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MARINE modelling INTERNATIONAL

OCTOBER 2015

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CONTENTS

OCTOBER 2015 – ISSUE 343

COVER STORY

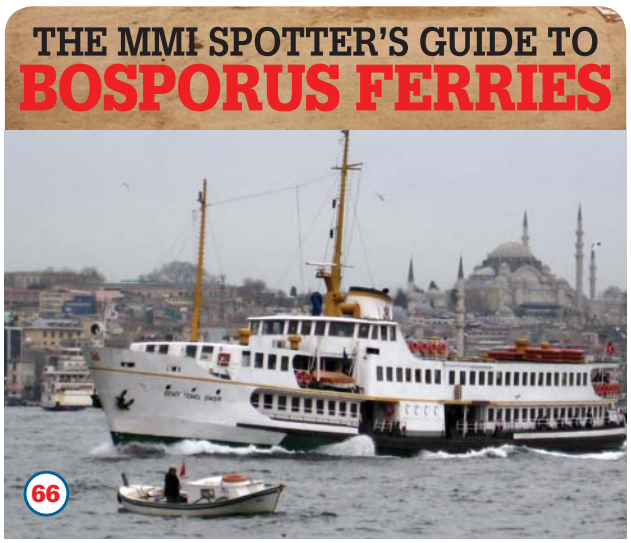
THE NANTUCKET LV-112 LIGHTSHIP

The full size version of this now retired lightship is a museum ship and can be seen in Boston harbour, USA. The Cunard White Star Line paid for her construction following the sinking of her sister lightship LV-117 by the ocean liner RMS Olympic in May 1934. The name Nantucket is the name of an island in North America and the lightship was placed to protect the hazardous shoals.

Regulars

Features

FREE PLAN



MESSAGE
FROM THE ENGINE ROOM

EDITORIAL CONTACT

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

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

I never cease to be amazed at the variety of interesting people I meet as a result of helping edit this magazine. A few weeks ago the editorial office was contacted by John Wyatt who lived in Barry, South Wales after he read the Message From The Bridge in the July edition when mention was made of large scale models. He told us he had built a number of very large model boats all of which he sailed on the nearby lake, The Nap. As John lived only a few miles from me a visit was soon arranged.

Arriving at the house I had to squeeze down the entrance hall past a 92" (1/48th scale) model of L26 HMS Matabele. The sitting room was similarly furnished with a number of large craft. All were fully working models and were scratch-built to give an excellent profile when out on the lake. I would describe them as 'standoff' rather than 'perfect' scale. John's ingenuity in adapting materials for different parts of the boats was quite inspiring.

As I intend to write a 'Reader's Models' on John in a future edition I will quickly end by mentioning the garage, which was similarly full of very large models including a beautiful 1/48th scale model of HMS Warspite (13' 4" long). I thoroughly enjoyed the visit and came away with plenty of good pictures, a 'Reader's Models', and a range of new ideas to consider.

So why am I giving you this preview? Well, John has again contacted me to say that the visit had encouraged him to start building again after a fairly long unproductive period. This pleased me more than anything as living on his own meant that a bit of interested company was really welcomed. John is an avid reader of MMI and a number of other modelling magazines and got the enthusiasm to contact us from our editorials. If any of our readers have been considering contacting us in this way please do so and either Barrie or I will contact you.

This month we have two articles which use commercially available hulls to produce novel models. Our free plan gives details of the construction of a 1/128th scale model of WŌDEN, an icebreaker and research vessel. The model is based on a Mobile Marine Models hull and is suitable for radio control. A second is the Monitor, a scratch-built model of an American Civil War Passaic Class Monitor. This time the hull was from Models By Design and was originally intended for HMS Kite. The Nantucket is slightly different from the previous articles as it is the conversion of a plastic model to full radio control. Robin Trott takes us through the construction and describes how he made the internal components accessible.

1/48th scale HMS Warspite (13 ft 4" long) resides in John Wyatt's garage

If you are interested in recording your model in some way then the article on making videos using fairly inexpensive equipment will be of interest. On a similar theme the photographic record of all the ferries on the Bosphorus, with their histories, makes a comprehensive 'Spotters Guide'.

All of the above plus an article on building the Air Sea Rescue boat from Sarik, and all the regular articles make this an excellent read.

Chris Saunders
MMI

MARINE modelling INTERNATIONAL

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US DISTRIBUTION
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SOUTH AFRICAN DISTRIBUTION
P.O. Box 1067, Oudtshoorn, 6620, South Africa
Tel/Fax: +27 44 272 5978
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PUBLISHED BY
Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Road, Malvern, WR13 6NN, UK
Tel: 01684 588599
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email: customerservice@traplet.com
SUBSCRIPTIONS
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TRAPLET PUBLICATIONS

MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

MIDLANDS MODEL ENGINEERING EXHIBITION, 15TH – 18TH OCTOBER '15

This well-established event is to be held at the Warwickshire Exhibition Centre and is shaping up to be the largest to date, at the time of going to print 52 specialist suppliers are booked to attend. In addition to this 32 clubs/societies will also be present displaying their members' work. Many maritime clubs will be in attendance displaying a wide selection of models.

Organisers have now confirmed the new developments and attractions for this year's exhibition which include:

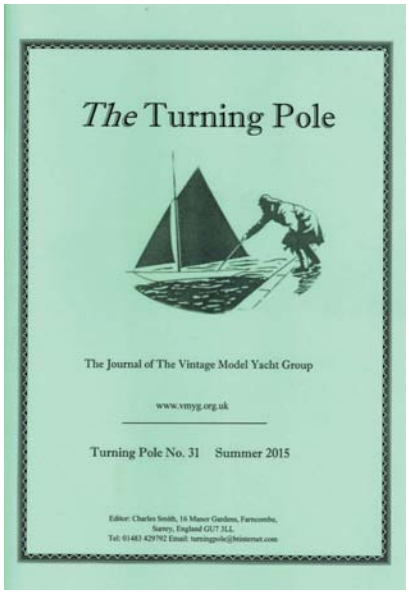
The Len Crane Display – This celebrates the life of Len Crane, one of the Midlands Exhibition's founding supporters and a judge for many years. He is best known for the restoration and rallying of Fowler B6 Super Lion Crane Engines. He also restored several other engines and was also instrumental in restoring the 1895 Vertical Triple Expansion Engine at Bratch Pumping Station. The tribute will feature his 3" scale Burrell Traction Engine 'Briggitte' which was awarded the Duke of Edinburgh Trophy in 1971 and the railway locomotives he built.

Polly Model Engineering will be presenting a special display to commemorate John Clark, designer of the extensive range of model steam locomotives based on his original Polly design of which many hundreds have been built.

The City Of Oxford Society of Model Engineers will also be celebrating their 60th anniversary at the exhibition with special display of their members' work.

Outside the halls will be several new Fosse Way Steamers for visitors to see as well as the popular 5" gauge outdoor track operated by the Coventry Society of Model Engineers and the Polly Owners Group.

As always there will be workshop activities and free lectures from the experts. The timetable of lectures has now been published on the website: ***www.midlandsmodelengineering.co.uk*** The full address for this event is: Warwickshire Exhibition Centre, Leamington Spa, Junction of the A425/B4455 (CV31 1XN).



THE TURNING POLE NO. 31

The summer edition of Turning Pole the 'Journal of the Vintage Model Yacht Group' has recently been published under the new editor, Charles Smith and contains many interesting articles on vintage model yachts and toys. One interesting article is on vintage electric outboard motors which uses switchable coils to produce the circular motion giving a realistic two-stroke sound. Very similar in principle to the modern brushless motors but with mechanically switched coils.

The journal is sent to all members of the VMYG, for details contact ***www.vmyg.org.uk***

TRAFALGAR DAY, 21ST OCTOBER '15

To commemorate the famous battle at which Lord Nelson was wounded and killed, join curators as they give 'live' updates of the battle throughout the day. This will be followed by short talks around the experience of ordinary sailors, the representation of the battle in art, the relationship between Nelson and his mistress, Emma Hamilton, and a reading of Nelson's last diary entry and prayer.

Times: 12.00, 13.00, 14.00, 15.00, 16.00
Venue: Lecture Theatre, National Maritime Museum, Greenwich, London
Admission: Free

Further details on other events at the NMM please contact ***www.rmg.co.uk*** or Tel: 0208 8584422.

THE LAST CORACLE SHED IN THE UK TO BE PRESERVED

On the banks of the River Severn close to the famous iron bridge is the last remaining shed used to make the traditional circular craft. It is to be restored and opened to the public following a £40,000 grant from Telford & Wrekin Council's Community Pride Fund and a further £10,000 from the Heritage Lottery Fund. The last person to use the shed to make these craft was Eustace Rogers who kept up a 200 year family history, but sadly he passed away in 2003. These funds will go towards restoring the shed and create training for coracle-making. These very simple craft made from weaving strips of wood into an oval shaped frame have been used for thousands of years across Europe.

The Ironbridge Coracle Trust are coordinating the restoration and future use of the shed to preserve this tradition, for further details visit ***www.coracleshed.org/ironbridge-coracle-trust.html*** (please contact the Editor if you have a working model of a Coracle). ***MMI***

DIARY DATES
EVENT DATES FOR YOUR DIARY

Event Dates for your Diary
If you know of any confirmed Maritime related events and you would like us to include them please let us know either by Email *mmi@traplet.com* or post to MMI Editor, Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Road, Malvern, WR13 6NN. We need the Date, Venue, Organiser/who to contact and crucially an Email/Website address and/or a telephone number, a postcode would be useful for Sat Navs. 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.

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 Tel: 01275 846178 or visit the website: *www.coastalshipping.co.uk*

OCTOBER 3
Chantry Model Boat Club
Large Sail 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 by Email: *martin.999@hotmail.co.uk*

OCTOBER 4
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

OCTOBER 10
Chantry Model Boat Club
Late sailing with lights. Lake 7, Bluewater Shopping Centre, Greenhithe, Kent, DA9 9SE (on Town Square Crescent). All models sailed except I/C. Good parking nearby, club house, toilets. All shopping centre facilities nearby. Contact Club Secretary, Martin Oliver by Email: *martin.999@hotmail.co.uk*

OCTOBER 11
Mini Ship (1/1200-1250 Scale) Show
Theale Village Hall (near Reading) R67 5AS. 10.30 am – 3 pm. Call Waterline Ship Enthusiasts (Dave) on 02392 352383 or Email: *dreadnought9@hotmail.co.uk*

OCTOBER 15 to 18
The Midlands Model Engineering Exhibition
Now in its 38th year a show not to be missed, covering engineering, trains, boats etc. There are a selection of club and society stands plus plenty of trade stands. Warwickshire Exhibition Centre, Fosseway, Nr Leamington Spa, CV31 1XN.
For further details Tel: 01926 614101 or visit the Website: *www.meridienneexhibitions.co.uk*

OCTOBER 25
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*
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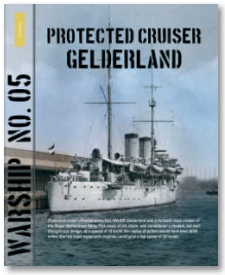

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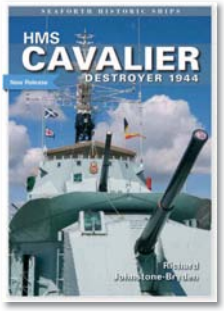

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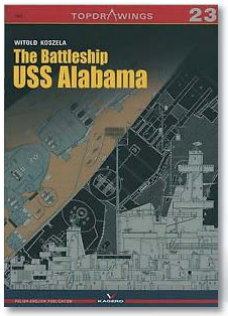

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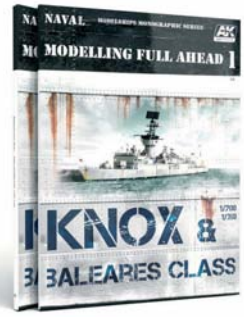

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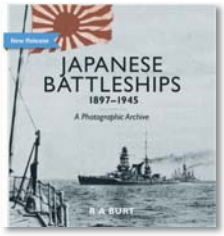

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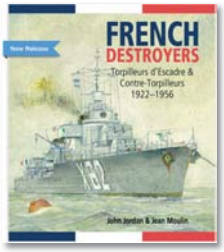

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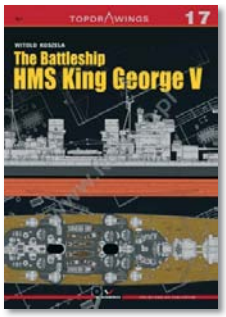

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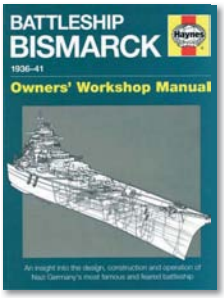

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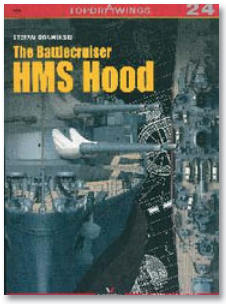

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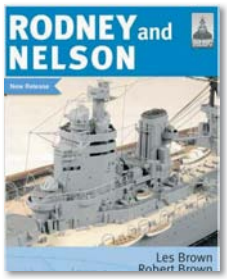

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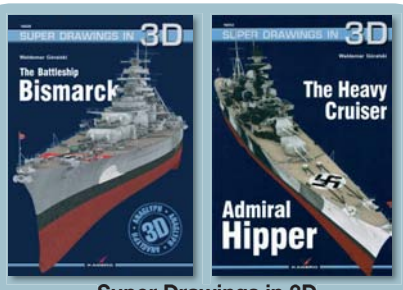

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MEETING POINT
REPORTS FROM RECENT EVENTS

THE BIGGIN HILL AERODROME FESTIVAL OF FLIGHT – 75TH BATTLE OF BRITAIN ANNIVERSARY – 13TH JUNE 2015 BY KIM BELCHER

Last year, under the organisation of the Kent Model Display Team, we attended this Show to exhibit our hobby. We were invited again this year and both they and members from the following Clubs attended to lend support to this part of the Show's model zone: MBA-Dover, Moorhen MBC, Capstan MBC, the Happy Hobby Modellers and the Crowborough MBC. Between them they brought along 85 models – frigates, destroyers, corvettes, landing craft, submarines, ferries, yachts, fishing boats, steam launches, divers' boat, some fast Italian lake motor boats, motor torpedo boats, lifeboats and even an RNLI articulated delivery truck.

The event was sold out before the actual day and the lasting memory, for me, will be the immense interest shown in our model boats by all ages and both sexes of the 18,000 strong crowd attending. Many questions were asked and answered and I think we actually re-kindled the want to build another model boat or at least planted the seed, to germinate at a later stage, to build their first radio controlled model. It is only by these methods and exhibitions will our hobby succeed us. A good number of the exhibitors on our six areas said that it had been a worthwhile day and they were pleased they had taken the time to attend.

Interest from all ages and genders. At the far end Kenneth Norman (Capstan MBC) keeps a watchful eye on 'little fingers', this end being the main display by the Model Boat Association – Dover

MBA-Dover member Kelvin Castle prepares his British Rail Ferry MV Vortigern for a spell on the water. Ted Goldring's small plastic conversions are next and in the foreground the author's Divers' boat

Martin and Jamie Pryor, from the Crowborough MBC, answer questions regarding their 1/24th scale steam gun boat HMS Grey Goose, the last German 'E' boat chaser to be built

Down, but not out! The Moorhen MBC's new gazebo, just two weeks after their imposed accident. Two gents continue round the Model Boat zone looking at this Club's varied but quality display

I shall mention a few of the models, most of which ventured onto the large pool. However, there was a limited water area and depth due to damage sustained during the week, since the initial set up the previous weekend. Young Adam Maplesden from the Kent Model Display Team sailed his 1/96th scale frigate F230 HMS Norfolk Type 23 which he had recently acquired. It uses brushed motors on the twin shafts, running on a 6 Volt SLA and using an Mtroniks 15 A ESC. Then Neil Terry, from his large display on the MBA-Dover stand, sailed his 1/96th scale destroyer D87 HMS Newcastle Type 42, bought off another club member recently. This was powered the same as Adam's frigate but was on an Mtroniks 10 A Viper ESC. Fellow Dover member Dick Sadler put one of his Corvettes on the water, this time being K166 Flower Class HMCS Snowberry, but at a 1/72nd scale, being a Revell plastic kit conversion. He used an MFA motor running on a 6 Volt SLA and Mtroniks 10 A ESC. Another Dover member (they did have a rather large display of boats – if not a gazebo to match – and did manage to get their shallow draft boats onto the water), Kelvin Castle got a lot of attention for his 1/100th scale British Rail Ferry MV Vortigern, the last to be built. It obviously evoked memories of yesteryear from a lot of the older visitors who might have used it. Kelvin's model employed two brushed 540 motors controlled by a pair of Mtronik 20 A ESCs and also had a working bow thruster and a bow rudder.

Beautiful or what! Both visually and audibly these wonderfully designed, and now restored, Spitfires take to the skies of Kent again. What little boy has not made a 2/- (two shillings/10p) Airfix model of one of these?

Denise Reynolds, from the organising Kent Model Boat Display team, proudly displays her latest acquisition, a 1/12th scale Windermere steam launch

A close-up of Victoria's steam engine working – if only you could hear its neat mechanical sound – superb!

Now on the water, Kelvin Castle's 1/100th scale British Rail Ferry MV Vortigern

Adam Maplesden's (Kent Model Boat Display Team) 1/96th scale type 23 frigate F230 HMS Norfolk

The 1/72nd scale model built by Dick Sadler, of MBA-Dover, of the Canadian Flower Class Corvette K166 HMCS Snowberry

MBA-Dover member Neil Terry sails his recently acquired 1/96th scale Type 42 Destroyer D87 HMS Newcastle

Six of the Royal Air Force's Red Arrow Display Team give us a display, after first wishing Queen Elizabeth II 'Happy Birthday'!

Another pair of boat modellers who have been attending a lot of the shows in the South and South East of England are father and son Martin and Jamie Pryor from the Crowborough MBC. Their stand had a constant stream of inquisitive visitors, mainly asking after their steam gun boat S309 HMS Grey Goose, the last German 'E' boat hunter to be built. Their model was to 1/24th scale, the twin shafts powered by two brushless Tornado motors controlled by Overlander 100 A ESCs, using a 12 volt SLA battery.

Lastly, Kent Model Display Team member Denise Reynolds had on their stand her recently acquired bargain from the Alfold Charity Model Boat Show Bring and Buy marquee, a 1/12th scale Windermere steam launch named Victoria. In the fortnight since that show Denise had cleaned it up and then got it running and a beautiful little sound it made too!

However, good as our models were, the main event was the air display, to which each of us got a free view! It was the Queen's Birthday, so we saw the nine Red Arrows display team take-off and warm up in preparation for a fly past for Her Majesty, Queen Elizabeth II. When they returned they put on a superb display for us, but on this occasion they were eclipsed by the five Spitfires and lone Messerschmitt Bf 109E who chased each other over the sky above us, to be joined later by the new Euro-jet Typhoon in a fly past – wonderful. A day when I felt proud of our hobby and proud of our Royal Air Force, past and present.

GAMES 4 FOR THE CANADA CUP – 21ST JUNE 2015 BY ROGER STOLLERY

This Marblehead competition took place at Poole Yacht Club's superb sailing water at Longham Lakes. 12 competitors took part in 16 races with a rather variable 7 to 14 mph wind from the WNW. There were plenty of exciting races with competitors opting for B or C rigs. Due to rather poor visibility at the windward mark there were a number of collisions but everyone served their penalties without the need for any protests.

This event certainly showed that the older Marblehead designs were still able to compete with the more modern craft, with Robbie Nevitt's Paradox finishing 3rd. The PRO for the day, Peter Wiles, had to help rescue a few boats which had technical problems or sailed out of range. As a result the rescue boat was kept rather busy.

This was a very successful event and all the competitors expressed their gratitude to the Poole race team for making it so enjoyable. Particular thanks went to Leslie Wise who provided cakes and coffee throughout the day. Everyone hopes that this, and similar events, will encourage more sailors in the South West District to take up Marblehead racing.

Pictures by Andy Mciver.

ABOVE/BELOW: Marbleheads at Longham

2015 MARBLEHEAD NATIONAL CHAMPIONSHIP AT MANOR PARK – 18TH & 19TH JULY 2015 BY ROGER STOLLERY

This was a marvellous event with a record entry of 54 competitors, including those that had travelled from France, Germany and Holland and gave it a real international flavour. Manor Park Model Sailing Club put on a fantastic show with hard working friendly support and race teams giving competitors good racing in four heats, in ideal hot, sunny and windy conditions.

The gusty wind was blowing from the WSW hard enough for B rigs to be used and giving spectacular demonstrations of planing on the off wind legs and competitors a great deal of fun.

Saturday's racing: Peter Stollery started well with his new UPROAR, winning three out of the first four races, only interrupted by local skipper, Darin Ballington sailing his upgraded ROK design winning Race 3. In the remaining races Brad Gibson, sailing his champion GRUNGE design, won the next two out of three either side of Frenchman Laurent Gerbeaud's win in Race 6 with his QUARK. Overnight Brad had climbed to the top of the leader board with 11 points to Peter's 16 and Laurent's 23.

Evening party: everyone enjoyed a fantastic meal in the clubhouse directly after the racing and groups of competitors were both inside and out enjoying the sunny evening. The event brought together a dozen young children from five families who were having a great deal of fun together, before finally collapsing in the tented encampment by the lakeside.

Sunday's racing: the wind was initially lighter allowing A rigs to be used, but then became very variable and even stronger than Saturday giving PRO Chris Harris a headache in setting a good

Champion parents with champion radio sailors of the future?

Top lady sailor, Andrea Roberts receiving her prize from PRO, Chris Harris

A good start by leading Frenchman Laurent Gerbeaud, 71 (courtesy Sue Brown)

Nigel Brown's GOTHIC CRAYON going flat-out off the wind (courtesy Sue Brown)

windward leeward course, which together with a protest initially delayed the racing. Laurent won Race 8, whilst the other leading boats had poor results. This continued into Race 9 and let Graham Bantock win with his QUARK. Rob Walsh was getting the hang of his new Australian F3.4 design and won Race 10, leaving Brad to complete his defence of the national championship title by winning the last two races.

At the prize giving Manor Park were thanked for putting on a superb event and helping the revival of this Formula 1 class. New designs, new boats and upgraded older designs are enhancing the attraction of these marvellous radio sailing boats, details of which can be seen at ***www.marbleheadsailing.wordpress.com***

TOP 10 RESULTS:

1st	Brad Gibson	Birkenhead	GRUNGE	19
2nd	Laurent Gerbeaud	FRA UNCL	QUARK	34
3rd	Peter Stollery	Guildford	UPROAR	36
4th	Graham Bantock	Chelmsford	QUARK	53
5th	Tony Guerrier	Three Rivers	QUARK	57
6th	Rob Walsh	Fleetwood	F3.4	61
7th	Darin Ballington	Manor Park	ROK	72
8th	Rob McIntosh	Birkenhead	STARKERS	82
9th	Nicholas Selves	FRA Bordeaux	QUARK	89
10th	Andrea Roberts	Birkenhead	STARKERS	93

Classic Cup for boats over 10-years-old: Darin Ballington ROK
Top lady skipper: Andrea Roberts ***MMI***

Terry Rensch's QUARK under pressure in a gust (courtesy Sue Brown)

John Cleave's colourful Walicki SKALPEL at speed (courtesy Sue Brown)

Brad Gibson's champion GRUNGE in B rig (courtesy Sue Brown)

'A' heat spreads out to keep clear wind on the run (courtesy Sue Brown)

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PLASTIC KIT SCENE

THE LATEST RELEASES FROM THE WORLD OF PLASTIC, RESIN AND ACCESSORIES FOR THE SMALL SCALE MODELLER

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

TAMIYA

Japanese Light Cruiser Mogami
Model No.: 31359
Scale: 1/700
Length: 28.6 cm
Beam: 3.6 cm

(Image Courtesy Tamiya)

The Mogami had several different configurations from her launch, beginning as a light cruiser armed with fifteen 15.5 cm guns triple mounted in five turrets, then in 1939 she was upgraded with 20.3 cm guns and classed as a heavy cruiser. At the Battle of Midway she was heavily damaged and returned for repairs. At this stage she was converted to an aircraft carrying cruiser; she was eventually sunk at the Battle of Leyte Gulf by a Japanese destroyer after it was deemed she was too badly damaged to be saved after the damage inflicted on her by the US forces during the battle.

