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MARCH 2016

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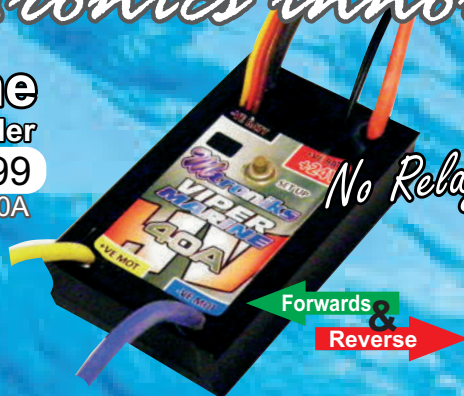
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**COVER
STORY**

Voyager of the Seas

After taking a cruise on this modern cruise ship model maker Paul Chilcott had a desire to make a fully working model of this ship but in 1/160 scale. At the time of the full size build she was the largest cruise ship afloat, but when Paul was building the model from photographs and publicity brochures of the ship she went through a refit which included adding a giant outdoor TV screen. The model was changed to accommodate this TV screen and as can be seen on the deck is a 2.5" working LCD TV screen. A stunning model!

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EDITORIAL CONTACT



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

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

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

GREETINGS ALL,

Perhaps like lots of readers of MMI I am a self-confessed magazine a-holic (is this a new word?! When I started an interest in our hobby of modelling back in the early 1960s the thrill each month was reading such magazines as Model Maker and the Meccano magazine. These publications covered a very wide range of different aspects of modelling (and full size) for aircraft, cars, boats, plus as we call now wacky futuristic models.

Over the years the collection of magazines seems to constantly grow with multiple complaints from Mrs S about the piles of books/magazines cluttering the house and bedroom. It is a criminal shame as far as I am concerned to throw any away, as you may be looking for an article you saw some time ago when a new project is looming in the back of the brain cells!

Does all this sound familiar? Well during the Christmas period I had the pleasure of reading the latest Journal of the Vintage Model Yacht Group, The Turning Pole No 32. This excellent publication had a small section under the title Meccano. Basically it gave a brilliant website www.nzmeccano.com and has all the Meccano Magazines that were published from 1916 (then edited by the legendary Frank Hornby) to 1981, with the facility to search for a topic or subject. Even though I am not keen on reading magazines from a screen I have spent many hours browsing, it saves a LOT of space and nagging from Mrs S!

Back to this month's edition we start off with the stunning model of the cruise ship 'Voyager of the Seas', this is a modern ship, which

many readers may have travelled on. As we are just emerging from the winter season in the UK the article on building a mechanical Inuit Kayak should give some inspirations, and increasing the speed slightly we have the review of a new RTR F/E model HK Relentless. Also for scale sail modellers Peter Simmons describes his build of a 1/24 scale Thames Barge Teal.

In our regular feature articles we keep you up to date with the latest releases in marine plastic kits with Plastic Kit Scene and Airwaves delves into the different types of rechargeable batteries. Waterlines looks at the Royal Navy's Armed Merchant Cruisers of WW2 and Scale Scene examines a traditional North East Coast fishing Coble. Powerplug helps a nitro boater with a common problem, and in Livewires we describe the Talisman Rigger Design and look at a RTR Cat from a specialist supplier in Australia. Finally, Vintage Chatter moves across the Atlantic to view some of the classic American radio sets and with news, show reports under Meeting Point this should make for a very interesting read.

Have a good month!

Barrie Stevens

MMI



Cartoon characters take to the water in 'Steam O matic'. There is a small prize for the first person to let the editorial team know where and when the picture was taken?

MARINE
modelling INTERNATIONAL

EDITOR

Barrie Stevens

mmi@traplet.com

Tel: 01684 588604

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

ASSISTANT EDITOR

Chris Saunders

chris.saunders@traplet.com

CONTRIBUTORS

Eric Bauthier, Kim Belcher, Kelvin Holmes, Robin Trott, David Wiggins, Ian Williams, Rick Eyrych, Peter Simmons & Brian Young

CHAIRMAN

Tony Stephenson

MANAGING DIRECTOR

Tom Stephenson

PRODUCTION MANAGER

Nick Powell

DESIGN TEAM

James Scott

MARKETING

Ally Alldritt, Abbey Morris, Samantha Minton

ADVERTISING SALES

Angela Price - 01684 588568

Email: advertising@traplet.com

ADVERTISING COPY CONTROL

Angela Price - 01684 588568

Email: adcopy@traplet.com

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USA. Tel: 217-355-2970

Email: info@traplet.com

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NSW 2233, Australia.

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South Africa

Tel/Fax: +27 44 272 5978

Email: southafrica@traplet.com

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MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

SOME OF THE FORTHCOMING EVENTS AT THE NATIONAL MARITIME MUSEUM CORNWALL

10th-13th March

Cnut 1000: Empire of the Sea conference

Join a stellar cast of international scholars for this once-in-a-generation conference on the millennium anniversary of King Cnut's conquest of England. Share in the latest research and debate in early medieval maritime history and archaeology and the heritage of northern European boat building. Enjoy an exclusive private tour of Viking Voyagers and relive the land and seascapes of the Vikings in Cornwall with the optional guided field trip.

For the full programme and more information visit

www.nmmc.co.uk/cnut1000

Delegate fee: £75 (includes light refreshments, no lunch).

Optional field trip: £20 (includes sandwich lunch). Limited places.

Please call 01326 214557 to book or email daynapope@nmmc.co.uk

24th Mar-30th Oct, 10 am-5 pm

The Dragon's Den

Enter our Vikings and Dragons Playzone! Explore the world of Viking myths, monsters and legends with games galore and fun for kids of all ages. Dress as a Viking and become a raider or trader, take on the giant magnetic Viking picture puzzle and slide down the neck of Fafnir the fearsome dragon if you dare!

Further details of all events at NMMC visit www.nmmc.co.uk

STEAM TUG KERNE

The full size version of this last coal fired tug was built in 1913 and served as naval tug until she was retired into preservation in 1971. She is now maintained by a keen group of volunteers of 'The Steam Tug Kerne Preservation Society Ltd' and can be seen operational in and around the Mersey especially during shows and exhibitions. Early this year she was dry docked for work on her hull making her ready for the 2016 season.

Much of the money used to keep her in preservation has generously come from many of the shipping companies in and around Liverpool plus money from the Heritage Lottery fund. If you have the opportunity to visit this tug you will be more than welcome to speak to the society and occasionally trips can be arranged. The society had a stand at the International Model Boat Show in Warwick last November. For further up to date details and sailings for 2016 visit

www.tugkerne.co.uk/ or www.facebook.com/Steam-Tug-Kerne



Model of Steam Tug Kerne seen at the IMBS Warwick

BACHMANN EUROPE PLC ACQUIRES POCKETBOND

Bachmann Europe Plc, well known to railway modellers, has announced their acquisition of both the Pocketbond and Toyway brands, together with their respective distributed ranges. This arrangement is effective from the 19th January 2016.



Pocketbond are manufacturers of the Classix range of 1/76th scale die-cast vehicles, Conflux wargaming products, Emhar plastic construction kits and figures, Nautix radio controlled ships, Scenix 1/76th buildings primarily for model railway use and the Timpo Soft Touch range of animals, dinosaurs and sealife subjects.

Pocketbond also distribute a large range of model and hobby related products including plastic construction kits, figures, tools and accessories. Toyway produce a range of vehicles, animals, figures, gliders, science sets, die-cast aircraft and wooden toys.

SAD NEWS

It is with regret we announce the sad passing away of John Lambert on January 11th 2016. John has been drawing maritime plans for many years with his first article and plans for MMI (then just known as Marine Modelling) published in the second edition June/July 1986. His naval interest stems from the very early days. Sea Scout, Sea Cadet, R.N.V.R. National Service, then he signed on for nine years. He was in the engine room branch, with most of his service in big ships (Albion and Bulwark) in the Far East, with a period on a Battle class destroyer and a survey ship on East Coast survey duties.

John's main interest and the subject of most of his naval craft and weapons plans were boats up to destroyer size with a keen interest in inshore rescue craft. John will be greatly missed by many naval modellers around the world, he passed away very peacefully with his family by his side. Our sincere condolences are extended to his family. **MMI**

DIARY DATES

NEWS OF INTEREST TO THE MARITIME MODELLER

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. England. 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 Nav's. A full listing of events for the year can be found on <http://thehobbyhub.com/water/> we do need at least 8 weeks notice to include in the printed magazine.

MARCH 2016 MMI DIARY DATES

MARCH 5

Extreme Footy Series ACT 1

Birmingham Model Yacht Club, Sutton Sailing Club, Monmouth Drive, Sutton Coldfield B73 6JL. 9 am until 4 pm. The XFS is back for another year of fun, close to shore, stadium racing. Email: peter.shepherd62@gmail.com Website: www.sailfootyuk.com/

MARCH 5/6

Liskeard Model Society's Annual Model Exhibition

Liskeard Community College, Callington Rd, Liskeard, Cornwall PL14 3EA. 10 am – 4.30 pm Saturday, 10 am – 4 pm Sunday. For more information contact: David Brown Tel: 01579 343096

MARCH 12

Solent RCMBC Annual RNLI Exhibition

Highcliffe Methodist Hall, Lymington Road, Highcliffe. BH23 5EG. 10 am until 3 pm. Entry by charity donation. Refreshments available. RNLI Souvenir Stall. Lots of models on display. Further info available from David McNair-Taylor, email: david.mcnairtaylor@sky.com

MARCH 12/13

The Surface Warship Association (Area 4)

World War Two weekend at Action Stations, Portsmouth Historic Dockyard, Portsmouth. 10 am until 4.30 pm both days. Contact: David McNair-Taylor, email: david.mcnairtaylor@sky.com

MARCH 13

Mini Ship (1/1200-1250 scale) Show

Theale Village Hall (near Reading RG7 5AS) 10.30 am – 2.30 pm. Call Waterline Ship Enthusiasts (Dave) on 02392 352383 or Email: dreadnought9@hotmail.co.uk

MARCH 19

The Moorhen Model Boat Club

Radio controlled model and craft show at Roydon Village Hall, Roydon, Harlow, Essex CM19 5HH. Between 10 am and 5 pm. Light refreshments will be available to purchase. Entry fee will be £2. Please contact Mr Allan Storrar on 07846 309269 for more details if required

MARCH 20

Mutual Model Boat Society

Grand Modellers Bring & Buy Sale at Crimble Croft Community Center, Apinal Street, Heywood, Manchester OL10 4HL. Come along and enjoy this famous event, either to buy or purchase your supplies, there are always lots of bargains to be had. Selling starts at 09.30. Also enjoy our excellent range of snacks and drinks at a sensible price. To reserve a sellers table please contact Kevan on

07803 975089. Admission £1.50 including a raffle ticket.

MARCH 26

MYA National Six Metre Championship

Bournville MY & PBC, The Boat House, Valley Parkway off Bournville Lane, B30 1QS. 9 am until 4 pm. Come and see these beautiful yachts racing on one of the UK's most historic waters. Email: mikeewart@btinternet.com Website: www.sixmetresailing.weebly.com/

APRIL 2016 MMI DIARY DATES

APRIL 2

Extreme Footy Series ACT 2

Sandwell MBC, Dartmouth Park, West Bromwich, West Midlands. 9 am until 4 pm. XFS ACT 2 takes place in the great venue of Dartmouth Park, close racing of some of the UK's premier Footy skippers. Email: peter.shepherd62@gmail.com Website: www.sailfootyuk.com

APRIL 9

Six Metre Open

Two Islands RYC, Furzton Water, Lynmouth Crescent, Milton Keynes MK4 1JP. 9 am until 4 pm. Great venue for these classic and most beautiful class of yacht. Email: mikeewart@btinternet.com Website: www.sixmetresailing.weebly.com/

APRIL 9

The 11th South West Ship Show

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

APRIL 10

Footy Open – 'Videlo Globe Trophy'

Frensham Pond MYG, Frensham Pond Sailing Club, Pond Lane, Churt, Farnham, Surrey GU10 2QA. 9 am until 4 pm. Nice venue, with easy access to launch and sail from perfect for our Footy types. Email: banjo5@btinternet.com Website: www.sailfootyuk.com

APRIL 10

Chantry Model Boat Club

Submarine open invite. Lake 7, Bluewater Shopping Centre, Greenhithe, Kent DA9 9SF (on Town Square Crescent). All models sailed except IC. Good parking nearby. Clubhouse and toilets. 09:30 – 15:00. All shopping centre facilities nearby. Email: info.chantrymbc@gmail.com or chantrymodelboatclub.co.uk

APRIL 24

Kirklees Model Boat Club Steam Day and Mountfleet Models Open Day

There is a competition for the best steam and best Mountfleet model on the day. Steam testing will be available upon prior notice being given. Gas tanks may have had to be tested prior to the event. Up to date boiler certificates are required if testing is not needed 10 am to 4 pm at Wilton Park, Bradford Road, Birstall, Batley WF17 8JH. Contact Stan Reffin at Email: kmbsc2015pr@gmail.com Tel: 0113 2675790 or for more information view our website **MMI**

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SCALE SCENE

IAN HAS A LOOK AT A TRADITIONAL NORTH EAST COAST FISHING BOAT THAT IS FAST DISAPPEARING

AUTHOR: IAN WILLIAMS CONTACT: elecrt-marine@talktalk.net

I am of course referring to the Coble. There used to be hundreds working the North East Coast (UK) with a few as far down as the Humber and up as far as the Scottish borders. A chance conversation with an old friend and work colleague prompted this article. I hadn't seen him for a while as he had moved up to Scotland when he retired in 2014. While we were talking he mentioned that he had bought a 'Ghillie' boat to do some fishing. When I asked the obvious question, he said they were similar in design to, but much smaller than a coble.

When I first worked with Duncan he used to own a coble that he fished at weekends and during the school holidays. During the week (unless he pulled a sickie) he had somebody operate the boat for him.



Old Whitby coble. Date unknown

Now I always liked the look of the cobsles and living very close to the North East coast I've seen plenty over the years. I always wanted to build one but as plans were not available I never got around to it. I believe some plans were published some years ago in 'the other' magazine! I don't know if they are still available? These plans were, I think, at 1/12th scale giving a 27" model.

A GRP hull is available from Orion Models in Sunderland with plans, but as the hull is around 36" long I don't know what the scale is. It is quite expensive, being sold on eBay at almost £90 by Orion itself, but it looks very nicely done. If anyone knows of available plans please let me know as my appetite has been whetted again.

HISTORY

The coble is a type of open fishing boat which developed on the North East coast of England.

It is clinker built and has a distinctive hull form, flat-bottomed and high-bowed, which developed to cope with the particular conditions prevalent in this area of the North Sea. Flat bottoms allowed launching from and landing upon shallow, sandy beaches which was an advantage in this part of the coast where the wide bays and inlets provided little shelter from stormy weather. The high bows were developed to cope with the dangerous North Sea and in particular to launch into the surf and to land on the beaches.

One of the most notable features of the traditional coble design is the keel arrangement, or at least the lack of a traditional keel. The

bows have a fine entry which flares out at the mid-section and then narrows towards the raked stern which helps to provide lift from the waves when beaching stern first and there are two short keels or skids at the stern. The transom is flat but angled sharply as you can see from the photographs.

So, as a matter of interest, it is wrong to call them 'keel boats' as I have heard them referred to by people who know that that is a North East term! The coble is also the only beach boat with a rudder that projects well below the bottom of the boat. A long tiller provided control.

The original cobsles were designed for rowing and sailing and the normal rig was traditionally a single, tall mast, raking aft with a single, large dipping lug-sail complete with bowlines enabling the boat to be sailed very close to the wind.

There were local variants of the design, as builders didn't usually work from any plans. Variations in length and design detail were common along the North East coast, but the basic design remained the same. One type often to be found around Scarborough, Whitby and Filey in the early days were double-ended, without the vertical stern transom. They were sometimes known as 'mules'.



A Newbiggin (Northumberland) Coble showing the traditional transom shape



A more modern coble with forward wheelhouse and gantry for line hauler (Photo Nigel Coates)



Typical Whitby coble one of the few left



Showing the traditional, long, thin rudder. This is actually a Scottish coble

It is true that the coble design contains obvious signs of Norse influence, but Dutch influence is notable too, mainly because of the way it was built. Local boat-builders constructed the clinker-built cobses locally as required, without the use of plans. The hull was constructed first before the internal framing was added. Traditional boats were built using larch and oak, although there are a few examples of steel and fibreglass boats, which are often built from moulds of wooden boats.

The craftsmanship on many old boats gave them a long working life. They had a reputation as dangerous to sail for an inexperienced crew, but in the hands of experts could move both safely and speedily. Grace Darling and her father used a coble rowed with long sweeps (oars), to rescue people from the 'Forfarshire' wrecked on the Farne Islands off Seahouses in 1838.



Kevin Henderson's coble Resolution coming into Amble. That's Robson Green at the tiller! (Thanks to Jim Tate for the photo)

There is a Scottish version of the coble which is much shallower and broader of beam than the English type and serves for salmon-fishing off beaches near Arbroath and Montrose in Angus. These cobses have a less refined construction than their southern counterparts. As mentioned earlier, ghillies employ a smaller, better-built version for fly-fishing on Scottish rivers.

Today, surviving cobses generally use diesel engines (or even converted car petrol engines), removing the need for the distinctively shaped lugsail.

Larger, modern cobses often have a small wheelhouse, perhaps a half deck to shelter the engine, and gantries to support line haulers. Smaller versions may have a tarpaulin shelter covering the bow allowing protection for the crew and for navigation equipment.

For recovery, the boats are swung around to go head to sea, the up-swept bow rising to meet the oncoming surf. The rudder is then un-shipped and the boat towed in stern first. Launching is done bow first to the surf. In many places, the boats are all kept ashore on lorry-wheeled launching trolleys or cradles and launched direct from beaches or slipways with the aid of tractors (which often have their tyres half filled with water to improve traction), or winches.



Golden Gleam in full sail

The cost of a 26 foot (7.9 m) coble in 1952 was in the order of £650 plus another £350 for a petrol engine and capstan.

As an illustration of how popular these craft were the Northumberland coastal village of Newbiggin-by-the-Sea had 142 cobses in 1869.

Finally, just a little information about one of the boats shown in the photos, 'Golden Gleam.' She was built in 1948 by Ralph Dawson of Seahouses, Northumberland, for a fisherman Main Downey who lived in Boulmer. Golden Gleam was (is) a Northumbrian coble, 29 feet long, powered by a BMC car engine (possibly second-hand), adapted for marine use. She had a mast and auxiliary sail.

She was one of the earliest boats built by Dawson's and appears to have been a copy of the older cobses in use at that time. Golden Gleam subsequently was sold several times, moving to Blyth, Sunderland and Cullercoats before becoming a pleasure craft at Redcar.

Golden Gleam was bought in 2000 by a member of the North East Maritime Trust. She had no engine and was rigged for sail. He has refitted her with mast, sails and rig in traditional local fashion as far as possible. The boat usually has an outboard engine fitted in a well near the stern (see photo).

Although it is not an exact restoration, the vessel follows Northumbrian tradition as closely as can be achieved: paint scheme, rigging details, sails etc., being faithfully copied from local practice. The Golden Gleam is normally moored in the 'Fluke Hole' at Seahouses during the summer months but is stored during the winter. **MMI**

PLASTIC KIT SCENE

ROBIN LOOKS AT SOME NEW PLASTIC KITS AND PAINTS

AUTHOR: **ROBIN TROTT** (robin.trott@yahoo.co.uk)

FLYHAWK MODELS

HMS Aurora 1945

This is a story of one ship and two kits. HMS Aurora was an Arethusa-class light cruiser built in Portsmouth and entered service with the Royal Navy in November 1937, joining the Home Fleet as leader of the destroyer flotilla. At the beginning of the Second World War she was engaged in combat operations in the Norwegian campaign, including convoy escort duties and also took part in the search for the German warships Scharnhorst and Gneisenau.

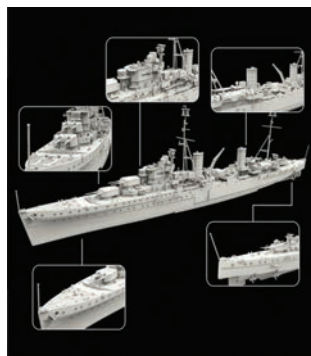


Flyhawk HMS Aurora

In May 1941 she became involved in the hunt for the German battleship Bismarck. July 1941 found her back off the coast of Norway as part of Force 'K' and she was in action several times which included the interception of a German troop convoy. In the autumn of 1941 she was transferred to the Mediterranean arriving in Malta at the end of October 1941. She was now heavily involved in many operations including Operation Torch, the invasion of Sicily, the Salerno landing and the landing in the South of France.



Light cruiser Chung King. All these parts are well packed in both kits



Images of the completed Aurora model (courtesy Flyhawk)

Surviving the war she was then sold to the Chinese navy in May 1948 as compensation for six Chinese custom patrol boats and a freighter that were seized by the British in Hong Kong at the beginning of the war against Japan and were all lost. This is where her name was changed to Chung King by the Chinese and she became their navy's flagship.

In February 1949 her crew defected to the communists with the ship and in March 1949 she was attacked by Chinese Nationalist aircraft in

Taku harbour and sunk. She was later salvaged and stripped of all armament, engines and fittings and remained as an empty hulk used for accommodation and warehousing, eventually being completely scrapped in the 1990s.

Both models are fantastically detailed, moulded in grey plastic the fine detail of the parts is normally only found with resin models. The part count is very high for a 1/700 scale model with many extremely minute parts. A photo-etched fret with many components increases the finished model's detail.

It is a full hull model but can be built as a waterline version by simply omitting the lower hull section. Nearly all the parts are the same for both kits with just a few differences. Studying both sets of instructions shows that some parts are not used on one kit although the parts are there on the sprues and some different P/E parts.

The decals for the Chung King include flags for the Chinese navy and there are different painting instructions. The instructions for both kits need to be studied very carefully as a lot of the assembly guide gives coloured instructions for the placement of parts and sub-assemblies; all parts came well packed in individual plastic bags and boxes.

Included with the models are individual colour pictures of the box art, these could easily be framed and kept with the finished model, together with the detailed assembly guide. All is neatly packed within the box with no room for movement that may cause damage in transit.

Flyhawk now produce, in my mind, some of the finest plastic kits that are available today and their range of complete kits is growing each year. Full details of these two models and the complete Flyhawk range of products can be found by visiting:

www.flyhawkmodel.com

HMS Aurora 1945

Model No	FH1127
Scale	1/700
Length	22 cm
Beam	2 cm
Parts	300+ plus
etched fret	

Light Cruiser Chung King

Model No	FH1111
Scale	1/700
Length	22 cm
Beam	2 cm
Parts	300+ plus
etched fret	



Impressive hull detail on both models



Some of the great detail on all parts

TAMIYA MODELS

Japanese Navy Destroyer 'Kagero'

Completed in 1939 she was the lead ship of the Kagero-class of destroyers, heavily armed with three twin mounted 12.7 cm guns and two sets of 61 cm quadruple torpedo tubes and many anti-aircraft guns. Her top speed was a very fast 35 knots. She saw action from the very start of the war and was present at the attack on Pearl Harbor on the 7TH December 1941. She was also at the battle of Midway and Tassafaronga, just to mention a few. Her end came after striking a mine in May 1943.



The new Tamiya 1/350 destroyer Kagero (courtesy Tamiya)



The well detailed finished model (courtesy Tamiya)



Just some of the Kagero great detail (courtesy Tamiya)

This is another great model from Tamiya which can be built as either a full or waterline model. Details of the model include: fine reproduction of the two part hull's panel joints and degaussing cable, crisply moulded and well detailed superstructure, fully detailed armament, P/E parts, clear parts for windows and search lights, ABS resin parts for the masts and flagpoles, metal anchor chain and prop shafts.

An excellent model to add to any collection, more details of this model and the full Tamiya range can be found at: www.tamiya.com

Model No	78032
Scale	1/350
Length	33.8 cm
Beam	3.1 cm
Parts	Not known but includes P/E fret

AIRBRUSH COMPANY

Here are details of some new paint products available from this company.

