

FREE PLAN of the Ex-Swedish Coastguard vessel M.V. Theron **WORTH £11**

MARINE

APRIL 2016

modelling INTERNATIONAL

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German Luftwaffe
Rescue Launch FL. E 119

Review

H-King Marine Hydrotek Racing Tunnel Hull



Free Plan
M.V. Theron



TRAPLET Issue 349 £4.50



9 771746 859078

Just Arrived!



Length - 699mm

Cajun Commander Air Boat

Supplied with: Waterproof 50A ESC
- 1800KV Outrunner Brushless Motor
- 12 Piece LED Spotlight System
- Tactic 3 CH 2.4GHz Radio
Requires: Li-Po Battery & Charger

Our Price **£215.00**



Tamco 2 Channel 2.4GHz Combo
Special Price!
(Includes Transmitter & Receiver)
Digital Trims!
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Waterproof
Electronic Speed Controller.
6-12 volts fitted
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and switch
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Complete with 2 Channel

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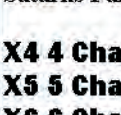
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Ideal step up from a 6 channel system.

30 Model memory, Digital trims.

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Mini/Midi 1250MG

Metal Geared Servo

Torque 6V : 3.5KG Speed 6V 0.12

Length 31mm x Width 16mm x Height 25mm

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2000MAH **ONLY £8.99**

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Variable charge rate, 0.5-5amps. Mains

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Peak Detection Fast Charger

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- NiMH & NiCD

Fitted with Tamiya connector

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RTR with 2.4GHz Radio,

Battery pack & Charger

Length 420mm

High Quality Models

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Howes Micro Servo

Torque - 1.7KG

Speed - 0.11 sec

(L) 22mm x (W) 11mm

x (H) 26mm

Only £3.50



Howes Mini Servo

Torque - 2.7KG

Speed - 0.14 sec

(L) 29mm x (W) 12mm

x (H) 30mm

Only £4.00



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at Great Prices

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11.1v 1000mah - **£13.99**

11.1v 1600mah - **£18.99**

11.1v 2200mah - **£14.99**

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AAS-700STD WATERPROOF STD - **£6.75**

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High Powered Waterproof Servo **£6.99**

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WITH FULL ROTATION DRUM

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WITH 20KG TRQ **£32.99**



Metal Geared 17KG

Hi-Torque Servo

Standard Size

Fits All Brands



Super Price!

BINARY

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

Our Price £61.99

AAS-700STD Waterproof Standard Size Ball Bearing Servo

Only £6.75!
Torque: 3.6KG/CM @ 4.8v
4.7KG/CM @ 6v
Speed: 0.14 sec / 60° @ 4.8v
0.12 sec / 60° @ 6v
Dimensions: 41 x 20 x 36mm

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Superb Racing Yacht which is
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Includes 2.4GHz Radio
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Ready to Run RC Speed Boat with 2.4GHz Radio, Self
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NEW!



Atlantic II Tug Boat

Length 768mm x Beam 267mm x Height 495mm
Supplied with: 550 Size Motor, 30A ESC
- Tactic 4 CH 2.4GHz Radio
Requires: Li-Po Battery & Charger

Our Price £229.99

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RC hobby world
Joysway

Force2 60

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



Flower Class Corvette 'Platinum Edition' Kit

1/72 Scale - Length 850mm
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Our Price £89.99!

Top Seller!



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

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IDEAL Beginners Yacht!



Length 800MM
Mast Height 1100MM

RRP £165.00
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Brushless Motor!