The finished model alongside the later version with aircraft deck (Image Courtesy Tamiya)

This model is the first time Tamiya has released a kit of her in her original light cruiser version. The model is very well detailed, the superstructure shows her compact bridge and unique shaped funnel, the hull is in two parts and all five turrets are movable. Detailed Kawanishi and Nakajima aircraft are also included. This model looks great alongside the Tamiya version of her as an aircraft carrying cruiser (model No. 31341).

US AIRCRAFT CARRIER USS SARATOGA CV-3

(Limited Edition with Pontos Upgrade)
Model No.: 25179
Scale: 1/700
Length: 39.6 cm
Beam: 5.5 cm

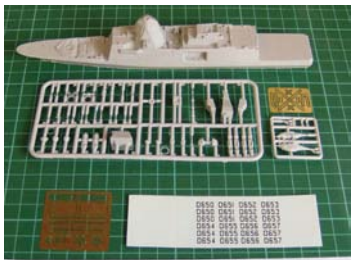
(Image Courtesy Tamiya)

The USS Saratoga CV-3 entered service in 1927 as a Lexington class aircraft carrier, her nickname was Sister Sara. Originally designed as a battle-cruiser she was converted during her construction to one of the US Navy's first aircraft carriers. She was present at many of the great Pacific actions of WW2; surviving the war she was used as a target ship and sunk in 1946 during the nuclear bomb tests.

The upgrade fittings really enhance the model (Image Courtesy Tamiya)

This is a great model, now available as a Limited Edition kit, which includes Pontos Model upgrade parts all in one box. The kit has all the great detail expected from Tamiya models but this time it has four P/E (photo-etched) frets of two different thicknesses, turned brass 5" gun barrels and self-adhesive wooden decking all from the superb Pontos Model range of upgrade fittings. With these upgrade fittings this model looks fantastic, so add this model to your collection before they are all gone.

Full details of these two models and the complete range of Tamiya models can be found by visiting ***www.tamiya.com***



Gwylan Models' Aquitane Class FREMM ER version

GWYLAN MODELS

Here are details of this resin manufacturer's latest release.

French Aquitaine Class FREMM ER Frigate
Scale: 1/700
Length: 20.2 cm
Parts: 51 resin plus P/E frets and decals

The Aquitaine FREMM ASW version, the different superstructure can be seen

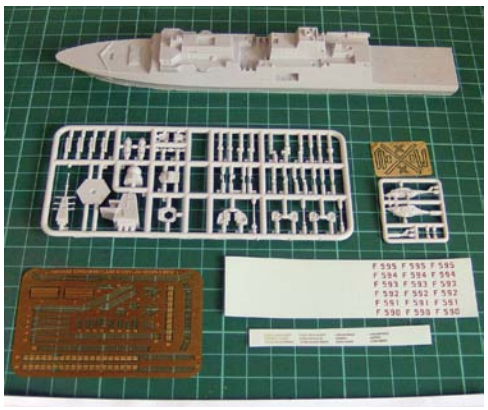
French Aquitaine Class FREMM ASW Frigate
Scale: 1/700
Length: 20.2 cm
Parts: 51 resin plus P/E frets and decals

The Aquitaine Class is a multi-mission frigate and is the latest and most advanced frigate in the French Navy, the ASW (anti submarine warfare) version is already in service with them, and the FREMM ER which is an air defence version is soon to be completed. Both of these frigates carry the latest up to date weapon systems and radar, each carry two NH90 helicopters. Although similar to the Italian Bergamini class FREMM frigates they have different weapon systems and the ship's superstructure varies in each case.

Italian Bergamini Class FREMM Frigate
Scale: 1/700
Length: 20.5 cm
Parts: 52 resin plus P/E frets and decals

This model of the Italian Bergamini class frigate has now been updated so that it has the option to finish this model as GP (general purpose) or as ASW (anti submarine warfare) version as the parts needed for each version are included with the kit.

These models have very well rendered moulding, the detail on all



Italian Bergamini FREMM Frigate. This model can be built as either GP or ASW versions

parts are some of the best I have seen. The resin one-part hull and superstructure castings have no signs of any air bubbles that can be found on many other makes of resin models, the sprues containing all the finely detailed parts are also well rendered with only the slight sign of flash on some parts. Each of the kits contain two NH 90 helicopters cast in resin with P/E rotor blades, one to be modelled ready for take-off and the other with rotor blades stowed. All three of these kits come complete with P/E frets and decals for all ships in their class of frigate. The assembly instructions are very clear and easy to follow and include painting and decal guides. The two helicopters are also available as a separate item, just check the website.

Many thanks to Gwylan Models for supplying the review samples. For more details of these models visit ***www.gwylanmodels.co.uk***

TRUMPETER

USS Kitty Hawk CV-63 Aircraft Carrier
Model No.: 05619
Scale: 1/350
Length: 93.5 cm
Beam: 24.5 cm
Parts: 1400+ including P/E parts

(Image Courtesy Tamiya)

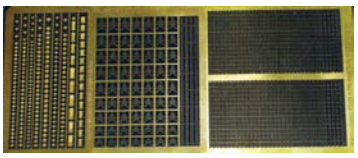
The Kitty Hawk was the US Navy's last conventionally powered super carrier. Commissioned in April 1961 her service with the US navy lasted nearly 49 years when she was decommissioned in May 2009, she has now been placed in reserve. The carrier has seen service around the world both in peace and on active service.

The model is huge as is the part count which includes six different types of aircraft and helicopters for the flight deck area. As usual the detail is very good and is further enhanced with the addition of P/E parts. The hull is well detailed and is moulded in one piece; it also has a fully detailed deck and hangar deck. Lovers of aircraft carriers will welcome this addition to the Trumpeter range of 1/350 scale warships.

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

STARLING MODELS

This is a new company that is now producing very good quality photo-etched parts for the 1/700 scale marine modeller. Here are details of just three of their range.



All three Starling Models P/E sets

Royal Navy WW2 Railings
Set No.: STM01
Scale: 1/700

This set's fret contains no less than four different types of railings used on Royal Navy warships during WW2, they are very finely reproduced and not thick and over scaled like some that are available from other makers.

Ladders
Set No.: STM03
Scale: 1/700

Not only are ladders on this fret but a selection of staircases with handrails of different lengths is included.

Hatches
Set No.: ST05
Scale: 1/700

This set must have every type and size of hatch you can think of, closed, open, large, small, round, square and rectangular. A great generic set which can be used not only for any type of warship but also on merchant ships, the same can be also said for the Ladders set.

Resin kits will at some stage be available from Starling Models so watch out for these in the future. This company is run by the well known model maker Mike McCabe who many modellers will have heard of and seen his models at many of the IPMS shows around the country.

My photo does not really show the full detail of these sets so please check out the Starling Models website at ***www.starling-models.co.uk***

RB MODEL

At the moment I am in the process of building the Trumpeter 1/200 scale model of HMS Nelson. I have obtained a set of turned metal gun barrels from a company from Poland called RB Model to enhance the look of the model. Here are the details for any other modellers who would also like to incorporate these fine barrels into their own model's build.

RB Model set of 1/200 gun barrels for HMS Nelson or Rodney

HMS Nelson/HMS Rodney Gun Barrels
Set No.: 200L12
Scale: 1/200
Contents: 27 gun barrels

This set contains nine 406 mm turned aluminium barrels, twelve 152 mm turned brass barrels and six 120 mm turned brass barrels all to 1/200 scale. They are superb; even the smallest barrel has a drilled out end and the correct taper on the barrels. All that is needed to attach them is to remove the kit's plastic barrel and drill a hole the diameter of the stem at the end of each barrel then glue the barrel in position.

Have a look at the RB Model website as they produce many different sets of barrels from 1/700 scale to 1/100 scale, plus they also list many other ship fittings. Details can be found at ***www.rbmodel.com*** ***MMI***

VINTAGE CHATTER!

'A ROVER NO MORE' – THE AEROKITS SEA ROVER

AUTHOR: DAVID WIGGINS GREAT BRITAIN

My own Sea Rover kit was found on the Internet in unbuilt condition

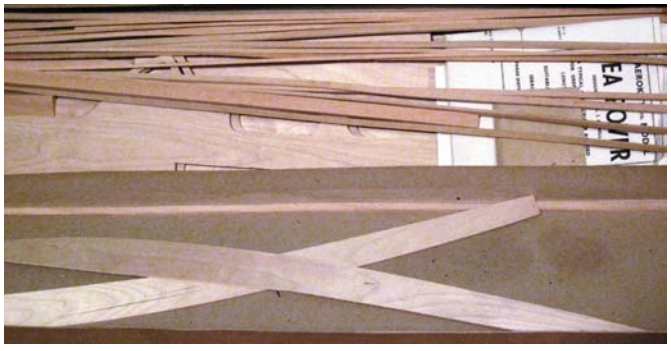
Hi. After my recent 'Golden Summer' two-parter on classic British large marine power of the 1960s I thought I'd better please my Editor a bit. I planned into 'Chatter' a shorter piece about one of Aerokits' first marine model kits – the 29" Sea Rover hard chine 'broads' cruiser which was introduced, with two sister kits, in 1958/9.

Following his post war release from the armed forces and with some early '50s experience of drawing up and designing a small range of popular marine kits, for the Hammersmith Model Makers (H.M.M.) shop in London, Leslie J. Rowell was sufficiently encouraged to go it alone and established his own firm – Aerokits – in about 1958. His first range of three models was distributed by Eddie Keil through the already well known distribution company of KeilKraft, based at first in London before relocating to Wickford in Essex.

LAUNCHING A NEW MARINE RANGE IN 1958

For the launch of Aerokits Mr Rowell drew up three models these being the 24" Sea Scout, 29" Sea Rover and 34" Sea Commander. One suspects the smallest and biggest boats filled certain imagined sales slots; the Scout for the first time boat modeller, and the Commander as a top of the range 'flagship' choice to appeal to the early radio control expert. The latter were much the same folk who had received his earlier Wavemaster with much enthusiasm a couple of years earlier.

So where did that position his mid range Sea Rover you may wonder? Well, I wonder about that too to be honest. I'd wager that Scout and Commander sales went better at first than did those for the Sea Rover but, all the same, it was my own choice for a first marine model back in '63 when I gave up a brief flirtation with model aircraft to go radio boating. The Sea Scout was a bit small for the radio gear of that era (although a few skilled folk managed it). I couldn't afford a Sea Commander on wages of 3 pounds per week, so bought myself a Rover and, to be honest, that kit proved to be a very happy compromise, although I went on to buy most of the bigger Aerokits as the years rolled on and the range expanded to include both smaller and larger models.



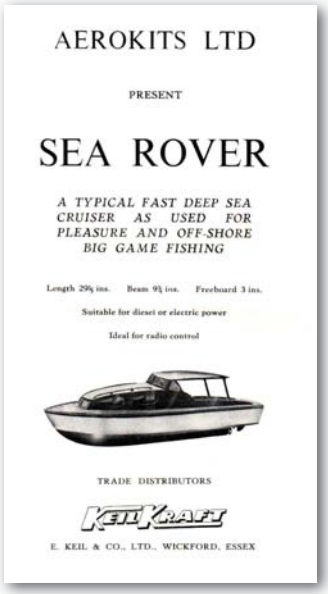
The full wood outfit including die cut ply, strip wood and nails

Back in 1963 I was building big, bulky single channel and pulse valve (radio tube), radio sets using escapements, Climax Unimites and the like. My example of the Rover was powered by an ex RAF government surplus electric motor and by weighty 'dry' batteries – a great many of them with valve radio control. With all this weight aboard, my model sat low in the water but she was slow and stable and she did the job of a radio test bed for a few years as I experimented with a host of different circuits (schematics in USA), in my first few years as an apprentice radio technician.

ALL WITH GREAT STABILITY

If you'll take a look at all three of Mr Rowell's first designs (I include two sections copied off his plan for the Sea Rover), you'll see that he took very few chances with stability. The other two craft were similar having generous beam and adequate freeboard. Construction is just straightforward carpentry – something that all schoolboys of the '50s were familiar with from woodwork classes. Using a level, square and one's eye (never underestimate your own eye for gauging truth and straightness of line), one erected and glued a set of five (including the transom), stout ply bulkheads upon a multi piece keel and keelson assembly. You then joined up the outer edges with two-piece spruce or obeche stringers at both gunwale and chine before erecting the cabin sides.

The end result is immensely stiff and strong giving a great frame for skinning (with glue and nail), and decking in 1/16th resin bonded 'marine ply' then a new material. I still employ the method today when scratch-building small launches. The recommended glue 'back then' was Cascamite powder though ex aero modellers like myself favoured balsa cement using the double cementing technique and both were adequate. That said, Cascamite lasts longer and was the more water resistant long term. Both of these period adhesives are now hard to find (Cascamite may be impossible – I'm not 100% sure), so I use modern epoxies favouring slow to fast set as the slower setting resins are stronger bonding. If you're as lucky as I was the original bag of brass pins will still be in your vintage kit. If not, you can buy them from Hobbies and from others. "Find and use a small magnet" (an old radio speaker is what I use!), is my advice for many 'brass' nails have a steel core and these will (I 100% guarantee it folks), produce tiny rust spots through your gloss paint job sooner rather than later.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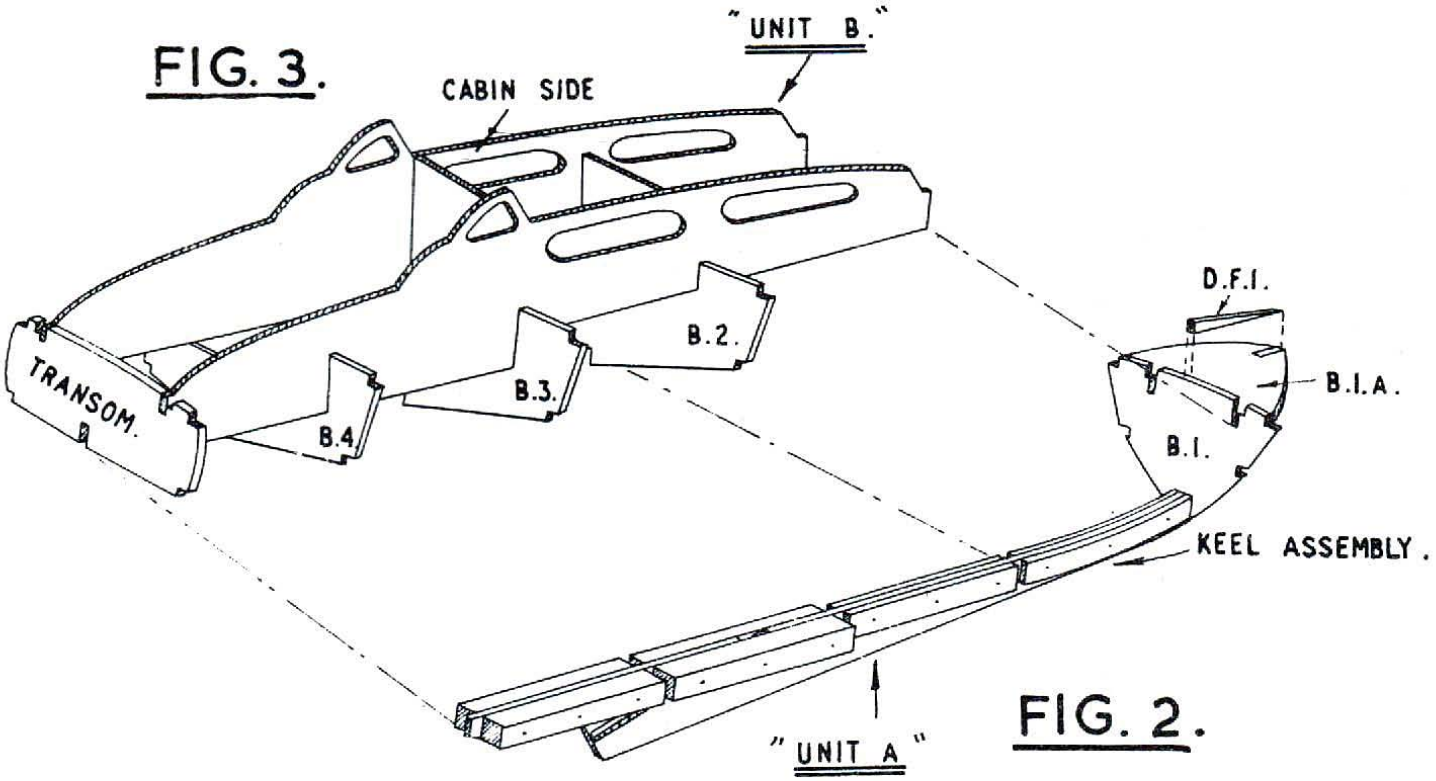
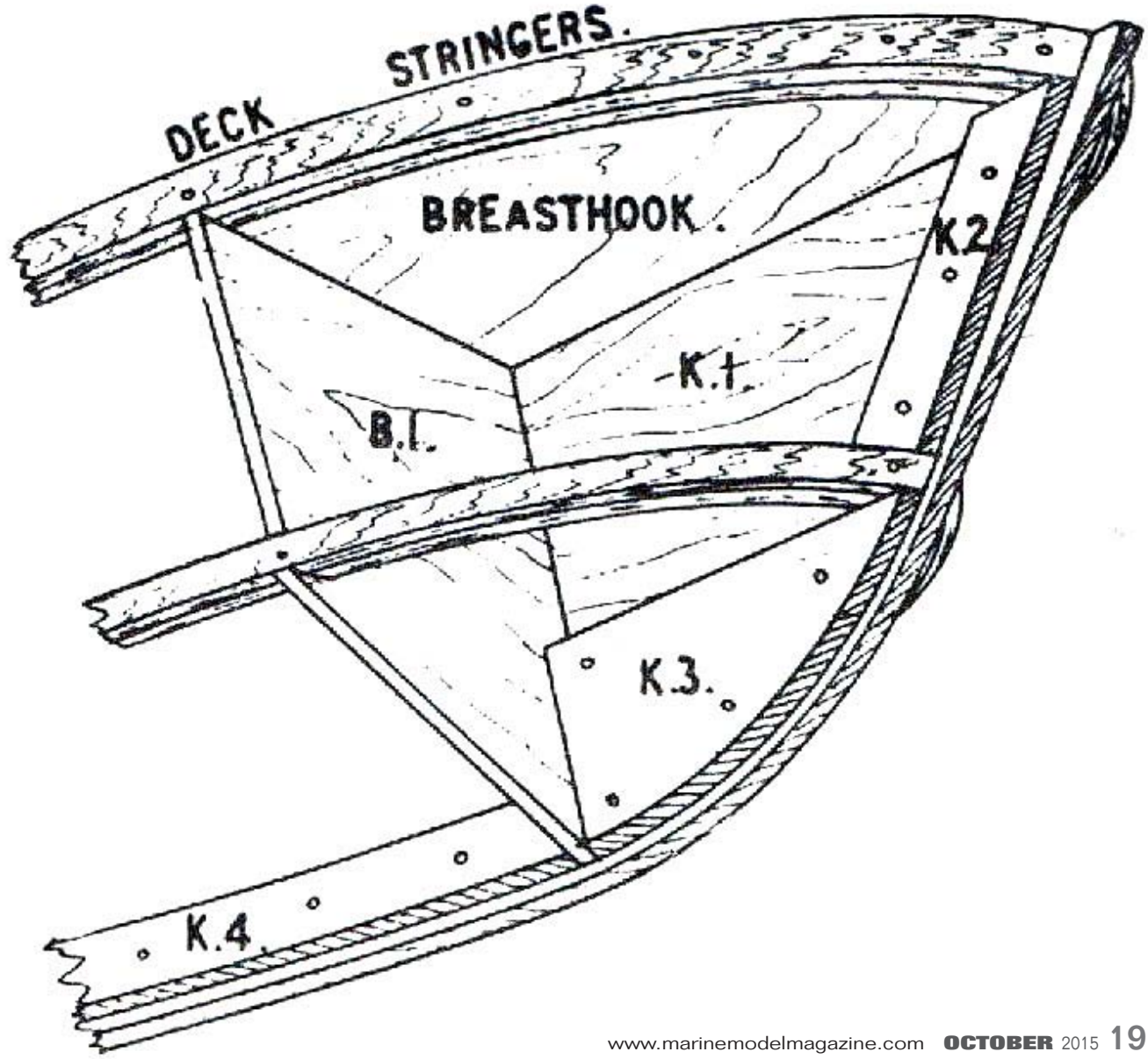
Well, I think that's about it from me for this month guys – a touch of brevity ('for a change' do I hear you say!) – next month, I'm back to American radio gear so, until then, farewell from Ol' Dave.

MMI



ABOVE/BELOW: Two sections taken off Les Rowell's drawing for the 29" Sea Rover



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SCALE SCENE

IAN LOOKS AT SERVO SET UPS AND LINKAGES AND GOES TO WHITBY

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

A bit of a mixed bag this time. Well, a game of two halves really! Firstly, I thought it was time to have a look at rudder servo placement and linkages as I haven't done this for a while. Also it should help any newcomers to the hobby. Secondly a few interesting items seen in Whitby harbour during a day out.

IN CONTROL

It is not surprising to me that newcomers sometimes have difficulty in arranging an efficient rudder set up as often there will be no instructions, in semi-kits especially and almost certainly if you are scratch-building. I have found that some of the kits will show you on the plans how and where to mount the servos, or even provide a simple servo mount. Often these will be suited for R/C equipment that the kit manufacturer recommends and you may find that the recommended set up doesn't work for your type and size of servos.

GENERAL ADVICE

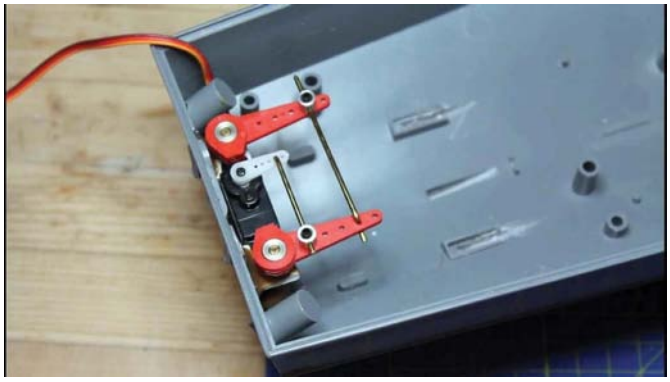
After running fast electrics for a number of years I now appreciate the advantage of keeping the pushrod between the servo and the rudder arm as short as you can possibly make it. So my first piece of advice would be to mount the servo as close to the rudder as possible. Now I know that this is not always possible, especially on models where the rudder itself is not accessible once the deck is in place, but that should always be the aim wherever possible. Making sure the pushrod run is short will give a more precise control of the rudder by helping to ensure that the pushrod itself doesn't bend. This can be more of a problem than you think, as most people use a wire pushrod which can sometimes bend under load giving imprecise steering. It is probably best to use the most robust link you can get away with, belt and braces you know!

HOW TO DO IT

After deciding where you want to mount the steering servo, the next step is to decide how you are going to fix it. Depending on the hull you could position a piece of wood across the hull, with a hole cut out, slightly bigger than the servo, into which the servo will be mounted. Or you could use two rails across the hull, or make a single mount for the servo. Some of the photos show the different types of mount mentioned.

Twin rudder closed loop system. Note the adjustable nylon clevises

Triple rudder system using 'Z' bends and EZ connectors. Note short pushrods



Twin rudder system using a servo with a single arm, using 'Z' bends and EZ connectors. This is a very compact system in a plastic kit

Rubber grommets, brass inserts and screws as supplied with a servo (see text)

When you have the location and mount sorted, the next job is to mount the servos correctly. When you buy a servo it should include a package containing some rubber grommets and metal bushes of some description (and probably some alternative arms). The rubber grommet will fit above and below (or into) the servo mounting lugs, the metal bush is then inserted into the hole from the bottom. The design of the mount will vary depending on the type of servo you use, the basic idea will always be the same though, the mounts allow some insulation from vibration and provide a little 'give' which might just be enough to prevent a stripped gear if the rudder takes a knock.