Lifecolor Liquid Pigments Rust Wizard

Set No. LP02

Contents 5 pots of liquid pigment washes and 1 pot of remover

This set has five different colour pigments:

- LPW 06 Deep rust
- LPW 07 Eroding light rust
- LPW 08 Eroding dark rust
- LPW 09 Orange marks
- LPW 10 Yellow marks

Also included is one pot of remover RE

These new liquid pigments are very useful as they can be mixed to make different colours; they can be applied with a brush or airbrush. A pot of remover is included with this set; it can be used to remove the washes completely or just to remove any excess that had been applied. All are odourless and water can be used to clean brushes and thin if necessary. A great set for replicating rust type weathering.

The next paints are produced by a company called Darkstar Miniatures.



Lifecolor liquid pigments rust wizard

DARKSTAR MOLTEN METALS

Brass

Developed for the Wargaming and Fantasy modelling markets these water based, metallic, acrylic paints will be very useful for the marine modeller as well. They can be applied by brush or airbrush and when dry they are permanent and the metallic finish stays bright with no need for a coat of varnish. After fully drying, approximately 24 hours, they can be polished to improve the shine. The paints are fully intermixable so many variations of metallic finishes can be achieved.

No.	DM301
Size	17 ml pot

Baroque

No.	DM261
Size	17 ml pot

DARKSTAR PIGMENTS

New Rust

These new pigments are very fine, ideal for weathering any model. It is so fine that it naturally clings to the surface and crevices with no need for any adhesive products.

There are many different colours in the two ranges so check the Airbrush Company website for the complete listings. Full instructions and details of their use can also be found there, so just visit www.airbrushes.com

No.	DS-DP007
Contents	15 ml

Sand

No.	DS-DP010
Contents	15 ml

MMI



The new Darkstar molten metal and pigments

VINTAGE CHATTER (PART 31)

AUTHOR: DAVID WIGGINS



The late 1970s Orbit 'Compact' 3-ch transmitter

FOUND IN THE USA!

Hi there. The items that appear in this column are many and varied though I will certainly admit to a liking (well, more than a liking maybe) for classic American radio sets. This month's offering is a genuine rarity from west coast USA and the chance to buy it came my way only because I have cultivated the friendship of a small circle of fellow electronic tech's Stateside who still do the kind of work I like, which is to say, we continue to practice the skilled repair and (sometimes) modernisation of that generation of US built R/C gear.

ORBIT ELECTRONICS INC.

Orbit Electronics Inc., then still at Garden Grove, California, had become internationally famous as the world's leading manufacturer of vibrating reed, multi-channel, radio control systems. Orbit's founders, the Dunham brothers, set quality and reliability standards that their rivals sought to emulate and their products sold for substantial sums especially when exported to countries like the UK. But times, fashion and technology can change very quickly.

Orbit made a successful transition from vibrating reed systems to feedback proportional as soon as such technology became possible and, using bought-in designs, had two of the first successful sets on the world market. Unfortunately, they backed the wrong horse in analogue and thus found themselves with some catching up to do when digital won out and more up to the minute innovators like Phil Kraft and others began to take over the lead.

The Dunham's actually marketed some very nice digital outfits but sold their family firm to a large electronics group called Datatron around 1970 judging, probably rightly, that they had had the best years out of their company and that the lead in R/C electronics had passed from famous old firms like Orbit to bigger, better financed, and more modern concerns like Kraft.

The new owners sought to reorganise Orbit before they themselves sold the firm on yet again – this time to private investor and model fan Mr Charles Speer – probably having found that the R/C world was not really for them.

I'm including a picture of the Orbit founder, Mr Bob Dunham, doing what he did best of all – flying. This ad' is from a (US) Radio

Control Modeller magazine dated April 1970 and it promotes an Orbit digital with their, then new, dual control system, the firm by then under Datatron ownership but still at Garden Grove, California. I referred, in a recent column to the early days in fully transistorised transmitters and this Orbit has one of the centre-loaded antennae I mentioned then.

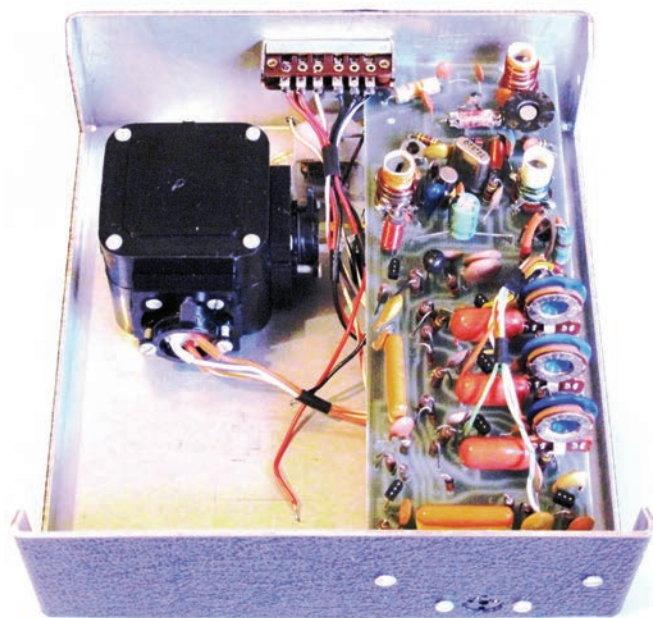
AND THE LAST DAYS OF A ONCE WORLD FAMOUS 'NAME'

Orbit Electronics, under the ownership of Mr Speer (in my opinion as a UK service tech' for Orbit and its sister brand Micro Avionics during that era), built and marketed some very nice radios at reasonably affordable prices especially – all things considered – in that very difficult mid 70s period when the Japanese were beginning to take over the lead from established US and UK makers.

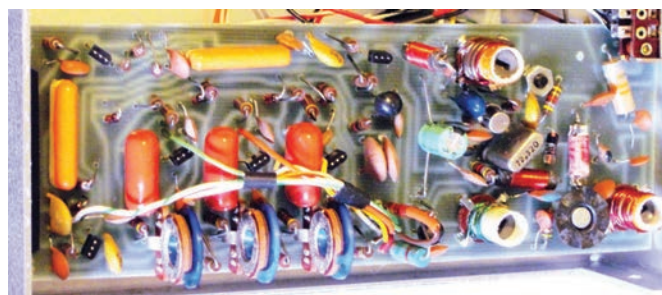
This month's radio, the 3-channel Orbit 'Compact' targeted at sailplane and boat fans is the very last radio to be manufactured under the once proud Orbit name. There was only a very small trial batch of these sets built before Orbit Inc. closed its doors forever.

This 'Compact' transmitter is, therefore, as close to a unique vintage set from 1970s America as one could possibly hope to own and is both brand new and unused having been put into storage with others immediately after the firm's closure. There were, as far as I'm aware, only two models of the small cased 'Compact' line built and advertised (see picture), the other being the very small, twin stick, 5-channel radio shown in the Ad'.

Like my 3-ch set the 5-ch version used 'semi open gimbal'



A look inside the Orbit 'compact'



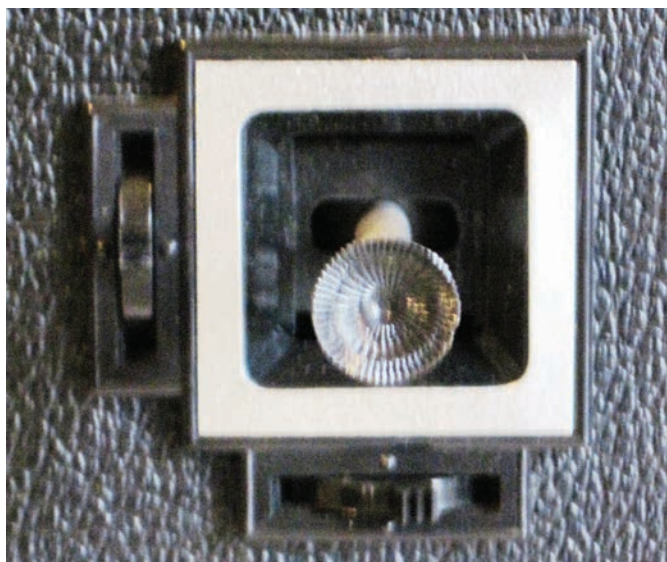
Both the 3-ch encoder and RF section are on the same pcb

type control columns engineered by no less than Bob Dunham (pictured), Orbit's original owner, operating, by the 1970s, as 'Dunham's R&R'. These are nice enough sticks fitted with 'conductive plastic' potentiometers.

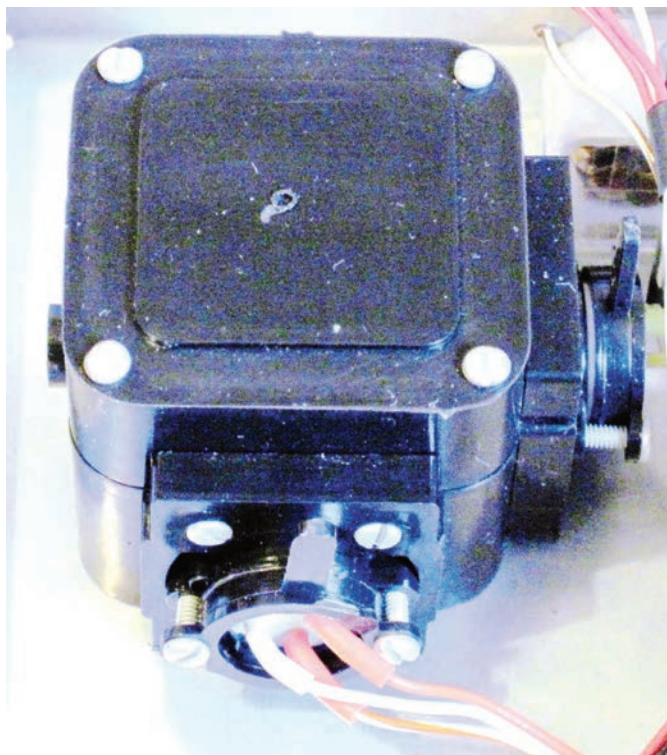
Conductive plastic 'pots' were touted by their makers as 'the bees knees' at the time but, after 40 odd years sitting idle they will always need stripping out for a thorough clean and burnish as the pot wipers and other plated metal parts tarnish badly. I hate the things to be honest but 'needs must'!

My Californian friend Jay Mendoza, who located this radio for me, has sourced a few other Orbit parts for me now and then as he once worked at Orbit's last Santa Ana facility and still has friends from those happy days. I'm grateful to him for thinking of me and for all the advice he has given me since we first 'met' on the web.

In our next two issues I haul my (no doubt reluctant!) readers back from Sunny California to drizzly ol' England as, courtesy of reader and kind friend Mike Beesley of Fleetwood (the 'Grim North' as he has it!), I introduce you to one of Britain's most successful model engine lines – the hugely popular MERCO marque. Until then, I shall bid you all adieu yet again. **MMI**



ABOVE & BELOW: The much used Dunham's R&R stick in detail



REVOLUTIONARY

Orbit moves dramatically forward in R/C technology with the first truly miniature transmitter for greater ease of handling to better enjoy your flying. Also featured are new "sealed" open gimbal for super-smooth feel and accurate control. Now, you can forget the transmitter in your hands and concentrate completely on your flying pleasure.

The new Orbit contains numerous quality features usually found only on expensive competition systems, including "discrete" airborne components to provide maximum flexibility of installation, highly filtered receiver circuitry and new deluxe sub-mini servos.

High quality, ease of handling, and advanced design make Orbit an outstanding value at prices starting under \$200.00.

A whole new way to enjoy flying!

Orbit
1641 Kaiser Ave., Santa Ana, Ca. 92705 (714) 540-1404

Advertising for the now rare range of small Orbit R/C

Orbit announces the end of the crash course.

It used to be that if someone wanted to learn the ins and outs of R/C flying, they had to take some of the ups and downs with it. The ups weren't so bad. It was the downs that caused all the problems.

Well, the 1970 Orbit R/C system has put a stop to all that. With a new built-in trainer system, standard on all transmitters. It works on a pilot and co-pilot arrangement. Sort of the R/C version of a dual control driver education car.

Any 1970 Orbit can operate any other 1970 Orbit, regardless of frequency or mode. By the flick of a switch, either transmitter can be the pilot or co-pilot. No special transmitter is needed... only a \$3.95 cord.

The beginner can relax and learn faster, knowing that someone can take over if the going gets tough. Plane owners will breathe a little easier, too.

Other features that keep the Orbit from going down and out include: Gold-plated pin connectors for increased reliability over standard brass types. A lock frame rate that reduces interference and gives near-infinite servo resolution. And use of integrated circuit chips to replace more complicated (and less dependable) conventional circuitry.

For your best buy in R/C, it's Orbit/1970. At better dealers everywhere.

Send \$06 for our new Guidance Systems Handbook, describing proper step-by-step installation. And learn how you can break-in a beginner without breaking-up your plane.

Orbit Electronics, Inc., A Datatron Company • 11601 Anabel Avenue Garden Grove, California 92640

Orbit's famous founder, Mr Bob Dunham, featured in a 1970 RCM Ad

POWERPLUG

HELPING A NITRO BOATER WITH A COMMON PROBLEM IS RICK'S GOAL THIS MONTH

AUTHOR: RICK EYRICH (reyrich99@gmail.com)



Due to such things as wear, water ingestion and too much compression, the chances of a glow/spark plug hole going bad is not uncommon on an IC boat

Through a recent email message your scribe found out that there can sometimes be no connection between logic and trying to keep your average IC boat running. A reader of this fine publication wrote that his nitro hull's power plant had a problem with its cylinder head/button assembly in that the fine threads that retained the glow plug had failed which is a common glitch on many glow marine motors.

Manufactured by a very popular RTR boat company, the MMI reader's attempts to locate a new replacement button head had hit a wall. Even though the sport-style nitro engine was easily available as a complete, ready-to-install unit, finding a new head button as a stand-alone part was proving to be a true nightmare. Almost every other new component for this particular engine was listed on a host of online selling sites; but, no direct purchase point could be located by this writer and his very tired mouse finger.

The most maddening thing about this situation was that somewhere, either in a dusty box or on a wall peg, there had to be a suitable head button listed as 'old-new stock'.

So, to help anyone out there who may be suffering this same malady with a nitro-engine marine craft, this month's column will offer ideas on how to repair the glow plug threads on any nitro and/or petrol boat power plant. There are some different methods to restore the normal threads found on the majority of today's sport/racing marine motors. Plus, we'll also discuss some ways to help a nitro boater find what might be considered an 'out of stock' head/button.

SERIOUS THREAD DAMAGE

Whenever a nitro or petrol engine's glow/spark plug opening gets badly damaged, the first repair route is normally to use a steel insert that will require drilling and re-threading the opening itself. After the new hole is prepared the repair insert is installed via a special tool and once the insert's mounting tang (if so designed) is removed the insert is basically in place and ready to hold a glow/spark plug in your engine. Overall, it's much easier to



A standard nitro engine's glow head has a jacket and button which routes water via hose/nipples and the button holds the plug and seals the jacket/button to the engine's crankcase



Separated, you can see the button's threaded plug opening which can be damaged over time but fixed by a repair insert kit made from stainless steel

find/use these steel inserts on a petrol marine engine, including those modified from yard tool power plants.

One type of motor that can be a problem is those that feature an angled spark plug hole in the cylinder; so, in a stripped-out situation you'd likely have to purchase a replacement cylinder to cure the glitch. The reason for this gremlin is that it's usually not possible to drill/rethread an angled plug hole due to its abrupt downturn into the cylinder's combustion chamber which would eliminate the use of a standard damage kit/insert tool arrangement.

As for glow plug hole repair kits, they can sometimes be a bit difficult to buy due to the very unique thread layout used on almost all nitro marine engines. Another concern with purchasing these repair kits is that they usually include several inserts in each kit; so, when you combine the drill, tap and installing tool with the kit's inserts the cost can be prohibitive for an IC modeller on a tight hobby budget.

There are a couple of alternatives to this idea. The first would be to buy the kit and let it be widely known that you can help out your fellow boaters should they also suffer a stripped-out plug hole. The other way to repair a glow plug opening would be to find an outfit that advertises a service to restore spark/glow plug openings, which will normally be found via many R/C aircraft websites.

Looking in the links section, you can find these repair points and you'll be sending your engine's head button to be re-threaded with the regular 1/4-32 insert size that fits the majority of all nitro-fuelled boat engines. Turnaround time with this kind of repair job may only cost you a couple of lost weekends at the lake; however, there is an alternative method to cure an IC engine's failed glow plug hole.

If you are lucky enough to have a good reliable machine shop in your city, town, etc., you may have the option of having a custom head button created for your glow-engine hull. By combining a good machinist with the right materials, the modeller can end up with a superior head button that is sometimes found on marine glow units. Using your damaged head button as a pattern, a new plug-holding plate, created on a lathe, will then require holes drilled for both the plug and the 4 to 6 mounting holes; so, if you did decide to go this route, the machinist may need to have your whole engine on hand to ensure the new mounting holes are positioned correctly on the new button unit and/or to shape the button dome correctly.

The other major fit point on your custom plug holder will be that it matches-up with your engine's cooling jacket which will help prevent any water leaks once the motor's assembled and mounted in its hull.

MINOR HEAD DAMAGE

As a tie-in to the previous section of this column, it should also be mentioned that you can locate/purchase the proper threaded tap that's called for on any glow/petrol marine engine. I keep the glow plug suitable tap in my toolbox at all times and use it if I detect any roughness or burrs in an engine's button threads. Again, 1/4-32 is the tap's dimensions and I also keep the matching die as well, and this tool is used to clean up my new glow plugs (straight from the package) as they can be damaged during their manufacturing/shipping processes.

Even a slightly dinged glow plug thread can end up ruining your engine's button threads; so, using the proper die on new, out of the package glow plugs is always a simple way to eliminate any chances of damaging your engine.

Of course on each run through of your fresh glow plugs you will need to clean up your work via contact cleaner and/or compressed or canned air to ensure there are no residue or metal chips leftover from the plug's pre-install tweaks.

Along these same lines, you can occasionally remove the engine's head/jacket assembly and clean up its glow plug openings in the event a plug replacement/check causes some damage to the opening. This same process can also be done on any petrol boat power plant as well, as there are occasions where



Should the plug threads be only slightly damaged a suitable tap can clean up the hole. If this does not work the insert method or replacing the button are your other options



To help avoid thread damage you can check your new glow plugs and use a die/cleaner combination to remove any burrs on their small threads



Glow head buttons on both air and water-cooled engines can be very alike, so you can sometimes match up a different button to your boat's motor

a fine-thread spark plug opening will require some clean up work.

As a much easier tap to locate, a spark plug rethreading tool will be used just like a glow plug unit, which means removing the head/cylinder to avoid having any aluminium shavings get into your engine's rod/crankshaft bearings. Of course in the event you end up having a stripped out plug hole, the repair insert technique can again be used either via the Heli-Coil or Time-Seat repair kits. If your particular spark plug hole set up has an extra-long thread layout you'll have to make sure you use the correct insert to avoid damaging it as you screw in a fresh spark plug into the repaired opening.



Suffering a blown engine plug hole is rare; however, a lot of plug changing or running really 'hot' fuel might lead to a ruined head button

OUTSIDE THE BOX

If the ideas and techniques we've already detailed in this space still don't help remedy your engine's glow/spark plug glitch, you do have a couple of other possible avenues to cure this headache.

With a lot of online mouse/phone time, it's possible to find a glow plug head button in what's now called 'new-old stock', and your sources can be older hobby dealers, shops and specialist IC boat outfits that are knowledgeable in glow/petrol boat motor design and repair work.



Any number of different spark plugs are used on petrol boat engines which means you can use a too-long plug that would contact the piston and damage the entire motor



Hunting a new head button via the web, magazines and online auctions is a good idea as are calling hobby dealers to check their old/new parts inventory

Any one of these outlets might have either a stock replacement button/head, or in those instances when the specialists sites are very, very good, they might know of another brand of engine that has a suitable part that will fit your damaged motor with no tweaking, or maybe with just a bit of tinkering on your workbench. Some car/truck nitro engines use head buttons that while they join to air-cooled heads are the same shape as the water-cooled versions of the power plant.

Crossover parts like this can sometimes be found at local hobby shops; so, don't be afraid to make some phone calls, texts or emails to these shops as you could be very surprised when they reply: "yes, we have that in stock".

CLOSING THOUGHTS

Many IC boaters never experience a stripped/blown plug opening as they may only run their vessels once in a while or not have any problems with a fouled plug which translates into putting a lot of wear and tear on the plug threads. Other things like engine damage, bad fuel/wrong oil, too much compression, etc., can stress out any IC motor's plug threads, so go lightly whenever you're removing/installing a fresh plug in your engine.

My main job in this space is to help you keep your fleets of power craft running smooth, starting easy and staying in that condition at all times-hope this helps. Talk to you next time.

SILLY SEGMENT

A hobby dealer sees a customer coming in carrying the RTR nitro boat he'd purchased about two months ago. The owner's complaint was that while the small hydro hull was running smoothly after each run there would be a good bit of water present inside the hull.

Upon inspection, there didn't outwardly appear to be any noticeable cracks or leak points on the fibreglass hull, so the shop owner then turned his attention to the inner areas of the vessel. Again, the power, fuel and control systems within the hydro appeared to all be in order. So, the next step was to check its driveline and/or transom areas for any leaks.

As an afterthought the hobby shop owner gave the boat's engine rope starter a quick pull and as his eyes bugged-out he suddenly knew why water was entering the hull. As the engine's crankshaft turned so did the propshaft's stuffing tube which was a straight/solid shaft design and this meant that water was being screwed into the transom/tube junction.

Asked if he'd been regularly cleaning/greasing the propshaft as indicated by the boat owner's manual the boater said: "what greasing? I just put a drop of oil on the ends after I get home from the lake." Following the tear down, it was found that the stuffing tube was almost welded to the propshaft, but on the bright side it was relatively easy to extract the old tube/shaft from the hull!

TIP/TRICK OF THE MONTH

What started out as this month's tip/trick combination has almost inflated itself into a full blown column. A fellow boater who had just bought his first petrol-engined hull asked me to help him with the boat's exhaust set up which was a yard tool style 'can' muffler.

As sold, the mono hull's engine placement meant that the muffler's outlet pipe pushed the outgoing exhaust gases up and outward of the hull's upper deck hatch. This arrangement did a fair job of exiting the fuel/oil residue, however the boat's owner wanted to add some kind of an extension to the muffler to help prevent the gunk from ending up on the aft section of the hull.

Sitting at my work station, I removed the boat's steel can muffler from the Zenoah engine and saw that the component had originally been set up with a double tube outlet as their tube holes had been plugged and welded in the factory. Now the single/larger diameter exhaust pipe located on the opposite end of the muffler handled the gas removal and I saw that it could be modified with only a couple of tools and some hobby shop materials.

Measuring the pipe showed that by using a 1/2 inch diameter drill bit it was possible to easily insert a short section of 1/2 inch aluminium tube inside the muffler's exit tube to extend the exhausts upward exit out of the hull/deck area. This modification might also change the back pressure.

Attached back on the Zenoah inside the hull, the muffler's stock exit tube was first extended by a two-inch piece of the aluminium tubing. To temporarily retain this extension to the outlet a piece of silicone pipe coupling hose from my scrap box was used.

At the lake, we found that this tweak now directed the fuel gunk off the hull deck and transom, so a bit of JB Weld epoxy and a small self-tapping screw locked the tube to the muffler.

Now move forward a couple of months. Our boater had the chance to run the monohull through several tanks of fuel and he'd noticed that his boat's engine seemed to run slightly better especially in how the marine craft transitioned from its launch to



The yard tool engine muffler used on some gas boats can be tweaked to help flow the exhaust gasses by adding a tube extension made on your workbench



As it came from stock, this can muffler had twin exhaust tubes, but, both were plugged/welded to make it suited to R/C boat usage



Cut to several different lengths, this 1/2 inch diameter aluminium tube fits inside the muffler exit tube and is used to help the gases exit the boat and/or help the engine's power curve

a full on-plane point. What might have occurred is that by adding the aluminium tube extension to the muffler some additional back pressure was created in the engine which could alter the Zenoah's power curve and help the boat's take off.