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North Light, Steam Clyde Puffer 660mm 1:32	£276.68
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Response, Steam Pilot Boat 1:36 460mm	£91.66
Royal Marine, Minesweeper 1:100 619mm	£112.25

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SD 14 general cargo ship 1:70 213mm	£295.00
Prince of Wales Battleship 1:200 scale	£51.95
Tripitz 1:200 scale Full hull 1280mm	£49.99
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HMS Mercury 6th rate frigate 1779 1:96 scale	£44.95
Bromington, minesweeper 1:100 465mm	£40.80
Graf Spee, Full hull model at 1:200 scale	£30.60

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Pilot 40, Pilot boat 698mm	£53.45
Bluebird Of Chelsea, 1:24 scale 654mm	£45.95
Forefall Paddle Tug, 1:48 1003mm	£51.49
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Burulu & Bajima Tug 1:50 scale 768mm	£47.45
Time Life Boat 1:19 scale 740mm	£48.49
Smil Nederland Hull 558mm	£42.45
St Louis Belle Mississippi Steamer 838mm	£74.45
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Cervia, Thames Tug 1:48 scale 711mm	£71.50
Brave Borderer 1:32 scale 914mm	£85.50

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Heller Le Soleil Royal 1:100 scale	£149.95
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HMS Repulse etched sheet set 1:350 scale	£33.60
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HMS Repulse railings set 1:350 scale	£33.60
Prinz Eugen etched railings set 1:350 scale	£33.60
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Wooden deck for Graf Spee 1:350 scale	£33.60
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Wooden deck for Prinz Eugen 1:350 scale	£33.60
Wooden deck for Tripitz 1:350 scale	£33.60
Wooden deck for Admiral Hipper 1:350 scale	£33.60
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DX Wooden deck & Railing for Bismarck 1:350	£33.99
DX Wooden deck for Bismarck 1:350 scale	£33.99
Wooden deck for Tripitz 1:350 scale	£33.99
Wooden deck for KGS 1:350 scale	£33.99
Wooden deck for Price of Wales 1:350 scale	£33.99
DX Wooden deck & Railing for Warspite 1:350	£33.99
DX Wooden deck & Railing for Bismarck 1:350	£33.99
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DX Wooden deck & Etch set for Nelson 1:200	£199.99
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GLS Flower Class Type 'C' Bridge Set 1:72	£39.49
GLS Flower Class Corvette Depth Charge Set	£39.49

This is just a selection from Gold Medal, MK1 Design, Master, Great Little Ships and Edward.

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Lady of Avenel, Wood, 850mm	£33.30
74-Gun Two-Decker (Circa 1813 1422mm)	£77.71
Lady Daphne Thames Sailing Barge 612mm	£29.54
12-Gun Brig-of-War, Lanes, 1187mm	£55.51
Cunard Liner Servia, 1:192 scale 850mm	£33.30
40-Gun Frigate (Circa 1790 831mm)	£68.61
Valeria, Brinkham Trawler 1069mm	£49.23
Diesel Ring Net Fishing Boat 615mm	£29.54
Three Brothers, Rye Fishing Smack, 797mm	£29.54
Muirnag, Scottish Tug 1612mm	£69.61
Clyde Puffer Sealight, 588mm	£19.68
Leon, Wood Brigantine 514mm	£59.07
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This is just a selection of the range available.

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Vosper MTB 1:32	£12.50
Enterprise 1:12 Northumbrian Coble	£12.50
Time Lifeboat 740mm 1:18 scale	£12.50
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Liverpool Lifeboat 1:12	£12.50
St Louis Belle Mississippi stern-wheeler 33"	£12.50
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Princess High speed luxury motor yacht 1:24th	£17.50
Constance Bowwater paper freighter, 1030mm	£17.50
Boston Ferry 1900 East Coast Trawler 1125mm	£17.50
Waverley paddle steamer 1365mm	£17.50
Boston Ferry 1900's Trawler 1:48	£17.50
Osprey Scottish fishing boat 500mm	£33.50
Eislands 1:30 seine netting trawler	£17.50

