. All quite difficult to diagnose; so keep a check on these cells.

5) RADIO CHECK

With fully charged batteries it is very worthwhile giving the radio control a check. Having made sure that the prop and rudder are free from obstructions switch on the radio and check everything works correctly. It is a real nuisance to get to the lake and find the transmitter has the wrong crystal or the rudder is in reverse. By carrying out this test things such as the binding of Rx and Tx at 2.4 GHz can be quickly sorted. With a selection of models in the Tx memory this is the time to make sure the correct one is selected.

An occasional range check is a good idea to identify any problems with the equipment before it causes a real problem. Also a check on the failsafe of modern computer controlled sets is advisable. Switch off the Tx while the receiver and ESC are functioning and see what happens. Ideally the motor should stop and the rudder be either straight or given a slight turn. A few boaters have been seriously alarmed to find their failsafe puts the motor to full throttle with a full turn on the rudder. Not a good thing to happen if you are out on the lake! (See this month's Livewires to see the results of this!)

6) SPARES AND TOOLS

Put together everything you will need at the lake side. Try to think of all reasonable eventualities and plan solutions. For example; what if you damage the prop? Do you have a spare? Have you the tools to remove the damaged one and replace the new one? You certainly don't want to take the kitchen sink with you but some spares and tools are essential. I also take a copy of the ESC and Tx settings as I find these impossible to remember and it is surprising how often an adjustment is needed.

I was hoping I could end with a useful mnemonic to help you to remember the steps but HICeBRS isn't great! I just hope you will find this a useful check and that it makes your sailing more enjoyable.

MMI



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FAIRY Huntsman 31, made from kit with mahogany deck lights and much detail, 600 motor with ESC, takes two 7.2v batteries inc. Hitec 40 mhz radio, £300. 01202 880334, Dorset.

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FAIRY Huntsman, 34", white with red bottom, timber construction, approx. 40 years old, motor, rudder servo, no radio, £80. 01275 792665, for pics and info email: randbhudd@blueyonder.co.uk Bristol.

GRAUPNER Micro Magic Racing, brand new in the box with Spektrum receiver AR500, also few upgrades for the boat, all carbon and ballrace, £190 for the lot. Joe 0208 669 2734, Surrey.

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PLANS wanted, SGB Grey Goose, 1950s, plan showing deck layout after conversion to gas turbine, experimental ship. Rodney 01452 305300, Glos.

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