This got the modeller thinking that he might make a series of different length tube extensions and then experiment with them to see if they could further improve the mono's on-water abilities. As usual, there are many times when a simple modification to help an IC boat's basic set up will actually end up improving its performance levels. **MMI**

WATERLINES

CONVERSION FOR WAR – KELVIN COLLECTS THE ROYAL NAVY'S ARMED MERCHANT CRUISERS OF WW2

AUTHOR: **KELVIN HOLMES** (khwaterlines@btinternet.com)



Anchor Line's Cilicia called up as an AMC circa 1943

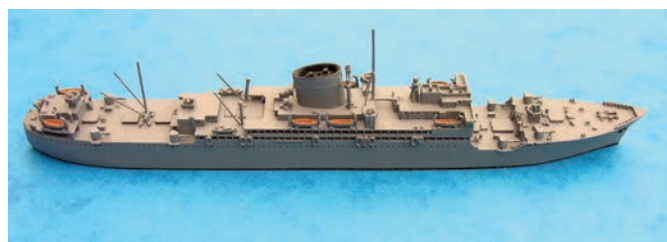
July 2014's Waterlines looked at Armed Merchant Cruisers (AMC) of WW1 so for this issue we move on to 1939-45.

The primary reference for these ships is 'Armed Merchant Cruisers 1878 – 1945' (Osborne, Song & Grover, WSS, 2007) although all RN/RAN/RCN AMCs & Ocean Boarding Vessels (plus Japanese, French and German AMCs) are listed by Conway's All the World's Fighting Ships 1922 – 1946.

I would like to thank Richard Osborne for his significant contribution to this article, especially in his assessment of the accuracy, or not, of the various models.

Between the wars the Admiralty invested in the stiffening of decks on selected merchant hulls and the pre-positioning of equipment, typically old unshielded 6" guns and 3" AA, in dockyards around the UK and across the Empire. So in August 1939 twenty-five ships were requisitioned followed by twenty four in September, one of which (Rimutaka, ex Mongolia 1922) was assessed as being better employed as a reefer and hence returned to merchant service.

Precise dates are unclear for a further seven but the last known date of requisitioning was 2nd November 1939 for the ship, which became HMAS Westralia for a final total of fifty six.



Armed Merchant Cruiser Carnarvon Castle in 1/1250 by Albatros Models



Armed Merchant Cruiser Jervis Bay as depicted by Colonia



Degen Ausonia as an AMC



Colonia's Rawalpindi



Albatros model of the Chitral



Queen of Bermuda with catapult and crane aft

Commissioning and conversion into naval service was fairly rapid with eight in September, fifteen in October, seven in November, twelve in December 1939 and four in January 1940. Again for eight hulls dates are uncertain. The pace then slowed considerably with a final pair, one in Canada and the other in New Zealand, in July/August 1940.

By the summer of 1940 the concept of the Ocean Boarding Vessel (OBV) was revived with fourteen commissioned between August and September plus two more in 1941. The AMC HMCS Prince Robert (July 1940) later became an sea-going Auxiliary Anti-Aircraft Ship (AAAS) of which there were seven others; as models exist it seems useful to include these. The final twist is that two AAASs, HMSs Palomares and Ulster Queen, were converted into fighter direction ships in 1943.

The first to be completed as an AMC was HMS Asturias on 16th September 1939 followed by Anchor Line's California on the 20th, HMSs Rawalpindi, Salopian (ex Shropshire), Scotstoun (ex Caledonia) and Alaunia (all on the 23rd), Aurania on the 24th and Montclare on the 27th. Harland & Wolff who had built the ship in the first place took on the Asturias – the for'ard (dummy) funnel was removed and eight 6" plus two 3" HA guns installed all in just 18 days.

Rawalpindi was converted in London with her aft (dummy) funnel removed and eight 6" and two 3" HA guns fitted. HMS Salopian was converted at Birkenhead where she received six 6" and two 3" HA guns. Meanwhile down in Gibraltar Cunard's Alaunia was given eight 6" and three 3" HA guns, the overall conversion taking 26 days; her near-sister ship Aurania was modified by Swan Hunter. For a fuller account of Cunard's 1922-25 'A' class (five of which became AMCs) please see Issue 321 (Dec 2013).

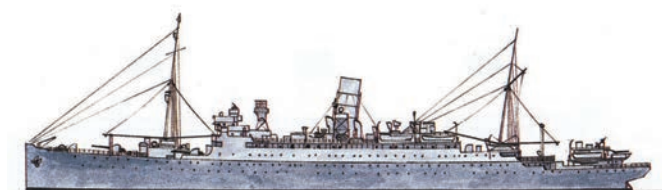
The Canadian Pacific liner Montclare, one of three which saw varied careers in civil and naval service, has never been produced in 1/1250 (despite multiple hints, pictures and plans sent to various manufacturers). This ship (and the Laurentic) was unusual in that they were armed with 5.5" guns (seven, plus three 4" AA).

By March 1940 fourteen AMCs were deployed on the Northern Patrol off the Orkneys and Shetlands, two in the Mediterranean, four based in Halifax (Nova Scotia) for escort duties, thirteen in the South Atlantic plus nine in the Far East. A further eleven were fitting out mainly in the UK.

HMS Rawalpindi was the first to be sunk in November 1939, with nine more in 1940. By May 1941 a further four had been lost so it was decided to restrict operation to supposedly less hazardous areas such as the South Atlantic and East Indies. This required fewer hulls so many were transferred to other roles. By January 1943 just seventeen remained in commission comprising six in the South Atlantic, eight in the East Indies and three in Australasian waters.



LJ K17 HMS Ranpura



HMS Aurania (courtesy of the WSS)



Santa Rosa model of the AAA ship Alynbank

By 1944 these too had been withdrawn and only the Asturias remained albeit laid up in a damaged state in Freetown having been torpedoed in July 1943 by the Italian submarine Cagni. Of the remainder the majority (22) became troop ships with other conversions ranging from repair ship (4), depot ship (2), infantry landing ship (8), headquarters ship (2), anti-aircraft ship (1) and even an escort carrier (HMS Pretoria Castle).

WATERLINE MODELS

Potentially lots of models but hard to find will be the Colonia, 'G' and Degen offerings, although the Ausonia at least is available from AH Models and could also double as HMS Andania. P&O's entire 'R' class of 1925, namely Rawalpindi, Ranpura, Ranchi & Rajputana, were called up as AMCs in 1939 so AH Model's HMS Ranpura, which features shielded guns and a radar (see AMCs page 274) may be used as the basis for any of the class.



Albatros Alcantara with arrows indicating where changes are needed (see text)



Albatros Voltaire with her original owner's funnel colours

Of course there are differences in that HMS Rawalpindi had unshielded guns and like the other two did not have the boat deck cut away aft above the guns. Another good subject would be the Canton using LJ L27.

Albatros is an active producer with three 'ALK' AMCs available at the time of writing (120, 127 and 128). Unfortunately, and rare for Albatros, is that ALK 127 Alcantara (or Asturias) is not correct. On initial conversion Alcantara and sister-ship Asturias were both given five 6" forward (one on the deckhouse where the model has a 3" and two to port and starboard) and three aft (again one on the deckhouse and one to port and starboard). Two 3" were located to port and starboard on the boat deck aft. At first (certainly in July 1940 when HMS Alcantara engaged the raider Thor) only P1 and S1 6" had shields.

This lack of shields was seen as a major shortcoming, which was progressively rectified across the AMC fleet. In 1941 Asturias was given a major refit in the USA: the 6" were upgraded (all having

shields), a Type 273 RDF was fitted and the mainmast removed (all three featured in the model) to help make space for an athwartships catapult, crane and hangar (none of which are in the model).

So looking at the picture the red arrow shows where the catapult should be (guns on model need to go) on a raised deck level with the boat deck, black arrows indicate the 3" guns aft and the centreline 6" guns and green arrows the hangar and portside crane. If all this is too much butchery for an ALK it may be worth starting afresh with Nelson kit version.

The Argonaut models of AAA ships are being re-issued by WDS and are very good representations; arguably the 4 inch gun mountings are not quite right but not enough to detract from the overall appearance. Unfortunately the Palomares as a fighter direction ship 1944-45 is completely out with the wrong radar, aft superstructure and armament; she was rebuilt to the same format and same radar as Ulster Queen and armed with 16 – 2pdr (4 x 4) guns. **MMI**

Ship	Built	Converted	Model(s)/notes
Alynbank	1925	1940	AR-1224, SR-s21 (as in 1941)
Foylebank	1930	1940	(AR-1224) 1941 fitted with a catapult
Prince Robert	1930	1943	AR-1295/WDS K-L10 – very good model
Springbank	1926	1940	AR-1223
Tynwald	1937	1941	AR-1292/WDS K-L8 – very good model
Ulster Queen	1930	1940	AR-1294/WDS K-L9 – very good model
Pozarica	1938	1940	AR-1297/WDS K-L66 – very good model
Palomares	1938	1940/1943	AR-1298/WDS K-L26; as fighter direction ship 1943, but totally inaccurate

Auxiliary AA Vessels (Seagoing)

Ship (Owner)	Built	Converted	Model(s)/Notes
Ausonia (Cunard)	1922	Oct 1939	Degen 288/HM 288W (AH Models), LJ L2 (liner); 2 sisterships
Canton (P&O)	1938	Oct 1939	Convert from LJ L27 (liner)
Carnarvon Castle (Union Castle)	1926	Oct 1939	Albatros (AL) K121; 1942 – excellent model
Cavina (Elder Dempster) (OBV)	1924	1940	AL K103, AR-1291; ALK – excellent model
Chitral (P&O)	1925	Oct 1939	AL K129; 1942-43 – excellent model
Cilicia (Anchor Line)	1937	Oct 1939	AL K120; 1942-44, model should have shielded guns
Cormorin (P&O)	1924	Oct 1939	AL 30A; early rare model
Hilary (Booth Line) (OBV)	1931	1940	LJ-L23a (according to Wiedling Ship Register); L23 still available
Jervis Bay (Aberdeen Line)	1922	Oct 1939	Colonia 16a, G-14b
Queen of Bermuda (Furness Withy)	1932	Oct 1939	AL K122, Degen 385; ALK; 1942-43 – excellent model
Alcantara (Royal Mail)	1936	Dec 1939	AL K127, LJ L5 (liner, discontinued), Nelson (liner)
Ranpura (P&O)	1924	Dec 1939	LJ K17 (as in 1943); plus sisterships
Rawalpindi (P&O)	1925	Sep 1939	Colonia 12a, G-15a (sistership to the above)
Salopian (ex Shropshire) (Bibby)	1926	Sep 1939	Mercator 578 (cargo liner)
Voltaire (Lamport & Holt)	1923	Dec 1939	AL K128, Degen 286, LJ L3 (liner, discontinued)
Prince Henry (Canadian SS Co Ltd)	1930	Dec 1940	AL K126, Argonaut 1296, WDS K-L11; all very good models

Some (+ potential) Models of AMCs and OBVs



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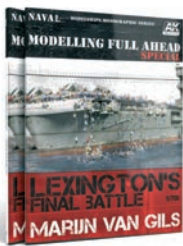
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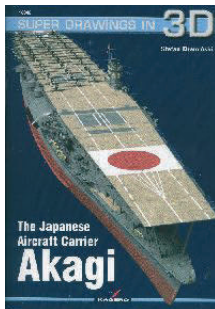


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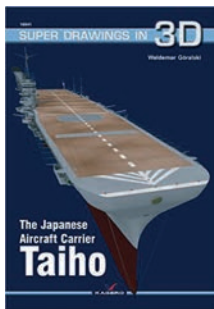
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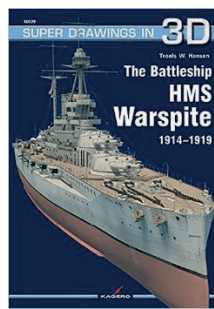
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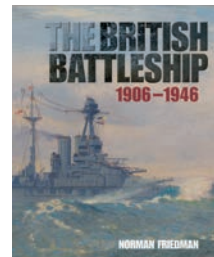
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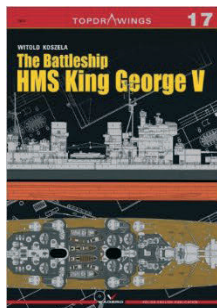
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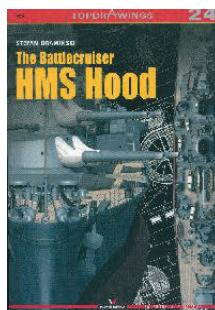
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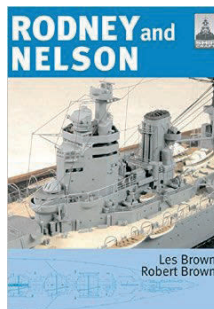
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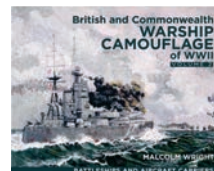
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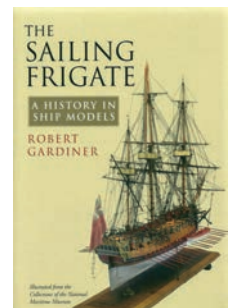
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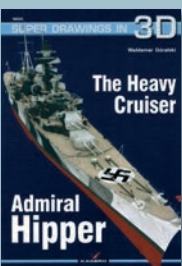
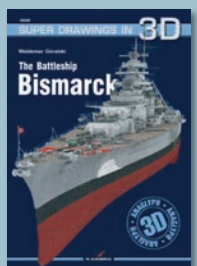
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LIVEWIRES

IAN GIVES SOME MORE DATA ON HIS TALISMAN RIGGER DESIGN AND LOOKS AT A RTR CAT FROM A SPECIALIST SUPPLIER IN AUSTRALIA

AUTHOR: IAN WILLIAMS CONTACT: elecrt-marine@talktalk.net

In the last Livewires I presented the plan and detailed the build of the Talisman 'rigger. This month I am going to tidy up a few details that I feel I should have included in the build article but I ran out of space. There is also a sort of review of a large cat model. I say "sort of review" as it hasn't been sent to me for review but belongs to a friend and is a specialist build from a specialist supplier and comes with a speed guarantee. All will be revealed later...

TALISMAN AGAIN

I have had a few questions already and I have to admit I didn't envisage beginners to FE wanting to build a 'rigger. So as I did not cover hardware and motor choice I am going to be looking at those here.

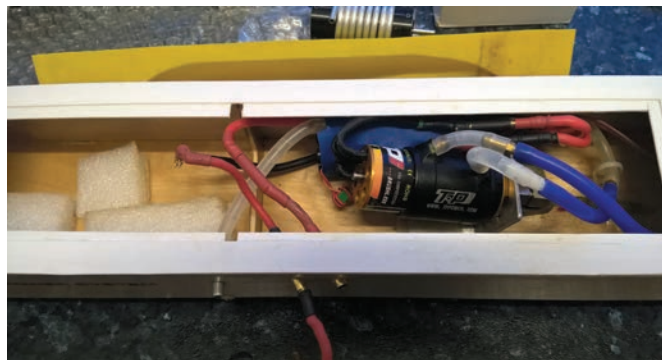
DRIVELINE

In the build article I mentioned that I wasn't going to go into the drive hardware as it wasn't really critical. What I should have said was that the particular design or make wasn't critical, but that it should be of outrigger hydro type. What do I mean by that? Have a look at the photo of the rear of my boat and I will try to explain what you are looking at.

Firstly you should note that the prop is quite close to the back of the boat, not extended back as with most mono hulls. In my experience 'riggers are not at their best with the prop stuck right out the back. Also the rudder is offset and not directly behind the prop, but note that the rudder is not on an extended bracket as would be the case with a mono hull, but is 'beside' the prop.



The Hughey Boats hardware on my Talisman (see text)



Talisman interior with TP motor, as mentioned in the text. Note safety loop and water-cooling arrangement

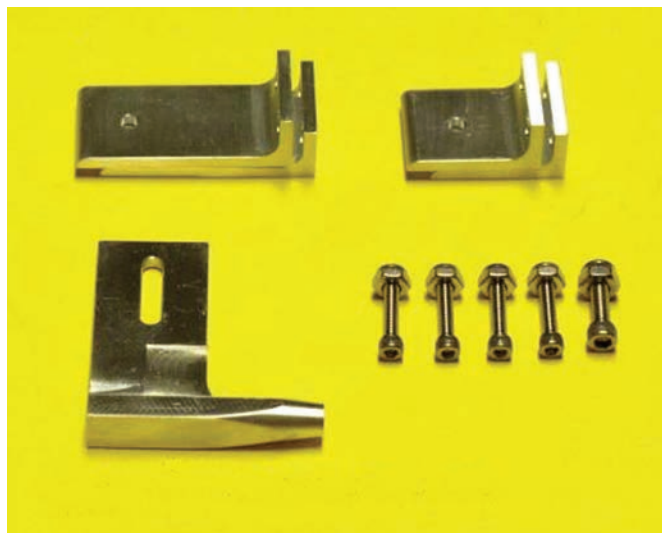


Octura BeCu strut (see text) the little fin can be sawn off for hydro use



Nice neat 'rigger set up. This is the kind of thing you are looking for. This is shown as an example as the hardware manufacturer is unknown

In my experience, with this type and size of hull, the rudder should be offset about 30 mm and the leading edge of the rudder should be around about in line with the prop blades.



A neat example of a 'rigger strut

There are several types of hardware sets around, i.e. strut, rudder, brackets etc. or you could buy separates. When buying the strut for an Outrigger Hull, it is important to keep in mind the depth the strut must reach and how much adjustment you will need.

When mounting the strut it is important to allow adjustment room for raising or possibly lowering the unit. Allow slightly more adjustment for raising the strut, around 60% of total movement.

Keep in mind when raising the strut the screws will reach the bottom of the adjusting slot as the screw remains stationary and the slot slides up. Allow the remaining 40% of the total adjustment for lowering the strut. For example if the strut allowed exactly 20 mm of height adjustment, 12 mm would be for raising the strut and 8 mm would be for lowering the strut. Prop shaft angle should be set to 0 degrees or neutral for the first test run.

I mention all this as the major benefit of a flex drive set up as opposed to a solid fixed shaft is the ability to adjust thrust angle and prop height to get the most efficient running angle of the boat. If for example you want to fit a larger diameter prop you will have to lift the strut slightly, i.e. you may well get away with going from say a 35 mm prop to a 37 mm one, but if you go up to perhaps 40 mm you will have to lift the strut. If not, the following could happen:

A) If the prop does not have a particularly high lift, it may not lift the back of the boat any higher and thus run more submerged. This will load up the motor and cancel out any performance gains a bigger prop may have given you.

B) On the other hand the prop may raise the back of the boat altering the running angle of the sponsons possibly causing more hydrodynamic drag and thus cancelling out any performance gains the larger prop may have given!

For information, the photo shows the Hughey hardware set on my boat, single bracket, flat plate rudder, very small and light. These units were excellent, robust, easy to fit and maintain and very efficient and durable. Unfortunately, I don't know if they are still available, I just had a couple left from years ago.

When looking for hardware I would advise you not to go for the cheapest. Be wary of the 'pretty' CNC struts from China, some are fine but not all of them! The bearings are often of poor quality and don't last long. Rudders and brackets are usually OK especially with water pick-up.

I would advise using something like an Octura cast Beryllium Copper strut (see photo). The Octura struts use high quality lead Teflon bearings but these are 3/16" not the 4 mm type common in European racing. Model Marine Supplies, (www.modelmarinesupplies.co.uk) are the UK importers of Octura products. Tony Ellis is the owner and he can supply 3/16th shafts to fit these struts but with the outboard ends turned down to suit either 4 mm dog drive or 4 mm threaded props. Just give him a call during working hours on 01803 400827 to discuss your requirements.

Astec Models have some very nice strut/rudder combinations available. Check them out on (<http://astecmodels.co.uk>).

MOTORS

If you are going to race your boat, and let's face it, why would you build a 'rigger if you are not going to race? Remember that it was designed for the Hydro 1 class so you will have a choice of 2S or 3S LiPos. Whichever you choose there is a total battery weight limit of 280 g.

Now I'm not going to get into a discussion of cell weight versus capacity here, suffice to say that if you go the 2-cell route you can have a battery with greater capacity within the weight limit than if you chose a 3-cell pack.

So to run the 6 min plus race time you would need different motors for the 2 or 3-cell packs. As you are running a low voltage high current mode in 2-cell a strong motor is needed. But you will need to make up for the loss of rpm compared with the 3-cell pack. Currently an inrunner brushless motor of around 5000 KV seems to be the way to go in 2-cell.

Conversely with 3-cells you are running in a higher voltage lower



The Alien Power Supply motors mentioned in the text

current mode with less battery capacity, so to run the time you will need a motor with less rpm pulling less current. An inrunner brushless motor of around 3400 KV seems to be close to the mark under the current battery regulations.

There are any number of motors out there that will do a job in Hydro 1 and I'll leave the searching up to you. However, I can point you in the right direction. I like to use 28/29 mm can motor. I prefer the longer can type 60 to 70 mm in length.

As with everything you get what you pay for with brushless motors. You can pay upwards of £80 for a motor for the Hydro 1 class and I have seen motors as cheap as £15 on eBay. If you want to spend loads of money on a Lechner or a Hacker, fine! Just be aware you don't need to spend a fortune to win races. Good mid-priced motors will work very well. Leopard motors are not too expensive; Tenshock motors can be reasonably priced and there are others.

When you look at the photo of the motor installation in my prototype boat you will see that I have a TP motor fitted. These are also excellent motors; this one is a 2970 3700 KV. This was fitted to test the boat but at 3700 KV is just too much and won't quite run the time.

As I have had good service from Alien Power System (<http://alienpowersystem.com>) I ordered one of their own-brand 2970 3400 KV motors. Unfortunately when it arrived it had been damaged and Bruno at Alien kindly sent me one of his latest motors (thanks Bruno). This is a 2968 3400 KV motor and looks to be even better than his previous ones. It is a 2-pole motor with a 6D wind and is rated up to 17 V, 1800 W and 70000 rpm.

These are currently on the Alien site at a very good price of £45. It runs up smoothly but I haven't been able to test on the water yet. I'll keep you posted.

Before I leave this, somebody is bound to ask about props. The answer is I really don't know until I get some serious testing done. At present there is a reworked and de-eared Octura X637 on but although it is fast I don't know about the run time.

RC BOAT BITZ ZONDA – R CAT

This is a rather special boat and it comes from RC Boat Bitz (RCBB) in Australia. There are two versions available for 12S and 16S LiPos. When a friend of mine, Barry Fatt, said he had bought one I just had to find out everything about it.

The boat started life as a Carbon Fibre 41 inch TFL Zonda hull. RC Bitz customised the hull with extra layers of Kevlar and reposition the motor mounts to get the C of G right with the heavier 40 mm motors, then fit the electrics and water lines using the scale like exhausts as the water outlets.

Having looked at the website I decided to email RC Boat Bitz to see if they were happy to let me do a review based on Barry's boat. I felt that it would be interesting to our readers. I know it is an expensive boat (prices later) but people often do spend huge amounts on yachts, trucks and drones etc. After all, Barry bought one!

Joe at RCBB kindly emailed straight back with some details and



The RC Boat Bitz Zonda – R Cat

his reasons behind the customisation of the Zonda. I have quoted Joe's words verbatim here.

"I had only one goal when I developed the 12S version, and that was to be the first RTR boat commercially available to guarantee 100 kph out of the box. The motor/prop/ESC combo does that effortlessly using low rpms so they give good reliability and run times. It's easy to assemble a fast boat that gives 1 minute run time and cooks batteries etc. but it took a bit of trial and error to reach 60 mph in a set up I'd be happy to sell to newb's. A simple prop change gets them into the 120-130 kph range."