Static Display Kit Plans

Greek Bireme 440mm construction plans, 560mm	£7.12
Vikingship, construction plans, 1:50 440mm	£7.12
Santa Maria planstet 1:65 scale 540mm	£8.16
Pinta planstet 1:65 scale 450mm	£8.16
Nina planstet 1:65 scale 450mm	£8.16
Mayflower, construction plans, Scale 1:60	£11.29
Sovereign of the Seas, plans, 1:78 1100mm	£16.18
HMS Prince, construction plans 750mm	£20.04
San Felipe, construction plans, Length 950mm	£13.43
Chinese Junk, construction plans, 1:100 400mm	£7.02
French Xebec construction plans 1:60 720mm	£10.99
HMS Victory, construction plans 1:100 950mm	£18.62
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Endeavour J Class Plans set 1:35 1130mm	£22.38
Titanic Plans set 1:250 1070mm	£48.83
Lady Nelson Cutter Planstet 1:64 530mm	£8.85
Granado Planstet 1:64 800mm	£16.79
HMS Fly Planstet set 1:72 1171	£21.37
HMS Vanguard Planstet set 1:72 1171	£21.37
HMS Pegasus planstet set 1:64 800mm	£21.37
Mercury planstet set 1:64 860mm	£21.37
Cutty Sark, construction plans, Scale 1/78	£53.10

This is just a selection of over 1000 plans available

R/C Equipment

Tamco 2 Channel 2.4GHz radio	£34.95
Hitec Optic 6 (2.4 GHz) combo	£119.99
Hitec Optic 5 channel (2.4 GHz) combo	£52.50
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15HVR 15amp speed controller	£37.69
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Viper Marine 15 Play speed controller	£22.99
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Waterproof mixing module	£15.70

Full range of R/C installation equipment available

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Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Ship Dive Alarm	£37.62
Air Horn	£37.62
Large Ship Horn	£37.62

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German Luftwaffe Rescue Launch FL. E 119. During WW2 there was a need by the German Air Force to set up a rescue organisation for downed airmen who bailed out from stricken aircraft. One of the organisations was known as the Luftwaffe Life Boat Service similar to the UK's RNLI, and as mentioned in the Geneva Convention these services had no differences in nationality. There were many larger rescue craft used for this service but there was a need for a rescue craft which could operate in shallow waters and this craft was perfect for this use. The builder of this 1/16 scale model, Chris Koenig, shows pictorially how the model was built and gives a good history of this craft.

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MESSAGE FROM THE ENGINE ROOM

EDITORIAL CONTACT



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

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

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

HELLO READERS

At last the weather has cooled to nearer the average for this time of year and the weed on the boating lake has significantly reduced. As a result club sailing has improved and many more members have arrived with boats to put on the water. Among our participants are a group committed to fast electric boats. These storm across the lake and usually attract an audience from the public. However, I have noticed that public interest peaks when one of these craft turns turtle and needs rescuing. After trying to push the boat ashore using the scale models also on the lake, we usually have to resort to launching the club's rescue rowing boat.

For safety and insurance reasons the people who use the club's rowing boat must be equipped with a life jacket or buoyancy aid. This has given the club quite a headache as we have no clubhouse or room where we can store these aids when not in use. Short of issuing every member with their own jacket and expecting them to bring it with them every time they sail, in case they need rescuing, a storage method on site is needed.

One solution, which seems effective at the moment, is to acquire an old ammunition chest, which has the fittings to padlock the lid. These are usually made from galvanised steel, are heavy and last a long time even in the open air. This chest is then sited under the rowing boat and firmly padlocked to the boat's security chain. It does make launching the safety boat a bit more complex but there are now safety jackets available at all times.

This month's Free Plan is of an ex-Swedish Coastguard Vessel KBV 281. Although the plan does not give full constructional details there are some useful ideas in the text. Staying with rescue craft



The club's safety boat securely located in the rowing boat shed

the article on the German Luftwaffe Rescue Launch FL. E 119 gives an outline of the history of these boats and some details on the construction of a 1:16 scale model.

A rather different construction article is the Kairyu midget submarine from Kora models. The article gives the history of these dangerous submarines, explains how they fit in with other submarines of the Japanese Navy, and describes the build of the 1:72 resin model.

For the sailing enthusiast we have an article on building and sailing a 1:16 scale Gaff

Rig Cutter based upon a hull from Kingston Mouldings. This craft has the great advantage that it is a realistic size to transport and carry to the lake. Another article gives the history of the Archibald Russell, a sailing ship known as a Clyde Four Poster. Of more general interest MMI visits the Fleet Air Arm Museum at Yeovilton and there are plenty of pictures of the excellent models displayed there.