Once the servo is assembled with the rubber mounting grommets, trial fit it into the mounting you have built, making any adjustments needed but make sure that you don't encroach into the area where the mounting screws should be. Don't forget that the servo should be situated so there is enough room for the arm to rotate freely, and 1 mm pilot holes should be drilled for each screw. This will help ensure the wood doesn't split when the screws are screwed in. The servo can then be secured in place and connected to the receiver.

With the transmitter now turned on connect the battery into the receiver, this will cause the servo to rotate to the neutral position (make sure you don't have any 'trim' set on the radio). Check to see if the servo moves the right way when you move the rudder stick, if not then you will have to use the servo reverse on the transmitter. To be clear you are centring the servo before fitting the servo arm. So, with the radio system on and the rudder stick or wheel centred the servo arm can be aligned properly. You could always use a servo tester to centre the servo.

As previously mentioned, there should be several different servo arms included with each servo so choose the one which will give you the straightest run to the rudder arm (tiller). You will normally only need a single arm unless you use a 'closed loop' or push-pull system (see photos). If you have to use a two or four armed fitting cut off the unused arms to prevent the pushrod binding on one. When fitted the arm should be at 90 degrees to the control rod you'll be connecting to it (the angle it sits at in relation to the servo isn't all that important). All that remains is to connect up the servo to the rudder with the pushrod.

There are numerous fittings for this and the photos here show some different types. The simplest (and cheapest) being the 'Z' bend or 'joggle' (see photo) but you will need at least one way of adjusting the length of the pushrod, especially if you use a 'Z' bend at one end.

DIDN'T WE HAVE A LOVELY TIME THE DAY WE WENT TO WHITBY?

With apologies to Fiddlers Dram (people of a certain age will know what I mean), on a day trip to Whitby with some of my family, I managed to escape long enough to stroll into the inner harbour with my camera. As always there were some interesting craft to see and I noted that there are several ex RNLI lifeboats. At least two were being used as pleasure boats and a Waveney class boat being used as a Pilot boat. But what really caught my eye was a floating drydock on the far side of the harbour which contained two different fishing boats, presumably being re-fitted. The name on the side of the dock was Parkol, which I figured was the name of a boat repair company. As it turns out they are so much more than that. As well as their repair and re-fit business, they design and build fishing boats, pleasure boats and the like to order. They even built the 40% replica of Captain Cook's Endeavour used as an excursion boat (see photo). They have an excellent website with plenty of detail on their products and it is well worth a look.

Replica of Endeavour built by Parkol (see text)

The Parkol floating dry dock mentioned in the text

Anyway, after noticing the drydock, two other things really caught my eye. One was a ship on the dockside all in dark grey primer. It looked like an American style harbour tug but had a bulbous bow. I thought that it was perhaps a re-fit and conversion, but when I returned home I checked the website and found it was a new build named Able One for Whitby Yachts. There is more detail on Parkol's website, but I would love to see her on the water when completed, as she would make a nice model.

GUARDIAN ANGEL

The last thing to catch my eye was a very attractive shelter deck trawler newly painted in blue and white. I guessed it was a completed re-fit, but once again I was wrong as she turned out to be a recently launched new build. There are details of her on Parkol's website. I can't say that I normally like fishing boats as a subject to model, but I must say she looked very good in the blue and white livery. I was lucky enough to get a picture of her leaving Whitby at the end of the day, possibly even on her maiden voyage.

I have been in contact with Parkol and who knows, there may even be the possibility of a visit to their yard. I'll let you know. **MMI**

On the dockside, the Able One mentioned in the text and the bow of Guardian Angel

Guardian Angel leaving Whitby harbour

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

Motor Type 543-17 (Modern scale)

Medium speed, 6 to 12V **£17.45**

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

Motor Type 543-12 (Traditional scale)

Very low drain, 6 to 12V **£17.45**

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

Motor Type 365-14 (Small scale)

Very low drain, 6 to 12V **£5.15**

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

IMPORTANT

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

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

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

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

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

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

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

Export orders are despatched by airmail at no extra charge.
Payment may be by Pounds Sterling cheque or debit/credit card for easy currency exchange.

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

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

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WATERLINES

BUILDING ON A BUDGET: AFTER 30 YEARS OF MARINE MODELLING, IT IS STILL POSSIBLE TO 'BUILD ON A BUDGET'

AUTHOR: KELVIN HOLMES GREAT BRITAIN
khwaterlines@btinternet.com

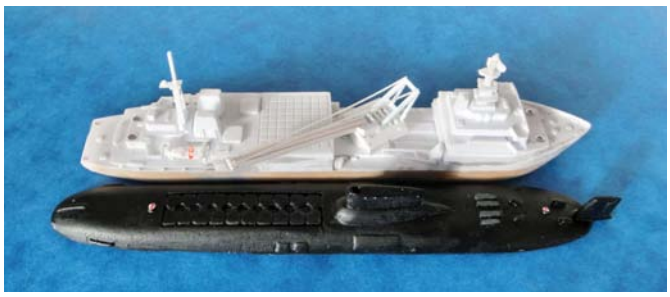
The author began collecting small scale waterline ship models with Eaglewall 1/1200 scale plastic kits back in 1960. Twenty five years later, in October 1985, Marine Modelling was launched including an article under the name Broadside primarily about wargaming using models in that scale and its near neighbour 1/1250. Here we are a further 30 years on and in that time we have seen a continued shift in emphasis from 'wargaming' models which were mainly warship kits to 'collectors' models which are invariably completed models, some even in display cases. The majority are made in Germany in 1/1250 with vastly improving standards of detail in the models and corresponding increases in price. However, thanks to various manufacturers in the UK (see below) collecting waterline ships need not be an expensive hobby and there is still scope for modelling.

USS Pocomoke with the original casting. The aircraft are by Clydeside as are some of the guns

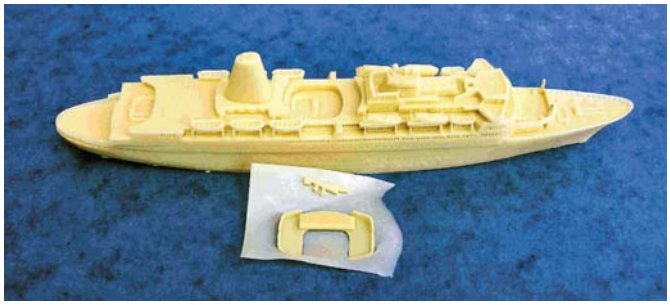
Mountford's HMS Rodney taken back to her 1941 appearance (Colin Lewis)

With a little imagination Revell's Titanic becomes the hospital ship Britannic; conversion by Jeff Stevenson

Airfix's finest 1/1200 was perhaps HMS Suffolk completed here by Nathan Paxton



Aleksandr Brykin scratch-build nearing completion with a Typhoon SSBN alongside



Len Jordan kit ready for assembly

A major part of the hobby is the meetings at Theale, Welton, Gosport and Wellow. Visit one these days and you will see the whole gamut: warships (kits or completed), merchantmen (some cast and needing paint, others ready to display), tiny aircraft (for carriers and catapults) and harbour components (jetties, cranes and buildings) for those layouts. Between meetings an excellent way to keep in touch with fellow modellers and collectors is via the 'Dockside' message board, (***www.members7.boardhost.com/Dockside***) where you couldn't hope to meet a nicer and more helpful bunch.

Over recent years the worldwide collecting community has shrunk resulting in less demand, smaller production runs and higher prices. This seems particularly evident in Germany. More and more collections are coming on the market although prices for second-hand models seem fairly steady. With few young collectors joining the hobby a time will eventually come when demand and hence the value of models could well evaporate. Hopefully most collectors are involved for enjoyment and fellowship not investment; if the latter they may be sadly disappointed. This assessment is a personal opinion and comments would be welcome. Having forecast eventual doom and gloom, this enthusiast will continue and indeed the hobby has plenty more years.

BUILDING ON A BUDGET

As mentioned above the world of 1/1200-1250 waterline model ships tend to be dominated by metal painted models which these days vary in price from £10 to over £100. Yet there are plenty of alternatives giving the modeller, rather than the pure collector, a

RN Carrier group of models in the Skytrex-Triton 1250 range

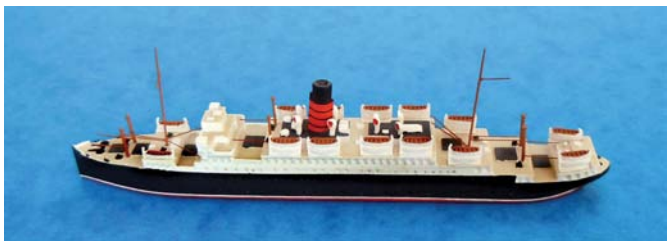
chance to create some first class ships on a budget. It seems that only in the UK does the kit still thrive and you only have to take a look at Dockside to see what can be achieved. The main sources of plastic kits are Revell and Airfix although the latter have now discontinued their six re-issued warships, one of which is illustrated.

Resin castings are produced by AH Models (***AlanHmodels@virginmedia.com***) with the Len Jordan and HM ranges. AH Models also have their own small series known as Wirral Miniature Ships plus the portside accessory models. Resin kits are also available from Loftlines ably produced by Gary Anson (***gary.anson@talk21.com***).

The Clydeside range of metal warship kits seems to be inactive at the moment but may well re-appear. Also look out for models, their own and re-issues of the Nelson merchant ship series, from Limited Editions (***www.limiteditions.co.uk***). More metal is available from Arrowhead Miniatures (WW1 warships) and in the former Skytrex Triton 1250 range (modern warships and harbour parts) from ***www.navymodelsandbooks.co.uk***.

Another invaluable contributor is Mountford (***www.mountfordmodels.com***) who in addition to producing fully assembled and painted models give the option of kit versions. Here I must declare an interest as since retiring I have built a number of masters for Mountford. These are usually entirely out of plasticard although sometimes hard wood is used for the lower hull. Of course a master kept at home is simply a scratch-build which is another rewarding way to build a budget collection. Look on Dockside or the Triang website (***www.triangminicships.com***) and you will also see wonderfully enhanced versions of the current Triang range of inexpensive modern warships and merchantmen.

P&O cruise ship Victoria completed by Nigel Robinson



HM resin casting of Cunard's Ausonia

A Triton 1250 Kiev hull and Mountford Kuznetsov bridge come together as the Indian Vikramaditya (ex Admiral Gorshkov)

Perhaps the blankest canvas for model assembly or conversion is a sharply cast resin kit in the Len Jordan (LJ) range. Len made a huge contribution to the hobby and his passing in November 2011 was a great loss to us all both personally and as shipping enthusiasts. The models are mainly merchant ship kits although there are some armed wartime versions available. So the models may be completed as intended by the manufacturer in civilian guise in the colours of different shipping companies or in grey as appropriate.

An imaginative modeller such as David Carter, whose work can often be seen on Dockside, will also turn a basic merchantman into something quite special. Illustrated is David's USS Pocomoke (AV-9) as in WW2 which was constructed from LJ M49 Abbekerk. This ship was one of 162 American built C3s (specifically a C3-S-A5). Completed by Ingalls Ship Building in 1940 as the Exchequer the ship was acquired by the USN to become the seaplane tender USS Pocomoke. She was scrapped in 1960 although sister-ship USS Tangier (AV-8) returned to mercantile service as the Detroit. Check out ***www.shipbuildinghistory.com*** then 'Merchant Ships Built for the US Maritime Commission in WWII' for endless C3 conversion possibilities.

The next project by Colin Lewis is the battleship HMS Rodney which although a prime candidate for any 'Sink the Bismarck' series (Airfix or Eaglewall's) was never included. Mountford, however, produce the ship as in 1944 so the idea here was to take her back to her May 1941 appearance. This involved clearing the entire area aft of the funnel at boat deck level and adding a new mast, boats and directors. The cranes were replaced by less bulky versions and all AA was removed from atop the 16" gun turrets. Lastly a catapult and Walrus were installed.

The rawest of raw materials are of course wood and plasticard aided and abetted by items from the spares box such as boats, cranes, guns etc. The example here (one of the author's), is the Russian Navy's Aleksandr Brykin. The 17,000 ton ship was completed in 1987 and was designed to re-arm Typhoon class SSBNs with their ICBMs. In the chosen 'work in progress' illustration, the lower hull is in hard wood and the remainder is in plastic. Finally I would like to thank all those modellers who have kindly agreed to let me reproduce pictures of their work proving without doubt that a relatively inexpensive original can become a miniature masterpiece. Congratulations and a big thankyou Kelvin for 30 years contributing to MMI, here's to the next 30 years! ***MMI***

A SIMPLE BILGE PUMP

KEEPING YOUR MODEL AS DRY AS POSSIBLE INSIDE!

AUTHOR: JOHN DAVIES

Do you prefer to sail your models on a flat calm day? Or are you more adventurous? Do you demand a model be able to cope with a wide variety of conditions, just like the real thing?

A few years back, I ran a model at an event held on a dock twenty feet deep. It was windy, with a bit of a chop. Fortunately, the model was a one twelfth scale Arun lifeboat, which coped with the conditions very competently. However, while there were no sinkings, one or two beautiful models came alarmingly close to being lost in deep water. Unsurprisingly, their owners looked very worried. Since a hobby is supposed to be more a delight than a source of anxiety, this was not good.

More recently, scale sailing models cast their spell. Just like the real thing, when they really get going they heel over, put the lee rail under and fill the decks with water. If the decks, or the hull-to-deck join, are not truly waterproof, some of this will find its way below. No model has ever come close to sinking, but one was recovered with some of the electronics drowned, necessitating tedious dismantling, flushing of circuit boards in clean water, drying and reassembly. This is no fun working through a small hatch.

The bilge pump described below was the answer. It can be fitted to any model except the smaller type of miniature.

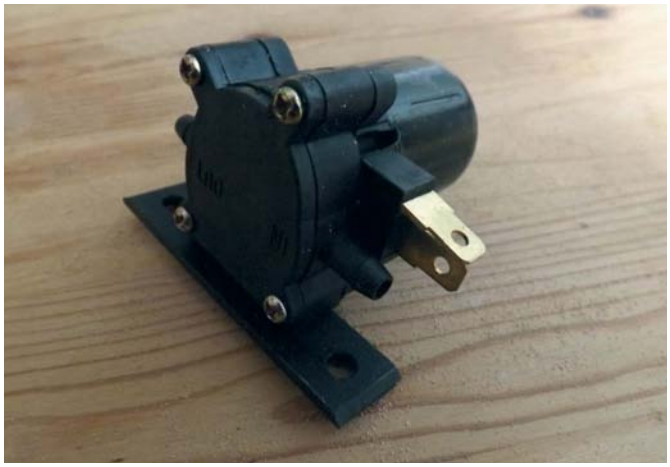
The pump is a 'universal' car windscreen washer pump, obtainable for £6:99. It will scream at 12 V and rumble away quietly on 6 V. On both voltages it will pump water. The output side is connected via flexible tubing to a simple skin fitting.

The input side is the clever part. If a pump regularly has to digest dirt, it will have a short working life. Most likely it will fail just when you do not want it to. So a strum box was made out of fine brass mesh. Scale Link have something similar in their range. The pump is located in the middle of the boat, under the hatch. The strum box lies at the after end of the bilge, which the drag on the keel ensures is the lowest part of the hull. It is connected to the pump by about a foot of flexible tube, which enables the strum box to be brought up through the hatch, removed and flushed clean under a tap.

In use, the flexibility of the tube and a little strip of lead wound around the strum box ensure it will always find the lowest point, no matter how the model heels.

Control is via a three-position switch obtained from Maplins (a UK electronics store). The centre position is off, on one side the pump is continuously on. This is mostly used for pumping the model dry on its stand after a sailing session, before taking it home. On the other side, power for the pump is routed through a simple R/C switcher, which costs under £10. The total cost of the whole installation was under £25. Considering the money, the time and the loving care we put into building our models, it is worth making this pump installation a standard fitting.

One last point: If you sail on salt or brackish water, when you get the model home, pour in about a pint of clean fresh water with a tiny bit of liquid soap and pump it out again. That should keep the pump sweet and happy for your next trip to the pond. ***MMI***



The car windscreen washer pump

The strum box/water pick up filter

Three position switch for either pumping out when alongside, electronically via a spare radio channel while at sea or off

READERS LETTERS

A READER GETS IN TOUCH

Dear Barrie,

Sometime ago, you asked readers what battery charger we used. To charge my R/C AA cells 2500 rechargeable (purchased from the store Lidl) I regularly use the Lidl Tronic Ultra Fast Charger model: TGL 1750 B3 purchased in November 2012. I like it and it serves at short notice, to sail a boat. It cost me £10 reduced from £13.

Next I really liked your plan and article for Clive Halliwell's Stealth Corvette, definitely 1 star plan for novices like me. I also like the idea of free sailing non R/C. So, MORE PLEASE when you can!

I still have my older brother's Airfix Iron Duke which he built and motorized in 1973. It did sail on a pond.

I also liked your article; 'A Cokyn Historic Fleet' by Alistair Roach, June 2014 issue. A boat you can build, carry in your pocket and sail in a rock pool. So more stuff like this please!

Lastly I liked Clive Halliwell's card model issues e.g. Puffer, Hovercraft, Knotts End Ferry. These were good, and interesting.

I nearly forgot: in April (2015) I purchased the Atomic Flash boat you reviewed in January 2013 and I remembered your words from our conversation at the 2012 Blackpool Show... "You couldn't make it for that (£40)". I like it, it fits in a shoe box.

MMI continues to be very good, but please remember to have more really simple plans, and making model/toy boats out of scrap objects, I like improvising!(Any readers with any potential ideas please contact the editorial office – ED.)

I wish you a good summer, Barrie.

Michael Austin

Can Any Readers Help?

Derek Battson the chairman of the Yate and Sodbury MBC has been in contact with the MMI office to ask if any readers can help in identifying this model U boat. It is built from wood and metal and is a static model but appears quite old! Any answers/suggestions to the MMI office please.

The Nantucket lightship

COVER STORY

AUTHOR: ROBIN TROTT

THE NANTUCKET LV-112 LIGHTSHIP

THE BUILD AND CONVERSION TO R/C OF A LINDBERG LIGHTSHIP PLASTIC KIT

I was sent this model kit for review in my monthly PKS article, by a company called Amerang, which was in the May 2014 issue of MMI. It was a model I had always wanted to build. It was first released in the 1960s and is one of those kits that keeps being discontinued and rereleased years later. It is a Lindberg kit but has been owned by several companies over many years, but still retains the Lindberg trademark. I decided to build the kit and convert it to R/C as I like the idea of a red lightship under R/C at my local lake with other models moving around her.

THE LIGHTSHIP

LV-112 was launched in 1936 and remained in service until 1975. There have been 11 lightships bearing the name Nantucket but each with a different recognition number. The name is taken from an area called the Nantucket Shoals, a very hazardous location 40 miles S/E of Nantucket Island, and is the furthest lightship location in North America. The LV-112 predecessor LV-117 was rammed and sunk with the loss of many of the crew by the ocean liner RMS Olympic; sister ship of the Titanic in May 1934. The Cunard White Star Line paid compensation for the accident, this paid for the replacement light ship LV-112. She is now a museum ship which has been restored and can be found permanently moored in Boston harbour in the USA.

THE KIT

Here are the details of the kit for those who did not see my PKS article:

Model No.: 70860
Scale: 1/95
Length: 43.8 cm
Beam: 10.8 cm
Parts: 177

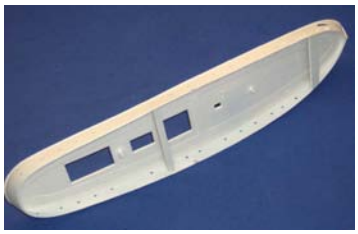
The age of the kit reflects in the moulding as some of the parts are quite bulky and thick, but this does not matter as I do not want the model to be too delicate for my conversion to R/C. The deck fittings and superstructure are very comprehensive and well detailed, the assembly instructions are very good but I will be finding my own way through them due to the way I will need to build the kit as a working model. The scale of the model is 1/95 and the size makes it an ideal kit for conversion giving it adequate interior space for the motor, batteries, receiver, speed controller and servo.

ACCESS

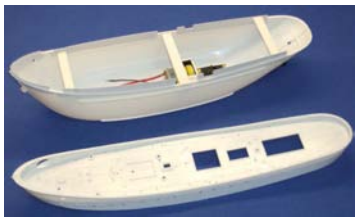
The main problem was how to gain access to the interior without losing any of the deck detail. As the top of the two hull sides

Hull and deck before starting conversion

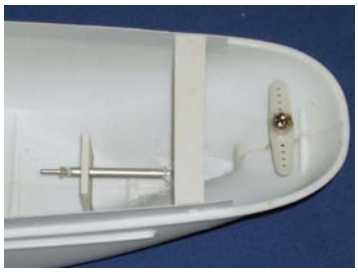
Hull and deck assembled top section being separated with razor saw



Upper section with braces fitted to keep shape



Both sections bracing and strips of plasticard fitted to allow upper section to line up correctly



Prop shaft and rudder shaft in place

Handmade rudder and strengthening bar fitted

slope inwards this made the removal of the deck as a separate part impossible. So what I decided to do was firmly glue the two hull sides and deck together and then cut away the upper section of the hull with the deck in place along the raised striking rail that is moulded all the way around the hull. This gave me a line to cut the section away using a sharp razor saw. It took a while but it was well worth it as I was now left with a lower section with a separate upper deck and sides which will be removable for access to the interior for the R/C fixtures.

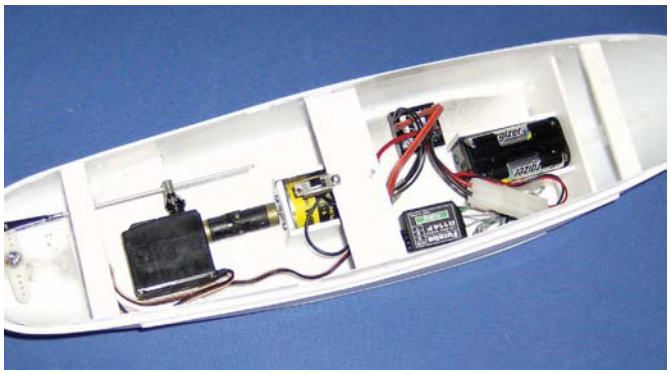
Bulkheads made from thick plastic sheet were cut and fixed into the hull to brace the sides as there was some flexing of the sides with the removal of the upper part. Strips of plasticard were cut to size and fitted along the top edge of the now lower hull section to form an edge for the upper section to slot over to hold it in position; this also helped reduce the chance of water seeping inside through the cut seam. Clear bathroom sealant was also run along the join where the two lower hull sections were glued together to make the join watertight.

INTERIOR FITTINGS

I enlarged the hole to take the 10 cm long prop shaft that I had in my spares box, this was just the right size for the model. To help support it a small piece of thick plasticard was fixed inside the hull, a coupling was attached to a 385 motor. Once these were aligned, a box was made to house the motor which was attached with silicone to secure it in place. Silicone was also used to make a water tight seal around the shaft. The propeller that came with the kit was of no use so I substituted it with a 3-bladed black plastic one.

Next came the instillation of the rudder, this I made out of brass sheet and brass rod. I made it slightly larger than the kit rudder to give better manoeuvrability on the water. Again the hole in the hull was enlarged to take the new brass rudder shaft. The rudder was also held in position by a support at the bottom of the rudder; the kit's plastic part was very flimsy, so to strengthen it I folded a piece of brass sheet into a 'U' shape around it. A small brass rod protruded from the bottom of the rudder which fitted into a hole drilled in the support, this now held the rudder firmly in position. A tiller was made for the top of the rudder and this was then attached to a servo by a push bar. There was enough room inside the hull to accommodate the speed controller, receiver and a battery pack containing four AA batteries.