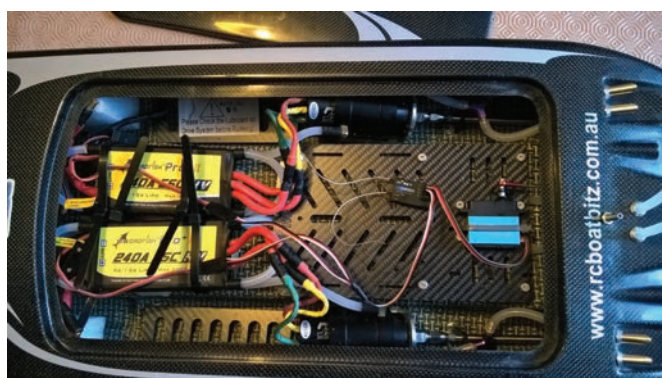
He goes on to say, "As for the 16S version, I did one as a special build for a customer, then his friend wanted one and so on. I've never actually run one of these myself and I only build them upon request. I can't give you any speeds but I assume they are well in the 130 kph plus range with the right props".



Understated but effective graphics



Very nice hardware and props



Zonda interior



One of the SSS motors 4092, 1400 KV



Proof that the 12S version will do over 100 kph. Note this not the boat featured here



This is a standard Zonda and just included here to give you an idea of how Barry's boat will look when running

SPECIFICATIONS

Before I go into pricing and what my reactions to the model were when I came face to face with it, I thought I would show you RCBB's specs for the boat. These are for the 12S boat, which are almost identical with the 16S boat, which has one or two important changes. The 12S boat is the one that is guaranteed to run 100 kph+ straight out of the box.

- 100% Carbon Fibre Zonda – R
- Custom boat assembled in-house
- 6S compatible SSS 4092 motors
- Waterproof Seeking 180 A ESCs
- Relocated motor mounts
- Additional layers of Kevlar reinforcement
- Unique Zonda – R decals
- 3/16" counter rotating shafts
- CNC balanced props
- Metal gear servo
- Carbon servo mount/battery trays
- Dual pick-up/outlet rudder with larger blade for improved turning
- Exhaust tip water outlets
- Basic 2.4G Hz radio gear
- Requires 2x 6S LiPo

Externally this boat will look similar to base model Zondas sold elsewhere but don't be mistaken, that is where the similarities end. This boat is designed to run on 12S and will outperform the stock version in every way with reliability the key factor. 100 kph is a very conservative top speed. With simple prop changes these boats are running between 120-130 kph.

The boat comes with basic radio gear to get you started, but it is suggested that the purchaser install a high quality radio for a boat of this calibre. The KV of the motors are not mentioned on the site but I suspect that they are SSS 1650 KV types. The 16S boat has identical specs except that the motors are swapped for SSS1400 KV types. (At least they are in the one I examined)

The biggest change are with the ESCs. These are Hifei Swordfish Pro 240A high voltage water-cooled ESCs with data-logging. These are high quality ESCs designed specifically for racing boats. With the data-logging feature, you can take the guesswork out of prop, motor or drive angle changes by logging Current/Amps, Voltage, Temperature, rpm, Power and Throttle travel.

Programming can be done with the optional program card, USB adapter (Requires Windows XP, Vista or Win 7 (apparently it will not work on Windows 8) or the optional LCD Program Box. The ESCs will handle 4S to 12S LiPo. As the ESCs are encased in rubber, they are very water resistant. No radio is offered with this model so you would need to supply that.

MY IMPRESSIONS OF THE ZONDA

Let me first tell you that, as of middle January we haven't managed to run this boat yet! But rest assured that as soon as it is possible Barry will be running the boat and I'll get some photos and

hopefully some video which we may be able to put on the Hobby Hub website (www.thehobbyhub.com). I'll also get some video of the Talisman 'rigger.

As Barry lives near Sheffield and I live in between Durham and Sunderland, we can't just go to the lake on the spur of the moment. It has to be planned carefully and unfortunately the initial trip ended in a day of frustration as the wind got up as he was en route. By the time he arrived the lake was like the North Sea! So my mate Keith brought him straight over to my house to take photos of the boat. At least I had a good excuse to poke and prod everything!

I have to say that the quality of the boat is excellent. The TFL CF hulls have always been good and this is no exception and is extremely well moulded. RCBB have obviously done their homework and figured out where the stresses are in this type of hull with this amount of power, as the hull is reinforced with extra CF and Kevlar. The result is the hull feels really stiff and solid as well as looking amazing.

All the hardware and drive components are first class and there are some very nice CNC cut props which are nicely sharp. As you can see from the photos it has the 240 A ESCs fitted and very meaty they look too. I have to admit I was very impressed with the build quality of the boat and can't wait to see it running.

Barry says he is going to run the boat on 8-cells initially, moving up to 12 and 16 later as he becomes used to the handling. He says he doesn't want to send such an expensive boat to the bottom of the lake like I've just done with my Mono 1!

There, I've brought money into it so I'd better give you the prices. The 12-cell boat is \$1699 Australian Dollars (about £820 ish) and the 16-cell boat is \$2300 AUD (about £1100) Yes, expensive I know, but what a boat!

Finally I just want to let you know about the MPBA Fast Electric Section SAWS (UK speed record event). This will be held at Dearnford Lake near Whitchurch in Shropshire, Sunday April 24th. It's a great venue for boating, good fun and Barry will have his Zonda there going for some records.

If anybody is interested in the SAWS and/or has any questions about anything I've written about here, don't hesitate to email me.

MMI



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AIRWAVES

CHRIS LOOKS AT WAYS OF KEEPING OUR BATTERIES IN PRIME CONDITION

AUTHOR: CHRIS SAUNDERS



Various chargers capable of charging lead acid, NiCad, NiMH and LiPo batteries

GENERAL INTRODUCTION

A large proportion of all model boats have a battery as the source of energy to drive the craft along. These batteries are usually rechargeable and fairly expensive to acquire. Thus it makes a lot of sense to look after these units so that they continue to deliver their maximum charge and last for a long time. The object of this article is to give some do's and don'ts to help you look after your batteries.

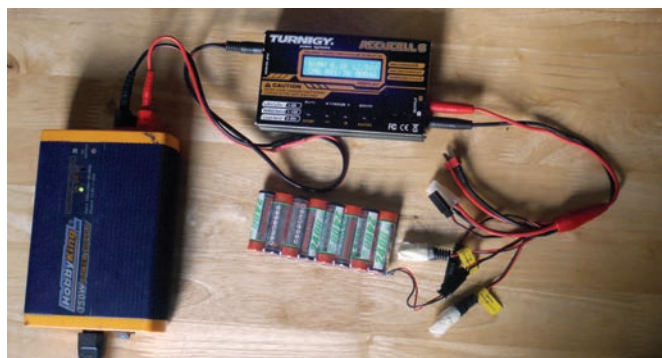
All batteries have a natural self-discharge rate, which means that they lose energy over time. This must be taken into account if you are to store any battery for a significant time. As you will read later the definition of significant time varies between different cell chemistries and the temperature at which they are stored.

For all types of battery there are two properties which need careful monitoring; the state of charge and the ambient temperature. For the former property both overcharging and over discharging damages the cells and reduces the life and capacity of the battery. As for the latter property, high temperatures damage chemicals in the cell and greatly increase the rate of natural discharge while low temperatures can cause crystals to form within the cells, which results in mechanical damage to the charge plates. Thus like baby bear's porridge it is important to get these just right. This optimum condition varies with different types of cells and batteries as set out below.

LEAD ACID BATTERIES

This type of battery must be stored in the fully charged state. If lead acid batteries are stored at low charge levels then the plates are covered in lead sulphate and over time large crystals of this chemical form on the plates making them very difficult to convert back into Lead and Sulphuric acid during the charging process. The result is a loss in active chemical and a significant reduction in battery capacity. This process called sulphation is almost eliminated when the battery is fully charged and contains only lead plates and sulphuric acid.

Over time a stored lead acid battery will self-discharge and so needs topping up if it's to be kept at full charge. The period between topping up will depend on the ambient temperature. Ideally the battery should be stored at 10°C or less (note: the electrolyte must not freeze, fully charged the sulphuric acid has a freezing point of -36°C while fully discharged the electrolyte freezes at 0°C – hence the safe figure of 10°C). At this temperature the battery loses less than 2% of its capacity per month and so needs topping up every 6 or 9 months if in long-term storage.



A NiMH battery being charged by a charger designed to be fed energy from a 12 V car battery. The 350 W 13.5 V power unit makes it possible to mains charge

At higher temperatures the self-discharge rate increases greatly and the need for topping up becomes much more frequent. I can almost hear you thinking, 'So I will keep all my batteries in the fridge', but this is not a good idea for a number of reasons not least being the risk of contamination of food (and the loss of marital bliss)! As usual a compromise is called for. Find the coolest, dry, convenient place and store the batteries there. Have a trickle charger at hand and try to top up at regular intervals.

I think at this point it is advisable to tackle the issue of constant trickle charging. In theory this is ideal as the battery remains as fully charged as possible all the time. In practice the trickle charge must only replace the energy lost due to self-discharge. Should it do more than this then electrolysis of the sulphuric acid takes place and vital chemical components are lost as gas.

This is a real problem with sealed lead acid batteries as there is no way to top up the acid that has been lost. In wet car batteries this problem is corrected by measuring the specific gravity of the acid and adding more acid as required.

As the majority of model boaters choose sealed lead acid batteries then constant trickle charging should be avoided and regular top-up charges substituted.

NICAD AND NIMH BATTERIES

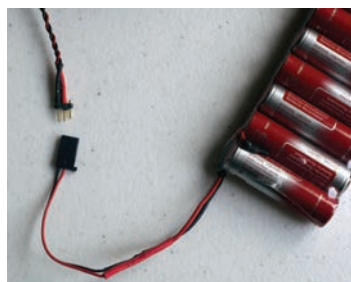
Both of these batteries can be stored in either the fully charged or discharged state. Long-term storage accelerates the self-discharge process and leads to the deactivation of the reactants. Temperature also speeds up the decomposition of the chemicals and so it is advisable to keep the stored batteries as cool as possible in a dry place away from any corrosive vapours.

When removing from storage then it is necessary to go through two or three discharge/charge cycles to restore the full capacity of the cells.

In the case of the NiCad cells it is important that they are stored in either the fully charged or fully discharged state as they develop cell memory if kept for a long time at an intermediate



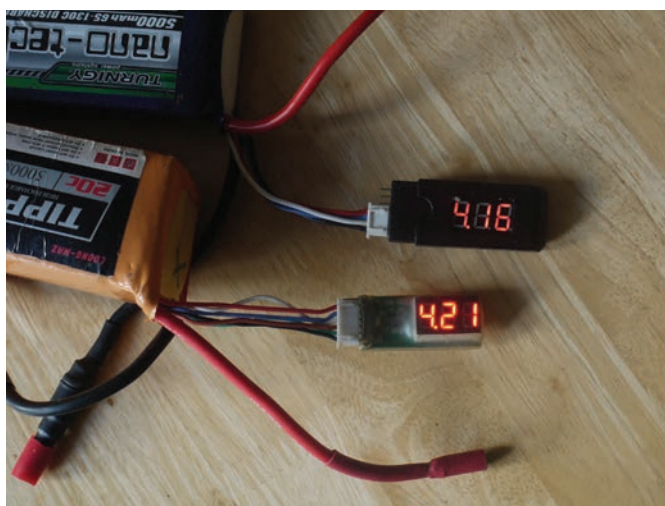
My very reliable but rather old Graupner Ultramat 17 charging a NiMH battery using an adapter lead



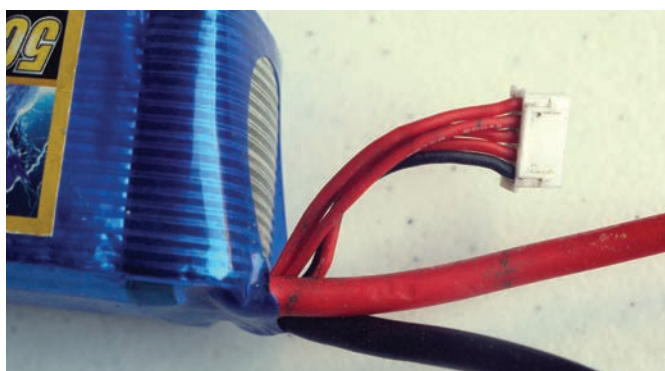
If you make adapter leads for charging make sure you polarize the plugs so that the battery cannot be connected in reverse



As these 4S LiPos are run as a pair a separate balancer is needed to check all 8 cells during charging



LiPo cell voltage checkers are a useful addition to the toolbox



Always give the balancing plug and leads a careful check before charging as damage here may result in a dangerous short circuit



A LiPo charger ready to put a 3S battery into storage condition (half charge)

voltage. This memory results in a significant loss in capacity and is very difficult to completely eliminate.

LIPO BATTERIES

LiPo batteries should not be stored for any significant period in the fully charged or fully discharged state. Both these conditions will result in a significant loss in capacity. The best state for storage is between 40% and 60% capacity, which translates to a cell voltage of between 3.8 and 3.9 V. Most manufacturers sell these cells with a 3.85 V or 50% charge. This value has the advantage that the battery can self-discharge for many months without approaching the lower voltage limit of 2.7 V.

There is also a significant reduction in the deactivation of the chemicals within the cells which would be a significant issue if the cells were fully charged. This latter effect can be seen in the way that fully charged cells become puffy after an extended period of storage.

I need to explain what I mean by storing here. For the top competition modellers storage means the period between visits to the lake. It is not uncommon for these experts to half charge/discharge all their batteries on arrival home from the lake. They then store them in a cool place (often a small fridge bought for the purpose) until the night before racing again. The batteries are then balance charged to full charge ready for use the next morning. For the less competitive, like myself, it is advisable to put the batteries into the storage state as often as convenient and certainly if a month is to go by before the batteries are to be used again.

So how do I get to the half charged state? This depends upon the charger you own. The most modern LiPo chargers have a setting designed to achieve this storage charge level. They can either balance charge each used cell up to around 3.85 V or balance discharge a full pack down to around 3.85 V per cell (the exact voltage will vary between chargers). This is a great function as the batteries can be placed in a protective bag or box and the charger sorts them out. Note: it is still necessary to keep an eye on this process as fire is a real possibility if an unexpected problem occurs.

Should your charger not have the function described above then the battery can be balance charged until half full (i.e. half the capacity is recorded on the charger display) and then the voltage checked using a LiPo cell voltage checker (available on the Internet for just a few pounds), a further charge or discharge can then be carried out until the desired voltage is achieved.

If longer storage periods take place then the batteries should be checked monthly and recharged to 3.85 V once they drop below 3.8 V per cell. Be very careful not to short out cells while checking their voltage as this will not only seriously damage the cell but will also present a significant fire risk. Always use the appropriate connectors and equipment!

If you have always stored your LiPo's fully charged then all is not lost. You may find that the cell resistance has increased and you are not getting the punch or capacity out of the batteries. What I would suggest is giving the batteries at least two balanced discharge/charge cycles. This should make a significant improvement as long as the cells have not been damaged.

If you have left a battery discharged for some time you may find that self-discharge has taken the voltage below that your charger is programmed to consider as a functional cell. As a result the battery appears not to be chargeable. Before throwing the pack away I would advise trying different chargers as some have programmable minimum voltage settings. In many cases a cell discharged below 3 V may recover at least most of its capacity if charged carefully.

CONCLUSION

So if you want your batteries to last and be as punchy as possible make sure they are in the correct charge state and store them in a cool, dry place making sure there are no corrosive chemicals in the environment. **MMI**



AUTHOR: JEFF HEATH

Hobby King Relentless V2 ARR on the water

HOBBY KING RELENTLESS V2 ARR

JEFF TAKES A CLOSE LOOK AT THIS CATAMARAN RACING BOAT

ON ARRIVAL

The boat came well packed with good quality graphics and information on all sides of the box. Opening the box I found the craft was well supported and protected by polystyrene packers on either end. Taking the boat from the box it was obvious we were looking at a very high quality ABS finish, in red and blue, with really nice decals well placed. All was coated in a very high gloss topcoat.

Take care in your rush to get at the boat that you don't discard the polystyrene end packers as in the back of these are all the parts to make it almost ready to run.

What struck me first, on taking the hatch off the boat, was the neat layout of the motor, speed controller and rudder servo. The motor is a 2815 brushless out-runner, water-cooled and coupled to a 4 mm flexi shaft driving the three bladed 143-3 propeller. Make a note of

this propeller size as it's not mentioned in the instructions or on the box and it's hard to see what propeller it is when it's on the bottom of the lake. The 60 A speed controller is water-cooled with BEC.

PUTTING THINGS TOGETHER

Let's look at the parts provided with this almost ready to run boat. In one end of the polystyrene packer there are five black plastic parts that press together to make a boat stand. There are four sticky foam pads to protect the bottom from slipping or scratching, these are easily applied, all done in one minute. In the other end packer there is a rudder with water pick up and hex keys to fit, and a three bladed propeller with locking nut. All are easily fitted and are clearly shown in the instruction manual along with how to route the water-cooling pipes.



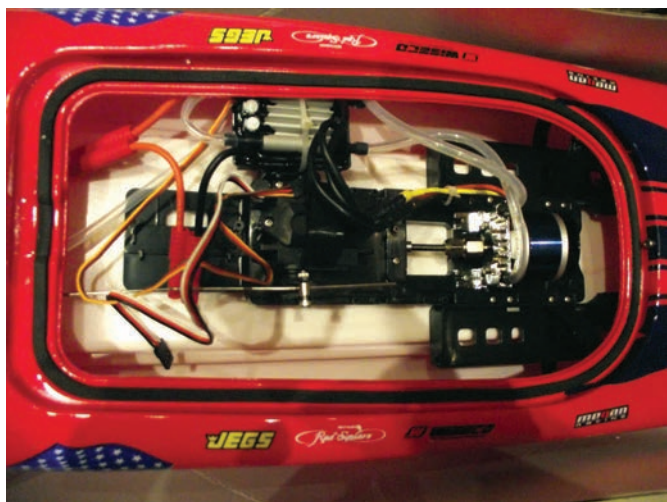
The boat is very well packaged



The expanded polystyrene blocks at bow and stern protect the boat and hold stand and other parts



Everything is very neatly arranged inside the hull



Motor, flexible drive, ESC and pushrod for the rudder all clearly visible

Before fitting the propeller loosen the flexi coupling from the shaft and grease well with water-proof grease, then replace making sure you leave a 2/3 mm gap between the white Teflon washer and the black strut as a flexi shaft shortens when under pressure. If you fit the shaft too tightly it will cause undue strain on the motor and affect the boat's performance and possibly do damage to the drive setup.

With the almost ready to run kit this is as far as you go, you still need two packs of 7.4 V 4000 mAh 30C LiPo batteries, a LiPo charger and the transmitter and receiver. The boat was supplied to me with all the extra equipment needed to run the boat on the water; so let's carry on to the end.

The transmitter supplied was a three-channel Hobby King HK-GT2B 2.4 GHz with three-channel receiver with fail safe. The receiver is mounted at the rear of the rudder servo and an aerial was fed up the aerial tube. Remember to place the receiver inside the rubber balloon supplied and close the neck with the small cable tie.

The transmitter is of the pistol grip type supplied with LI-Ion 800 mAh 3.7 V with charger. I was surprised to find the receiver already bound to the transmitter; if yours is not then it is easy to do following the instructions in the manual.

This is a nice little set easy to get on with. However, any two channel set will be ok and no trouble to find on the Internet but I would recommend you go 2.4 GHz as you will have a lot less trouble with frequencies at the lake side. The batteries are strapped into the boat in battery trays each side of the motor with Velcro straps to keep them tight.

After switching on the transmitter and connecting the batteries, check that the rudder is operating the right way, and also adjust the throttle trim to make sure the propeller is not turning when the throttle is in neutral. Finally, make sure the propeller is turning the right way. When looking from behind the propeller must be turning

left, anti-clockwise. All channels have trim and servo reverse so setting up is easy, with this done check it again to be sure.

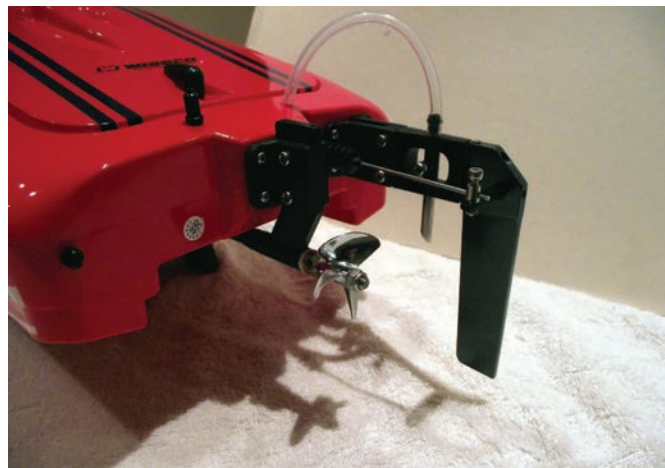
Note: the boat has no inherent buoyancy so in the event of an accident, which causes the boat to be holed there is a good chance of it sinking. It would be wise to add foam at the front and sides, wherever you can, then if the worst happens you have a fair chance of taking the boat home for repair.

Note: do not glue the foam in as ABS does not like most types of modelling or commercial glue. Best wedge it in.

All finished, set up and very eye-catching. Let's take it to the lake and see if it goes as well as it looks.



Stand and other components stored in the end blocks



The rudder and prop assembled



The 2.4 GHz radio gear supplied with our review boat



Ready for first launch

ON THE WATER

For the first run I set the propeller low not wanting any handling surprises. It handled very well turning left and right at speed without any issues at all. Opening the throttle it had a very pleasing top speed and looked a picture running down the centre of the lake. For the second run I lifted the propeller to see if we could get a bit more speed with less boat on the water. The boat found it hard to get the propeller to bite but when it did off it went but not a lot faster than before.

With this setting the boat became very twitchy in a straight line and often flipped in a turn. It was decided to put the propeller back down where the boat was a pleasure to drive with a good turn of speed.



Gently to begin with



She is difficult to photograph once the throttle is opened up



Relentless has very positive steering

CONCLUSIONS

This is a very nice boat to own but remember that you will have to spend about another £50 on additional equipment as mentioned earlier. The result will be a whole lot of boat for not a lot of money. This boat is not a toy and I would not recommend it to anyone that has no experience of radio control. This is a boat that you would move up to when you tired of your first boat. Even those that are experienced handlers can have a lot of fun with this boat and it's a good next step up before you go ballistic.

I would also strongly advise a good insurance policy before piloting this sort of boat as it has a lot of destructive power if in a collision, particularly with people.



After the first runs there was not a drop of water inside

SPECIFICATIONS

Overall Length:	730 mm
Hull Length:	650 mm
Beam:	209 mm
Weight:	1305 g (w/out battery)
Motor:	Water-cooled 2815 brushless outrunner (included)
ESC:	60 A water-cooled brushless (included)
Servo:	High torque standard size (included)
Hull Material:	ABS
Propeller:	3-bladed metal

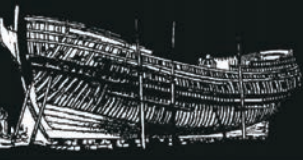
Included:

H-King Relentless V2 Brushless Catamaran Racing Boat (ARR), all necessary hardware, user manual, spare propeller, XT60 plug, tools

Required:

2-ch transmitter and receiver, 2 x 2S 4000 mAh 30C+ LiPo batteries

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DX Wooden deck & Etch for Hornet 1:200	£233.70
DX Wooden deck & Railing for Bismarck 1:350	£33.60
Wooden deck for Bismarck 1:350 scale	£33.60
Wooden deck for Tripitz 1:350 scale	£33.60
Wooden deck for KGS 1:350 scale	£33.60
Wooden deck for Price of Wales 1:350 scale	£33.60
DX Wooden deck & Railing for Warspite 1:350	£33.60
DX Wooden deck & Railing for Bismarck 1:350	£190.80
DX Wooden deck & Etch for Missouri 1:200	£125.99
DX Wooden deck & Etch set for Nelson 1:200	£199.99
GLS Flower Class Deck & Fittings Set. 1:72	£39.99
GLS Flower Class Type 'C' Bridge Set 1:72	£39.99
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This is just a selection from Gold Medal, MK1 Design, Master, Great Little Ships and Edward.	