Another visit was to HMS M33 at the National Museum of the Royal Navy at Portsmouth. Here again the pictures are a very useful resource for anyone wishing to model a monitor from the Gallipoli campaign. We also pay a second visit to Malta's Grand Harbour with pictures of the merchant ships moored there.

Among the regular articles we have Waterlines dealing with the Cape Run – The Motor Ships of Union Castle, Vintage Chatter reminding us of Britain's Magnificent Merco, Plastic Kit Scene giving details of the most recent model releases and information on some interesting tools and paints from the Airbrush Company.

Wishing you happy sailing,

Chris Saunders
MMI

MARINE
modelling INTERNATIONAL

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T R A P L E T
P U B L I C A T I O N S

MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

HOVE LAGOON MODEL YACHT CLUB

After 44 years a member and for the last 20 years plus as Commodore of the club, Ray Baxter has decided to retire from office, but will remain a member and just enjoy sailing his Fiesta with the rest of the members. Ray has been one of the mainstays of the club and has always been there, even though his health has not been brilliant for the last year or two. We wish him well in his retirement and the club look forward to his company for many years to come.

The club, Hove Lagoon MYC meets on Sundays from 9.30 am until 2.00 pm and race two classes, IOM and Fiesta plus they have one or two Dragons that mix in with the Fiestas, new members are always welcome and they are planning some more 'Come and have a Go' days for any interested members of the public to try radio sailing for themselves, please look at their website www.hovelagoonmyc.wikispaces.com or contact our secretary Les Baker for further details on 01273 264592.

THE EAST MIDLANDS MODEL LIFEBOAT DAY 2016

Due to the success of our 2015 event, King Lear Model Boat Club will be hosting this event on Sunday 19th June 2016. All Lifeboaters are most welcome for this informal and fun event. We have a jetty and slipway for ease of access to our lake so please bring your boats along for a sail.

There is ample parking and picnic facilities at Watermead Country Park, Leicestershire LE7 1PD. There is a £2.50 entrance fee payable to an unmanned machine, so having the correct change is required. There are no catering facilities on site so bringing your own lunch is recommended. Further information can be obtained

from Marie Burdett, tel: 0116 2613959 or by Email: atkinglearmbc@ntlworld.com For up to date information please visit our website at www.kinglearmodelboatclub.co.uk

THE FIREBOAT FUNDAY/VINTAGE MODEL BOAT DAY 2016

King Lear Model Boat Club will be hosting this event on Sunday 11th September 2016. All Vintage Model Boaters (the boats not you) are most welcome for this informal and fun event. We have a jetty and slipway for ease of access to our lake (with good access for less able bodied boaters) so please bring your boats along for a sail. There is ample parking and picnic facilities at Watermead Country Park, Leicestershire, LE7 1PD. There is a £2.50 entrance fee payable to an unmanned machine, so having the correct change is required. We hope to have a BBQ and provide hot drinks on the day. Further information can be obtained from Graham Taylor, Tel: 0116 2613959 or by email at kinglearmbc@ntlworld.com. For up to date information please visit our website at www.kinglearmodelboatclub.co.uk

PS MEDWAY QUEEN

This paddle steamer is being fitted out at her berth on Gillingham Pier on the River Medway by a team of dedicated volunteers. Visitors are welcome to see progress on her build. The opening hours will be 10 am to 4 pm (last admission strictly 3 pm) on Saturdays and Sundays. Any planned variation from this will be posted on the society website www.medwayqueen.co.uk. All admissions are via the Visitor Centre and please note that access may be affected at short notice by restoration work and other factors.

The Ship and Visitor Centre also provide facilities for private functions on board; birthday and anniversary parties, etc. from Easter onwards. Facilities for school parties are being developed with an education pack and an information trail for the children. To book an event or visit telephone the society on 01634 575717 or Email info@medwayqueen.co.uk. Demand is expected to be high so don't delay, bookings can be made far in advance. **MMI**

PS Medway Queen at her home berth on Gillingham Pier



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 post code 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.