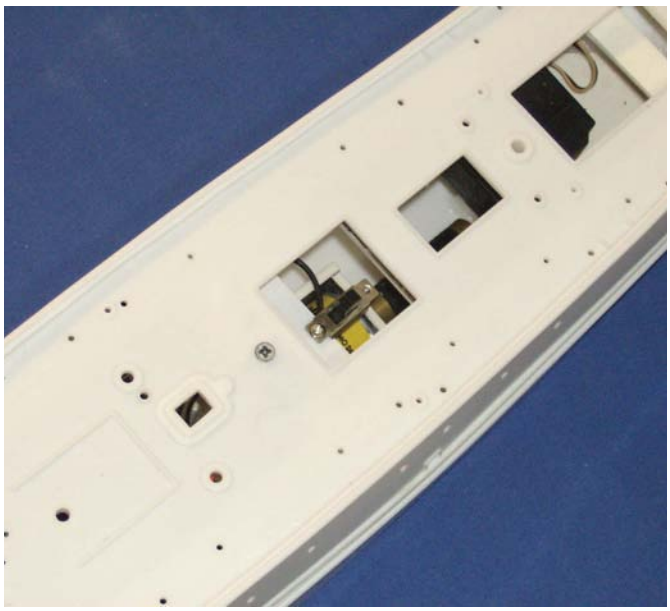
Cover fitted over prop shaft to allow area for servo to be fixed in position



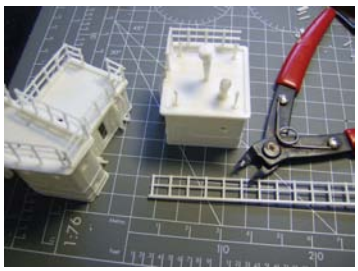
All electric components in place, thick plasticard used to form supports and bulkheads. Note on/off switch above motor

These were all fixed in position using Velcro so all components can easily be removed when needed. The on/off switch on the speed controller was fixed in a position above the motor, the reason for this I will explain later. All electronics were now tested and all worked OK.

This was the interior now finished except for ballast which I left until I had completed the build of the deck and superstructure.



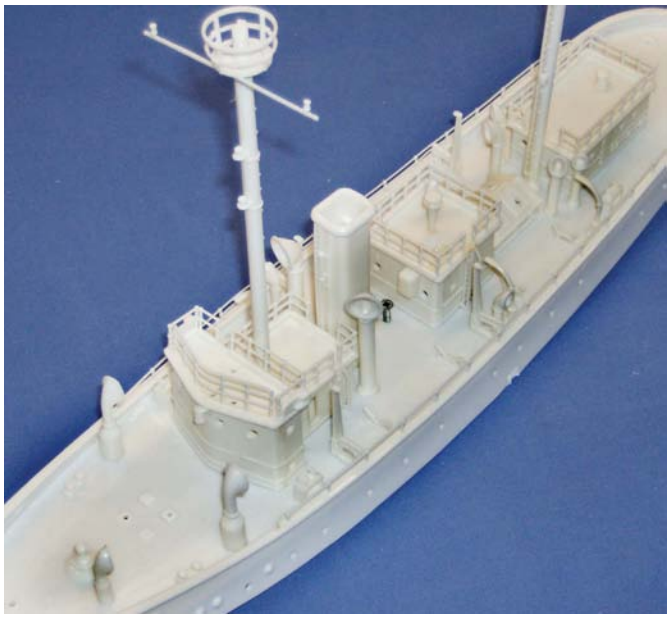
Upper section in place. The opening to give access to switch and securing screw can be seen



Superstructure under construction as sub-assemblies

UPPER HULL, DECK AND SUPERSTRUCTURE

I now turned my attention to the rest of the main build. The upper section of the hull and deck slotted nicely over the lower section but now had to be made so it was secure but removable. I decided to use a small screw that went through the deck just behind the position of the funnel. This screw lined up with a wooden cross member that I placed in the lower hull section. Once the screw was inserted it secured the upper section and deck firmly in place, but was easily removed to access the interior.



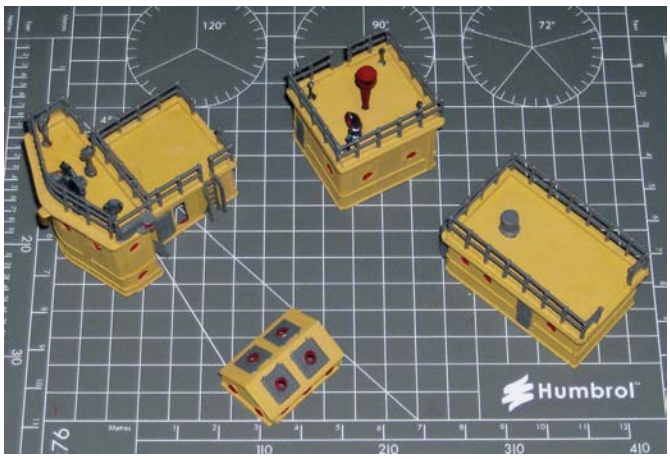
All superstructure and deck fittings test fitted before painting

Now back to the on/off switch, it now corresponded with an opening in the deck where one of the superstructure buildings was to be placed. Strips of 1 cm high plasticard were now fixed around the opening, thus making this building removable, giving easy access to the switch by just lifting it off, without the problem of removing the screw and the complete upper hull section. The rest of the model was now assembled; these parts, the bridge, funnel, mast and the other superstructure buildings were built as sub-assemblies to be fitted in their positions later. All the deck fittings; bollards, cleats etc. were fixed to the deck.

Primer coat applied

PAINTING

I had not painted any part of the model at this stage, so now I spray painted the entire model and the sub-assemblies with two coats of red oxide colour paint. This not only acted as a primer for all parts but also as the colour for the hull bottom below the waterline. I had decided, before commencing the build, that I would heavily weather the model with lots of rust streaks and paint washes over the bright red paintwork of the lightship so that it looked as if it had been at sea for some considerable length of time. As well as red the other main colour paint used was a dark cream colour for the deck buildings.



Sub-assemblies painted

Deck and upper hull painted

Once these main colours had been applied and were completely dry I fixed the decals that came with the kit in position. Now I went to town with my weathering.

I used paints from the LifeColor Rust paint set which contains several different shades of rust colour paints. These went on very well and I applied it everywhere rust would be found on the real lightship. Weathering the rust on the model was replicated as streaks and chips in the paintwork. Dry-brushing lightly with white paint highlighted the detail of the moulding. Once this was done I used washes of a dark reddish brown over the complete model. These washes I made using artist oil paint (ones that come in tubes) heavily mixed with white spirit. I swamped the model and left it for a minute or so to dry, then using a dry paintbrush and cotton buds I gently removed the wash. This way some of the wash stayed in any corners and along edges of the deck leaving the real dirty and worn look that I wanted. This method needs to be practiced on any old model until you get the hang of weathering with washes.

RIGGING

Rigging was attached to the masts using black cotton that came with the kit, but what I do first with the cotton is to soak it in a mixture of white woodwork glue diluted in water. The cotton once removed from the mixture is pulled through a piece of cloth or tissue, this removes excess mixture and also sticks any of the cotton fibres that are showing along the thread down so it is nice and smooth. I hang the thread up to dry with a weight at the bottom to pull the thread taut, once dry it is quite stiff so it can be easily measured and cut to the required length and attached to the model.

FINISHING THE BUILD

All that was required now was to fix the ship's lifeboats in the positions on the deck with thread used to attach them to the boat's davits. I used the two flags that came with the kit; they are moulded in thick plastic. I had thought about making replacements myself out of paper or cloth, but as the model was to be sailed I thought it may come in handy having flags that were not easily broken or ruined by water, so I used them as they were and at a distance they look OK. This completed the build of the model.

BALLAST

With the build complete I turned my attention to ballasting the lightship. Due to its small size it fitted in the bathtub and also gave me room to manoeuvre the model. I was surprised by the amount of lead I had to place inside the hull to bring the model down to the correct water line. The lead I cut into small squares that were placed at various points along the inside of the hull bottom and secured in place with silicone. It looked OK in the bath but the best test was to be on the lake.

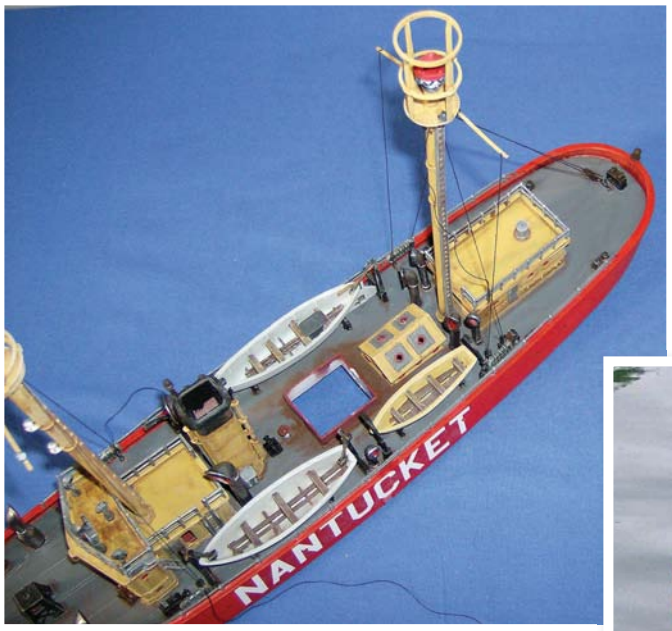
THE FINAL TEST

I had made a stand and carry box to transport the finished model to my local lake. At the lake I gently placed the lightship in the water having first checked that I had control of the propeller and rudder. Once in the water I pushed the speed control leaver forward and away she went very steadily to start. I kept her close to edge of the lake in case there was a problem. Steering worked perfectly, so I manoeuvred further into the middle of the lake. There was no need for any change in the ballast as the ship sailed very well on an even keel, and turning caused no trouble at all. The lightship could turn in very tight circles so I was glad I had enlarged the rudder during the build as there is nothing worse than a model boat that has to travel halfway across the lake just to turn. She looks great on the water with the heavily weathered effect and rust streaks down her sides. It actually looks like a ship that has been at sea for a very long time in all weathers.

The completed model on the water

I would recommend this type of model as its size is ideal for conversion to R/C. Just remember to plan your build before you commence any of the conversions that are needed to the hull. Once done you will have an R/C model of a very unusual craft to steer around other boats on the water.

Many thanks to Amerang for supplying the model kit. Details of the kit can be found on their website at: ***www.amerang.co.uk*** and ***www.lindberg-models.com*** ***MMI***



All parts in place and rigging being attached

All completed with weathering, washes and decals applied

The broad beam makes the lightship very stable

Viewed from above

WŌDEN, ICEBREAKER AND RESEARCH VESSEL

THIS MONTH'S **FREE PLAN**

FOR THIS MONTH'S FREE PLAN, CLIVE DESCRIBES HOW HE ADAPTED A MOBILE MARINE MODELS HULL TO PRODUCE A 1/128 SCALE MODEL OF AN ODEN TYPE ICEBREAKER

AUTHOR: CLIVE HALLIWELL

THE PROTOTYPE

So my model is based loosely on the Oden, at 1/128th scale. Displacing between 11,000 and 13,000 tonnes, she is 354 feet (107 m) long, with a maximum breadth of 102 feet (31 m) and can move at 3 knots (5.6 km/h) through 6 feet (1.9 m) of ice! In common with many modern vessels, much automation allows for a crew of just fifteen to work the ship, though she can accommodate many more.

The Multi-Dee hull from Mobile Marine Models

THE HULL

The Multi-Dee GRP hull, supplied, via the editorial office, by Mobile Marine Models, took them over 18 months to design purely as an experimental hull for various combinations of propulsion units for modellers to do-their-own-thing. The hull is a good strong moulding,and leafing through a back issue of MMI (January 2012) I came across Kelvin Holmes' Waterlines article on icebreakers. One shot included a full hull view of the Swedish Oden, with the hull distinctly resembling the Multi-Dee hull. An ideal project especially as Mobile Marine Models can supply all the motors, running gear, fittings for such a project as this, if required.

RESEARCH

Now I, and I suspect a lot of other folk, imagined icebreakers rammed their way through the ice pack with strongly strengthened, but fairly sharp, bows. Instead, very rounded bows, and a hull shape that allows the weight of the vessel to press down on the ice, are utilised. Ice has a much lower tolerance to bending than splitting. This is a rather simplified explanation, modern icebreakers having many other design features built-in; stainless steel belts along the waterline, high pressure water systems to flush the broken floes away from the hull etc. But this article is about building a model icebreaker, not, their ongoing design!

Loads of internal space, with markings on the hull for shaft outlets, rudders etc.

RESEARCH VESSEL

As already mentioned this large vessel needs only a crew of fifteen, but can accommodate a further sixty-five 'passengers'. It can also ship some forty standard containers, or Portakabins, all of which can be connected to the ship's own systems, electricity, water, telephone etc. Various types of laboratories can be shipped, depending on the particular research being undertaken. So numerous options are available, particularly relevant in this era, to study supposed climate change!

Safety is also important with the two fully enclosed lifeboats able to hold the full complement of eighty between them. There are also life rafts, and two survival suits per person, one each in their allotted cabin and at their designated work station.

Note: Oden is similar in size and general layout to several classes of icebreaker, so other variants could be researched and modelled. There seem to be a number of features that are common to most nations icebreakers; the large 'accommodation block' as part of the superstructure, the high, full width bridge and a helicopter landing deck, some above the fo'c'sle, others aft of the superstructure.

Building up the bow to give an extra deck height

ON WITH THE BUILD

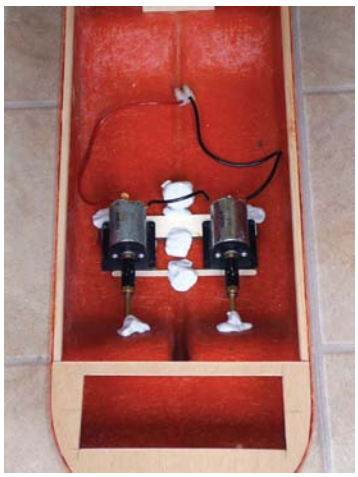
I found the hull to be extremely well made and robust, at the stern are marks for shaft outlets (2) rudders or Kort nozzles etc. I began by adding another deck level at the bow (the fo'c'sle). Some classes do not have this feature, but it seemed to give Oden a look of 'power' Anyway, 1 mm

Fo'c'sle bulkhead and deck supports being installed

styrene was used to build up the hull sides.

Once this stage was completed a bulkhead was fitted across the hull at the break of the fo'c'sle. This would help support the fo'c'sle deck forward and the main deck aft. Once happy with the bulkhead, short lengths of 6 x 6 mm inwales were glued in place and the fore-deck cut to shape from thin ply, though not fitted at this stage. Also, to support the main deck, 6 x 6 mm inwales were fitted along the straight sides of the hull and short length across the transom. The quarterdeck was then cut out and the two side decks, though neither fixed down at this stage. The width of my side decks was governed by the size of the gravity davits I had already purchased (30 mm deep).

Fo'c'sle deck with anchor hawse pipes and quarterdeck with access to tiller arms



Whilst there is still plenty of access the twin 'diesels' and shafts are installed

Twin rudders, protective shrouds and solid skegs

HAWSE PIPES

Because of the unusual blunt shape of an icebreaker's bows, and their method of breaking a channel through the pack ice, the hawse pipe outlets are located towards the centre of their rounded bows. I fitted my openings at this point; the outputs backed by a scrap block of balsa and the inlets having dummy troughs fitted below them to eventually take short lengths of anchor chain. The photograph is shot from the bow with decks in place.

HARDWARE

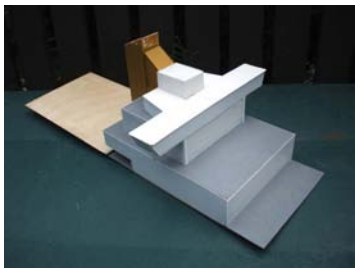
With the various sections of deck ready to be installed I decided to fit some of the hardware, though with the lift-off upper deck and superstructure there would always be plenty of access. The outlet position for the shafts, and the rudders, is moulded on to the hull; this is for twin shafts and twin rudders, but this is not mandatory of course.

With the unusual shape of the hull, quite short shafts can be fitted, in my case two 130 mm brass tubes. Two holes were drilled and the motors/mounts, couplings and shaft assemblies installed temporally using Blu-Tack. A wooden wedge was fitted under the front edge of the mounts; with everything lined up the whole package was fixed to the hull bottom with small screws into the wedges helping to hold the mounts in place.

A drawing, found on the Internet, showed the twin shaft arrangement with the shafts supported by a heavy skegs and the propellers protected by shrouds, similar to Kort nozzles.

My skegs were cut to shape from plywood and glued in place. The shrouds were cut from a 35 mm plastic plumbing coupling, purchased from the local hardware store. They were glued in place and finally secured with two holes per shroud, drilled through the hull and brass rods super glued in place.

The twin rudders are commercial assemblies?



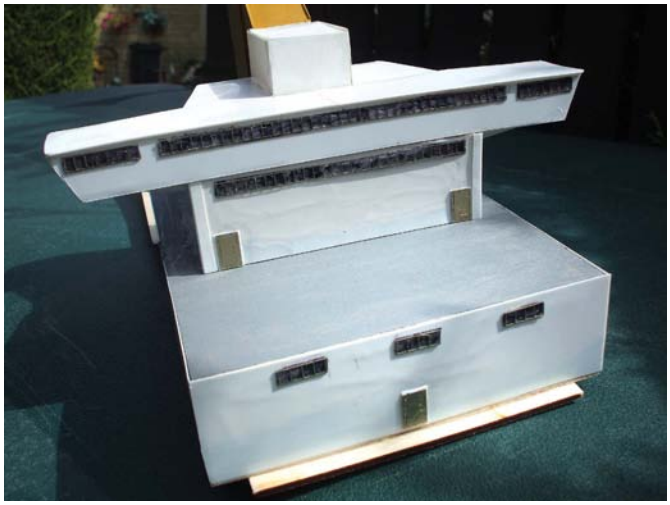
The superstructure being built up on the lift-off deck

SUPERSTRUCTURE

I decided to make the two lower decks of the superstructure permanent, mainly to facilitate the installation of the prominent gravity davits for the lifeboats and support structures for the life rafts. A through deck, incorporating the flight deck would be made removable with the rest of the superstructure attached to this. The actual structure was made up of blocks built in thin ply including the exhaust uptake (funnel). Each surface that was not a deck area was faced with 0.5 mm styrene sheet.

WINDOWS

These vessels have masses of glazing (generally a nightmare for me!). However, images of North American coast guard icebreakers (USA and Canada) showed portholes rather than the rectangular windows on the Oden, so I took that route, much easier to drill holes than cut out a hundred or so little rectangles!



Etched ladders being fitted horizontally as window frames

This still left the problem of the bridge windows. Here I employed a solution I have utilised before, using ladders fitted horizontally. The flat, etched brass type, at 1/72nd scale were trimmed to the required size then glued to clear plastic sheet, with the back of this darkened with a black felt tip pen. Once cut away from the backing sheet the sections can be glued in place. The larger widows at either end of the bridge, looking down on the ice, are similar, etched brass stanchions/rails, cut to size and fitted in the same manner.

DOORS

From the same source as the ladders, James Lane Display Models (see later). Around the lower superstructure, at main deck level I fitted the watertight versions, above this the standard

rectangular type with frame. Each was backed with thin styrene just to make them stand out a little more.

STANCHIONS/GUARDRAILS

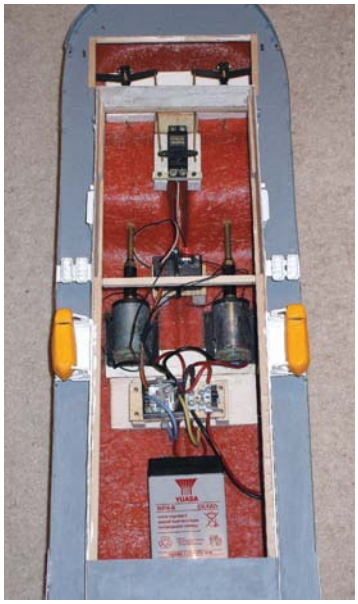
An on board clip on YouTube showed the guardrails to be of solid type, i.e. not individual stanchions with chain or wire between them. Again these were purchased from James Lane in etched format (three rail plus bottom rail at deck level to make fixing easier).

THE MAST

I built and painted the mast on a jig (scrap block of wood) only installing it towards the end of the build. The four main uprights were cut from the spokes of a defunct umbrella, with cross ties of thin brass tube, wire etc.

SENSORS

Images of these vessels show a profusion of various radars, satellite domes, aerials etc. Weather monitoring and reporting are daily tasks and with the ongoing debate on climate change observation and recording of the ice conditions is another primary task. I fitted four sat-domes and three revolving radar scanners, it is all up to the individual modeller and his or her particular prototype.



Plenty of room in this hull for all the necessary R/C equipment

R/C FIT

Even with the side decks and lower superstructure bulkheads in place there is plenty of access. My installation was fairly standard. Running from for'd to aft: SLA battery, speed controller and fuse, motors with Rx on a shelf aft of these and lastly the rudder servo, on the centreline, pushing one and pulling the second tiller arm. Very basic radio control (2-channel) but there is room for a more advanced set up if that is your desire.

ADDITIONAL FITTINGS

I added two cranes, one on the fo'c'sle, and one on the quarterdeck, also here, a winch and towing bollard, for emergency rescues. The usual bollards, fairleads, vents etc. should be added. Some icebreakers have hangars for the helicopter, one, Finnish I think, was painted grey and had a gun!

I included some scratch-built containers and a small hovercraft (embarked for trials?).

PAINTING

Again I replicated the North American colours, white superstructure and red hull (without the Coast Guard white stripe). Images on the Internet show Oden in at least a couple of paint schemes, so again, I leave it up to you!

Obviously, on her way to the icepack!

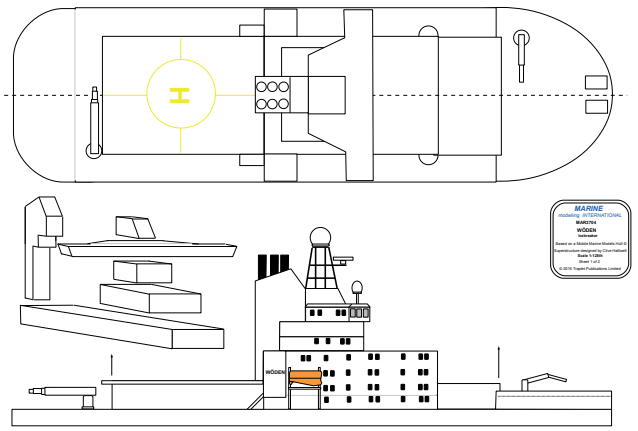
SOURCES

Hull from ***www.mobilemarinemodels.com***, 01522 730731.

MMI

Shot taken from the 'chopper, showing the embarked hovercraft for trials on the ice!

The completed model of WŌDEN, Icebreaker and Research Vessel



Bow view of WŌDEN

BELGIUM

THE CORENTIN PART 2

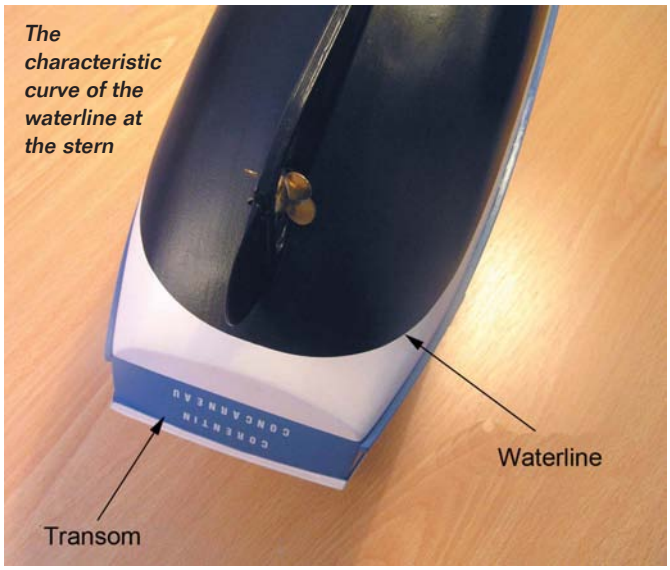
HAVING COMPLETED THE HULL IN THE FIRST PART ERIC NOW GIVES DETAILS OF THE PAINTING, PLANKING, FITTINGS AND RIGGING TO PRODUCE A MUSEUM QUALITY MODEL

AUTHOR: ERIC BAUTHIER

THE PAINTING PROCESS

It was decided to paint the hull before the construction of the model was complete. This made it easier to appreciate the work so far and the aim was to reduce handling the model once the rigging was installed. Initially the hull was covered with a layer of white paint which, after a light sanding, revealed any imperfections in the surface. These were filled and sanded. The hull was, in our case, spray painted. The paints used were from the Humbrol range: matt white 34, matt black 33 and blue 109. Considering the small pots, it was important to estimate the quantity needed for

Tracing of waterline using a 'T' foot. To keep it firmly in place, the model is ballasted with a lead weight. In addition, it was held firmly both horizontally and vertically. Note the inclination of the pencil which makes it easier to draw the waterline in the stern area



The characteristic curve of the waterline at the stern

the operation. These paints were diluted using synthetic thinner to give a milky consistency which was ideal for spraying at a pressure of about 2 kilos.