Harold Underhill Plans

Cutty Sark Clipper Ship 698mm	£29.54
Marie Joseph of Falmouth 1033mm	£44.41
Lady of Avenel. Wood. 850mm	£33.30
74-Gun Two-Decker (Circa 1813 1422mm	£77.71
Lady Daphne Thames Sailing Barge 12mm	£29.54
12-Gun Brig-of-War. Lines. 1187mm	£55.51
Cunard Liner Servia. 1:192 scale 850mm	£33.30
10-Gun Frigate (Circa 1780 951mm)	£68.23
Valerian. Brimham Trawler 1069mm	£29.54
Diesel Ring Net Fishing Boat 615mm	£29.54
Three Brothers. Rye Fishing Smack. 797mm	£29.54
Muirnace. Scottish Tug. 1612mm	£68.61
Clyde Puffer Sealtich. 588mm	£19.68
Leon. Wood Brigantine 514mm	£59.07
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This is just a selection of the range available.	

R/C Boat Plans

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Miranda Steam Launch: 42in	£12.50
Vesper MTB 1:32	£12.50
Enterprise: 1:12 Northumbrian Coble	£12.50
Tyne Lifeboat 740mm 1:19 scale	£12.50
200 Series RAF Seaplane Tender 1:12	£12.50
Liverpool Lifeboat 1:12	£12.50
St Louis Belle Mississippi stern-wheeler 33"	£12.50
Norfolk Wherry 13.75	£12.50
Inchcolm Clyde Puffer 24x1in	£12.50
Celia Jane Thames Coastal Sailing Barge 1:24	£12.50
Cervia: Thames tug in 1:48 scale	£12.50
H.M.S Hood 1:192 scale	£12.50
Eileen motor fishing vessel 1:24.	£12.50
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Fairmile Type 'C' M.L.L.: A 1:24 scale	£12.50
S.S. Channel Queen: well-decked steamer 1:46.	£12.50
Assault and mechanised landing craft. 1:32	£17.50
Clochlight Clyde Puffer: 1:36	£37.50
Formidable: Steam drifter 1:33 scale	£17.50
Britannia 1893. Royal racing yacht, 1:32nd	£29.50
Pibroch A 1:50th scale Clyde Puffer, 400mm	£17.50
Osprey Scottish wooden fishing boat, 500mm	£31.50
Altair gaff rigged schooner: 1:32nd 1200mm	£33.50
Princess High speed luxury motor yacht. 1:24th	£17.50
Constance Bowmaster paper freighter, 1030mm	£17.50
Boston Fury 1960 East Coast Trawler 1125mm	£17.50
Waverley paddle steamer 1365mm.	£17.50
Boston Fury 1960's Trawler 1:48	£17.50
Osprey Scottish fishing boat 500mm	£31.50
Eleanora 1:30 seine netting trawler	£17.50

Static Display Kit Plans

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Vikingship, construction plans. 1:50 440mm	£7.12
Santa Maria plans 1:65 scale 540mm	£8.85
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Nina plans 1:65 scale 450mm	£8.14
Mayflower, construction plans. Scale 1:60.	£11.29
Sovereign of the Seas, plans. 1:78 1100mm	£16.18
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San Felipe, construction plans. Length 950mm.	£13.43
Chinese Junk, construction plans. 1:100 400mm	£7.02
French Xebec construction plans 1:50 720mm	£10.99
HMS Victory, construction plans 1:100 950mm	£18.82
HMS Bounty, plans 1:60 720mm	£13.43
New Bedford Whaler, plans. 1:16. 550mm.	£12.72
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Lady Nelson Cutter Plan Set 1:64 530mm	£8.85
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HMS Vanguard Plan set 1:72 1171	£40.49
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This is just a selection of over 1000 plans available	

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Viper Marine 20amp speed controller	£28.69
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Full range of R/C installation equipment available	

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Large Ship Horn	£37.62
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Schottel drive unit 70mm dia prop	£95.94
54312 low drain motor for large props	£18.85
Mabuchi Low Drain S45	£9.96
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Mabuchi 480 motor 4.8 to 8.4v	£7.00
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Motor motor for MFA 800/850 Motors	£4.50
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540 Motor 6 to 12.0 Volt with mount	£10.36
RE800 Motor 12.0 Volt with mount	£27.49
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Motor motor for 540/550 550 and 600. Motors	£2.75
MFA 540 Motor and 2.5:1 Gearbox 4.5-15v	£19.33
MFA 540 Motor and 6:1 Gearbox 4.5-15v	£19.36
MFA 385 Motor and 2.5:1 Gearbox 4.5-15v	£17.56
950 series 385 Motor and 6:1 Gearbox 4.5-15v	£17.56
951 series 951 Motor and Gearbox 298:1 6volt.	£9.00
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63mm x 36mm Rudder Assembly	£5.53
67mm x 44mm Rudder Assembly	£5.36

Raboesch Propshafts

Waterproof Propeller Shaft M4 290mm



COVER STORY

Paul Chilcott's superb 6 foot (1.8 metre) model of the cruise ship *Voyager of the Seas* – seen here at the Southern Model Show in September of 2015

VOYAGER OF THE SEAS

KIM BELCHER MEETS PAUL CHILCOTT AND GETS BEHIND THE BUILD OF PAUL'S LATEST PROJECT – THE ROYAL CARIBBEAN'S 'VOYAGER OF THE SEAS' – A CRUISE SHIP AT A SCALE OF 1/160TH

AUTHOR: KIM BELCHER AND PAUL CHILCOTT

INTRODUCTION

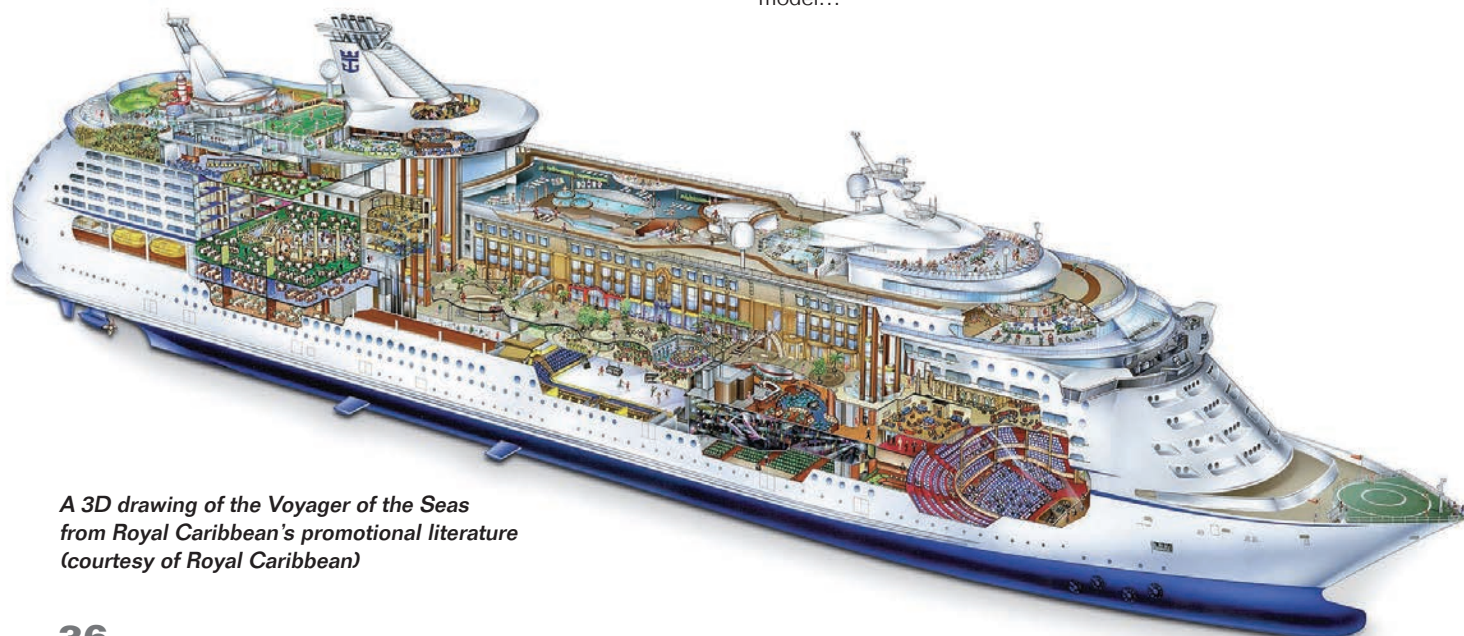
I first met Paul Chilcott at the Southern Model Air Show at Hop Farm in Kent, some twelve years ago. He is a member of the Broomfield Park MBC and a founder Member of the Southern Model Display Team. He attends many shows in London, the South and South East, even venturing to the Shepton Mallet Show and the International Model Boat Show at the Warwick Exhibition Centre near Leamington Spa.

He is known for his gadgets and working gizmos and loves to entertain the public and encourage fellow modellers with his large-scale creations. The first I can remember was the 1/12th scale Arun class lifeboat he acquired, building into it working crew figures, lighting and a 'Y' class lifeboat which could be launched, run and retrieved with the aid of a colleague operating its radio controlled features.

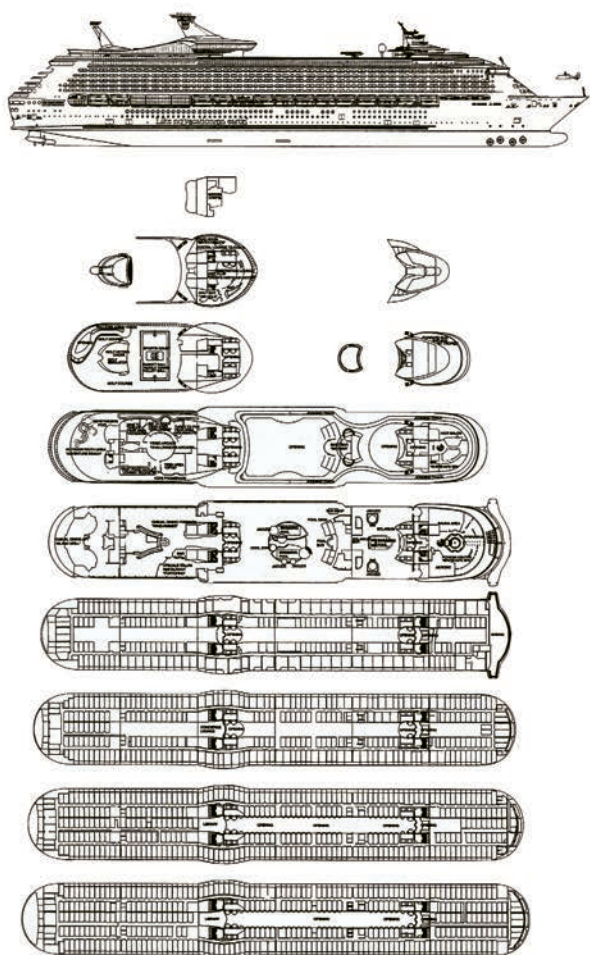
It was, to my knowledge, the first model boat that I saw fitted with brushless motors, some twelve years ago at the Beale Park Model Boat Show.

Next was a stern fishing trawler, complete with a sound system and a working trawl net that could be deployed and recovered by radio control. Then came a 1/96th scale model of the destroyer HMS Manchester, this had a sound system with all the required sounds for 'action stations' and firing guns, which had LED lights mounted in the barrels to simulate the firing of the shells. There was even a Sea Lynx helicopter that came out of its stern hangar and then 'took off' from its helipad.

At the Alfold Charity Model Boat Show in June of 2015 he gave his latest model, featured here, its maiden night voyage. I shall let Paul take over the story and introduce both the actual vessel and importantly the build sequence of this wonderful and unique model...



A 3D drawing of the *Voyager of the Seas* from Royal Caribbean's promotional literature (courtesy of Royal Caribbean)



'Well, built in 1999, the Voyager of the Seas was the largest cruise ship in the world at 138,000 tons and was innovative in its design and technology. She featured some 'world firsts' for cruise ships when launched. These included a horizontal atrium concept known as the Royal Promenade, the first rock-climbing wall at sea (mounted on the stern face of the funnel) and also the first ice-skating rink on a vessel at sea.

Having holidayed on this cruise ship ten years ago, and also her sister ship more recently, I had been meaning to build this particular model for some ten years now. After six months hard work in my workshop, this is the result.

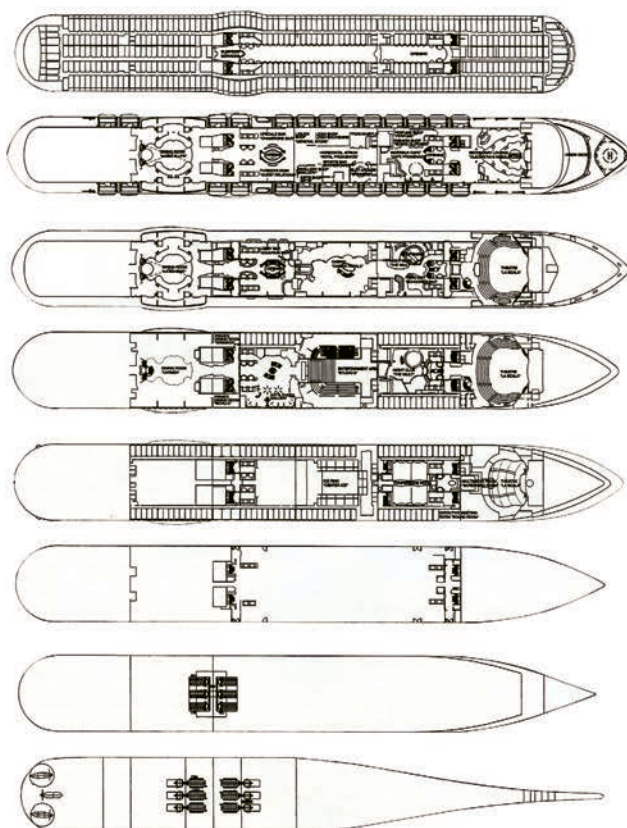
In the winter of 2014, whilst I was building this model, the Voyager of the Seas went through a refit. The changes that are most noticeably visible are the Flow-rider surfing simulator at the rear of the ship, the giant outdoor TV screen in front of the Viking Lounge and the enlarged sun terrace above the ship's bridge. I found out about the refit changes just in time and was able to alter the model and fit a 2.5" working LCD TV screen, whilst at the same time constructing a working Flow-rider surfing simulator and also the enlarged sun deck.

THE HULL

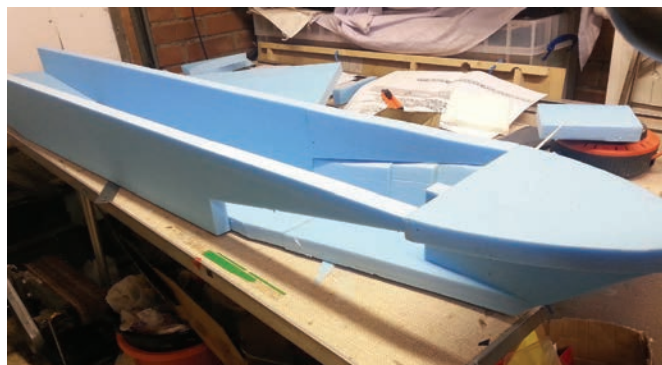
The model measures six foot in length and is approximately a 1/160th scale model, which is handy as I was able to use N gauge model railway figures of the same scale. I had no formal plans to work with, just photos from the internet and publicity brochures and a few A3 size PDF drawings, which I scaled up to produce a model of the desired size.

The hull construction is from 25 mm thick, medium density, blue polystyrene foam sheet, glued together with epoxy resin, to give a basic outline. This is then cut and shaped using basic carpentry tools, after which it is laminated with glass-fibre woven cloth and epoxy resin to give a durable and hard shell. After that comes the process of filling, priming and sanding. This gets repeated about three times until the desired finish is achieved.

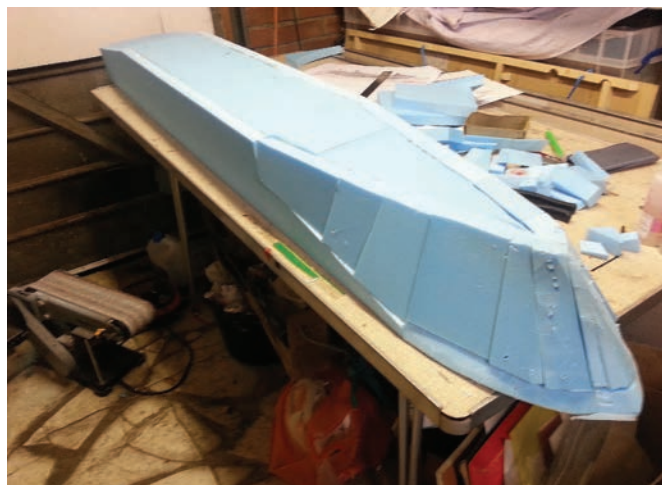
VOYAGER GENERAL ARRANGEMENT



General arrangement drawing of the various deck levels from the promotional literature (courtesy of Royal Caribbean)



The base and side block sections of the hull being cut and glued together, they are from medium density 25 mm polystyrene foam sheet



The bottom of the hull and bow sections now glued into place



The hull now shaped and with its outer coating of glass-fibre woven cloth and epoxy resin



The port and starboard windows added, fabricated from aluminium radiator grilles



Paint added to the bottom and sides of the hull

THE SUPERSTRUCTURE

The sides of the vessel's superstructure are slotted aluminium heating grilles. I found these on a German website, whilst looking for some aluminium channels for a building project. The discovery of these was what prompted me to start this project, after ten years of promising myself that I would build this model, as I could never have committed to cutting out around 400 windows, whilst at the same time making a good job of it!



The front of the superstructure now added in polystyrene sheet (formed from a paper template) with the window apertures now removed with a cylinder rotary tool



The stern wheelhouse profile being added (again from paper templates) in polystyrene and some hull detail too



The stern and sides of the superstructure finished, sanded and painted



The main section of superstructure complete, some lettering on, the helipad painted and in place and a lifeboat sits in its position awaiting the remainder. The open top sun deck has been fitted

Almost the entire superstructure is 1.5 mm and 2 mm styrene sheet. One of the most difficult areas to build was the rear sundeck, for which I used paper templates to get the correct shapes in the first instance, before cutting the styrene sheet. This was closely followed by the Viking Lounge (the bit that looks like a flying saucer) – paper templates again!

THE LIFEBOATS

The lifeboats on these modern ships are bulbous shaped units, being the same at each end, with no windows – just a drivers pod at the top. They generally hold up to 150 passengers each! To make these I sourced some useful items a number of years ago in a Pound Shop. They are LED refrigerator lights that stick on to the door. The internals were removed and this made them quite light (sorry about the pun!).



The sun deck continues to have structures added, lounges are being formed and the starboard lifeboats are painted and in place

Some external detailing was added and also the driver's pod, here I used pyramid shaped rubber feet and painted them to suit. The only problem was I only had a pack of two! So after a lengthy Internet search I found a supplier in the USA, still selling them, so I ordered 22. He must have wondered what I was going to do with them all – I didn't bother explaining!

GLAZING

The glazing was a bit of a problem as I could not find aquamarine coloured acetate anywhere. In the end I found clear plastic wallets, on the Internet, used for filing office documents. They were of the correct colour, the only problem was that I had to order an 'assortment pack' of five colours, just to get the aquamarine ones I required – and I needed quite a lot! Again paper templates were invaluable in getting the compound curves correct.



The 'Azi-pods' from an RNLI Impact Severn Class lifeboat, discarded but kept, now to be used on Voyager of the Seas



The stern internal arrangement with the Azi-pod and rudder arrangement described in the text, alongside the Flow-rider surfing water reservoir

THE DRIVE SYSTEM AND STEERING

As per the full size ship, the model has two working 'Azi-pods' and one main motor drive. The Azi-pods were quite easy as they were already made. Some years ago I bought one of those RNLI Impact model Severn Class lifeboats you take out of the box and run immediately (RTR). I converted it to 'proper' radio control, as many of us did.

The original motor drive units were submerged 280-size motors, self-contained in watertight pods with exposed propellers (fixed Azi-pods!). I just simply needed a 5 mm brass tube and its outer tube, then gluing them to allow each to swivel through 360 degrees.

Where the inner brass tube enters the hull, a bit like a standard rudderpost, Lego-Technic gears were used to link both of the units together with the rudder. This was then linked onto the servo, which had the standard servo-arm replaced with a gear wheel, so the Azi-pods were linked to the rudder for steering purposes. The Azi-pods are capable of rotating through 360 degrees, this assists in docking sideways. The main motor drive is a Buehler 900-size motor and there is also a working bow thruster in the bow hull section.

OTHER DECK FEATURES

The LCD TV screen is a deconstructed car video monitor, with the main components housed in the Viking Crown (the structure that looks like a flying saucer) and can play pre-recorded clips, for which I have downloaded a Royal Caribbean promotional video. The small micro loudspeaker was de-soldered from the circuit board and a larger speaker fitted in a remote position. Likewise the re-chargeable battery unit, being too heavy to have at the top of the ship, so this was also de-soldered and wires run to the bottom of the ship, where the battery is now located, along with a dis-assembled car charger to keep its capacity useable.

The Flow-rider uses an small 12 V pump and a model aeroplane fuel tank as a reservoir for the water, creating a closed loop pumping system for the water flow over the Flow-rider surface. There are various LED lighting strips fitted in the different deck levels during the build, these give an even spread of light throughout.



Funnels, rock climbing wall, sun lounge area and Flow-rider surfing machine are added to the stern sun deck area



The video screen in action with an actual Royal Caribbean Voyager of the Seas promotional video in play – need I say more!



The pool and sun deck area with the video screen just visible side on toward the right of the picture. The wire mesh mentioned in the text has been put to use in the railings here



The stern sun deck's sports area – rock climbing, basketball, surfing on the Flow-rider and sun bathing



A close-up of the activities by the 'N' gauge railway figures!

I couldn't find sunbeds in N gauge; neither could I find them anywhere else, so I had to make them. I needed about 200 of them, so after a few prototypes were made I settled on using my favourite modelling material... 6 mm square galvanized wire mesh, available from most DIY superstores. I've used it in the past for railings, ladders, aerial arrangements, radar scanners, benches etc. I set up a production line of the component parts and after two nights work they were all done!

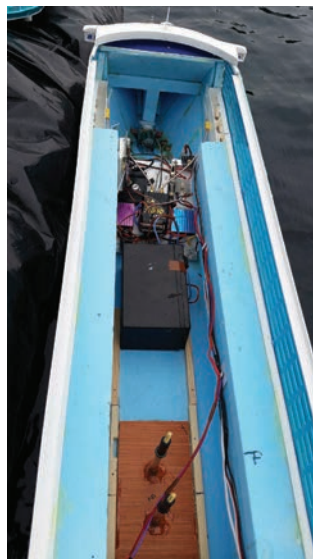
TEST RUNS

My model's maiden voyage was at the Alfold Charity Model Boat Show in June (2015). I tested the ship's ability to self-right when held hard over on its side, enabling me to be convinced it would not capsize, but it was still a heart stopping moment every time the wind blew or it answered to hard rudder. These seemed to provoke it to list and then rock back upright, so I decided to fit a removable keel. This was purchased from Mastman Models on the same day.

Once home and in the workshop the fin section of the keel was removed, as it is intended for a Thames barge, and 8 mm threaded rods (studding) were glued into place within the lead filling. Two corresponding sized tubes were fitted through the bottom of the hull to allow the keel's threaded rods to pass through and enable wing nuts to tighten and secure the keel, once in position.



It's always valuable to have a good friend to help with a vessel of this size. Derek Attree adds the lead keel's threaded rods through the two tubes. A young observer takes an avid interest!



The hull on the water at Headcorn: showing the internal arrangement of the keel rods, battery, electrics and bow thruster

The next outing was at the Wings and Wheels Show, she displayed a much better tendency, with total stability – no side to side rocking motion. The Azi-pods work well when turned at 90 degrees and used in conjunction with the front bow thruster. This enabled sideways docking, just like the real vessel, which I remember being very impressed with the first time I sailed on the ship. We were hemmed in at the dockside, at both bow and stern by other cruise ships. The ship at the stern of us was getting ready for tug assistance, allowing her to be towed out. At about three times the size of her, we simply manoeuvred out sideways, reversed out of the harbour, spun around 180 degrees and made off, very impressive. I'm sure the captain of the other cruise ship

watched with some jealousy!