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 16

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 £2.00. Please contact Mr Allan Storrar on 07846 309269 for more details if required

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: kmbc2015pr@gmail.com Tel: 0113 2675790 or for more information view our website

APRIL 23/24

Spalding Model Engineering & Hobbies Show

Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET. Sat 9.30 am – 5.30 pm, Sun 9.30 am – 4.30 pm. Admission: £6.00 (Adults), £5.00 (Concessions), £2.00 (Under 16), Free (Under 5). Favourable rates for groups, for more information Email: spaldingshow@gmail.com Website: www.spaldingshow.com

APRIL 30

Extreme Footy Series ACT 3

Two Islands RYC, Furzton Water, Lynmouth Crescent, Milton Keynes MK4 1JP. 9 am until 4 pm. XFS ACT 3 is part of an eight race series which visits clubs around the Midlands Region, they may be small, however you will never know how much fun they are to sail unless you come along and see them in action. Email: peter.shepherd62@gmail.com Website: www.sailfootyuk.com

MAY 2016 MMI DIARY DATES

MAY 1

Mini Ship (1/1200-1250 scale) Show

Wellow Village Hall (Hampshire SO51 6BR) 10.30 am – 2.30 pm. Call Waterline Ship Enthusiasts (Dave) on 02392 352383 or Email: dreadnought9@hotmail.co.uk

MAY 7

Six Metre Open @ Two Islands RYC

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/

MAY 14

MYA National Footy & Junior Footy Championships

Watermead Model Boat Club, Watermead Lake, Aylesbury HP19 0FU. 9 am until 4 pm. MYA National Footy Event, the premier event of the 2016 Footy Calendar. Email: peter.shepherd62@gmail.com Website: www.ilfootyuk.com

MAY 14

Mobile Marine Models

Manufacturer's Bonanza, Manufacturer's Market Day. The Boat Shed, Highcliffe Park, Ingham Cliff, Lincoln LN1 2YQ. Start 10.30 am. Factory-On-View, many Trade Stands and Club Exhibitions. Burger Van. Free entry, free parking. For more information call 01522 730731/689209 or visit www.mobilemarinemodels.com

MAY 15

Chantry Model Boat Club

AMBO Thames Barge Championship. 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

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VINTAGE CHATTER (PART 32)

AUTHOR: DAVID WIGGINS

BRITAIN'S MAGNIFICENT MERCO!

Hi guys. Somehow or other I never got to own a Merco 'back then' but, my word, they were 'the' British large internal combustion two-stroke of their day without a shadow of a doubt.

Once the 'full house' radio controlled, aerobatic model aircraft became bigger and more capable about 1960/61/62 as the first few proportional radios began to replace reeds the 5 cc (.29 cu in), glow plug motor that had provided the 'urge' for such 'planes began to struggle. It became obvious that more power would be needed as such aircraft got bigger and heavier.

Yes guys, I KNOW that this is a boaters publication (and I'll be showing you a marine engine next month), but fashion at the pond tracked that at the field, in those days, and what the largely better off flyer used boaters soon wanted too. So we began to request more power and thus Merco's found a ready acceptance at pond sides across Britain.

THE MINIATURE ENGINE RESEARCH COMPANY INTRODUCED

Before I started on this feature in March of last year I took a brief look at a 1957 model magazine and was sharply reminded that the British model world of the late 50s was – a few large marine engines aside – almost entirely a diesel powered one. There was but one Ad' for a glow motor in that mag' and that was for the famous ETA-29 used in control line aircraft, tethered cars and hydroplanes, and in R/C aircraft too given an early home-brew carburettor.

Whether intended for a control-liner, a race car or a hydro', almost all large glow plug motors were expensive imports – highly rated racing two-strokes like the Dooling and McCoy – and, even today, a Dooling will still command big money. Ken' Bedford's 5 cc ETA provided a bit of British competition but beyond that there was very little that was competitive and British beyond dated designs like the 10 cc petrol Nordec or a 5 cc Frog adapted to glow.

So clearly, there was an opportunity for a well-financed newcomer to compete as the fifties gave way to the better off sixties.