The waterline was drawn in pencil using a craft 'T' shaped waterline marker while the hull was held horizontally and vertically as shown on the plan. Weighted with a weight, the model was firmly held in its stand for this tracing operation. The waterline does not extend to the transom but ends in an arc; this was the shape one got if one carefully followed the true flotation line.

The boundary between two colours was achieved using masking tape to get a straight edge and avoiding the saw tooth effect. Therefore, it was necessary to make a careful choice of tape. The adhesive paper was removed as soon as the paint was applied in order to avoid an unsightly edge. The fictitious registration was produced using a stencil made for the occasion. It was designed using documentation relating to Breton ships of the time. This lettering was applied using an airbrush and finally some fine minor brushwork was necessary to highlight it.

The whole construction was covered with two coats of a satin acrylic varnish that protects the model and also seals the lettering. The varnish used, referred to as Divalo, comes from the maker Mathys. This layer of protection was easy to apply with a wide, flat brush. Metal parts were painted using Humbrol paints, Gun Metal No.53, White gloss, etc.

THE PLANKING OF THE DECK: GENERAL PRINCIPLES

In naval model making, the art of making wooden decks often requires special attention. Several methods are available to modellers; here are a few examples.

Earlier we discussed how important it was that the deck fitted the shape and sheer of the model. Therefore, a simple method is to use an accurately fitting plywood deck faced with lime wood. The caulking is indicated using a thin pencil line and the whole is then varnished. To achieve a more distinct caulking it is possible to perform the strokes with a fine marker, but it is strongly recommended to conduct a test beforehand because wood tends to absorb the ink. If this is the case, the application of an intermediate layer of varnish is required before the ink is applied. The pencil method is probably the easier; it is popular with many designers and gives very good results. As there are only a limited number of commercially available faced plywoods it may be necessary to use tinted varnish to get the required finish.

Another, slightly more expensive method is the use of a piece of wood veneer that just glues onto the first deck or underdeck in some way. For the latter, a sheet of plywood, aluminium or plasticard could be used as long as it fits the shape and sheer needed. As for the choice of veneer there is a vast variety of species available. The caulking may, as in the previous case, be drawn in pencil or marker. If the boat is made on a small scale and the grain is quite pronounced and parallel, the wood can be left as it is; a single layer of lacquer is sufficient.

A third process, the one that we have chosen to use this time requires a little more work. Indeed, this method was much closer to the decking on the actual craft as we used real wood planking. As in the previous method, it is often necessary to begin with an underdeck, i.e. from a working base which has the purpose of supporting the planks.

Each plank is bonded to the underdeck with each length having the joints with its neighbour aligned in a two by two, three by three or four at a time pattern depending upon the model being built. The joints should line up with beams previously stuck to the top of the frames.

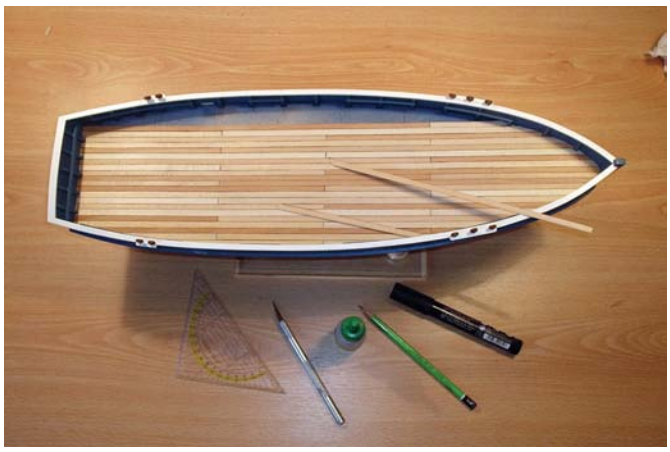
Depending upon the scale and type of model being built there are a number of ways to indicate the caulking between planks. We've already highlighted the pencil tracing method, but in the case of plank laying thick black paper pasted between the planks can be very effective, with any protruding surplus being subsequently sanded. Instead of the black paper, you can also use a black wire which tends to look more realistic. Another technique is to use an indelible marker to emphasise one side of each plank. This produces a very realistic finish. However, this final example, that suited our Cordier model, must be the subject of a note: wood has a tendency to absorb the ink very quickly especially if you are using thin sections. The drawing must be lightweight and fast.

These techniques are only a short overview of the most frequently encountered methods and they can pave the way to discover other methods all of which are also valid. As usual, only the result matters.

THE PLANKING OF THE DECK: THE INSTALLATION

A longitudinal line was drawn on the lower deck, a key reference for the laying of the planks Perpendicular to this line were drawn the positions of the frames.

Planking used for the deck was basswood. Commercially made, they are available in a width of 5 mm and 1 mm thick. Depending on the supplier, these planks sometimes can vary in size, both in their width (4.9 to 6 mm) and in their thickness (0.9 to 1.5 mm). In this case, a number of the same thicknesses were sorted to reduce the amount of sanding required to produce a final flat deck. This was particularly important in difficult to reach areas near the bulkheads. These planks were used randomly to mix their shades and thus improve the general appearance.



Planking the deck. The MDF lower deck still shows in some areas. The deadeyes are already fitted

The planks were glued to the lower deck using cyanoacrylate and to the bulwarks, they are cut as closely as possible and the cut edge was carefully highlighted with a pencil to show the caulking. If a plank was poorly cut, it didn't matter because it was then used as a template to fit the one which replaced it. Almost no plank covers the whole length of the deck in one piece; the actual joints are such that two measurement planks are used for the accurate cutting of the necessary lengths.

The caulking was drawn on the edges of the planks with a black, technical marker as discussed previously. Afterwards, the deck was carefully sanded using fine sandpaper (120 grain), taking care not to scratch the paint of the bulwark. The final result was very pleasing.

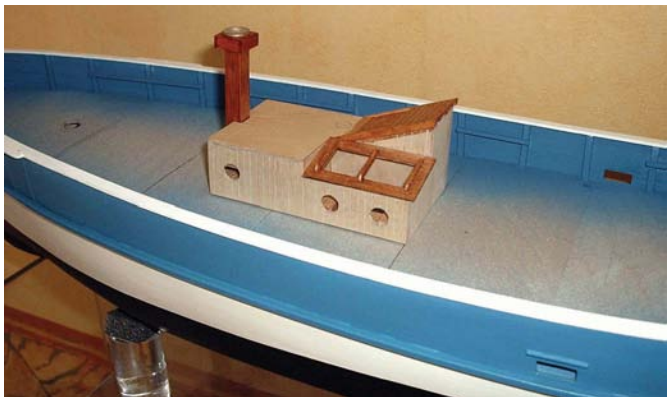
To give sustainable protection to the deck, three layers of satin varnish (280) were applied, taking care to lightly sand between each layer as varnish tends to lift the wood grain. Each time, the deck was thoroughly dusted, first with a damp cloth and then using a compressed air spray. After the second layer of varnish, gaps at the sides of the planks and the planking nails were highlighted using a fine marker of 0.1 mm. Note that some modellers prefer to use linseed oil as a protective layer. Finally, a transparent wood glue was applied using a brush on the edges in order to fill the gap that appears between the deck and the bulwarks.

THE CABIN

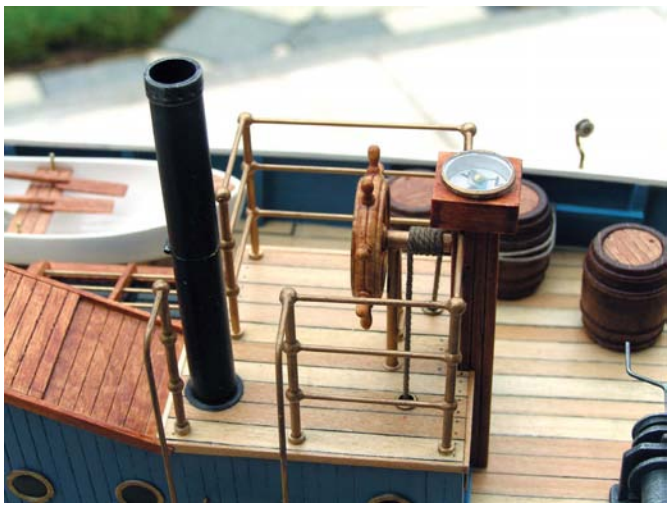
The gateway consists of a wooden frame covered with 1 mm plywood. The joints between the slats are reproduced by burning. If parts are coloured using a 'teak' satin varnish of the Superbois brand, other parts are painted blue and are protected by clear satin varnish. The tiller, railing stanchions, portholes and compass were commercially made, but all required some reworking. The chimney was made from an 8 mm brass tube. It featured a dummy hinge and a circular band of rivets. Logic dictates that this chimney is located in the centre of the ship, and this was how it appeared on the plan designed by René Lefèvre. A skylight and a cover were included in the construction.

To the ship's wheel were attached ropes. These lead, via a system of pulleys, to the horizontal tiller arm mounted on the rudder shaft. The pulleys were found in the surplus pieces from other models and adapted for use using wire loops soldered onto brackets. This was a non-working system but looked as though it would operate.

The bridge underway surrounded by a few of its fittings. The figurine, although a bit unusual was to the same scale as the model



The access hatch consisted of a frame and various panels under construction



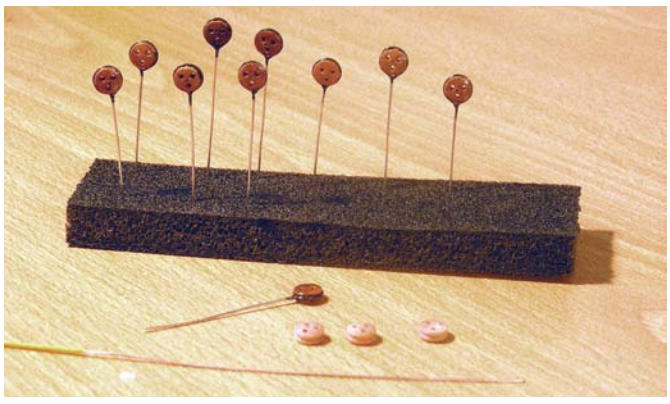
Details of the bridge

THE MASTS AND RIGGING

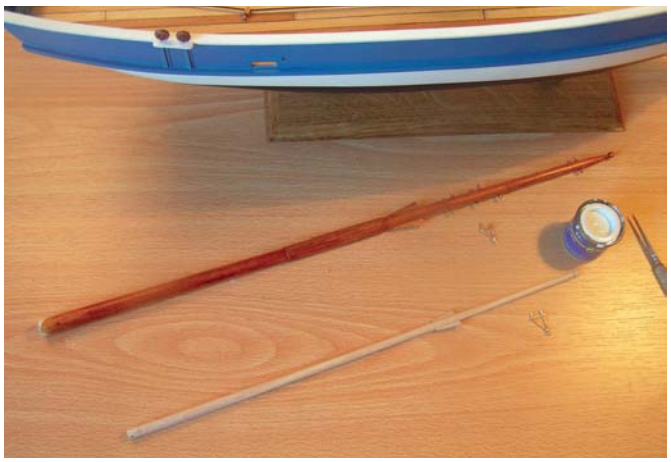
The masts and spars are of quite large diameter and have different dimensions. The mainmast: 10 mm, its gaff: 5.5 mm, the mizzenmast: 6 mm, its gaff: 4.5 mm, its boom: 5 mm, and the bowsprit: 7 mm.

Both masts were tapered on a lathe using glass paper of different grains. A curved gouge-shaped chisel was used to form the rounded tops to the masts. 0.8 mm brass rings were shaped and soldered. These were used to fix the various pulleys to the masts and their respective gaffs. Two brackets were also made from brass, to be later fitted with operational pulleys.

The bowsprit, the horns and the boom of the mizzenmast were made from dowel rod. They have the correct shape and need only minor refinement and finishing. The jaws of the gaff are made from 3 mm plywood and are attached by rope and painted beads. The main mast is fitted with a false crossbar intended, on the real ship,



The chain plates and the deadeyes being constructed



The two masts were fashioned using a wood lathe

to prevent it from swaying. This support is provided by an axis, a securing bar, two fasteners and two auxiliary pulleys. For the sake of robustness, the mast goes below the deck and is fixed to the keel.

These components are varnished using 'teak' stain from the Superbois, or 'Red Meranti' Sadolin Extra (647). These two products give slightly different results, with the second offering a significantly richer colouring.

Details of the fittings to the main mast

The jaw of the gaff on the main mast

Fittings on the bowsprit

Details of the mizzenmast

RIGGING

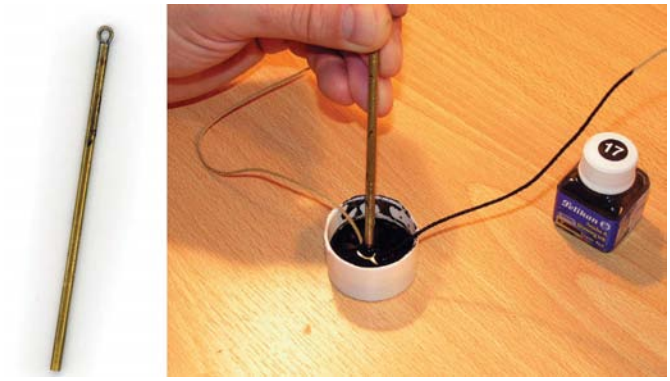
The ropes had any fluffy appearance removed by passing them quickly above the flame of a candle. This operation is not always easy and takes practice.

Ropes operated by the crew (the running rigging) needed to be ecru coloured and so were dyed in a bath of Pelikan sepia No.15 ink. In this category we find the halyards, tapping, etc. As for the fixed ropes (the standing rigging), these include the shrouds and mast stays, they were covered with tar or perhaps pitch. For our model, these ropes were tinted using Pelikan black No.17 ink from a haberdasher.

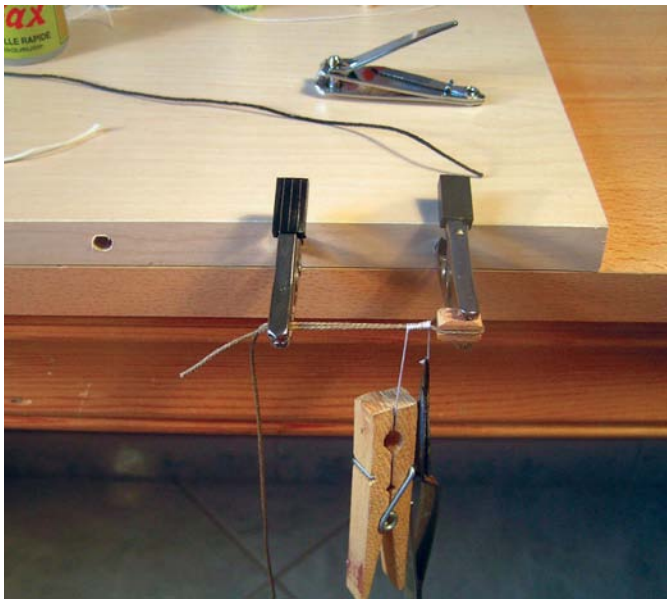
Deadeyes came from Corel and Aero-Naut. Chainplates are straps made of a single wire from an electric cable. The straps were folded over and soldered onto themselves. The chainplates pass between the gunwales and a plate anchor and are fixed with cardboard reinforcements glued on the bulwark. When used wisely cardboard can often replace thin plasticard or thin pieces of wood. The deadeyes on the shrouds are fixed in place by whipping the shrouds themselves. A similar gap between these deadeyes and those of the shrouds was achieved by the use of a stiff wire bent into a wide 'U' of 30 mm. Simply passing the legs of this template through a hole in each deadeye holds them in place while working on the shrouds. Subsequently, it was simple to install the ratlines.

It should be noted that deadeyes should be perfectly horizontal in order to properly align the ratlines. A fixed distance between the shrouds was maintained by the use of a crossbeam. Those at the rear of the model are embellished with lifebuoys.

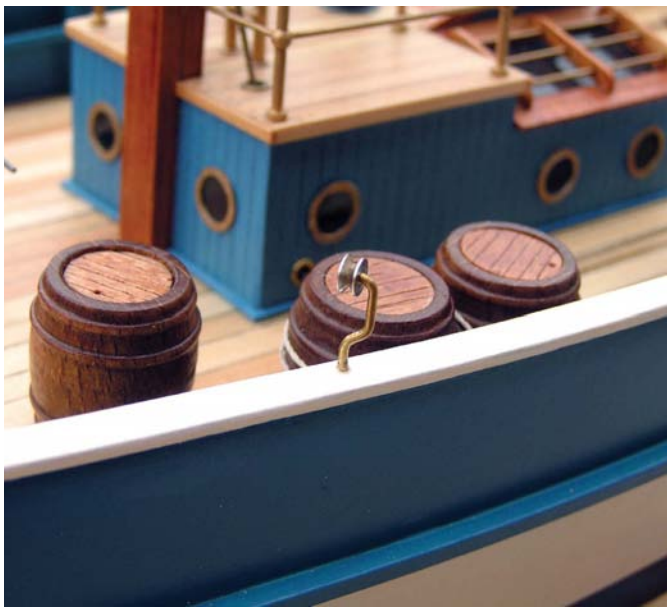
The pulleys were also from commercial sources. Starting with a fairly rough appearance they were adjusted, reamed and varnished. Some needed tinting to make them a consistent colour. A frame



Dyeing of ropes



A baseboard fitted with alligator clips makes holding the ropes much easier



The sheet pulley installed on the bulwark

equipped with crocodile clips allows the ropes to be whipped without too much difficulty: the pulley or deadeye was held in one clip and the rope held taut by the other. The whipping was made from wire or rope material as appropriate. Where metal was used the end was soldered, however, when rope was used cyano glue was used to set the knots. Finally, the ends were cut using nail clippers.

Belaying pins were fashioned from scraps of beech and installed in the racks. The bowsprit was fixed between two bollards and the bulwark, and was equipped with a pulley and endcap made from brass strip. To work smoothly it is important to install the ropes in the correct order so that they do not interfere with each other.

FITTINGS

The two life buoys were commercial products; however, they required a lot of reworking. Repainted, they were decorated with the name of the model and its homeport: Concarneau. They were equipped with real rope held by strips of sticky paper. The whole was protected by satin acrylic varnish.

The Hawse pipe was cut into the bulwark. The protrusion of his material is shaped in a fall of plasticard. Its axis is directed by a PIN. The anchor in injected plastic is somewhat reworked and painted. Painted brass chain is dipped briefly in hydrochloric acid and dried in the open air. The oxidation that results showed some wear which in our case was satisfactory.

The hand winch started as a rather poor commercial product. After removing certain parts and adding others here and there a very realistic product was achieved. Two skylights, made of 1 mm plywood were equipped with portholes. The navigation lights were from a box of spares and were transformed, while the water pump was fashioned from scratch.

The hatch cover for the icebox, on the starboard side of the aft deck was made up of two layers of stained veneer. The top was grooved to simulate its slatted assembly; it was equipped with a handle. Commercial barrels were reworked to store the bait and fishing line.

A few working ropes and coils appear here and there. These were made on a bracket with a double-sided sticky tape. Thus, the rope easily retained its spiral shape. It was then fixed permanently using a mixture of wood glue and water. Once dry, the coil was carefully peeled off and installed on the deck of the ship.

The tender boat was made from injected plastic with some embellishment of its thwarts. Fishing buoys were manufactured from wood beads, brass-sections and wine bottle lead was used to simulate the pennants.

The Corentin beginning to take shape

Detailed view of the steering mechanism at the stern. Note the details of the deck planking

Detailed view of the deck fittings

The bilge pump made from soldered brass

The layout at the bow

One of the two lifebelts

The tender and its accessories

The hand winch was on the starboard side

The 'Ermine Plain' was printed on paper and varnished

THE 'GWENN HA DU'

The current Breton flag is called in the language of the country 'Gwenn ha Du', which means 'white and black', was designed in 1923 by Morvan Marchal, architect and militant nationalist.

Eleven ermine placed on the flag recall that Brittany was once a Duchy. The ermine was the symbol of the Dukes of Brittany for centuries. The appearance of the ermine spots is often different on each version of the flag; do not pay worry! Black and white, stripes represent the former bishoprics of the region.

Use of a current Breton flag on a ship of 1904 is a real anachronism. An alternative is the use of a flag prior to 1923, the date of creation of Gwenn ha Du. The British Association of Vexillology and Heraldry talks of 'ermine plain', such as the one used in the Province of Brittany after 1532 but does not state it was used on ships. We, however, chose to emphasise the Breton character of the boat. However, the Corentin could display a French flag, because at this time either was appropriate.

The 'Ermine Plain' (the coat of arms) was taken from the Internet. It was made by mirror imaging the picture using a simple printer. The paper pattern was glued to a halyard and then creased into 'waves' to give it a realistic look.

The brass nameplate was 25 mm long. It was nailed to the beech stand

THE STAND

The design of a stand was particularly important to properly display the model. How many models are well made only to be spoilt by being displayed poorly? A well-made stand allows the model to be shown off to its best.

In our case, the stand comprised of an oak base covered with two coats of varnish satin Levis 280. The mounting brackets were two brass cabinet knobs. These were adjusted to the right height to make sure the model was displayed at the same angle as she would when floating at sea; the waterline being the horizontal guide. These improvised legs were fitted on either side with 2 mm inserted into the model and firmly holding the assembly on the base.

Finally, all was protected by a tailor-made showcase that had a length of 78 cm, 58 cm high, and a depth of 28 cm. Sheets of 4 mm glass, were carefully assembled using a silicone aquarium sealant. The whole was placed on a beech stand with a brass plaque engraved with the name of the ship.

CONCLUSION

This article is primarily meant to be a tool to assist with learning the construction of a sailboat. It is always possible to emphasise the more complex methods of construction while ignoring the novice. This was not our intention with this topic. It is true that it is always possible to improve certain things and certain techniques, but the aim is always to achieve satisfaction of a job well done...