And so, Paul, do we when we see your models. This really is a great insight into what can be done with 'out of the ordinary' items and materials, to bring about a truly stunning model which will



Paul Chilcott checks out the radio control transmitter and receiver responses for Voyager of the Seas, whilst that inquisitive young lad still takes a keen interest – I wonder what he ends up building later in life?



On the water and entertaining again – a superb vessel and a great ambassador for our hobby!

always grab the attention of both modellers and the public alike, at any Show.

It also reminds us not to throw away those discarded items which still work, but are no longer required for their original use (something a lot of us do in the first part, but don't always get around to regarding in the second part!). I trust Paul has inspired one or two other readers around the world to 'reach for their dreams' and get on with that unusual build, whatever the scale. **MMI**

Picture Credits: All build pictures Paul Chilcott, on the water pictures Kim Belcher.



Well lit – the stern sports area in close-up



The green plastic sheet put to good use, the lifeboat colouring and good lettering and logos all go to make this a very realistic looking model



The central sun deck area's swimming pool, again neatly illuminated by the clever use of low consumption LED lights



Almost as good as Paul's model! The actual vessel after its refit (courtesy of Royal Caribbean)



My first look at Voyager of the Seas at the Alfold Charity Model Boat Show in June 2015, late in the evening when the visitors had gone home – what a pity



A MECHANICAL INUIT KAYAK

PLANS, ELECTRONICS AND CONSTRUCTIONAL DETAILS FOR A 30 CM LONG MECHANICAL KAYAK

AUTHOR: **ERIC BAUTHIER**

TO THE FAR NORTH

Away from his usual interest in trawlers, yachts, sailing vessels, pleasure craft and even warships, René Lefèvre shows originality by building an Inuit kayak. This excellent modeller reveals the tips and tricks he used to complete the construction of this paddle driven boat and figure. The hull was originally made from wood and sewn seal skin.

Inuit are a native people of Eastern Siberia, North America, Canada and Greenland: Alaska, the Northwest Territories, Nunavut,

the Yukon, the Nunavik (Quebec) and Nunatsiavut (in Northern Canada and Labrador). 'Inuit' is a general term for these people who are divided into several ethnic groups: Inuits, Kalaallits (translated as: Greenlanders), Inupiat and the Aleuts or Aleutians.

Eskimo is the name given by the 'whites' to all these people. However, in Canada and Greenland the term, which translates as 'eater of fish' (or raw meat), is regarded as derogatory or insulting to the Inuit, their name which translates as 'human being' or 'nobody'. Note: it is 'Inuk' in the singular and 'Inuit' in the plural.



Full sized Inuit kayaks



THE KAYAK

The original Inuit kayak, referred to as 'umiack' or 'umiak', is a craft that can measure more than 10 metres long for the larger models. It is used, depending on its size, for fishing and the relocation of the camp. In the latter case, the family, dogs, various everyday domestic equipment, etc. will be on board. Traditionally consisting of a frame made from wood, wicker or whalebone, it is covered with sealskins sewn very tightly together.

Since the 1960s, plastic and polyester kayaks have made an appearance. The use of aluminium, which was much more expensive and more difficult to repair, failed to take off.



René Lefèvre and his latest creation

expensive and I was somewhat penniless. At the time there was no possibility of remote control, it worked in a straight line, but it worked!

Recently, I had the idea to reproduce a similar model which would benefit from my years of experience and the technical developments which have occurred in the meantime."

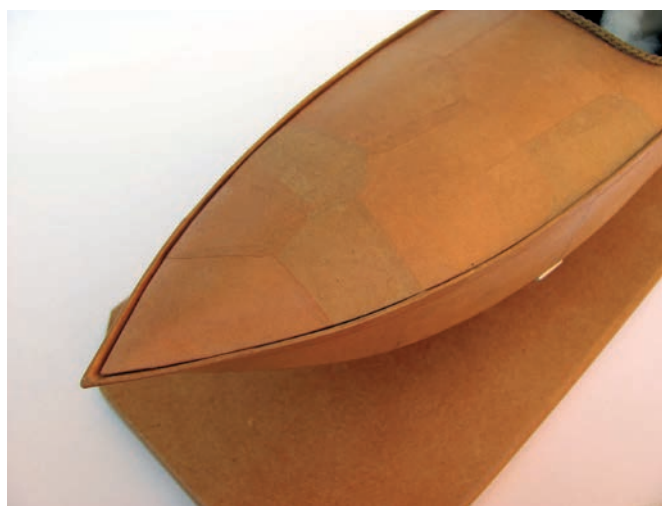
OUR DESIGNER OF THE DAY

How did René Lefèvre come to build this small mechanical model? Listen to him on this subject:

"A feeling of longing or nostalgia? As a teenager I remember building a balsa wood model of a 30 cm long canoe with mechanical paddles. The mechanical parts were recovered from a broken toy and fitted with a small electric motor. This was my only luxury at the time as other models were already very



The fastening system



Detail of the cover

THE HULL

The model kayak was to be about 1:9 scale, giving a length of 35.5 cm and a beam of 8 cm. This was made up of two parts: the actual hull and the upper covering (we will call it the top from now on).

The hard chine hull when laid flat as it appeared on the plan was made from 0.8 mm thick cardboard. It was a single piece sketched onto the card, cut, folded, curved at the ends, and then glued together, edges to edges, and points to points using cyanoacrylate adhesive. The assembly was then strengthened with white glue.

Five frames were cut and fixed in place by gluing their flaps. The upper horizontal surface of frame number 3 was strengthened using two 1.5 mm plywood strips glued on either side.

The top was also made from cardboard that fitted into the hull. It was shaped using a longitudinal stringer of 2 mm plywood onto which were notched five pairs of 1 mm ribs. Towards the middle of this stringer a rectangular slot was made to secure the top to the hull. In the thickened part of frame number 3, a small latch of 1 mm plywood was attached by means of a vertical screw. This latch, when rotated a quarter turn, engages in the slot of the stringer and thus holds the top part to the hull.

The whole is covered with rectangles and triangles of brown craft paper; these were overlapped and pasted in place to represent the sealskins used on the original craft. All was waterproofed, both inside and out, by four layers of lacquer, the first two being very dilute in order to penetrate to the heart of the card. This was eventually finished by applying two layers of satin varnish. The edge of the opening for the passage for the trunk of the figure was pleasantly finished using a tinted nylon cord glued into position.

THE PROPULSION

The low powered motor was recovered from an old portable CD player. It had a diameter of 24 mm and was 10 mm in length with a specified voltage of 5.9 V. Below 4 V, it consumed 50 mA without load and 500 mA when stalled, and less than 100 mA in normal use.

This engine operates a worm gear and a set of inline gears (or straight gears) which give a reduction of 75:1. The gears are installed between two flanges made of 0.5 mm thick aluminium sheet. These are held at the proper spacing on one side by two brass tube spacers each with a threaded rod passing through and tightened with nuts. The other side is spaced by a sheet of aluminium shaped like a 'U'. It is fixed by four small screws to the two flanges of the chassis and also serves as a support for the motor.

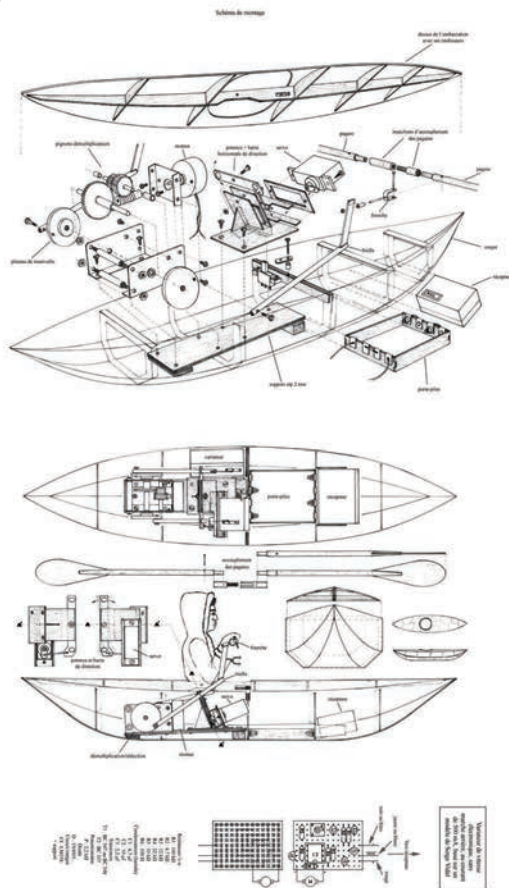
On the gearbox output shaft are fitted two discs of 24 mm diameter (*) with threaded holes, designed to take a 1.5 mm screw, cut 11 mm from their centres. The holes in the disc were set at 180° relative to each other to fit the axles for the movement of the double paddle. Each of these rods are made from 3 mm brass tube and have a 1.5 mm horizontal hole cut in one end for the screw to fit them to the rotating discs.

On the other end a vertical slot is cut into which a zinc or brass arm can be soldered. The free end of the arm has a 1 mm diameter small tube fitted to it into which fits the forked axle, allowing it to rotate freely.

At the end of this axle a small metal ring is soldered so that the forked assembly remains connected to the arm and connecting rod. Care must be taken during the soldering to make sure that the moving parts are not soldered together. The fork in question is a simple brass strip curved in half and the ends drilled with a vertical hole.

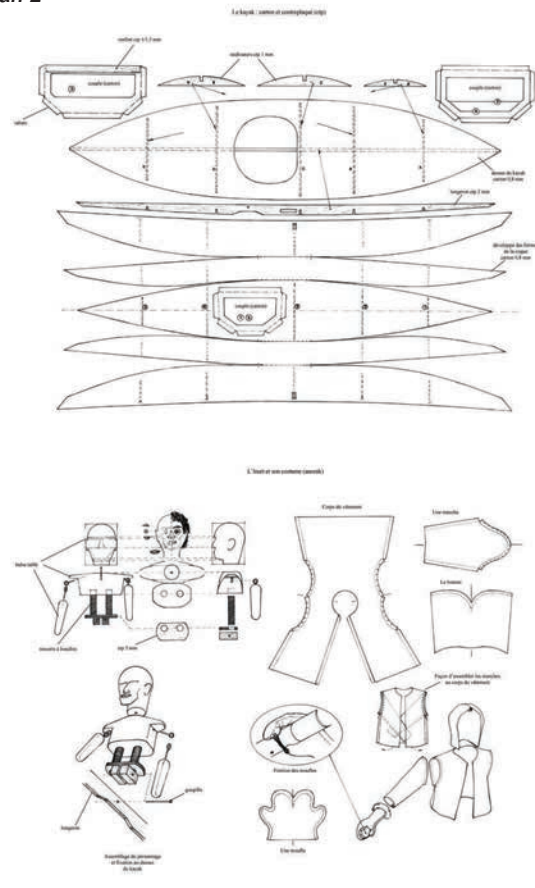
(*) Shaped on a lathe to produce balanced circular discs, however, simple cranks would work.

Plan 1



KAYAK INUIT ARTICLE

Plan 2



KAYAK INUIT ARTICLE

STEERING

A backward tilting bracket is made from a few pieces of 1 mm thick plywood and fitted so that it is perpendicular to the connecting rods when they are in the neutral position. A horizontal steering arm, made from non-metallic material to prevent metal-to-metal friction, is then inserted between two plates and held in place by a central screw.

On either side are drilled 3mm holes made oval so their height goes up to 4 mm, or even a little more. This allows the connecting rods to slide without sticking in all working positions. Below and to the right of the bar, a small hole receives the rod that operates the mini servo. The latter is fixed to the assembly in a small plywood frame.

The operating principle is simple: with the steering arm horizontal the movement transmitted to the paddle gives an identical force on each side and thus the craft moves in a straight line. On the other hand, by the action of the mini servo, when the bar tilts to one side a paddle is lifted higher which gives less thrust on that side and more on the other, due to the deeper penetration of the oar in the water. Thus, the kayak makes a turn.

The last point of this mechanism is the making of the paddle. It's a dual model 'with two blades' and consists of two parts manufactured from 4.5 mm hardwood dowels. Slots cut into the ends are each fitted with carved blades made from 1 mm plywood and carefully painted.

The paddles are joined together at the centre using two cylindrical aluminium sleeves, one tapped, the other threaded. This system allows disassembly and reassembly, but also, and this is important, ensures the small necessary swing from one side of the paddle to the other, leaving a half turn free.

At a small distance from the connecting sleeves, two vertical holes are made to secure the paddle to the installed forks at the end of the connecting rods with a small cotter pin. Finally, the motor with its gearing as well as the steering system is installed on a support of 2 mm thick plywood.

THE INTERNAL INSTALLATION

The propulsion and steering system is positioned inside the hull. A grub screw allows for easy disassembly and/or for making adjustments to the different components.

The battery holder is stuck between frames 2 and 3. It consists of a simple plywood frame fitted with the necessary contacts to contain the four AAA rechargeable batteries connected in series. A small slide switch is set at the top of frame 3. It may be operated by any pointed tool as can the latch that closes the lid. The receiver, wedged between two small plates of plywood or cardboard, is placed forward against frame 2.

To manoeuvre the kayak properly, it is essential to be able to change its speed. One great advantage of this type of craft is that it does not go in reverse. René Lefèvre based the controller on the excellent one reviewed by Serge Vidal a few years ago in a RC Marine magazine. He simply replaced the power unit with a standard BC 337 transistor that can deliver more than 500 mA.

All the components are packed onto a perforated circuit board (a stripboard) with 13 x 9 connection holes giving a size of 33 x 23 mm. Each item is soldered to the copper strips, and on the back, some copper strips are interconnected using solder bridges or small pieces of wire, as shown on the circuit diagram.

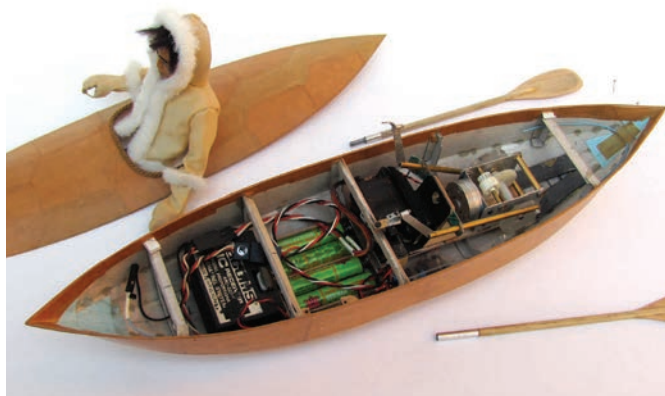
In addition there are three flexible wires to the servo and two to motor, all powered by 2.4 V. This controller, whose cost does not exceed five euro (!) €5 is lodged against the left flank of the hull, between frames 3 and 4.

THE ADJUSTMENT OF THE ENGINE

The fine-tuning is fairly easy to achieve, it is also recommended by Serge Vidal. After connecting up the components the potentiometer is positioned halfway. The transmitter is switched on with the stick at zero, and then the receiver is then powered up. The motor will probably now turn. The potentiometer is now adjusted until the motor just stops. Pushing the stick a few millimetres should make it restart smoothly in neutral.



The kinematics of the paddle



Internal view



The two parts of the paddle meet at the centre where two aluminium sleeves screw them together, one tapped, the other threaded. The mounting is not completely tightened in order to allow a possible twist during movements

THE FIGURINE

The profile of the head of our Inuit is drawn and carefully carved from a block of balsa wood using a coping saw. The plan shows the way to do this. The profile is then cut out with a knife; the skull is curved whereas the cheeks, nose and chin are highlighted. The eye sockets are carved in turn, the arches of the eyebrows and overall finish is carried out using a ball nose cutter or bur and Emery paper. The lips are made in papier mâché rolled between the fingers and

glued to get the desired facial expression. The head is then covered with three layers of sealer, fine sanding between coats, and finally painted.

The eyes consist of two Bristol White washers embellished with the hand-drawn iris. Then, using the same material, the eyelids are highlighted with black lines that simulate the eyelashes. These details are painted in the same way as the head and then everything receives a layer of clear lacquer. The hair and eyebrows can come from an old stuffed toy or a used brush.

The trunk and shoulders are shaped into several parts, but they can be carved from a single block. This construction is installed on two springs, not too hard or too soft, the aim being to allow some twisting of the torso with the paddle movement. By flexing in this way the stiffness that would make the general attitude of our figurine unnatural is avoided.

Arms, from simple pieces of balsa, hang from the shoulders by small wire pegs. Tests showed that using fully functioning forearms was detrimental to the smooth functioning of the figure, so our Inuit doesn't have these. The body does, however, include small foam cylinders to provide the correct firmness.

CLOTHING

The anorak can be made in any relatively thin fabric. René Lefèvre chose a nylon lining which is easily cut with a hot cutter blade, which also seals the edges and stops them fraying. Each piece is cut following a pattern on the plan. It is assembled bit by bit using a manual sewing machine (*) and a piece of Velcro to act as the fastening.

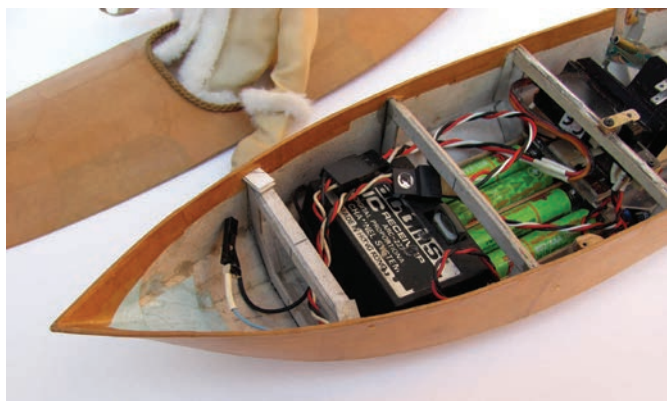
The adventure continues by making the hood, which is edged with fur from an old soft toy. The mittens are decorated in the same way and at the end of these it is necessary to join the tip of the fingers with the thumb. This ring, of about 6 mm in diameter, is made to pass over the handle of the paddles. Finally, the mittens are sewn to the correct length onto the anorak.

(*) The trick of the seamstress: to sew the sleeves to the body properly they must be sewn into the armhole from the inside, while the garment is inside out.

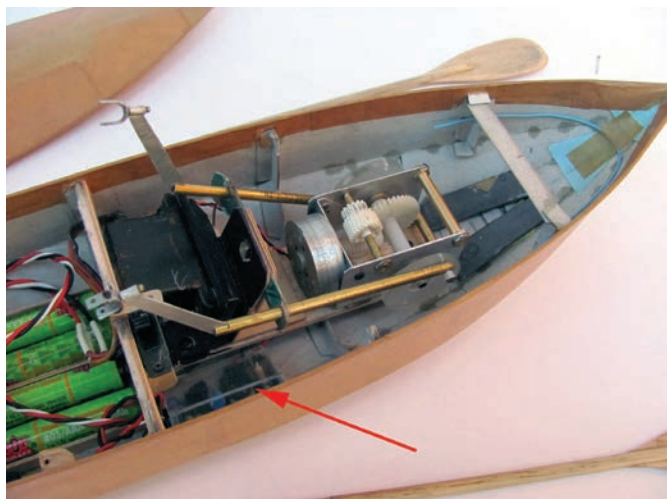
THE FINAL ASSEMBLY

The kayak is ready to go and our Inuit takes its place on board, mounted on the plywood spar using a split pin. Each paddle is passed into the ring made by the mittens and then screwed together, with a little bit of play between the two as explained earlier. The hands are then separated on either side until the sleeves cover the forks of the mechanical movement. They are held in place with a simple split pin. Similarly, the sleeves largely hide the connecting rods of the transmission.

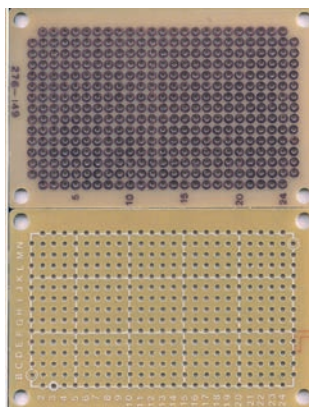
If during testing the paddles hit the top of the hull, it may be necessary to raise the drive mechanism. The range of the steering servo must not be too great, a few millimetres is ample. Raising the end of paddle by 3 cm is enough to turn the boat on the spot.



The receiver and the AAA batteries



Mechanical system with the drive controller at the bottom of the photo marked with an arrow



An example of the type of stripboard used by René Lefèvre



Mitts and sleeves cover the exposed mechanics

THE LAUNCHING

With a model weight of 250 g approximately 35 g of ballast is necessary; this is distributed throughout to ensure the model sits well on the water. After a few minutes familiarising himself with this small kayak René declared it to be one of the most pleasant craft to control. With its very accurate and realistic movements and its great handling, it allows him to do figures of 8 in a pool only 70 cm wide.

After running the craft is placed on a stand made from varnished MDF which really shows off the extraordinary achievement in a most effective way.

IN CONCLUSION

Our friendly constructor has the final word:

"This article, plans, sketches and pictures are not definitive, they are simply of a prototype that brought together techniques and principles gleaned from here and there and the fruits of several years' experience."

It is not a pretentious model so you may decide to add your own personal touches if you decide to build a similar model..."

FOR INFO

If you wish to view two video clips for this new achievement of René Lefèvre, simply log on to YouTube (<http://youtube.com/>) and search for 'rcminuiteb1.avi' and 'rcminuiteb2.avi'. **MMI**

500mA Electronic Speed Controller without reverse based upon the design by Serge Vidal

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R2 : 4,7 kΩ

R3 : 12 kΩ

R4 : 22 kΩ

R5 : 10 kΩ

R6 : 100 Ω

Capacitors

C1 : 4,7 μf

C2 : 10 μf

C3 : 2,2 μf

Transistors

T1 : BC 547 ou BC 548

T2 : BC 337

Potentiometer

P : 2,2 kΩ

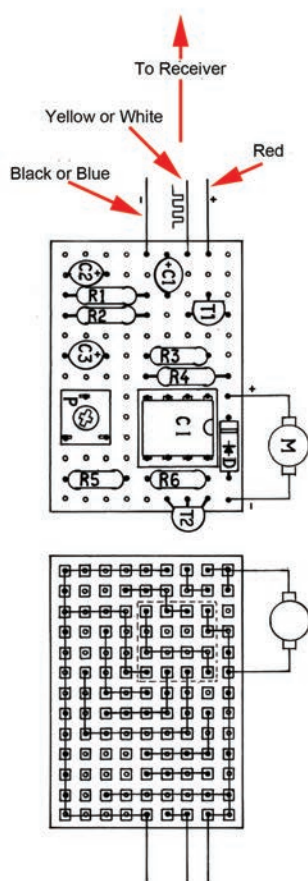
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Integrated Circuit

C1 : LM358

+ Socket



The electronic circuit for the speed controller



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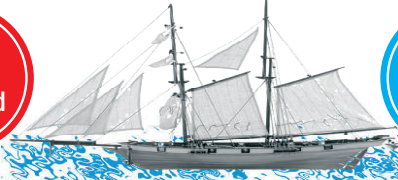
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MEETING POINT

REPORTS ON RECENT EVENTS

BRASS MONKEY AND CHRISTMAS RACE – 13TH DECEMBER 2015 BY HUGH MCADOO

The racing was set to start at 10:00 at the Abbey Meads Lake but was a little delayed due to the need for course changes due to the very light mainly easterly breeze. The event was completed by fourteen Marblehead and three Bottle boat skippers. The different classes of boats had different courses with the Bottle boats starting 1 minute after the faster Marbleheads.

To begin with both courses were over two laps, however, after a slow, very spread out, second race, due to ever lighter wind, this was shortened to a single lap. After four races a halt was called for lunch.

The first Marblehead race was won by the local skipper, Martin Crysell with Rob Vice in second. The second and third races were won by Roger Stollery. Rob Vice got a win in the fourth race of the morning. Mark Mortimore won the first shorter Bottle boat race and Peter Dunne the second, after a short pit stop to sort out a problem with his jib boom. Peter also won the third and fourth Bottle boat races.