'British and Best' – Merco .49



My own MERCO .49 (8cc) two-stroke



Detail shot of the carburettor

From the outset in 1960, Merco (aka Miniature Engine Research Company and initially a partnership between Bill Morley and Ron' Checksfield to produce a competitive control line stunt engine) had a great product. It quickly became obvious to these two men that they could not meet the demand working from home. So they involved D.J. Allen Engineering of Edmonton, London, who already possessed an up and running factory making the 'Allen-Mercury' diesel engine line with support from the well-known retailer Henry J Nicholls of 308 Holloway Road, London (Mercury Models was a trade name of Nicholls business hence the 'Mercury' in Allen-Mercury).

Once enlarged and properly financed Merco enjoyed a ready acceptance with their initial pair of 29 (5 cc) and 35 (6 cc) glow engines designed by Ron' Checksfield and manufactured by Dennis Allen and offered, at first, without R/C throttles. Bit by bit these two engines began to replace expensive US imports, especially for the cost conscious club modeller, and like the ETA before them, if modified with a copper cooling coil and homemade flywheel, in fast power boats too.

Enter the big new Merco-49...



A view into the exhaust with piston rising

Merco soon realised that the R/C arena offered the best sales and promptly designed an effective R/C carburettor for the engines boosting sales immediately.

Facing further demands for increased power and rather than just bore-out their '29/35' Merco decided to start again and the outstanding result, introduced in 1961, was Checksfield's magnificent new 8 cc Merco-49 featured this month.

The engine shown is an example with a single 'idle-bar' plug, a single ring, baffled piston and a plain aluminium crankcase and head. Over the years there were several versions of this engine including those with twin plugs, twin rings, dykes rings, different carburettors and black fins and I think that mine is late but am unsure.

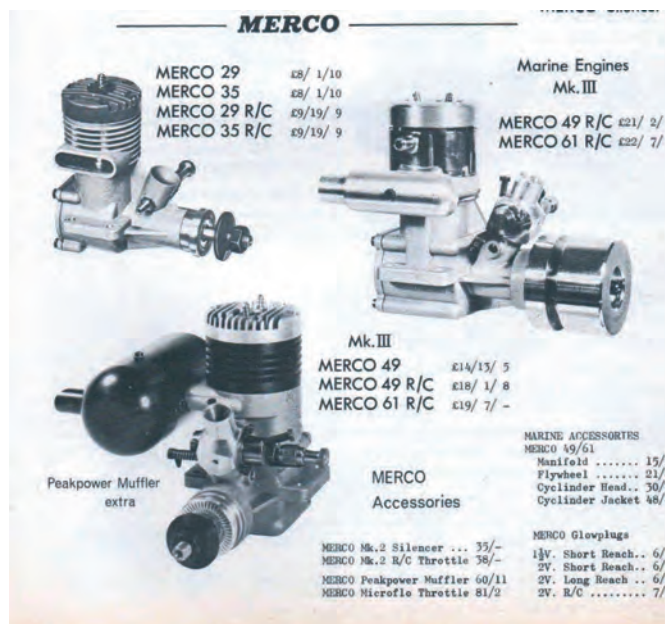
I'm also unsure about the box to be honest. The papers are dated 1978 and the (Forest Engineering), box belongs to that era too but I'm less sure the engine and box started out together. Astonishingly, Mercos are not numbered so it's a guessing game really.

British radio flyers gave this big new Merco an immediate welcome. Boaters were happy too as the company offered a nicely engineered water-cooled version so there was no need for home marine conversion. At about this time also, Merco took the opportunity to offer marine conversions of the 29/35 as well so pretty much everyone was happy!

THE NOISE PROBLEM

But, readers, all was not well out there in model land. Silencers (mufflers in the USA), were making a reluctant appearance at about this time as more and more residents began to complain about excessive noise at flying fields and ponds as big, powerful, high revving and noisy glow plug engines like the Merco began to replace baby diesels.

I can speak from experience here as I was a club officer at the time and we came close to losing our pond owing to noisy multi race and hydro' use. We 'saw the light' and backed a local authority



A sample page taken from a KeilKraft 'handbook'

silencer regulation saving the day but others were less sensible and some venues were lost.