FEATURES – ORIGINAL

Length	15.58 m
Length with the Bowsprit	22.70 m
Width	4.65 m
Height	14.57 m
Draught	2 m
Motorization	1 x 90 hp engine
Speed	8.6 knots is 16 km/h

FEATURES – MODEL

Scale	1/30th (1/31.16th)
Length	50 cm
Length with the Bowsprit	73 cm
Width	15 cm
Height	47 cm
Draught	6.5 cm

MMI

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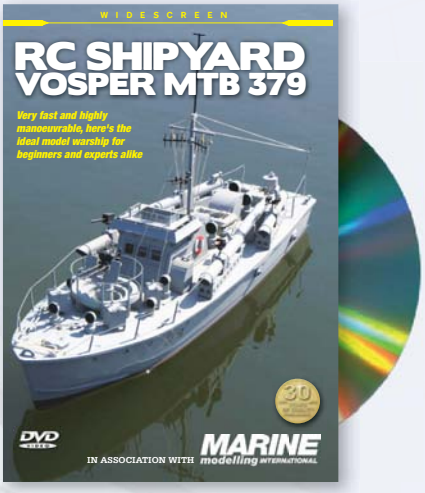

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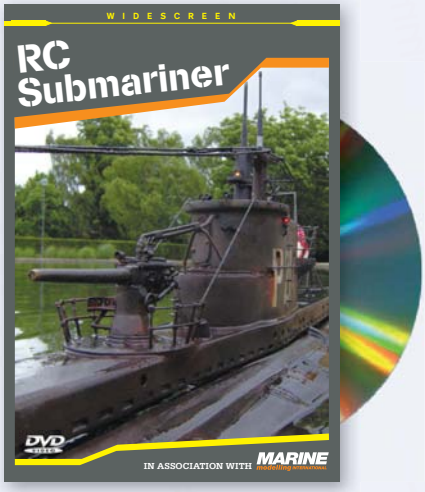

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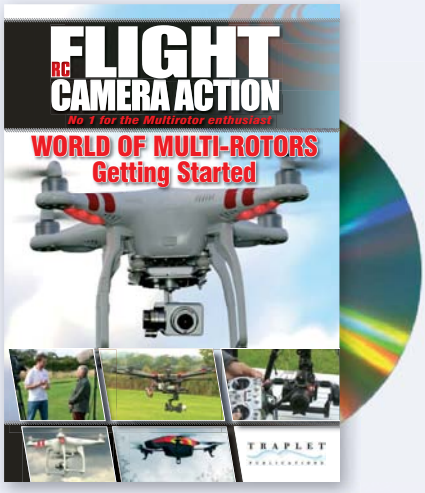

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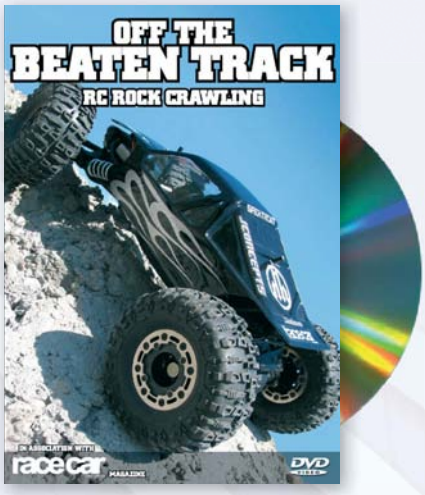

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The completed Air Sea Rescue Boat on the water

AIR SEA RESCUE BOAT

BUILD REVIEW OF A SARIK VACFORM KIT

BUILT BY IAN DINGLE, **WORDS BY** ROGER DURBIN

While at the Warwick model boat show, we visited the Marine Modelling International stand and saw an Air Sea rescue boat which was not yet in production and we were asked if we would like to build one and then write a review on it. Never having done this before we thought why not 'give it a go'.

The kit arrived. I opened the box and laid out the parts and found everything well-formed and sufficient materials to make a good-looking model. I only needed to add small parts easily obtainable from most model shops.

This shows the box opened and the mouldings supplied

Here I have checked where to cut the hull and marked with a pen to avoid mistakes

CUTTING OUT THE HULL, DECK AND SUPERSTRUCTURE

After measuring and checking to make sure I didn't cut too much from the hull and deck, a blue pen was used to mark the line around the hull and deck, which was quite well defined, just to make sure no mistakes were made while cutting. A Stanley knife, a pair of scissors and a pair of tinsnips were used for cutting the hull, deck and superstructure. All edges were sanded to make the final shape a good fit.

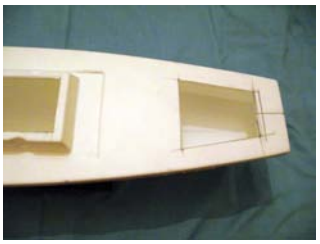
I decided to make a small modification to the stern of the deck to enable me to get to the rudder servo, should I ever need to, as this would be impossible once the deck was fitted. Pieces of plastic were fitted under the deck leaving an edge to which the cut out piece could be sealed to make it watertight.

This shows the small amount of tools required to cut out the hull and all other parts

Here we see the hull partially cut and left rough ready when finished ready to sand

Hull finished and finally sanded to the correct size

All other parts cut and finished in the same way



This is the extra hatch cut to gain access to the rudder which is not shown on the boat but I think is necessary

The glues shown are all that is required and are readily available in most model shops

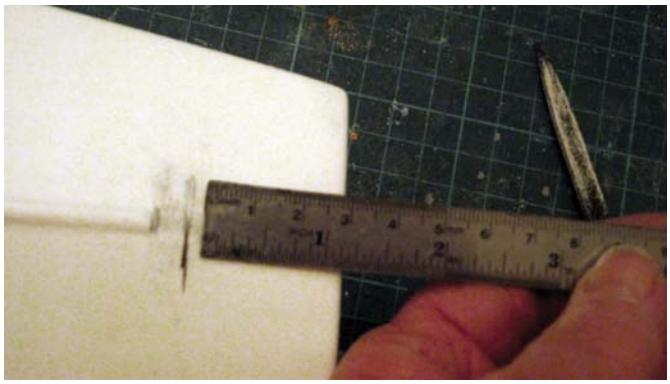
Here the windows have been marked undersize and are cut out roughly to be finished later

I then went on to cut out the superstructure windows; first I marked the outlines of the windows with a blue pen, as before, and then cut them out undersized with a sharp knife. Finally I used a small flat file to bring them to the correct size.

RUDDER, PROP AND MOTOR FITTING

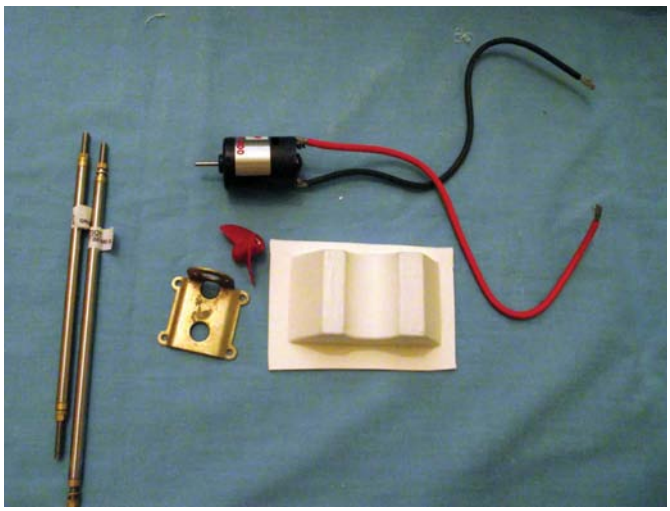
Next the rudder was fitted 30 mm from the stern. The required hole was drilled with a small drill and then enlarged to suit the rudderpost. The rudder I intended to use had to be cut to allow clearance when the deck was fitted. The rudderstock was also cut to fit the rudderpost. I glued the rudderpost with 5-minute epoxy glue making sure it was kept upright. Next the prop was fitted. A slot was made 150 mm in front of the stern and 30 mm long using a small drill to make pilot holes in the hull and then enlarged with a round file to be a snug fit for the prop shaft. The prop shaft used was 7 inches long with M4 thread at both ends. A 35 mm propeller was fitted and then the prop shaft glued again with 5-minute epoxy glue, leaving a small gap between propeller and hull. While the glue dried I secured the prop shaft with tape to ensure it stayed in line with the rudder.

A piece of scrap ABS card was glued to the hull and then a J Perkins 400-size brushed electric motor (Rated 7.2 – 8.4 V) with a HUCO style universal joint coupling was screwed to the hull making sure that the motor and prop shaft were in perfect alignment. Another piece of scrap ABS card was glued to the hull for fitting the New Power rudder servo which was laid flat on its side with double-sided tape to secure. The battery I decided to use was a 7.4 V LiPo battery. The battery box was made from balsa wood to keep the weight down. An electronic forward/reverse speed controller was fitted near the motor. I then added the receiver and battery. Now was the time to connect everything and ensure it all operated correctly, checking the rudder servo had enough travel but not too much.



This shows me measuring the position for the rudder

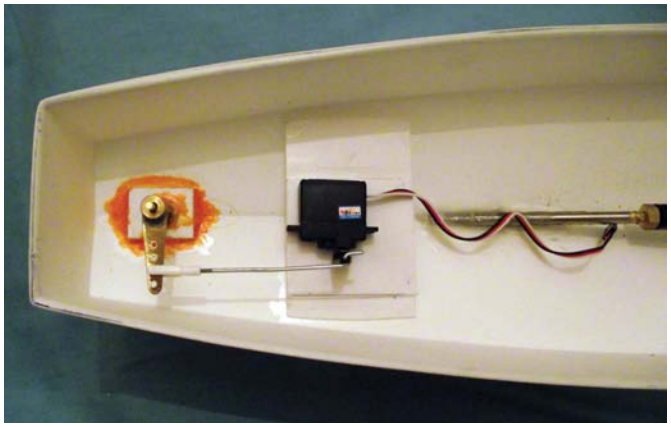
Rudder glued in and tiller arm fitted



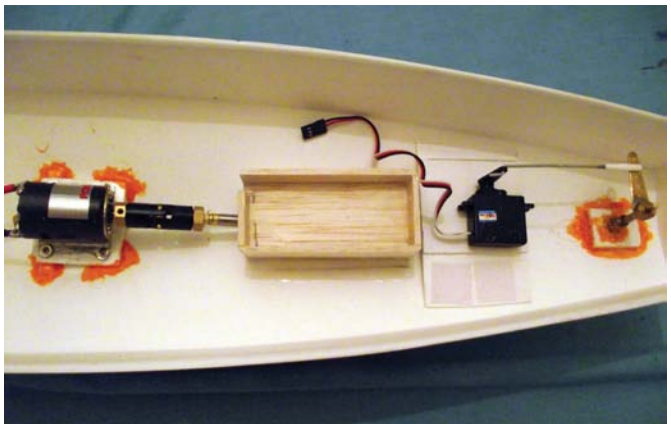
Motor, mount, propeller and a choice of prop shafts were 6 inch and 7 inch, the 7 inch was preferred

With the rudder fixed the slot was cut for the propeller shaft

Propeller shaft fitted and glued in place held by tape until dry



Time now to position the rudder servo on a piece of scrap plastic sheet and connect



With the motor fitted now the battery box made of balsa was positioned to balance the boat and test to ensure rudder and motor work correctly

After everything has been checked time to glue the deck on

GLUING THE DECK TO THE HULL

I secured the deck to the hull in the correct position with tape and using a small brush ran some plastic glue around the lip of the deck. After allowing the glue to dry for about half an hour, I removed the tape and ran some more glue around the hull and left it to dry overnight.

NOW FOR THE SUPERSTRUCTURE AND DECK FITTINGS

The superstructure was fitted to the deck and secured at either end with a small tag, screwed to the deck and able to turn to release the superstructure, to make it more secure. The mast was made from the plastic rod supplied and fitted to the superstructure. The escape hatch on the bow was made from scrap plastic and some white metal hinges added from a previous kit. The gun tubs were cut out and glued together and again hatches were made from plastic card and fitted to them. The clear plastic turrets were then glued together and equipped with guns removed from toy soldiers as it is difficult to find the right scale. The gun tubs were then glued to the superstructure but needed to be sanded to fit the deck correctly. The lifeboat was made from the mouldings supplied and fitted over the rear hatch that was cut to gain access to the rudder servo.

Shown is the aperture cut out and strip fitted underneath and then the filler plate can be fitted

We see the superstructure and extra parts fitted including the life raft to the stern

Extra doors can be seen in the gun turrets which were made from scrap plastic and fitted

View from the bow shows an extra hatch fitted to add a little more detail

Toolboxes were added and the rear hatch can be seen with extra doors fitted

PAINTING AND DECALS

The paints used were Tamiya acrylic and painters acrylic. With these you can wash the brushes out in water afterwards. The hull bottom was painted red, the sides black, the sides of the superstructure painted grey, and the roof white with the deck in yellow. To finish the boat vinyl decals were the best option and these were found on the Hobbies website. This company do a range of RAF roundels including the early type 1A (red/white/blue/yellow). They also have the numbers for the hull and the red and white chequered tape for the deck at the bow. This chequered pattern was used for aircraft recognition purposes and were all available in the correct scale for this boat.

ON THE WATER

The boat sat well in the water. When power was applied it looked every part the boat it should be with a very good turn of speed. This was the result of keeping it as light as possible with the LIPO batteries. She cornered well and even reversed in a straight line; what more could you ask for? In conclusion a good boat to make to have fun with, but my only complaint is the instructions leave a bit to be desired if a real beginner was to try to build this kit. ***MMI***

The finished boat ready for its first on the water trial

Ian with the completed model

On the water

DATA BOX

Vosper ASRL
Length: 24.5"
Beam: 6"
Materials: white high impact styrene
Kit includes: hull, deck, cabin, gun boxes, clear turrets, carley float, servo and engine mount, stand, plastic sheet and instructions
Available from: Sarik Vacform, 9 Lower Road Trading Estate, Ledbury, Herefordshire HR8 2DJ. Tel: 01531 631605.
Web Shop: www.sarik-vacform.com
Normal RRP: £23.95 at time of going to print

The sleek, sinister shape of the Monitor makes its maiden voyage on a crisp January morning

SOMETHING DIFFERENT

IAN YOUNG DESCRIBES HIS SEMI-SCALE SCRATCH-BUILT MODEL OF AN AMERICAN CIVIL WAR PASSAIC CLASS MONITOR

AUTHOR: IAN YOUNG

Despite being involved with model making, in one form or another, for well over forty years I've never had a great deal to do with radio control models other than a brief flirtation with radio control cars back in the early '90s, so my decision to join the local Droitwich Spa Model Boat Club was responsible for quite a steep learning curve! After an initial foray into the world of model boating with a ready-to-run tugboat my appetite for something larger was well and truly whet, but my boat building skills were somewhat limited.

As the months passed I found myself mulling over a number of potential projects, but my main area of interest is the military so a naval subject was what I really wanted to tackle. I wanted something a little different to the norm, something that stood out from the crowd, and after considering a number of potential projects I eventually decided that I would build something from the American Civil War. Unfortunately, apart from a 1/72 model of the first USS Monitor, offered by Speedline Models (UK Manufacturer), nothing was available.

After weeks of research I decided to scratch-build a model, choosing to replicate the Passaic Class Monitor, which was slightly larger than the original USS Monitor. I settled on a scale of 1/48, which is popular with military and aircraft model makers, and resulted in a model with a length of 1200 mm. Big enough to be impressive, but small enough to get into a medium size car.

CONSTRUCTION

Due to the nature of the subject certain compromises were made during construction. I do like my models to be fairly detailed and to scale, and that includes how the boat sits on the water, but with the Monitor's severe lack of any freeboard, it meant that it could be easily swamped in choppy water and as a result I had to think outside the box when it came to construction and design. Some of the methods used broke with convention, perhaps not the best idea for someone who was new to the hobby!

I was hoping to adapt an off-the-shelf GRP hull and work around that to create the distinctive stepped hull shape of the Monitor and after much searching I chose the HMS Kite hull offered by Models By Design (GRP Hull Manufacturer). HMS Kite was actually a 19th Century Victorian Navy flat iron gun boat and to a different scale, but dimensionally it was pretty close to what I needed. It had the perfect flat profile, wide beam and plating and rivet detail that was a feature of those early American Civil War Monitors. A phone call later and a very obliging MBD had allowed me to negotiate a price for just the hull and a few days later it turned up in the post. With the hull on the workbench I could now see how long a prop shaft I would need and how large a propeller I could squeeze under the overhanging hull. A 350 mm long prop shaft was called for and I managed to source a 40 mm diameter four-bladed old fashioned square tipped prop from The Prop Shop (suppliers of model boat

A hull from the MBD range was incorporated into the hull design of the Monitor

An old-fashioned looking four-bladed propeller was sourced via the Prop Shop

The layout of the rudder and prop shaft is unusual compared to many boats

propellers) whilst visiting a model boat show. It wasn't 100% true to the original but certainly looked the part.

Flotation was obviously a concern due to the lack of freeboard, but in the immortal words of Baldrick, I had a cunning plan! I decided to use building insulation sheet, the type with a dense yellow polyurethane foam sandwiched between reflective foil on either side, using it for the basis of the main upper hull, cladding it in ply. As a material it's fairly cheap, is very easy to cut and shape and best of all it is ridiculously buoyant. Tests holding a piece of the foam stripped of the coating under water for over a week revealed that it lost none of its buoyancy and absorbed no water, making it ideal for my needs.

Working to scale plans I had drawn based on existing information found on the Internet and in books, I fashioned the foam into an ironing board-shaped panel with a central aperture to drop over the shape of the trimmed down GRP hull. The foam was glued to the hull with an epoxy resin adhesive, carefully clamping it in place until the glue had fully cured. Next I made a pattern of the upper and lower decking panels and cut out the panels from 5 mm exterior ply, ensuring the top panel only had a small circular hole in the centre where the turret would be mounted, a small oblong aperture behind for the motor compartment and another smaller square aperture at the rear for access to the rudder linkage.

To reduce costs and wastage the lower panel was made up from four quarters as it wouldn't really be seen, and made fitting the panels to the profile of the GRP hull a lot easier. The panels were glued in place using another building product – 'No More Nails' – a much cheaper alternative to epoxy resin and it also had the benefit of filling the gaps between the four lower panels too. Initially the upper single piece hull deck was left off until the various components had been added and fully tested.

HEAD SCRATCHING

I was very much thinking on my feet with the construction of the Monitor and to a certain extent I was making it up as I went along. Several things worried me. The depth of the hull was very thin, just 40 mm, and the rudder was right at the back of the overhanging hull. I was wondering how to connect the rudder to the servo because the servo was too tall to fit and I didn't think a smaller micro servo would have the power to turn the relatively large rudder once in the water. The rudder itself was constructed using a simple off-the-shelf brass rudder with car body filler laid over it and sanded to shape. I carefully scribed lines and added rivet detail to try and give the appearance of a typical Monitor rudder.

Because of the distance between the rudder arm and the servo, which I had decided to locate in the motor compartment, I used a twin rudder arm with two thick piano wire rods. These ran right back to the centre of the hull where I had positioned the servo and motor. This required a tunnel to be cut into the foam beneath the deck, but the small aperture in the upper deck panel above the rudder made adjustment and repair a little easier during construction. This was sealed by a small ply panel that was coated with silicone sealant to ensure it was watertight once it was fully adjusted and working correctly.

The same principal of a small aperture sealed with silicone was used above the motor compartment in the centre of the hull. Rather than trying to cram the battery and electrics into the hull space I broke with tradition. I decided to run all of the electrical connections via a 25 mm diameter tube up into the circular turret. This effectively raised the waterline on the model by more than 60 mm and would hopefully ensure that even if the deck was swamped with water it couldn't get into the vital electrical components.

The turret was scratch-built using a measuring bowl from an old kitchen scales I picked up at a car boot for 50p as a basis! This sounds simple enough, but moulding techniques usually mean that there is a taper to the sides of any such bowl and finding one with vertical sides to match the profile of the Monitor's turret took many weeks of searching. Even with the bowl I had, there were various changes to be made to create a turret for the Monitor. The sides were thickened by adding layers of thin plasticard, the apertures for the two main guns were cut out and a backing box constructed from plastic to make the turret watertight again. This also gave me something to mount the two gun barrels to, which were constructed from shaped plastic tubing. A separate band was added to the lower edge of the exterior to replicate the appearance of the real thing. The 600 plus rivets were positioned and glued by hand, using tiny slivers of plastic rod and plastic weld glue. Once fully dry they were carefully sanded back and while they may not be perfect, certainly gave the desired appearance.

The roof was constructed from several discs of plasticard to gain the thickness and step required for a seal. Plastic strips were added to create the distinctive ridged appearance of the roof, and two plastic panels replicating the roof hatches were let into the strips during construction. A small ladder was also added to the side that came from my 'bits box'. The raised cupola in the centre of the roof, a feature of later Union Monitors, was constructed from a cut down parmesan cheese pot, with a domed roof panel added courtesy of a Jamie Oliver pepper mill. These were further examples of why it pays to think outside the box sometimes when trying to source hard to find parts, something I have done for many years as a plastic model maker. A few more internal boxing panels were added to the inside walls of the turret onto which the various electrical components would eventually be mounted using Velcro strips, and then the turret was set aside while I completed the hull.

BALLASTING

Adding the ballast necessary to give the desired low freeboard proved tricky and resulted in a much heavier than anticipated model with a finished weight of nearly 15 kg. While this may not be heavy when compared to some of the big tug models, it is heavy when the ballast can't be removed and is permanently fixed to the hull due to the waterproofing issues. This made it a pretty heavy model to move about. It's probably my inexperience that resulted in this situation. No doubt there will be experts, who will say that there was a much simpler way to ballast the model, but I was on a steep learning curve and we have to learn from our mistakes along the way. Obviously if I were to build another I would probably do things differently, but hindsight is a wonderful thing.

The depth of the upper section of the hull didn't provide me with enough space to add any substantial ballast, leaving only the central GRP hull in which it could be placed. The motor, prop shaft and steering servo had been placed in a small, narrow box constructed within the centre of the hull directly below the turret, which was also watertight. This left most of the remaining hull area free for ballast and minimised the areas where there could be any leakage if the deck was swamped.

Using the tried and tested method I filled the bath with water. I then placed the model into the water and ballasted it until the correct level and depth was attained. Some of the yet to be fitted components such as the motor, battery and electrics were simply placed on top of the hull in a plastic sandwich box because the hull was still unfinished. I didn't want to get them wet but had to account for all the weight that would be added to the completed Monitor. With so little freeboard the last thing I wanted was to find that the Monitor turned into a submarine when it took to the water!

The ballast used was a number of old lead stick weights that I had picked up at a car boot for a couple of pounds. These were about 300mm in length and approximately 25 mm in diameter. Combined with some old mushroom head rivets (again bought cheaply at a car boot) set into car body filler, these provided me with enough weight to get the Monitor sitting correctly in the water. The only warning I would issue is that this process does generate some heat when curing so it wouldn't be suitable for thin vacuum formed hulls or injection moulded plastic hulls because it could melt or distort the plastic.

FINAL STRETCH

Once I was happy that everything was operating as it should, I glued the upper plywood hull panel in place with masking tape while the glue cured. The next day I cut strips of 2 mm thick balsa to use as edging for the hull, again gluing it in place with No More Nails and leaving a little excess material to be sanded down once the assembly had cured. After sanding the excess and filling any gaps it was time to add some panel lines. Using a steel scriber and a steel rule I carefully scribed the panel lines and once complete I used a fine scouring pad to take off any rough edges. The scouring pad was easier to use than sandpaper as it naturally found its way into the depths of the scribed lines without changing the profile of the panel lines.

Adding the rivet detailing to the hull of Monitor was both time-consuming and satisfying

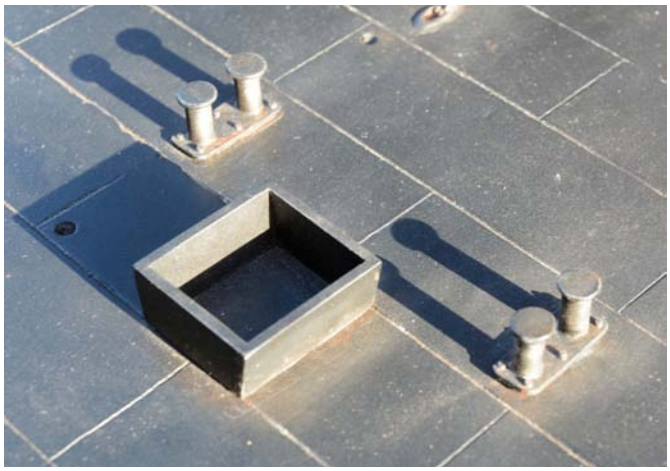
A small hatch above the motor compartment is normally sealed, but can be opened for repairs

After marking the positions for the many rivets on the side of the hull in pencil I used fine round headed brass pins to replicate the rivets. I carefully hammered each individual pin in place, which as you can imagine took several nights of work to complete. With the riveting complete it was time to start painting the model and I applied several coats of sanding sealer to the hull, first sanding between coats to get a smooth finish and to provide maximum protection from moisture when in the water. This was followed by four coats of red oxide car primer using aerosol cans sourced, yes you guessed it, from the car boot, and after masking off the waterline a top coat of semi-gloss black was applied to the upper surfaces and turret components, all of which seems to have prevented any moisture getting to the wood beneath – so far!