A rather extended lunch break was enjoyed by all with warmed mulled wine and mince pies adding to the festive spirit. Hugh McAdoo delayed the start of the afternoon racing in order to get a more settled breeze. What little wind there was changed direction constantly, sometimes shifting as much as 90 degrees in a short period.



A very light breeze made for fairly slow racing



The presentation

With no improvement the fifth race was started but it took over 30 minutes for the boats to complete the lap. After a discussion with the skippers it was agreed that there was little point in continuing the races and so the event was cut short and prizes awarded.

No entry fee was charged for this event; however, entrants were expected to bring a prize wrapped in Christmas paper. These were distributed among all the competitors so no one went home empty handed. Hugh was given an extra special prize for organising the day's races.

Results:

- 1st Rob Vice, Clapham, Crazy Tube Free 7
- 2nd Roger Stollery, Guildford, Roar Edge 7
- 3rd Martin Crysell, Guildford, Prime Number 13

LONDON BOAT SHOW 2016 – 8TH JANUARY 2016 BY PATRICK BONIFACE

Once again London's Excel Centre played host to the world's best and unashamedly, most beautiful boats at the International London Boat Show, which launched in a blaze of television and Hollywood glamour and pop music on Friday 8th January. For ten days the East London venue hosted the likes of Sunseeker, Princess, Broom and countless other boat manufacturers all eager to sell their glamorous and luxurious boats.

From the moment that Lucy Watson from TV's 'Made in Chelsea' cut the ribbon and officially declared the show open there was a stream of press photographers following her around as she visited each and every stand. On the Sunseeker stand a scant thirty minutes later Downtown Abbey star Hugh Bonneville officially launched a host of media friendly activities on the boat builders' site including an excellent performance from pop sensation The Overtones.



Prestige 380S



Prestige 500



Princess 40



Royal Clipper



Princess 40



Riva 2



Sunseeker 86 yacht



Riva

There was a great deal of inspiration for model boat builders, however, many of the finest were hidden away in the back of the stands away from public view, but certainly within sight of the well-heeled buyers of the boats.

Some of the best examples of the model makers craft were on the Sunseeker stand which included a brilliant model of their latest and largest model yet, the 115 Yacht. The full size version was berthed outside the centre and drew many admiring glances.

Sunseeker stole the media spotlight on the first day as their 115 yacht is the largest boat ever to visit the Boat Show, so large in fact that for a time, whilst it navigated the locks leading into the dock, nearby London City Airport had to put some flights into a holding pattern!

Looking at ideas for projects, this year saw the return of classic boats berthed alongside the dockside, something that was sorely missing in January 2015. This year visitors could see and go onboard The Spirit of Falmouth, a 92 ft wooden gaff rigged tall ship



Princess 35



Sunseeker 115 yacht



Sunseeker 95 yacht



Balmoral

built-in Liverpool in 1985; historic London fireboat Massey Shaw, which drew gasps from the crowds when it fired a column of water almost all the way across the dock.

Two classic tugs were also present at the International London Boat Show, the Motor Tug Kent built in 1948 by the Richard Iron Works for service on the Thames and Medway and now preserved at Chatham, and the Motor Tug Touchstone, built in 1963 for the then Cory Tank Lighterage Company.

Visitors to the Boat Show also had the opportunity to visit the neighbouring Daily Telegraph Travel Show. Last year the show had a whole host of model boats on the stands from the leading cruise lines. For some reason this year the model boats were absent except for Fred Olsen Lines who displayed two models of the same ship, Balmoral at each end of their stand and also Royal Clipper on the stand of the same name.

THE LONDON MODEL ENGINEERING SHOW, GREAT HALL, ALEXANDRA PALACE 15TH TO 17TH JANUARY 2016 BY KIM BELCHER

This is a large, multi-discipline modelling show that exhibits displays of locomotives, steam traction engines, aeroplanes, motorbikes, lorries, trucks, military vehicles large and small, mechanical engines of all varieties, racing cars and is well supported by a number of model boat clubs and marine minded individuals. The latter comprised Kent Model Boat Display Team, A.M.B.O., Hanwell and District Model Society, Victoria Model Steamboat Club, Moorhen MBC, Blackheath MPBC, the Surface Warship Association, St. Albans and District Model Engineering Society, Welwyn Garden City Society of Model Engineers, The Model Hydroplane Club (Great Britain) and Eastleigh and District MBC.

On top of this Jack Snary and his grandson Christopher had their large Spithead Revue and Keel Harbour displays respectively

and many of the engineering display stands featured model boats of all kinds too. For all of us attending, there was the added attraction of so many engineering, tool, paint, metals, glues, electrical component and model boat kit trade stands. MMI (Traplet Publishing) was there, so there was no excuse not to pay up for another year's subscription.

Much pocket money, housekeeping and liquid lunch vouchers were going in all of their tills!

As I took my first perfunctory walk around, I was pleased. There were many marine exhibits which I had not seen or written about before, so I shall cover a few of them here. On the Association of Model Barge Owners (AMBO) stand Kim Holland was over from the Isle of Man. He was displaying his superb working examples of the Cardinal Buoyage System at various (North, East, South and



The Warship end of the Kent Model Boat Display Team's award winning (3rd place in Show) stand



Take off! The end of the runway, with the builder Roger Cuckoo in the background on the left



The opposite end of the KMBDT's stand, showing Team members from left to right, Roger, Denise, Richard, Matt, Phil Montague, Phil Knell and sitting, Adam. Where were Paul, Eddie and Barry – taking a well-earned break?



The Model Hydroplane (Great Britain) stand showing a very different array of boats and at the same time a large visual aid screen shows their recorded activities – always getting attention



Also getting attention was this model of a 1935 German S Boat (Schnellboot) S10. The model was 1/32nd scale approximately and built by Geoff Flewin of the Eastleigh and District MBC. A very effective way of displaying the internals, which is becoming quite popular

West) points throughout their display, catching the eye by 'blinking' away at the correct speed and duration by the use of Arduino 'nano' microprocessor boards. If this is new to you, go to Model Boat Mayhem or Google them – there is plenty on these little, inexpensive 'chaps'. He also had a cable making machine to give demonstrations throughout the day. With their normal large display of Thames barges, this, in my view was a truly comprehensive exhibition display stand.

Just behind them were the Kent Model Boat Display Team with one end displaying World War II naval warships, the largest of which was an in-built 1:144 scale model aircraft carrier of USS Kittyhawk, being built by Roger Cuckoo. She is scratch built and some 8 foot in length (around 2.3 metres), powered by two 550-size motors running off 6 volt SLA batteries and controlled through Hobby King 45 Amp electric speed controllers (ESCs). The construction is a mixture of plank on frame and glass fibre (GRP). Beyond this end they had the second part of their display comprising more warships, steam river launches, wind farm catamarans, tugs and trawlers. For all their efforts they were presented with the 3rd in Show award for their stand – 1st and 2nd went to Engineering Society entries – so well done KMBDT.

With a similar style layout were the Moorhen MBC; one end an eclectic display of tugs and the other of lifeboats. A quick mention of one, belonging to Allan Storrar, it being the RNLB Alice Upjohn, a Metcalf Mouldings 1/12th scale kit based on the Dungeness Lifeboat in Kent. Allan had acquired it from eBay and is now in the process of completely restoring her.



Another model on the Eastleigh and District MBC stand, this one by Patrick Hendra. It was a totally wrecked fishing boat (builder unknown) and he turned it into his vision of a pre-WWI Scottish Islands Steamer 'Whiskey Galore'



Allan Storrar's Rother Class lifeboat RNLB Alice Upjohn sits atop the lifeboat section of the Moorhen MBC stand

She runs on two 540-size motors and these are controlled by Action ESCs. Another great way of acquiring a new model boat project!

On a totally different scale and with a different approach to a marine theme was the team of grandfather and grandson, Jack and Christopher Snary. We have covered Jack's Spithead Revue on a number of occasions, but here it was 'like grandfather, like grandson' and Christopher had a very neat adjacent display of a



Boats sit amid the engineering models of the Welwyn Garden City Society of Model Engineers

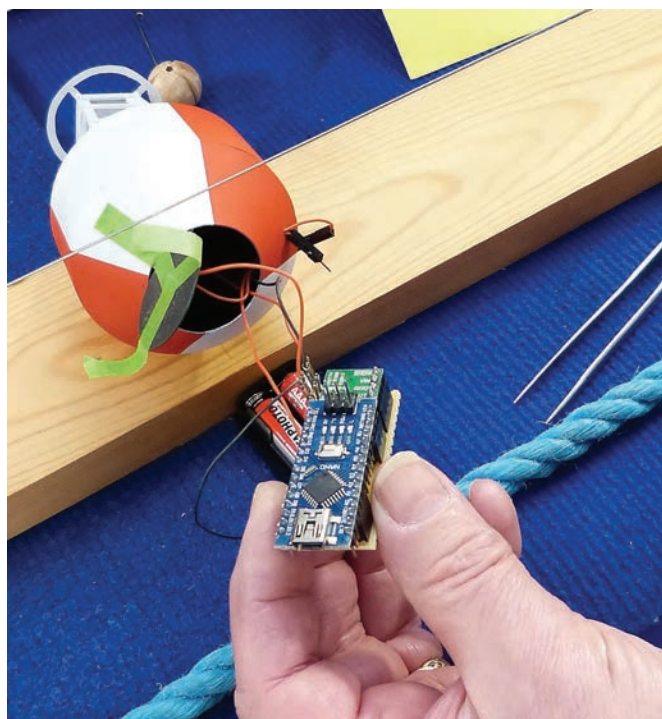
Keel Historic Harbour. His display sheet write-up gave the following details: "...models are built to a constant scale of 1:1200 full size...a mixture of scratch built from plastic sheet, plastic kits and metal die cast models, some being modified. It does not display any particular country or period. The harbour represents a modern working one, with both merchant and warships." A marine talent that will require more space as it grows – great to see.

Another club I want to mention is the Eastleigh and District MBC who also had a diverse, but well laid out and informative stand. It gave a good impression of what our hobby is about, but also within the display were models that had won awards in the club and descriptions for what.

Finally, two Engineering Societies whose stands displayed copious marine and river vessels. They were Welwyn Garden City Society of Model Engineers and St. Albans and District Model Engineering Society, where the engineered and mechanical could be seen alongside the more normal model boat builds.

I will single out just one from the latter Society's display, that of Bill Langton and made across many years. It was his nine foot long steam river launch 'Falcon'. She drew much attention by her sheer size, quality wood work, engineered triple expansion engine, leather work on the seating and the little working drinks boiler!

As I conclude I am going to revert to type when at a model engineering show. From the Sandown Park Model Engineering Show I have brought to your attention in the past 1/6th scale Le Mans Bentley car and GWR Castle Class locomotive. Well, there was a 1/5th scale model of a Spitfire aircraft – a model of true class, being made by David Glen it is of a Mark IX type. It bears the



The Arduino nano microprocessor board programmed to control the number and lengths of flashes from inside the Cardinal buoy



Kim Holland takes a model Cardinal Buoy apart to show fellow members, Richard, Hans and myself the Arduino nano microprocessor board on the Association of Model Barge Owners stand



St. Albans & District MES member, Bill Langton talks to appreciative visitors regarding the brass stanchion build on his steam river launch Falcon



Steam models from 'yesteryear' – exhibited and demonstrated by Phil Abbot of the Blackheath Model Power Boat Club



Jack Snary, standing behind his famous 'Spithead Revue' – make a note of the dates on the poster!

word Supermarine, so I guess you shouldn't complain to the Editor! Google the model and other aircraft David has made – a truly inspiring modeller and using techniques we do and can use on our model boat building.

It was a really good Show and in my eyes well worth the very slow return road trip back to Kent. Judging by the cars in the car park, Friday had a good attendance (don't just go by photos, I wait for the crowds to go!)

By Sunday had made the American Press – big time – especially the boats! See you there in 2017! **MMI**



Part of Jack's grandson Christopher's display of the Keel Historic Harbour



The front dashboard (minus compass) and cockpit area of David Glen's 1/5th scale Mark IX Supermarine Spitfire – a sheer modelling delight to behold

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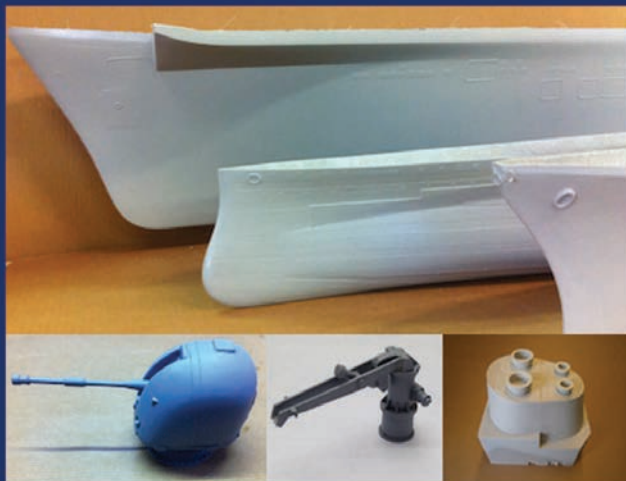
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TEAL

PETER GIVES THE STORY BEHIND HIS 1/24 SCALE THAMES BARGE, TEAL, AND HOW HE BUILT AND SAILED IT

AUTHOR: PETER SIMMONS

Snugged down for sea with dinghy on deck



WHAT TO BUILD NEXT

With winter looming once again I was contemplating what to build next. With two 1/24 scale barges now sailing fairly successfully and with only three classes in the Association of Model Barge Owners Championships (staysail, Bowsprit and 30") I seemed to have covered everything. My two existing barges covered the staysail class (Westmorland) and the bowsprit class (Haughty Belle) and I did not want to stray away from the 1/24 scale and go down to the 30" class. It is often hectic enough getting two barges ready in two consecutive classes at race meetings without adding a third.

After Haughty Belle I had built a 1/24 scale river tug and lighters, plus nine loM-based yachts, now known as the Brookstone One Design, for the local retired group who never knew that a year ago they would even be interested in racing model yachts on a large lake on the southwestern side of the Isle of Wight.

So what to build next? As I have already said I wanted to stay with 1/24 scale and my passion is for working craft from the late 1800s to early 1900s. A number of my barge books mentioned the 'Kentish Boomies' or ketch-rigged coasting barges and these seemed to offer what I was looking for.

They traded further afield than the sprit-sailed barges often trading to Portugal and the Mediterranean and even as far as South America. They were often not much bigger than the Thames Barges ranging from around 80' to 120' and were still flat-bottomed and used leeboards but they were much deeper (higher topsides). Most featured a counter stern with high bulwarks, small hatches and a cutwater bow. A cutwater bow was really a carry on from the days of a figurehead but, although the bow appeared in profile to be a clipper bow it was in fact the usual bluff barge bow with a large knee under the bowsprit.

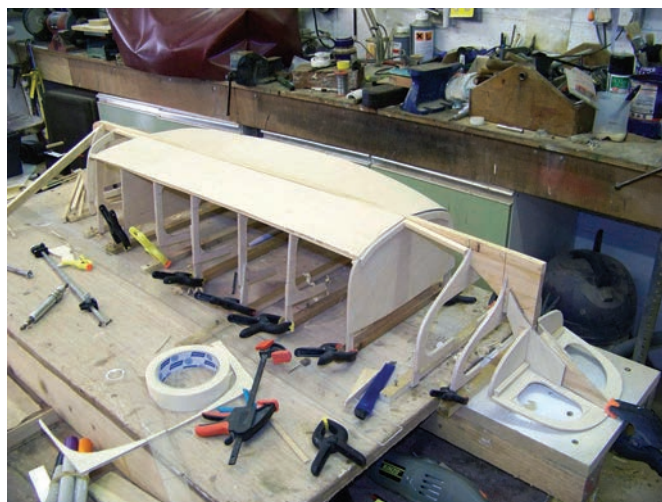
Unfortunately very little seems to be written about these ketch-rigged barges but then I came across a book called, 'The Big Barges' which gives a wealth of information, as well as history on this little-researched subject. At about the same time a chance conversation with another AMBO member revealed that he had just completed a model of 'Martinet', and very kindly offered me his plans. All I had to do now was clear the workshop and get started.

CONSTRUCTING THE MODEL'S HULL AND BULWARKS

Although the Ketch barges are roughly the same shape as the Thames barges, with their higher freeboard and counter stern, they look much bigger. In this build I reluctantly abandoned the Kentree box method that I had used in the last two barges as, with much narrower hatches, the sides of the box which also form the hatch combings, would have made the hold far too narrow to accommodate the radio and servos. With the flat bottom it was an easy task to set up the frames on the building board and start planking.

As before I used 1/16 ply in large sheets where the flat areas of sides and bottom would allow, and then planked bow and stern with planks of the same material shaped to fit with butt straps between the planks.

Previously, with the barges, I had used Devcon 5 minute epoxy, which is rather expensive and necessitates mixing up small



Frames set up ready for planking counter stern



Counter stern planked showing brass rudder tube



Same counter stern after painting

Here I used the method learnt with my previous barges and to a greater extent when building the tug Charlock with reverse angle bulwarks. I cut a former to the shape and angle required from 1" MDF and laminated two layers of 1/32" ply around the former and then trimmed to the deck profile and edge-glued it to the counter.

The bulwarks on the original would have been supported by the timber or frame tops protruding through the deck, so here on the straighter sections I glued short dummy timbers like a row of soldiers 1/16" in from the deck edge at the correct angle to the topsides and then wrapped ply laminates around them to form the rest of the bulwarks.

THE DECK, HATCHES AND SPARS

With the deck on and the hatch combings fitted I could now turn my attention to the deck planking. I admit that this was my first attempt at a real laid deck on a model. I had read about various ways and listened to advice on various timbers choices but being actually faced with the problem on your own bench is something quite different. Last Christmas a friend kindly gave me a very nice case of wine in a presentation box. The wine is, alas, long since gone but the case I had kept as it "might come in useful one day".

A very cheap timber no doubt but about the right colour, so with black art paper glued to one surface I cut it into thin planks off the edge of the board so that each plank as it came off the saw had one black edge. It sounds too simple to be true but when laid judge for yourself. I had already laid a deck of 1/16" ply and the planking was glued down on top with PVA using weights to hold it in place.

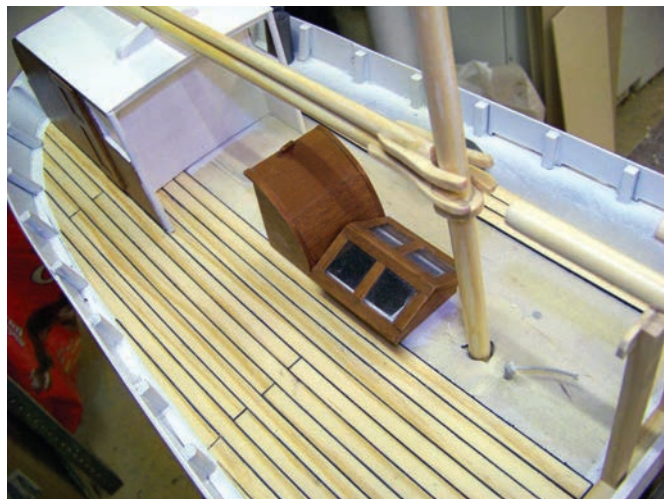
Unfortunately I had used up all the supply of metacarpi that I had used on previous models for the spars, so this time it had to be

quantities each time, but I have now found a 5 minute waterproof PVA that is much easier to use as it does not need mixing each time and it is considerably cheaper (made by Wudcare and available from Axminster Tools).

Frames were set up in the normal way on a rigid base board and with the keel fitted and everything checked as square, building could commence. With the bottom and sides on the structure was fairly rigid and planking of the counter stern and bow sections was carried out as before using tapered ply planking.

Even with the rather complex curves a reasonably fair shape was produced and after a skim of car body filler the counter looked about right (when serving as an apprentice shipwright in the 1950s one of the favourite sayings was, "If it looks right then it probably is right". A very true saying! .

As a sea-going barge the ketch barges needed much higher bulwarks and around the stern these presented a bit of a challenge as they are not only quite high but at a totally different angle to the counter stern.



Deck planking taking shape

some bits of deal from skirting board off-cuts but the same method was used to shape them: one end of the square section in the drill and then grip firmly with sandpaper and start the drill but, be careful as the sandpaper gets very hot so wear gloves. It is a pity that the colour of the deal is too light but either it will colour in time or one day I will get the urge to re-rig her.

THE KEEL

On the previous barges I have built, the keel has seemed about right at 6½ lb, but as this barge is so much bigger in volume with almost twice the freeboard, initial float tests indicated a staggering 21 lb would be needed! Fortunately, after further fitting of gear and a fairly substantial battery this was reduced to only 13.5 lb.



Wing keel weighing 13.5 lb

The mould that I have used for the others wasn't going to do, so as I was going to have to make a new mould – what the hell I thought – we'll try a wing keel! It certainly looked the part but whether it will make her sail any better who knows?

FITTINGS

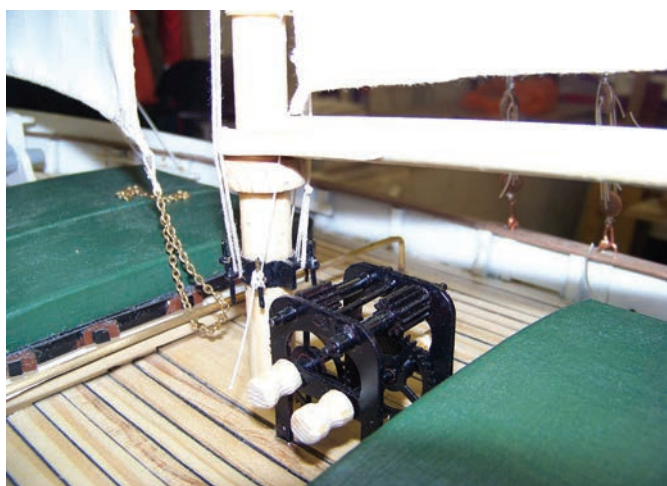
I enjoy bringing models to life and have always felt the deck fittings and crew are an important part of the build. Lee board winches and cargo handling winches were made, as before, with the frames cut and filed from alloy sheet and gears taken from old clocks. The anchor winch presented more of a problem as nowhere could I find a good picture showing the type of winch they would have had. In the end a drawing of the type fitted on the West Country equivalent seemed appropriate and got me out of trouble: made from scrap wood with the ratchet gear cut from the cap of a marker pen when painted looks the part.



Mate heading for a quiet moment



Off duty crew chat, leaving skipper on the helm



Cargo handling winch made from aluminium strip and old clock parts

The crew, Deans Marine figures, were grouped as naturally as possible, skipper at the wheel, off-watch crew chatting with the ship's dog (looking hopeful) and the mate heading for a quiet moment in the smallest compartment on the ship.

I probably over complicate the controls but I like to have everything as near to the original as possible. So, controls consist of separate servos for the mainsheet, mizzen and a T-bar servo arm on two of the outer headsails, which pulls in on one side as it lets out on the other. I have found previously with headsails that overlap you cannot make them self-tending. Plus the rudder servo was housed on the deck in the galley.

ON THE WATER

Sailing trials took place in late March (that's when we had our 2012 summer in the south) on a local lake on the south side of the Isle of Wight and I was delighted at the way she handled. In about 9 knots of wind she sailed well on all points of sailing and was sure footed in tacking probably due, in part, to her weight making her carry her way for some distance. A little ponderous perhaps but these craft were never built for speed.

As she was based on a type of craft rather than a specific barge I needed a name for the latest addition to my fleet. Something to include the grandchildren would be good but with four of them, what would fit without leaving anyone out? Then I realised that, in age order, Ted, Emmie, Archie and the latest in New Zealand, Lennie, I had the answer Teal. What more appropriate name for a barge than a water bird?