Merco's first silencer was the streamlined creation shown but this was rather better looking than it was effective. As you see, it's a simple two part casting in light alloy and there is just one small baffle. As I say the Americans would have called this a muffler rather than a silencer and boy, were they right! It wasn't long before what are now called 'after-market' concerns began to offer a plethora of alternatives as public demands for less and less noise began to gather pace.

Some of these devices were effective, others less so. There appeared to be a link as to looks vs efficiency – the uglier it looked and the more awkward it was to fit the less noise an engine appeared to make! A few silencers looked distinctly 'dustbin-like' (an example may be seen mounted on a '61' in my sample Ad'), compared to the first unit from Merco.

The first silencers brought with them many problems often causing premature wear, throttle control limitations, reduced power and overheating but they were a necessary evil – a price paid to retain our flying fields and ponds.

Next month I'm moving on to take a look at Merco's ultimate product – the huge selling Merco 61 – a 10 cc engine in full marine format kindly loaned to me by friend Mike Beesley. Until then, I'll say cheerio for yet another month. **MMI**



The first, streamlined, Merco 49/61 silencer

PLASTIC KIT SCENE

HERE ARE SOME OF THE LATEST RELEASES...

AUTHOR: ROBIN TROTT CONTACT: robin.trott@yahoo.co.uk

REVELL MODELS

German Submarine Type XXIII

Model No.	05140
Scale	1/144
Length	24.2 cm
Parts	23

The Type XXIII was developed towards the end of the 2nd World War and used by the German Kriegsmarine as an inshore defence and attack submarine.



A well detailed conning tower (courtesy Revell)



The latest release from Revell (courtesy Revell)

This model is detailed with the surface plating well reproduced; the conning tower is complete with antennas and periscopes, a fully detailed propeller and rudders and display stand. Decals for three different submarines are included.



The new Scharnhorst model set (courtesy Revell)

ideal starter set for the beginner or if you just want a quick kit that comes complete with all you need; perhaps a model to build when on holiday in a caravan when the weather is wet!

I like the way Revell release many of their kits as model sets, as it is the first step for many to become modellers.

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en, [@Revell Germany](https://www.facebook.com/revell) or [facebook.com/revell](https://www.facebook.com/revell)

Battleship Scharnhorst Model Set

Model No.	65136
Scale	1/1200
Length	18.8 cm
Parts	48

Originally released last year this model is now available as a model set. It comes complete with the kit, three acrylic paints, brush and adhesive. The model is well detailed for its size and has great moulded detail including armament and aircraft. An

SGT'S MESS MODELS

In my January 2016 article I gave details of two unusual model boats, these next models are of the same boats but are now available with sails instead of being a motorised boat.

Non-Motorised Dhow

Model No	BO11
Scale	20 mm
Length	22.9 cm
Beam	4.8 cm
Parts	2 resin and 5 white metal



The dhow with sail from Sgts Mess (courtesy Sgts Mess)

Non-Motorised Caique

Model No.	BO13
Scale	20 mm
Length	14.5 cm
Beam	3.0 cm
Parts	2 resin and 5 white metal

With the release of these two models with sails they can be used in time periods from ancient through to modern times as they can still be found in use today. They come with a one piece waterline resin hull with deck with a resin furled sail, four tyres and a mast cast in white metal; of course the tyres should not be used if the model is to be used in a period before rubber tyres came into use.

Full details of these models and their complete range of products can be found on their website at www.sgtsmess.co.uk



Academy Titanic with LED lighting (courtesy Pocketbond)

ACADEMY MODELS

RMS Titanic + LED Set

Model No.	14220
Scale	1/700
Length	38.2 cm
Height	11.4 cm
Parts	Not known

Another model of the Titanic you might say but this one is different. It comes complete with an LED lighting set to illuminate the interior of the model so that light shows out through the



The batteries are contained within the display stand (courtesy Pocket Bond)

portholes and hatches to give the image of the ship on the fateful night that she struck the iceberg. The LED lights are powered by two AAA batteries (not included), which are situated in the display stand that acts as the battery box. The kit is built from multi-coloured plastic moulded parts so no painting is required; a painting guide is included for those who wish to enhance the model's detail.