LAST DETAILS

Though there's little in the way of upper works detail on an early Monitor, there were a few to be added such as the cleats and bollards, which were scratch-built using plastic rod, strip and filler before being superglued in place. The two chains to the rear of the upper hull that operated the rudder on the real Monitor were replicated with fine brass chain and the two ends made from plastic tube and carved plastic. A pair of square open boxes was added to the location of the deck hatches, which were used to prevent water from washing over the deck and getting into the hull on the real thing. The turret was carefully placed over the tube rising up from the hull using several rubber 'O' rings and a bead of silicone sealant to provide added assurance that water couldn't get into the turret space. Short of totally submerging the model, water wasn't getting into the electrics or was I tempting fate?

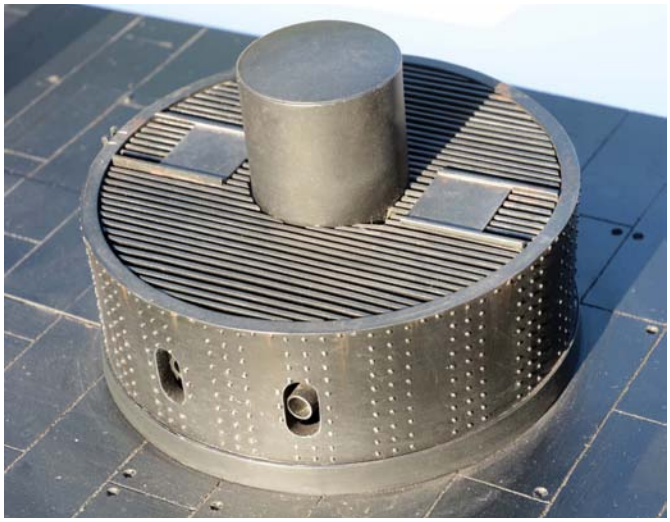
Here we see the small service hatch above the steering arms



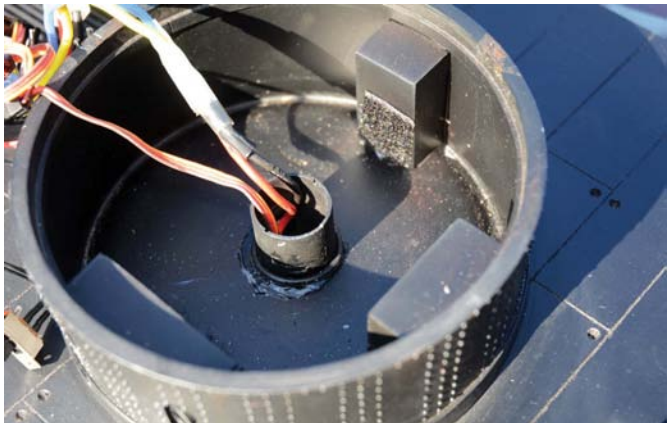
The hatches on the real Monitors were protected by walled structures to prevent water getting into the hull

The two flag poles were made from fine brass tubing with piano wire legs soldered to the pole with bent returns at the lower end. This allowed them to be drilled and pinned into position and hopefully stopped them getting knocked off every time I moved the boat. The paper flags were added using a print out from an image found on the Internet showing the correct form of American Civil War era flags as referenced from books on the subject.

The tall smoke stack to the rear of the Monitor was also a feature of later Monitors and for this I used a piece of plastic pipe fixed over a balsa wood plug glued to the top of the deck. Obviously this feature could be upgraded with the addition of a smoke generator but I was fast running out of space in the hull having added the ballast. Originally I also added the four support wires using fishing line, which you can see in some of the photos, but after getting fed up



The scratch-built plastic turret has over 600 rivets on it – very time-consuming!

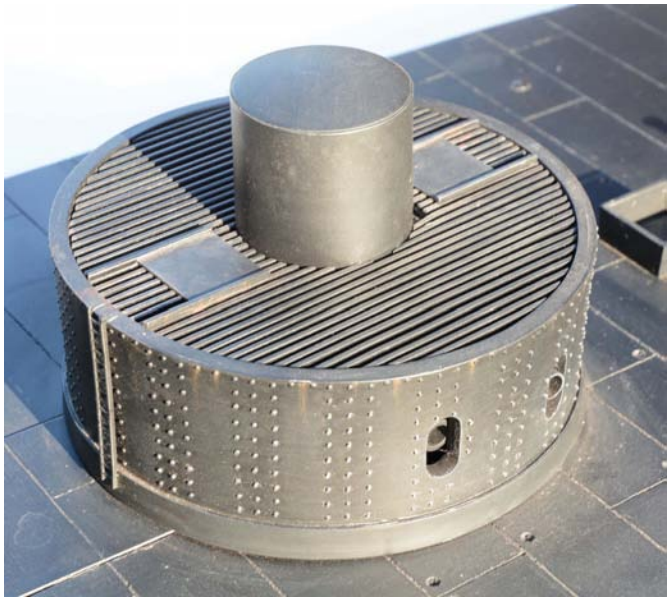


Here we see the pipe inside the turret when the motor and servo wires exit

The flag poles were made from brass and piano wire, the flag is a paper printout

of catching them every time I handled the model I eventually removed them!

The entire model was lightly weathered to replicate rust streaks, wear on the turret ladder rungs and generally dry brushed to highlight the rivet detailing and to give the model a used appearance. The final job was to add and connect all of the radio gear, which consisted of an Mtroniks Viper Marine 20 Amp speed controller, Spektrum Dx6i 2.4 GHz radio and a NiMH 6.0 V 5000 mAhr five-cell hump pack battery, which was a compact size that fitted into the turret space and still gave me a running time of around an hour. All items were attached within the hull using self-adhesive strips of Velcro from Maplin (electronics outlet).



Details such as the ladder and the twin guns were added using plastic parts

The electrics are quite a snug fit inside the turret but at least they're dry

MAIDEN VOYAGE

The maiden voyage for the Monitor took place early one crisp, sunny January morning, just 12 months behind schedule, which I understand in model boating terms isn't too bad, if a little frustrating for me! I was poolside long before most club members had arrived at County Hall, Worcester, one of two sailing venues used by Droitwich Spa Model Boat Club. This was partly to save the embarrassment if the model sank first time out, but mainly because I wasn't sure how it would react if the water became choppy with other boats. As it turned out I needn't have worried on either score and the Monitor's maiden voyage was faultless. The handling with the relatively small rudder so far back did take some getting used to and is perhaps best compared to the steering encountered on a canal boat. I soon got used to it, but other than that she handled well, was easy to manoeuvre and had a surprising turn of speed for such a heavy model.

One problem I did encounter was that the motor installed, a Graupner Speed 600, chosen because of the all-up weight of the finished model, was actually too powerful for the model. If I throttled up too quickly there was a tendency for the bow to nose dive, quickly turning the Monitor into a submarine, but at least it proved the water-proofing worked! Despite these teething problems the Monitor sailed well. Even when the deck was completely swamped as the quicker speedboats took to the pool making the water quite choppy there was no indication of any water ingress.

One other unexpected problem was the fact that once out on the

water the Monitor became virtually invisible due to the black paint finish and low profile. This ordinarily wouldn't be a huge problem, but when the faster boats were out on the water I was afraid they might not see the model and end up colliding with it so I kept well out of the way. The addition of the flags a week later helped a little. Later Monitors were painted in a pale grey, which would have helped it stand out on the water, but that would have required the addition of the handrails and canvas awnings fitted to later Monitors. Having ballasted the model to within an inch of its life, I couldn't afford to add the extra weight to the model!

So there you have it, a semi-scale model of an American Civil War era Passaic Class Monitor that provided me with a very steep learning curve, but ultimately provided me with a great deal of satisfaction. Would I do anything differently next time? Of course I would, that's what the hobby is all about, and while the whole exercise provided me with a lot of headaches along the way, ultimately I ended up with a model that was a little bit different and taught me an awful lot about model boat construction. ***MMI***

The water is just starting to wash over the bow as I apply a little too much throttle!

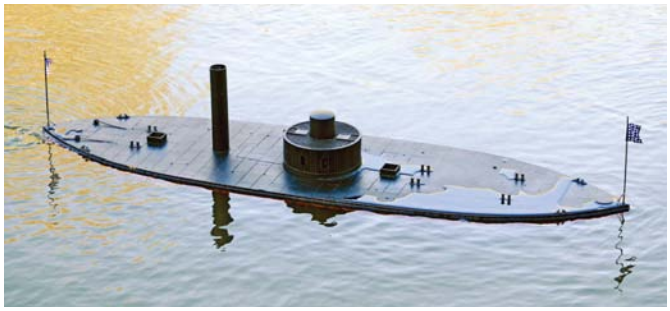
Following several near misses I added flags to the 'invisible' Monitor

The distinct lack of any freeboard on the Monitor is quite apparent in this photo

The Monitor is best sailed in millpond conditions, but can handle choppy water too

Sailing the Monitor is more akin to a canal boat than a battleship

The black paint of the early Monitors may be nice, but renders the boat invisible at times



Water can wash over the deck all too easily, but the boat is well sealed against water ingress

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What it's all in aid of, this is 'Peter Rickmers', beating in a good breeze

RECORDING AND SHARING

AUTHOR: NEV WADE

SEEING IS BELIEVING

MEDIA

It struck me recently that I have been taking pictures for nearly fifty years. In the past it was photography, both prints and slides, and there weren't many others doing it. Now, it's digital, and everybody's doing it! Bearing that in mind, it's no surprise that, when I started building model boats, I immediately started taking pictures of them.

Up until now, it has been still images, but the urge to try video became stronger and stronger. In other parts of my life, I am a hill walker and scrambler, and I've used an old, tape, video camera, to record days on the hill, over the last six years. I've also used it to video my boats from time to time, but it's not a medium that's easy to edit, or share, so progress has been limited.

Now, we have small, sophisticated video cameras, and powerful PCs and laptops. We also have video editing software, and electronic means of sharing, so it was to be expected that my thoughts would again turn to the moving image, and its potential part in model boat sailing. The following is the upshot of those thoughts, also a bit of a guide to the stuff required to actually do it, and the methods by which I had a go.

THE SEED IS PLANTED

"Could you make a video of your square-riggers sailing, with an explanation of how it's done?" Thus asked the revered Editor of MMI, sometime in 2014. "Sorry, no", says I, "I haven't got the technology", and that was an end to it, except …

Well, except that our PC was becoming ancient and slow, so a new one was called for. That's simple enough, but, besides the complications that it does actually bring, like learning how to use all the updated software that comes with a new computer, it does let you have a much more powerful machine, with much greater processing power. So, in its mischievous, quiet moments, your mind starts to ponder what else you ought to try.

We bought the computer, a shiny laptop, instead of the old desktop, and I settled down to master Windows 8, or whatever it is that replaced XP, and got stuck into the latest Word and Excel (what was up with the old versions?). By the time Christmas was approaching, I was converted, and hooked! Why not get a digital video camera? Why not buy some editing software? What about a miniature video camera? All the siren voices that suck you into the world of 'bright, shiny, silver things' were insisting on a hearing. Once you've got it that bad, there is no escape, so, with the immortal words, "It'll keep my brain from atrophying, and keep me up to date with technology", I set off into the techno-jungle that is a well-known department store, with nothing to lose except some money, and my mental tranquillity.

THE WHEREWITHAL

Seeing me videoing the other week, somebody asked me about the camera. Besides telling him about it, I also had to mention that, as well as the camera, he'd need a computer, editing software, and the impetus to learn how to use it all, if he wanted to make videos. He left me a chastened man. It's not cheap, nor is it simple; to get yourself set up, to go into the video business, the following is a bit about my progress so far, and a return to the Editor's request.

The tape video camera I mentioned earlier is old fashioned enough to have a viewfinder. In today's world, I'd better explain that. It has an eyepiece, through which you look, to frame your shot.

The 'big' video camera, complete with homemade neck strap. The infamous screen is obvious

Mounted on a tripod. You can sit behind this, set the camera recording, and sail your boat, whilst watching it on screen

LEFT: The miniature camera inside its waterproof box. The line you can see is a safety tether, fitted by me, by which I attach the camera, in addition to the boxes attachment clip, as an extra safety measure

The miniature camera, and its waterproof box. The ruler will give you the scale

Try looking today for any kind of simple camera, still or video, which has a viewfinder. Unless you go up the ranges of your chosen make, you'll not find one, they all have screens. A viewfinder helps you keep a camera stable, and it renders the prevailing light conditions relatively unimportant. A screen, on the other hand, promotes camera shake and, in bright light, out of doors, makes it very difficult to even see what you're looking at, never mind frame it properly.

So, the first thing I had to do was to put all my past preferences behind me, because I was not going to try and rival Hollywood, so I was going to buy a relatively cheap video camera, with a screen! The well-known department store was equipped with young people who know their onions, and have time and patience, so I found one which they told me I needed! It is just a small oblong block, the side of which folds out, as a screen. It has a hand strap, and conveniently placed start/stop, and zoom buttons. It has auto focus, a built-in microphone, and records on to an SD card. It is as simple as they come, and it does do the job.

When I said to my young person that I thought I'd now need some editing software, you'd have thought that I'd given him a tenner! He now knew that he didn't need to explain to me that I'd only done half the job! Therefore, he went straight into the nuts and bolts, before I stopped him. I told him which laptop I'd bought a few months earlier, and made his day again! With a modern, current laptop, apparently, it is simple, things will just work. He told me which software to buy, and I bought it. The burden of this part of my story is that, if you know 'nowt', go to the right shop, and do what you're told!

The video camera discussed above was to be used for general-purpose video making, including filming in the hills, even in sub-zero conditions in the winter. It would also be used on model boats, but I wanted to go a step further, now that I could (or would be able to) edit. Like many of you, no doubt, I've watched 'on-board' video, filmed aboard models. I wanted to do that too! My department store young person was no help here; they didn't sell such stuff, so now I was on my own. Over the last ten years, I've found that a certain mail order outfit can get you almost anything, so I tried them.

Sure enough, for a very small amount of money, you can buy tiny video cameras, and, what's more, waterproof 'boxes', attachment gizmos, everything an extreme sports devotee could desire! So, I made my choice, secure in the knowledge that, if it did all go wrong, it wouldn't have cost very much! The scene was now set for Christmas, at which various members of my family would learn that they had bought this or that bit of kit for me. The day dawned; I opened all the boxes that I'd packed the day before, and prepared to lose my mental tranquillity for several weeks, as I learned what to do with what.

THE 'KNOWLEDGE'

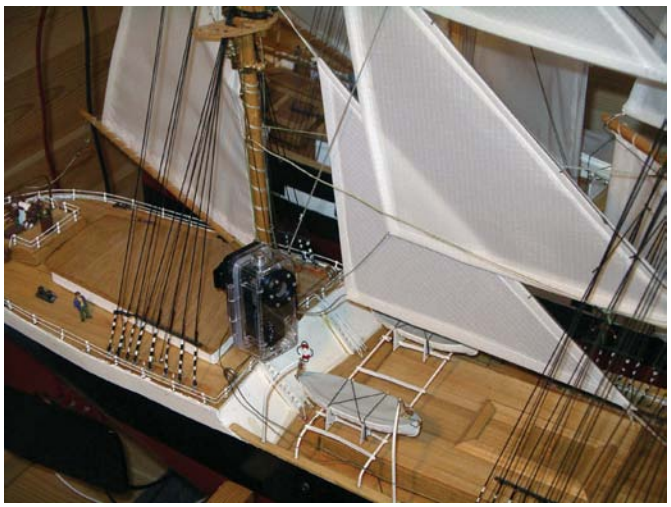
For anybody who, like me, was living a full life before computers, it took a long time to pass the 'wrong button' stage. You know how it is, you don't really know what you're doing, you come to one of 'those' points, where you have to click, or enter, or submit, and you cringe in front of the infernal machine, afraid that if you do the wrong thing, all the springs will fly out of the computer, and the last hour's work will be lost. Well, with some things, it's still like that, 'saving' is still a good idea, but with the stuff with which we are now concerned, it didn't prove to be at all like that.

You just go ahead, and do it. Start to film with the 'big' camera, try out the zoom. Take out the SD card and put it into the laptop, even put it into the SD card slot in the TV. It did all just work! The screen is awful; except indoors, you can see very little, but you do get used to that, so persevere.

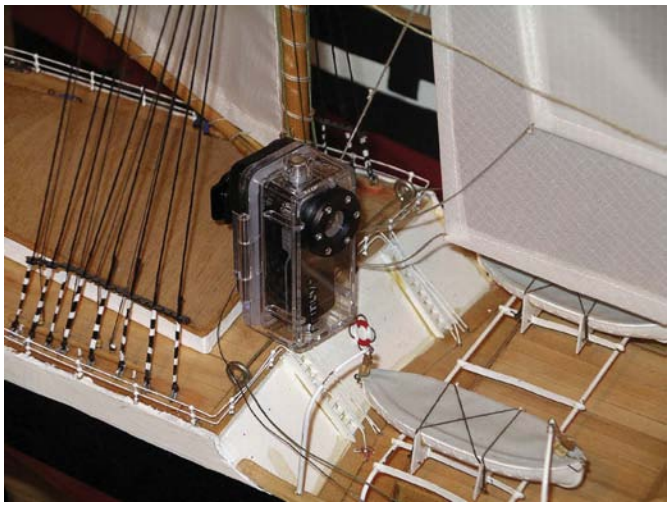
Next I had a go with the miniature camera. Again, it just works, and will attach in very difficult places, and testing environments. The waterproof 'box' is a revelation, and, when you want to download the recorded work, you just plug the whole camera into the laptop. So far, so very good.

Last to get stuck into was the editing software. These days, you don't get an instruction book, but you do get online help, and, in this case, as in many others, if you let your old prejudices go, you'll find it can tell you all you'll need to know. Just ask it for information on the particular aspect of what you want that you're currently working on, and it will get you through that bit, and on to the next. Thus you make your way through working with clips of video, putting in transitions, inserting a soundtrack and adding a commentary. Gradually, you will end up with something that is watchable, not just a jumble of random video, excellent!

Finally, there's YouTube. I don't use Twitter, or Facebook, and YouTube has only presented itself to me sporadically. I'd not given any thought to me using YouTube, but now my particular editing

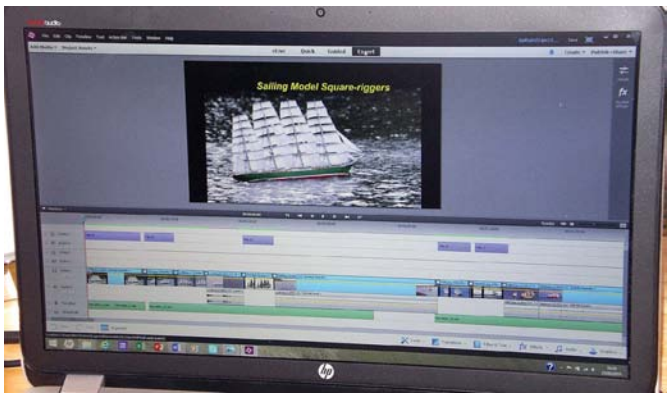


The mini camera, in its box, clipped to the bottom of the mizzen mast of Penang. Its safety tether is clipped to a davit



Close up of the mini camera

Now clipped on, high above the deck



This is what the editing software looks like, on the screen of the laptop. The shot in use is the big picture, while below it are the timelines of the video. From top to bottom, the lines are; captions, video, soundtrack and commentary. You can see the inter-relation at a glance

software gave me the facility of uploading video to YouTube and, once you have that penny put into the slot, it is hard not to have a go. So, I did, and that worked too!

In case you haven't got it yet, what I'm saying is that this technology, whilst not doing the job for you, does do a lot to help you get there, and become somewhat proficient in what it is you want, you don't have to be Einstein!

REMEMBER THE EDITOR

Having become a budding Steven Spielberg, I now remembered our illustrious Editor, and his original request. Perhaps I could do what he'd asked about, at any rate, I could try. By this point, I'd made two edited videos about sailing my boats, with on board, and normal shots, and it was beginning to dawn on me that, if you're going to make proper videos, what you need above all else is a library of video to draw on. With that in mind, I set off to build up my library, with particular emphasis on the shots needed to explain model square-rigger sailing.

ON LOCATION, OR STEVEN SPIELBERG EAT YOUR HEART OUT

For the 'watch the boat sailing' shots, it's relatively easy; you stand on the bank, and point the camera! But, there's the camera shake, caused by holding the camera out from your head. My solution was to fit a neck strap (they don't come with one). Firstly, it'll stop you dropping your camera, and, secondly, if you pull it a little tight, out from your neck, it will steady the shot somewhat. The latter is very useful if you're panting from ascending to Striding Edge, and are doing a panning shot, trying not to fall to your death! So far, so good.

There is still that screen to contend with. I have no silver bullet here. It is difficult to see anything on any kind of a bright day, but remember, you can edit out the poor shots. So, just go ahead, get stuck in, and you will find that you get better at framing the shot. Another thing to remember is not to zoom in too much, unless you're absolutely sure that's the effect you need.

For the Editor's purpose, I had another difficulty to deal with, sailing the boat, while videoing its manoeuvres. Some people have had a go at sailing my square-riggers, but the usual reaction to an offer to let someone try, is one of fear! Therefore, for the purpose to which I was dedicated, I had to sail, and video, and, for this aspect of filming, the screen was a godsend! If you think about it, if I had to use a viewfinder, I would have had to hold the camera to my face, and sail the boat with one hand. It is possible, I've done it with my old camera, but it's very difficult. However, with the screen, I could put the camera on a tripod, sit near it and see what it was looking at on the screen, and set it recording while I sailed the boats. As long as you point it at the place where the action is to take place, the job's a good 'un. Finally, if you do want to follow the boat, in a panning shot, it's easier to move the camera, if it's mounted on a tripod, and, all the

while, you can watch progress on the screen.

So, for two months, in the winter of 2014/15 I took both video cameras to the lake every time I sailed. I went through the whole gamut of manoeuvres, some of which was a piece of cake, and some of which wasn't, by any means. The golden rules became evermore clear:

Just have a go

Don't zoom in too far

Get plenty of footage

Remember that some of the best shots often feel bad when you're filming

Keep going, it will be worth it.

RESULT

If you go on to YouTube and search for Nev Wade, you'll find my videos. The 'How to Sail…' one is at:
www.youtube.com/watch?v=hyPSntU5_SY

At the time of writing, there are a total of three videos, and I can see many ways in which they could be improved, but I do ask you to remember that these three are the product of four months experience. "Where was Steven Spielberg at that stage?" I hear you ask. The Editor seemed happy with "his bit" though, which is nice, and he did ask me to write this piece, and to include in it a bit of a glossary of the terms used, so, if you are into the square-rigger manoeuvres, read on.

WHAT NOW?

The key is, as I said above, build your library. If I add to mine, at some point in the future a new topic will commend itself. What it will be I have no idea, but I'm sure that these particular bits of technology will lend themselves to recording and sharing it, and, hopefully, will enable me to make something interesting to look at. See you next time! ***MMI***

GLOSSARY (IN ORDER OF APPEARANCE IN THE VIDEO, 'HOW TO SAIL'):

Running: Sailing with the wind from astern.
Yards: The spars, set at right angles to the masts, on which the sails are set.
Quarter: The area off either side of a ship towards the stern.
Beating: Sailing as close to the wind as possible, to make progress into it.
'Up' the pond: Into the wind.
Spanker: The yacht-like sail(s) on the aftermost mast of a square-rigger.
Aback: The condition which occurs when the wind takes a sail from in front.
Wearing ship: Changing tack by turning away from the wind.
Change tack: To take the wind from the other side of the ship.
Bracing: Moving round the yards.
Full and Bye: Sails full of wind when sailing 'across' the wind, i.e. not sailing as close to the wind as possible.
Hands off: Letting the model sail with no input to the transmitter sticks.
Tacking: Changing tack by turning into the wind.
Run off: To turn away from the wind, and run downwind.
Heaving to: Arranging the sails in such a way that the ship stops, only making leeway, drifting down wind.
Opposite tacks: Having the yards on adjacent masts at angles opposite to each other.
All aback: All the sails caught, or placed, with the wind on their forward sides.