Foot Note: Now, in 2016, I still sail Teal regularly and she has become a firm favourite as my 'heavy weather' boat. My nearest water is a lake on the south western coast of the Isle of Wight, which is open to wind straight off the English Channel. I have sailed Teal when we have recorded gusts of 26 knots and still have never had water on deck. No wonder they traded so far afield! **MMI**



Foreign bound

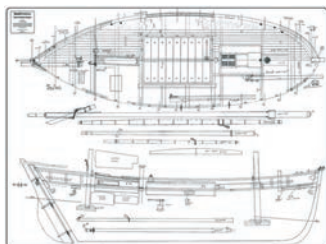


Homeward bound

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A set of eight plans and hulls from David Alderton. All plans include full details for the sails, rigging and deck fittings; Hulls are made from highly detailed GRP (Glass Reinforce Plastic). For further details visit

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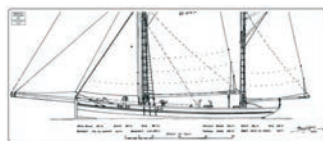


Manx Nobby

A medium to large sized hull (42"). Very attractive shape with beautiful lines. The Manx Nobby was a deep water double-ended standing lug-rigged herring drifter that first appeared around 1880. They were developed from copies of the Cornish herring drifters that visited the Isle of Man. Many were eventually converted into yachts.

Plan £19.99 + p&p

Hull £125 + p&p



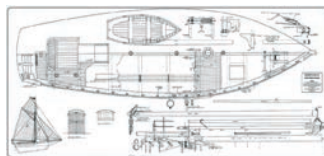
Ibex (Brixham Trawler) -

David Alderton

Ibex BM.27 was built in Brixham by J W & A Upham in 1896. She was the fastest sailing trawler in the West Country, working all year round with a crew of four men and a boy. She was sunk by a German U-Boat in 1918 after the crew had been allowed to take to their boat. She weighed 42 tons with a 39.5' rig with mainsail, that was later cut down to 38'. A sleek, streamlined fishing boat that is fast, smooth and comes about well. A truly lovely boat to sail. She is fast!

Plan £19.99 + p&p

Hull £120 + p&p



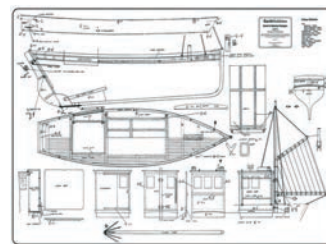
Hilda 2 (Bristol Channel Pilot Cutter) - David Alderton

Hilda No 2 was built by J. Cooper at Pill, near Bristol, in 1899.

These vessels would sail out into the stormy Western Approaches where they would compete to win piloting contracts from approaching merchant ships. A larger hull (1" to foot). Faster than the MARGEURITE. This cutter has lovely lines and a deep keel at the transom end.

Plan £19.99 + p&p

Hull £130 + p&p

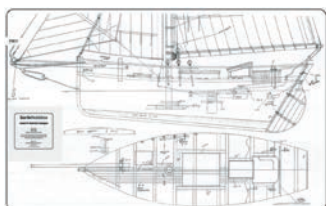


Lindy Lou (Mevagissey Fishing Boat) - David Alderton

Lindy Lou was built in Looe, Cornwall in 1947 by Curtis & Pape, where she fished the local waters. She later moved to Mevagissey and is now used for charters out of Falmouth.

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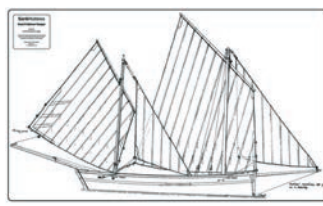


Katie (Gaff Rig Pilot Cutter) - David Alderton

A 1:12 scale model of the fast and manoeuvrable Bristol Channel Pilot Cutter, sometimes described as the best sailing boat design ever made. Katie uses the same hull as Lady Ma. This smaller version of the Pilot Cutter is easy to transport and ideal for use in shallow waters. This hull is not a copy of any particular cutter, but designed by D H Alderton to be deeper than normal, which allows her to perform well in high winds.

Plan £14.99 + p&p

Hull £110 + p&p

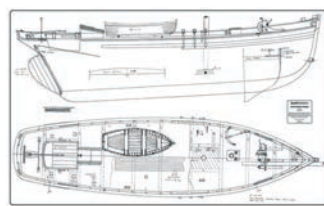


Small Katie (Mevagissey Lugger) - David Alderton

Luggers were widely used as fishing boats, with lugsails set on two or more masts. This one was used in the beautiful Cornish fishing port of Mevagissey. 1st of the DHA boats. Small and compact, ideal for Sunday afternoon sailing on small lake or pond.

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Hull £50 + p&p

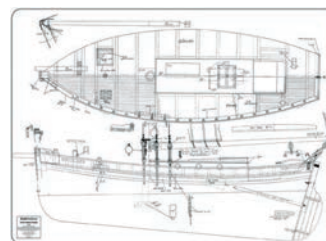


Marguerite (Bristol Channel Pilot Cutter) - David Alderton

Marguerite is one of the handful of surviving Bristol Channel Pilot Cutters. She was built in 1893 by E. Rowles in Pill, near Bristol, and is now based on the river Fal in Cornwall. A medium sized pilot cutter (3/4 to the foot). Performs well in moderate winds.

Plan £9.99 + p&p

Hull £115 + p&p



Breeze (Bristol Channel Pilot Cutter) - Dave Alderton

Breeze is sister ship to Hilda 2 and has a nippy performance under sail. Breeze was built in 1887 by J Cooper in Pill, near Bristol. Hundreds of these cutters were built, but today only a handful survive. Breeze was still afloat and fully commissioned in 1992, but then fell into disuse. In 2013 she was being professionally restored.

Plan £14.99 + p&p

Hull £125 + p&p

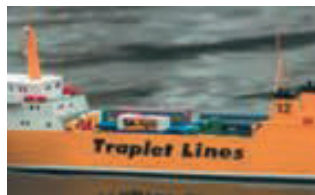
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DARBY HYDROPLANE

Designed by Barrie Griffin

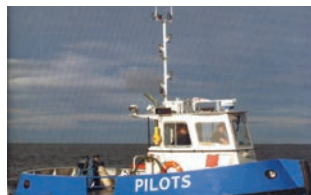
Single sheet plan for a near scale 1936 Oulton Broad 12 6 one design hydroplane. Model is 560 mm in length and 225 mm in beam for 500 size electric motor and standard R/C gear. Designed by Barrie Griffin.

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MARJORIE CAMPBELL

Designed by Ken Impey

A 1:24th scale New Zealand scow worked up from original plans and photos as a practical sailing working model. Model length over all 1125 mm hull length 875 mm beam 275 mm.

Difficulty ●●●○

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SS WHARNCLIFFE

Designed by Hal Harrison

Freelance 'steam powered' cargo coaster for card or balsa. Model is 610 mm length and 100 mm beam and for single electric motor and two-function RC.

Difficulty ●○○○

Ref: MAR2776

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ABERDEEN PILOT BOAT NO.2

Designed by Jim Pottinger

Two sheet plans at 1:20th scale. Model length 750 mm beam 260 mm round bilge planked hull.

Difficulty ●●○○

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JACOBITE QUEEN

Designed by Jim Pottinger

Scale model of a pleasure trip ferry. Drawings give a model of 1005 mm length and 225 mm beam and have hull and superstructure details but no model construction data.

Difficulty ●●●○

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BOXKITE

Designed by Graham Bantock

Two sheet plans for multiple chine plywood hulled One Metre yacht.

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BOLD PURSER

Designed by Clive Haliwell

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Beam: 150 mm; Length: 750 mm; Scale: 1:48

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NORSEMAN

Designed by Jim Pottinger

Chine hulled Scottish Salmon fishing boat at 1:20 scale of practical length to beam ratio length 675 mm and beam 280 mm. Plans for the original boat with no model construction data.

Difficulty ●●○○

Ref: MAR 3258

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HMS MANCHESTER

Designed by Bill Dickinson

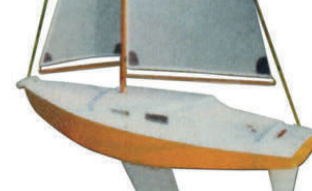
Two sheet plans at 1:96th scale for Stretched Type 42 Destroyer built 1983 at Vickers. Model length 1470 mm by 160 mm beam. No model construction data

Difficulty ●●○○

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STAR BABY

Designed by Vic Smeed

A small, modern-looking sailing yacht, designed by Vic Smeed, this is a small version of the her sister model the very popular Starlet.

Difficulty ●●○○

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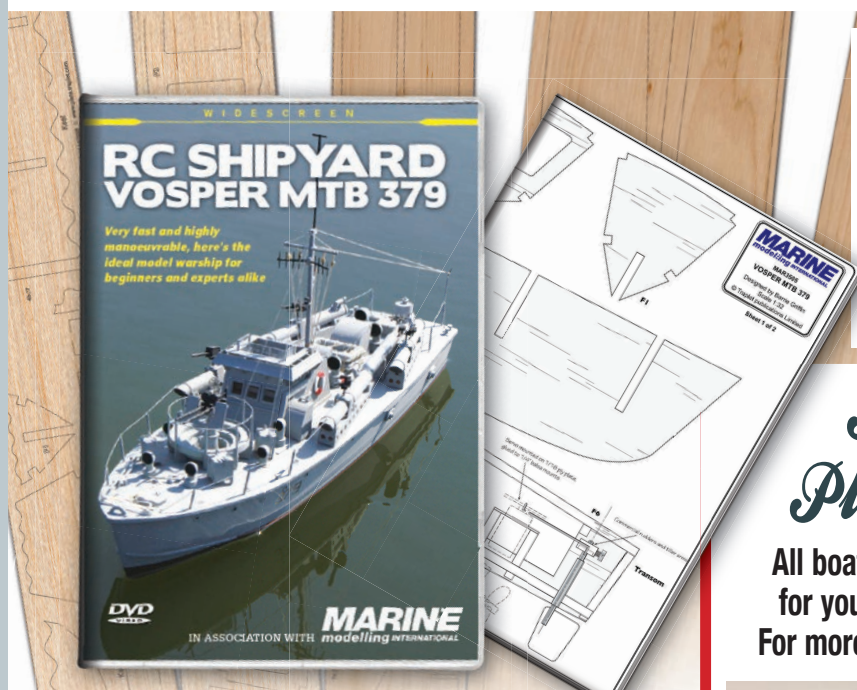
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- One rating means that the plan is an elementary design suitable for the beginner or first time plan builder.
- Two ratings mean that some previous experience with kit or plans is desirable, or if you are a novice, some advice from an experienced modeller will be required.
- Three ratings mean that the plan involves methods that require a lot of knowledge and several previous models should have been completed before tackling this one.
- Four ratings mean that the plans are for the most experienced modellers only and that advanced techniques will be required to complete the model.

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AUTHOR: CHRIS SAUNDERS

I have met Richard Bowden at a number of shows where he has had his display of 'Appledore Lifeboats Throughout The Ages' but had never realised how closely he was connected, through his family, to the service provided by these craft.

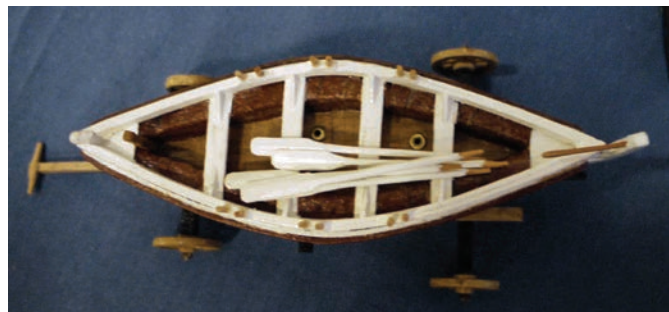
Luckily I had time at the Liskeard Model Society's Exhibition to chat to Richard and get sufficient detail to give a reasonable history of the lifeboats stationed at Appledore and his family's involvement. Richard's finely detailed models of each of the lifeboats stationed at Appledore help illustrate the history.

VOLUNTEER

The first lifeboat to be stationed at Appledore was named the Volunteer and was basically an 18 ft long, 6 ft 3" wide rowing boat powered by four oars. Although not self-righting she had additional buoyancy provided by cork covered air tanks along the sides. She also had some self-bailing outlets in the bottom of the hull. She was housed, near Kings Watch House, and the models show her very basic construction.



Volunteer, the first lifeboat at Appledore



The carriage built to transport Volunteer

For some reason this first lifeboat of the series of 12, ordered by the institute, was originally intended for Douglas, Isle of Man, but ended up at Appledore; number 4 in the series, originally for Appledore was sent to Douglas.

Volunteer was in service at Appledore from 28th February 1825 for some 31 years. During this period Richard Bowden's Great, Great Grandfather became a member of the crew and took part in some of the heroic rescues. Among the recorded rescues are the Daniel, Betsey, Lovely Peggy, Erato, Henrietta, Albert Edward, Prince of Wales, Ganges, and the John & Mary.

The latter was such a tragedy that, at a meeting in Northam, the North Devon Humane Society (NDHS) was formed. This new group immediately set about building a new boathouse with sufficient room for two lifeboats at Watertown. They also provided a four wheel carriage for the Volunteer to aid it launching from a number of places along the coast and estuary. They also applied to the institute for a second lifeboat which was delivered 27th December 1831.

ASSISTANCE

Still basically a rowing boat, the Assistance was pulled by six oars, was 26 ft long, was fitted with air tanks and cork ballast, but was no heavier than the much smaller Volunteer. Again Richard's Great, Great Grandfather helped crew the boat which was always known as the No 2 craft.



Assistance, Appledore's second lifeboat



The crew had to work hard to row the lifeboat

Working with the Volunteer this boat took part in many important sea rescues including the Delabole, Mary Anne, Elizabeth, and the Ness.

The Albion went aground on the North Tail, near the bar on the same day as the Ness rescue. Unfortunately she broke up before the lifeboat could reach her and six crew were lost (only one man survived). This caused much debate in the NDHS and it was decided to build a new station for the Assistance at Braunton Burrows.

To fill the gap in the Appledore service a new larger lifeboat was purchased, a 30 ft Thomson design pulled by 10 oars.

PETREL

Delivered in October 1847 the new lifeboat was named Petrel. She failed on her first mission to rescue the Bideford as she filled with water and became too heavy to make headway against the



Petrel

breakers at the bar. After some adjustments, taking almost two years, the Petrel was again sent out to rescue the Dasher but was swamped again. Luckily the Assistance was on hand to rescue the crew while the Petrel returned to base.

Despite extensive redesign by Thompson's, which included increasing the length

by 2 ft and having 12 oars, the Petrel never performed well and was removed from service in 1852. I get the impression that Richard's Great, Great Grandfather was glad to see the back of this boat.

HOPE

The next time we meet up with Richard's family was when Hope became the main lifeboat in 1861. Great Grandfather served on this lifeboat and rose to the rank of 2nd Cox. A number of changes had taken place in the intervening period, the most important of which was the formation of the Royal National Lifeboat Institution (RNLI) in 1854. This institution took over the whole management of the Appledore lifeboats and the Humane Society was disbanded.

Hope was 34 ft long, self-righting and pulled by 6 oars (single bank) or 12 oars (double banked). Weighing just 1 ton 15 cwt she was extremely manoeuvrable and became one of the most successful and popular during her 28 years of service.



The horse drawn carriage for the Hope lifeboat

Craft assisted by Hope include Altivon, Harmony, Pace and Leopard, Express, Anne Brooks, Mary Ann, Spec, Lydney Trader, Waterloo, Heroine, and Ranee.

At the end of her service Hope was relegated to stand-by boat and was condemned as unfit for service in 1890.

JANE HANNAH MACDONALD

This lifeboat was eventually installed in the new lifeboat house at Appledore in 1889. She was a 34 ft 10 oar, self-righter, and fitted with water ballast tanks. She had very fine sailing qualities and so saved time getting to ships in trouble. Richard's Great Grandfather



Jane Hannah MacDonald

continued his RNLI service aboard this boat. Among her rescue missions were the following: Penthesilea, J.M.J., Shamrock, Camille, Sylph, Advance, Elizabeth, Amy (5th July 1905).

The rescue of the Amy was to be Jane Hannah MacDonald's last mission as she failed her survey in September 1907 and was broken up. There followed two other lifeboats of the same name. Jane Hannah MacDonald (second) was of a similar design and was only called out three times making no effective rescues.

Jane Hannah MacDonald (third) was a 35 ft self-righter and was involved in the rescues of Katie, Comet, Heather Belle, St Austel, Surprise, Volant, Banaran, Emma Louise, Mayals, Amazon, Annie, and Nellie Mary (20th April 1922). This latter rescue was the last one undertaken by Jane Hannah MacDonald (third).

THE FIRST MOTOR LIFEBOAT V.C.S.

Named V.C.S. after her sponsors, Ellen and James Vagg, Celia and Sarah Sleeman, this first motor lifeboat in the Bristol Cannel was a 40 ft self-righter, with a 45 hp petrol motor and was also equipped with sails. She began service at the Appledore lifeboat station on 2nd May 1922. We are now in the era of Richard's Grandfather as crew. Although for the next nine years the V.C.S. did not save any lives she showed the versatility of the motor lifeboat in getting to incidents quickly. After 1931 she took part in the rescues of Bessie Gould, a fishing boat from Appledore, Beryl, Ethne, Nellie, Carricklee, Lee Bay, Clarissa, and Ceres (23rd February 1936). In her last season of service, 1937, V.C.S. was called out four times for the vessels Kenilworth Castle, Invincible, Helen & Mary and lastly Wendy (14th August).



The first motor Lifeboat V.C.S

VIOLET ARMSTRONG

A 46 ft Watson Cabin type lifeboat, specially strengthened for working on the bar, replaced the V.C.S. in August 1938 and was called the Violet Armstrong. She was too big to fit in the boathouse and so was moored in Appledore Pool and this is where all of the all-weather lifeboats have been moored ever since.

With the start of the Second World War this boat proved to be invaluable in searching for the crews from downed aircraft. There were over 18 recorded rescue missions from the Busy Bee (23rd August 1941) to the Lundy Gannet (13th April 1960).

An interesting addition to this saving of life is that Richard Bowden,



Violet Armstrong



The engraved back of the watch presented to Richard by the RNLI

at the age of 13, was awarded an engraved wristwatch by the RNLI for saving a girl swimmer. His Uncle Jack was second coxswain of the Violet Armstrong with his father and Uncle Bill acting as crew.

LOUISE ANNE HAWKER

In May 1962 a new 47 ft Watson class lifeboat with two 60 hp engines and a speed of 8.85 knots arrived at Appledore. Named Louise Anne Hawker by Lady Helen Roborough on 27th June she had a range of 275 miles and cost £4000.

One of her outstanding missions took place between New Year's Day 1966 and the 3rd January. A woman on Lundy was having a miscarriage and a doctor was urgently required. Unfortunately the weather was so bad that helicopter rescue was impossible. Thus the Appledore lifeboat set out with two doctors in near hurricane conditions and after much danger managed to land them on Lundy. The return trip took two days as the entrance to Appledore was deemed too dangerous to cross until the storm abated.

Over 20 rescue missions were undertaken between the Nimrod (16th December 1962) and the PKH (5th December 1972).

The Bowden family were now very much involved with the lifeboat with Uncle Jack still acting as second coxswain. The family members acting as crew were Uncle Jack's son, Richard's father and Richard himself from 1965 onwards.



Louise Anne Hawker before refit in 1973/4



Louise Anne Hawker from 1974

In 1973 it was decided that the Louise Anne Hawker needed a refit to bring her up to date with modern lifeboats. Thus she was replaced by an Atlantic 21 semi-rigid lifeboat to the Appledore station. This craft was so successful saving lives in the estuary that the RNLI decided to keep one at Appledore even after the Louise Anne Hawker returned to service in 1974, making this station a two lifeboat service.

The updated Louise Anne Hawker began her service by taking part in the incident with the MFV Concord (1st September 1974) and continued saving lives right up to 1983 when she had another refit. She returned to service in 1984 and had a record year with 12 services (11 effective with two lives saved) making a combined service of 68 when joined with the inshore lifeboat.

She then continued to undertake an enormous number of missions (too numerous to list in this article) until 1988 when she was sold out of service to someone in Milford Haven.

GEORGE GIBSON

On the 25th May 1988 the Tyne class George Gibson 47-027 arrived at Appledore and was immediately undertaking rescue missions. This very effective lifeboat undertook too many services to list here. With the closure of the lifeboat station at Clovelly in 1988 the Appledore craft had an even longer length of coastline to monitor. She continued in service until 2010. Mike Bowden, Richard's cousin was coxswain of this lifeboat.



George Gibson

MOLLY HUNT

The Tamar class lifeboat Molly Hunt arrived in Appledore in 2010 and is still in service today. The Bowden family is still represented by Steve Bignell acting as crew. **MMI**



Molly Hunt



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GEORGE KIRKHAM HAS BEEN A MEMBER OF THE SWINDON MODEL BOAT & ENGINEERING CLUB FOR 70 YEARS!

AUTHOR: BRIAN YOUNG



Secretary Colin Maxfield (left) presenting George with his plaque

It all started at the age of 10 in September 1939 when, with his father, he saw model boats being sailed on the club's local water, further involvement had to be put on hold due to the outbreak of the Second World War with the Swindon club going into limbo until 1945.

During the war years, as model boats were on hold, he started honing his skills with rubber powered models such as the Achilles and the Ajax. At the age of 14 he went to work for the Great Western Railway at Swindon (Gods Wonderful Railway) as an office boy and at the age of 16 he started an apprenticeship as a Fitter/Turner with GWR. He joined the Swindon Club mid 1945 shortly after the club had restarted.

From talking to other members he was guided in building his first V Twin Steam engine. His first boat was one he was given; it was a straight runner with a petrol engine which he used until the V Twin was completed in 1949 after getting a Myford SL7 Lathe (which he is still using today). He bought a steam powered boat which he sailed in various regattas including the Grand Regatta at Victoria Park London; these being all of the straight running type mostly petrol driven but with sufficient steam to make George's journey worthwhile.

He has built about 10 boats to date, not a lot you say for 70 years, but they are all scratch built so it has taken a few years to build each one. During this time George did his National Service, 1950 to 1952, in the Royal Navy on Frigate HMS Portchester Castle. He met his wife Joan in 1952 and was attracted at first sight, they got engaged in February 1954 and married 22nd December 1956 and they had two children a boy and a girl. In June 1971 they moved into their present house.

The boats that he has at this time are; an electric powered Frigate HMS Portchester Castle (electric as it is not large enough to house a steam plant), an Open boat 'JON' and a Drifter Fishing Boat

'JOAN'. His latest project is the 'JOHN H AMOS', a side paddler tug the original being on a Pontoon adjacent to Chatham Historic Dockyard on the Medway awaiting restoration.

The steam plants are all his own build including the diagonal paddle engine for the side paddler tug. The paddle engine took about three years to machine and assemble. The vessel is about half done, it is nearly two years into the build, with the largest part still to be built to complete the construction.

It is expected to be ready to sail towards the end of the 2017 season although George will display the boat at events before then. There are several other engines in his stable which are displayed at events that the club attends both local and further afield.

As for his club membership, he was made Life President in 1994 and also took on the task of chairman on a temporary basis during 1996 and surprisingly he is still filling that role. In 2009 he was awarded a 60 Year Certificate by the Model Power Boat Association. At the Swindon Club's Skittles and Presentation Evening in December 2015 George was presented with a plaque from the club celebrating his 70 Years of Membership, and Joan was presented with a bouquet of flowers for her support to his modelling activities during all these years. **MMI**



George's plaque and bouquet of flowers presented to his wife Joan



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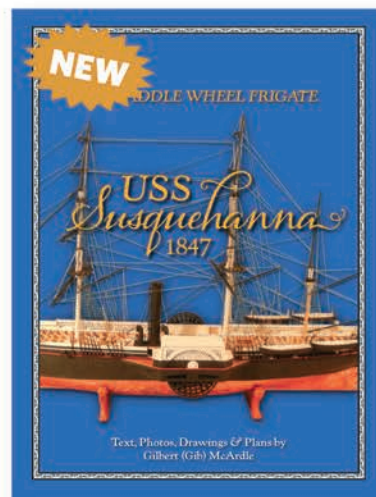
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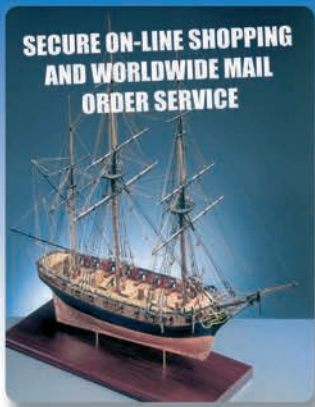
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