CHANDLERY

BOOK REVIEW

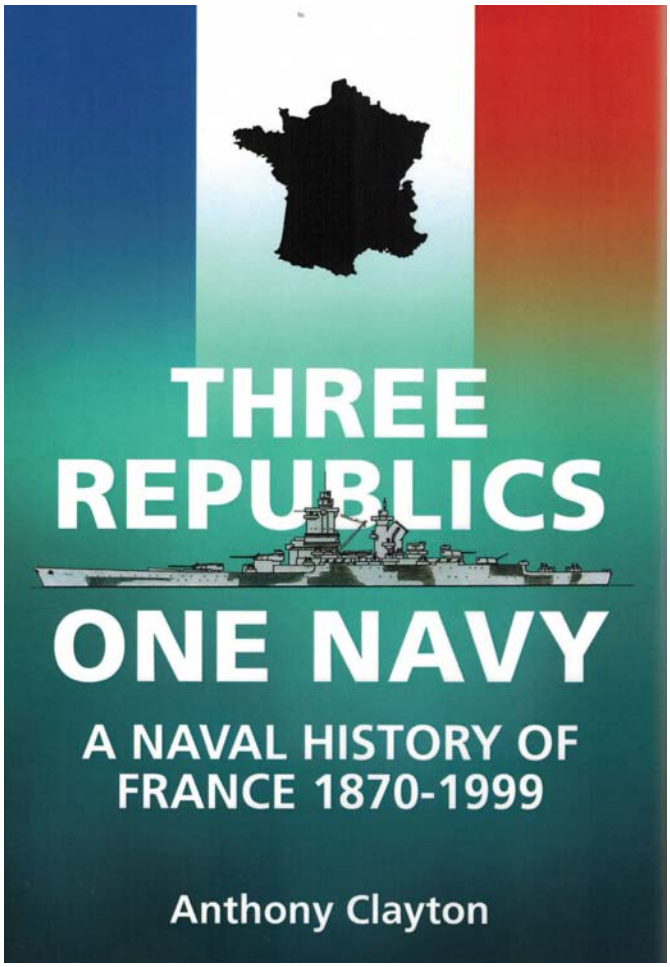
THREE REPUBLICS ONE NAVY – A NAVAL HISTORY OF FRANCE, 1870 – 1999

French warships in the 1870s were rigged for sailing which were supplemented by early steam engines. One hundred years later the Marine Nationale's ships at sea included aircraft carriers operating supersonic jets, and intercontinental ballistic missile submarines propelled by nuclear engines. During this period the theatres of war ranged from Asian and African colonial empires to the preparations in the Mediterranean of WW1 and the consequent actions in WW2.

In this work the author has tried to weave together the very varied strands of political, economic and worldwide events into a history of a navy whose nation's priorities have more often been land frontier defence, the navy undervalued with a justifiable pride in its achievements poorly recognised. A study of French national history over thirteen tumultuous decades.

A very factual book with small line diagrams of many of the French warships ideal for the modeller wishing to have background information and history on a future building project.

Author: Anthony Clayton
Pub Date: 2015
RRP: £29.95
EAN/ISBN: 9781909982994
Format/Pages: Hardback/288 pages
Illustrations: line illustrations and plans
Dimensions: 23 cm x 15 cm x 17 mm
Publishers: CasemateUK Ltd, 10 Hythe Bridge Street, Oxford, OX1 2EW. Tel: 01865 241249. Website: ***www.casematepublishing.co.uk***



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Difficulty ●○○○

Plan Ref MAR2679

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MISTRAL

Designed by Barrie Griffin

Two sheet plans for semi-scale French Customs launch, full details for build in balsa and ply. Model is 1:32 scale, 72.5cm in length and 20cm beam.

Difficulty ●●○○

Plan Ref MAR3205

£17.50 / $23.00

ORCA

Designed by Peter Fisher

A scale model of the fishing boat featured in the film Jaws. Model is 90cm length including forward walkway and 22.5cm beam. For electric power and straightforward construction in ply and balsa.

Difficulty ●○○○

Plan Ref MAR2463

£12.00 / $16.50

SEA HELPER

Designed by Jim Pottinger

A 1:15 scale Tug/Pilot boat based originally in the port of MacDuff in Scotland. Length 52.9cm, beam 26cm.

Difficulty ●●●○

Plan Ref MAR3321

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MV EARL OF ZETLAND

Designed by Jim Pottinger

A two sheet detailed plan of an attractive Shetland Isles Ferry. Scale 1:50 length 80.4cm beam 10.5cm

Difficulty ●●●○

Plan Ref MAR3409

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HMS LORD NELSON

Designed by John Haynes

The two sheet plans at 1:96 scale model of 137cm length and 25.5cm beam. Plans include body sections and all fittings are cross referenced to the JRH range of resin and white metal fittings.

Difficulty ●●●●

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Besiktas

THE MMI SPOTTER'S GUIDE TO BOSPORUS FERRIES

CHRIS GIVES US THE HISTORY OF THE BOSPORUS FERRIES AND SUFFICIENT PICTURES AND DOCUMENTATION TO AID RESEARCH ON THESE VESSELS OR ENTICE US TO VISIT ISTANBUL

AUTHOR: CHRIS KOENIG

Beykoz

Istanbul is among the most modern and at the same time most traditional of all Turkish cities. It marks the spot where Europe and Asia meet. The city always used to be a favourite among tourists. Low budget hotels and cheap airfares ease travelling there, and in a weekend you are able to check out the vast majority of historic sites. Although all there is to see is ashore, you will like the waterways as well. Public transportation in Istanbul is largely influenced by IDO ferries connecting Asian and European ports, as well as the Black Sea and the Turkish Isles. Traditionally designed and built in Scotland, the ferries became very popular and difficult to differentiate between. I am currently heading a project in Istanbul – and invite you for a spotting spree.

By 1830, the Turkish city of Istanbul was not situated both in Europe and in Asia. Actually, the city limits ended at the Halic (Golden Horn), while the vicinity of Kadiköy (today the biggest part of Istanbul) was an independent city.

By the middle of the 19th century the Turkish society entered a period called Tanzimat Za-mani (basically the period when Turkey opened up to Western influences, largely associated with a British and French culture and value transfer). The population – especially of Istanbul – increased significantly, and consequently the movement of goods and people increased. Crossing the Marmara Sea, the Bosporus or the Golden Horn still relied on ferrymen, crossing the water with small sailing vessels or by rowing.

Bönyeli

While Western influence was largely driven by the United Kingdom, Russia also tried to have an influence. When both countries started to operate steam driven ferries by 1837, the local ferrymen went out of business and left the stage to modern means of transportation.

However, the city council of Istanbul and the government understood that Turkish companies had to be founded as well, to establish independent Turkish shipping lines.

As early as 1844, Turkish businessmen and city officials gathered and started to work out possible routes. Paddleboats ordered in the United Kingdom started to operate by 1852, named Besiktas, Beylerbeyi, Göksu, Rumeli, Tarabya and Tophane respectively. The business flourished and the company Sirketi-i Hayriye A.S. (Anonim Sirketi) was founded, being the first such firm in the Ottoman Empire.

Quickly, a variety of jetties was made available, while the number of passengers travelling with the ferries went up. The prospering business offered many opportunities to local sales and production sites, and thus helped to establish a modern way of transportation in Istanbul. Remote areas, hitherto not of interest for business, were suddenly connected to the main city limits of Istanbul with its bazaars and markets. Two years later – by 1854 – a standard design of Bosporus ferries evolved in the UK, which was to set a standard until the present day.

In the closing days of WW2, the company of Sirket-i Hayriye became part of the Ministry of Transport. While the change of management had quite a big impact on the line's history, the appearance of the ferries did not change at all. On average all ships stayed in service for at least 30 years. Fast car ferries went into service to cope with the rising number of lorries and passenger cars.

Picture this: Turkey today has some 72 million inhabitants, but merely 7 million passenger cars. However, the majority of the Turkish vehicles operate around the Ankara, Izmir and Istanbul regions. Traffic jams are a daily sight in Istanbul, making car ferries a very good alternative. When the company IDO (Istanbul Deniz Oto-büsleri Sanayi ve Ticaret A.S., literally Istanbul Fast Ferries Company Inc.) was established in 1987, it operated only ten sea buses of Norwegian origin (Kvaerner Fjellstrand). Step by step all state operated commuter craft were transferred from the Ministry of Transportation to the newly founded firm. 1988 marked a technological evolution in the Bosporus crossings, since IDO not only consolidated the business but also introduced catamaran fast ferries (Turkish Denizotobüsleri).

Hakki Durusu

Gönyeli

Fathi

Hamdi Karahasan

Period	Yard	Country
1854-1860	White Shipbuilders, East Cowes	Great Britain
1863-1869	M. Wigram Shipbuilders, London	Great Britain
1870-1872	Maudslay & Sons, London*	Great Britain
	Hasköy Shipyards, Istanbul*	Turkey
1872-1890	R. & H. Green Shipbuilders, London*	Great Britain
	Hasköy Shipyards, Istanbul*	Turkey
1890-1893	J. W. Thames, London	Great Britain
1893-1894	Napier, Shanks & Bell, Glasgow	Great Britain
1894-1896	R. & H. Green Shipbuilders, London	Great Britain
1903-1907	Fairfield Shipbuilders, Glasgow	Great Britain
	Amstrong Shipbuilders, Newcastle / Glasgow	Great Britain
1907-1910	Atl. & Chantier de France, Dunkerque	France
	Hawthorn, Leslie & Co, Newcastle	Great Britain
1914-1929	Fairfield Shipbuilders, Glasgow	Great Britain
1929-1938	Hasköy Shipyards, Istanbul	Turkey
1938-1951	Fairfield Shipbuilders, Glasgow	Great Britain
1952	Cantiere Navale di Taranto, Taranto	Italy
1952-1962	Fairfield Shipbuilders, Glasgow	Great Britain
1962-1989	Hasköy Shipyards, Istanbul	Turkey
2008-2009	Hasköy Shipyards, Istanbul	Turkey
	Düzgit Group	

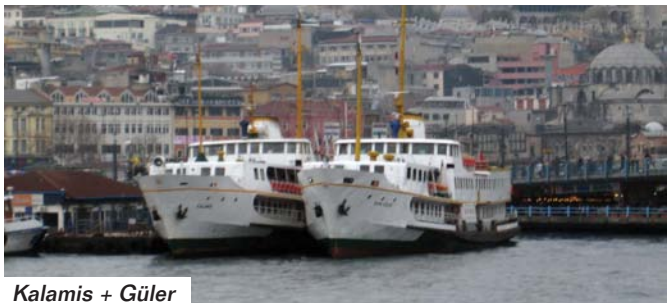
(*) Cooperation. Assembly in Istanbul under supervision by British yard.


Istanbul

Kaptan Aybay

Kadiköy

Today, IDO operates four different groups of vessels: the conventional commuter ferries are called Vapur (originating from steam powered ancestors), car ferries are designated Araba Vapuru, twin hulled fast ferries for passengers (Denizotobüsü) and combined fast ferries for both vehicles and passengers (Hizli Feribotl). Sea buses from three different yards (this being Norwegian Kvaerner Fjellstrand, Australian Austal and Dutch based Damen Group), ten high-speed ferries capable of transporting up to 1,200 people and 225 passenger cars, another 18 conventional car ferries and the increasing range of conventional commuter ferries make I DO the world's largest commuter ferry operator.


Kalamis + Güler


Moda


Prof Barka

Class	Name	Former Name	Length in m	Width in m
2100	Prof. Dr. Aykut Barka	Sedefadasi	67.00	12.20
	Emin Kul	Bahcekapi	78.40	11.62
	A.Hulusi Yıldırım	Bostanci	67.00	12.00
	Barış Manço	Inciburnu	67.00	12.20
	Maltepe		67.05	12.65
	Fahri S.Korutürk		78.40	11.62
1800	SH-Fatih	(Sehir Hatti 1)	67.95	13.00
	SH-Beyoğlu	(Sehir Hatti 3)	67.95	13.00
	SH-Kadıköy	(Sehir Hatti 2)	67.95	13.00
	SH-Beykoz	(Sehir Hatti 4)	67.95	13.00
	SH-Sarıyer	(Sehir Hatti 5)	67.95	13.00
1700	Paşabahçe		74.46	11.21
1500	Aydın Güler		58.20	11.00
	Beşiktaş-1		58.20	11.00
	Caddebostan		58.20	11.00
	Hamdi Karahasan		58.20	11.00
	İsmail Hakkı Durusu	Karasiyaka	58.20	11.00
	İstanbul-9		58.20	11.00
	Kalamış		58.20	11.00
	Moda		58.20	11.00
	Nurettin Alpdoğan	Bayrakli	58.20	11.00
	Şehit Adem Yavuz		58.20	11.03
	Şehit Caner Gönyeli		56.00	11.00
	Şehit İlker Karter		67.00	11.00
	Şehit Karaoğlanoğlu		58.00	11.00
	Şehit Metin Sülüş		58.20	11.00
	Şehit Mustafa Aydoğdu		58.20	11.00
	Şehit Necati Gürkaya		56.00	11.00
	Şehit Sami Akbulut		58.20	10.60
	Şehit Temel Şimşir		58.20	10.62
750	Anadolu Feneri		47.32	8.97
	Büyükada		47.32	9.00
	Mehmet Akif Ersoy		47.32	8.97
	Kiziltropak		47.32	9.00
	K. Gündüz Aybay	Kiliyos III	47.32	8.97
	Zübeyde Hanım	Rumelikavagi	49.15	8.97

Sources /Websites: IDO, IMO, Vesseltracker, Duijvendijk, WOWTurkey, Notice: Deviations possible due to multitude of sources. Consolidated

Besides the ferries IDO also owns the long-range cruise ship/ferry Mavi Marmara, suitable for up to 1,080 passengers, 86 piers and jetties and various service vessels. By 2008 the total summed up to 103 vessels!

The largest part of the IDO fleet is made up by the Vapur-class. Their design dates back into the 19th century and – quite surprisingly – underwent only minor modifications until today. Before the Turkish shipbuilding industries started to produce Bosporus ferries, most of them had been built in Scotland (please refer to the shipbuilders list). Even today, the general layout is still very largely influenced by Scottish design, while the ships in operation partially date back into the 1960s. Crossing the Bosporus or the Gold Horn passages and operating in the Marmara Sea presents some tough conditions for ferries.

It's rather unusual to find the waters totally calm, since some demanding currents and the great depths of the waterways are challenging. The ferries therefore sport a raised bow commonly found on seagoing vessels to plough the waves. However, the raised hull lowers after about a quarter of its length to allow easy boarding and disembarking for the passengers. Travelling aboard IDO-commuters while doing business in Istanbul, I noticed many passengers hopping on or off even before the ferry's crew could possibly fix the ship to a mooring.

The hull has a distinctive shape (see pictures), allowing for an excellent manoeuvrability, efficient operations, high speed and seaworthiness even under harsh conditions. Driven almost exclusively by twin diesels and twin props (two rudders), only the latest specimens rely on Schottel-propulsions and bow thrusters.

The decks of all vessels are mostly decorated with warm wood and simple but comfortable seating; the lower compartments have watertight doors. Toilets are installed to both sides of the entry areas. The ships are equipped according to most modern communications and safety standards. All ferries feature a little shop selling an assortment of traditional food and tea. Also available are little bags with tiny bits and pieces of what used to be bread, which are sold especially to those wild at heart and little kids, providing a means of feeding seagulls. Whenever you are boarding a ferry you just know that seagulls will swarm over the ship half of the way.

Conventional commuter ferries, owned by IDO, may be grouped into classes based upon their capacity:

2,100-class: 6 vessels, built between 1962 and 1989, around 589 tons

1,800-class: 5 ultra-modern vessels added to the IDO fleet in 2008 and 2009. The names of the first new ferries had been chosen by the citizens of Istanbul (Beyo lu, Fatih, Kadıköy)

1,700-class: 1 ship remaining – Pasabahce, delivered by Cantieri Navali di Ta-ranto SPA of Taranto in 1953

1,500-class: The biggest class within IDO's Bosporus ferry fleet, 18 craft in service. Majority sports 456 tons

750-class: Smallest of the commuter craft, class is made up by six ferries averaging 307 tons

Draught in m	Engine (kW per engine!)	Year	Yard	Yard No.
2.60		1973	Camialtı Tersanesi İST	195
3.02	2 x Sulzer 6ASL25/30 (1,104 kW)	1989	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	268
2.60		1973	Camialtı Tersanesi İST	197
2.60	2 x Kromhout 8F/SW240 (728 kW)	1973	Denizcilik Bankaso T.A.O., Camialti	196
2.60	2 x Fiat B300.6l (552 kW)	1962	İstinye Tersanesi İST	21
3.02	2 x Sulzer 6ASL25/30 (1,104 kW)	1989	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	269
2.65	4 x Volvo Penta D16MG-KC (414 kW)	2008	Duzgit Gemi Insa A.S.	34 (CS34)
2.65	4 x Volvo Penta D16MG-KC (414 kW)	2009	Duzgit Gemi Insa A.S.	36 (CS 36)
2.65	4 x Volvo Penta D16MG-KC (414 kW)	2009	Duzgit Gemi Insa A.S.	35 (CS 35)
2.65	4 x Volvo Penta D16MG-KC (414 kW)	2009	Duzgit Gemi Insa A.S.	37 (CS 37)
2.65	4 x Volvo Penta D16MG-KC (414 kW)	2009	Duzgit Gemi Insa A.S.	38 (CS 38)
3.85	2 x Sulzer TD36 (1,177 kW)	1952	Cantiere Navale di Taranto S.p.A., Taranto, Italy	141
2.60		1981	İstinye Tersanesi İST	40
2.60		1986	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	217
2.60		1987	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	221
2.60	2 x Stork 8DRO 210 k (552 kW)	1980	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	195
2.60		1985	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	
2.60		1977	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	
2.60		1987	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	220
2.60		1986	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	219
2.60		1985	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	222
2.60	2 x Stork DRO 218 k (552 kW)	1976	Denizcilik Bankaso T.A.O., Camialti	188
2.60		1977	Haliç Tersanesi İST	192
2.60	2 x Stork DRO 210 k (552 kW)	1980	Denizcilik Bankaso T.A.O., Camialti	194
2.60		1977	Haliç Tersanesi İST	189
2.60		1986	Haliç Tersanesi İST	216
2.60		1981	Haliç Tersanesi İST	197
2.60		1977	Haliç Tersanesi İST	191
2.40	2 x Sulzer 6AL20/24 (552 kW)	1985	Haliç Tersanesi İST	190
2.92	2 x Stork 8DRO 210 k (552 kW)	1979	İstinye Tersanesi İST	
2.53	2 x Sulzer 6AL20/24 (468 kW)	1988	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	272
2.53		1988	İstinye Tersanesi İST	61
2.53	2 x Sulzer 6AL20/24 (468 kW)	1988	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	271
2.53		1988	İstinye Tersanesi İST	62
2.53	2 x Sulzer 6AL20/24 (468 kW)	1988	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	273
2.53	2 x Sulzer 6AL20/24 (468 kW)	1987	Türkiye Gemi Sanayi A.S., Halic Tersanesi, Istanbul	270

Türk Loydu, Duzgit Group, Rahmi M. Koç Museum, author. Jan. 2010.

The major information on these vessels has been aggregated into a class listing, which may serve the ambitious ship spotter as a reference. The list contains classes, names (and former names, if known), technical data, original builder's name and place.

Travelling aboard IDO commuter ferries is amongst the cheapest tours I've ever booked. A few pounds allow your whole family a wonderful day on the water, with all the relaxation this has to offer. Standard passages last between 30 and 35 minutes, but travelling with various boats throughout the region is possible. Waiting for a ferry usually does not take any longer than 20 minutes.

Tourists should go for the tokens one can buy at any harbour (and which make nice souvenirs), while regular commuters usually hold Akbil smart cards. These smart cards are also valid for all other kinds of transportation provided by the municipality of Istanbul. While just about everything in Istanbul is priced like any other European city, the ferry passages and the goodies sold aboard are very cheap. The food aboard is of a basic, but quite good quality. The tea or Turkish coffee served on the boats is cheaper than one may have guessed. Treat yourself with Turkish coffee, while the ferry heads for the next halt!

To study a Bosporus ferry all the way from the engine room to the bridge, the place to go is the Rahmi M. Koç Museum (***www.rmk-museum.org.tr/en/index.htm***). The museum has a former Bosporus ferry on permanent loan: the Fenerbahce. Along with her sister ship Dolmabahce, Fenerbahce was built at William Denny & Brothers of Dumbarton (Glasgow), Scotland in 1952. Both -bahce ferries went into service on 14th May 1953, after having travelled all the way from Scotland to Istanbul.

A third vessel of the same design appeared in 1953: Pasabahce, built by Cantieri Navali di Taranto SPA of Taranto, Italy. Dolmabahce and 'Fenerbahce' served the Sirkeci, Adalar, Yalova, Çinarcik passages with their fairly high average speed of 18 knots until finally reaching the age of retirement more than fifty years after their maiden voyages.

Fenerbahce was still operating on her 1,500 hp Sulzer-diesels, when she gave a moving tribute to more than half a century of reliable service. Following her Farewell Tour on 22nd December 2008, IDO handed over the ferry to Rahmi M. Koç Museum as a floating addition to their growing exhibition. Pasabahce was still in operation by the beginning of 2015.

Next month Chris will review a kit of the marvellous ferry Pasabahce. ***MMI***

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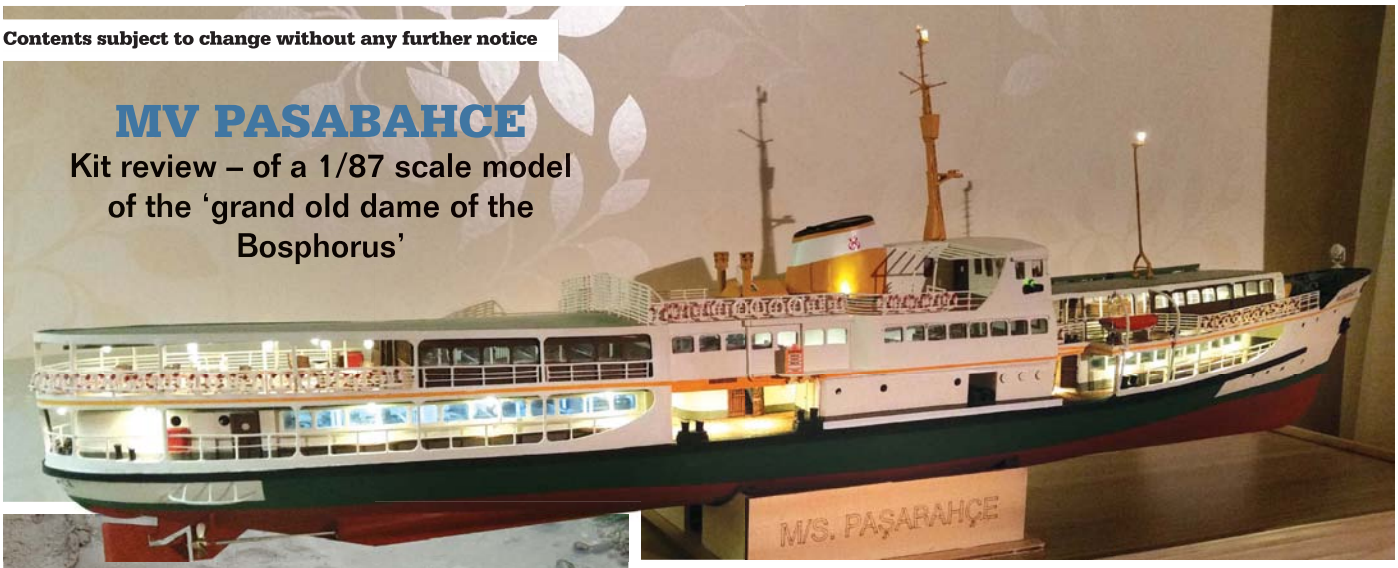

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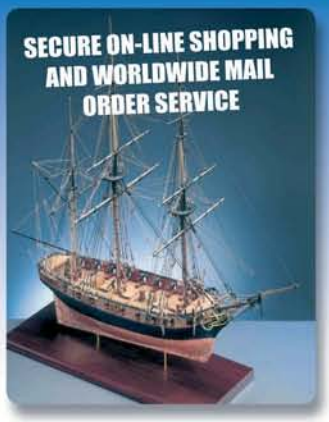

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