Full details of this model and the complete range of kits available from Academy can be found by visiting www.pocketbond.co.uk and www.academy.co.kr

BRONCO MODELS

Here are some details of a fantastic new model from this Chinese company.



The Bronco Chih Yuen Protected Cruiser (courtesy Bronco)

Imperial Chinese Navy Protected Cruiser 'Chih Yuen'

Model No. KB14001
Scale 1/144
Length 56.3 cm
Parts 170+ plus etched frets

This craft was built by Armstrong, Whitworth & Company of Elswick in England as one of the Elswick Export Cruisers made for China and other countries in 1887. She was a

heavily armed cruiser for her time but the class was not considered suitable for the Royal Navy. She was engaged by the Imperial Japanese naval forces at the battle of Yalu River in September 1894 and was hit many times by shell fire and torpedoes and sank.

This is a great new model and looking at the images of the model on the Bronco website it is very well detailed. Check out the website for yourself at www.cn-bronco.com for more details.

AIRBRUSH COMPANY

Iwata Professional Airbrush Maintenance Tool Kit

Kit No. IWCL-500

Contents:

Two-sided Iwata air valve guide wrench

Soft jaw pliers

Needle packing screwdrivers 1.2 mm and 1.4 mm

Nozzle wrench

Protective needle tube



ABOVE: Iwata airbrush maintenance tool kit (courtesy Airbrush Company)



RIGHT: Inside the case airbrushes not included (courtesy Airbrush Company)

Within the case is room for storing up to three airbrushes, easy to follow instructions for the care and maintenance of airbrushes also comes with the kit. Full details of the tools and the set can be found on the Airbrush company website; the set is due to be released sometime in April so keep watch for when it is available.

Life Color Liquid Pigments Rain and Dust

Set No LC-LP03

Contents:

5 pots of liquid pigments washes and 1 pot of remover

LPW 11 Rain Marks

LPW 12 Road Dust

LPW 13 Light Earth

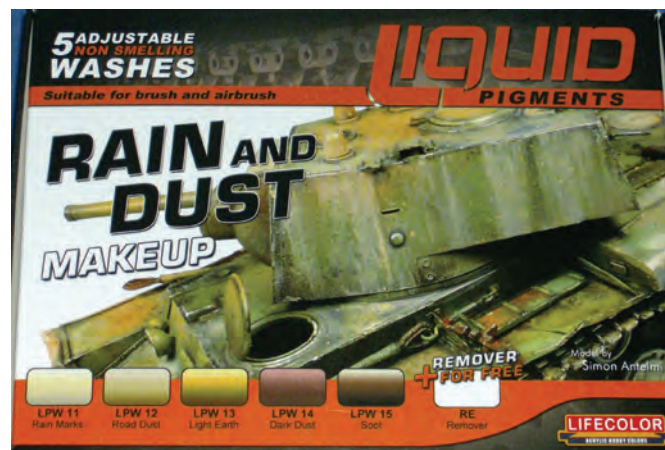
LPW 14 Dark Dust

LPW 15 Soot

Re Remover

All of these are odour free washes and can be applied by brush and airbrush, water can be used but there is a special remover supplied with the set. Full details of this set are on the Airbrush website giving details of how they can be used. They are primarily designed for use with military vehicles but their application will have many uses with marine related models giving them that truly weathered appearance.

Visit www.airbrushes.com for full details of both of these products. **MMI**



The Lifecolor liquid pigment set

SCALE SCENE

SHIPBUILDING FROM THE TYNESIDE YARDS

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

I have been taken to task recently by some friends of mine (I call them friends even though they are Newcastle United supporters!) because I have written a couple of pieces about the River Wear and Wear Shipbuilding. My 'friends' thought that I should write a piece about the Tyne to balance things up. So here it is. Now if you live on the Tees or near Hartlepool please don't contact me. I know those areas built ships as well, but this has to stop somewhere!

Thanks to the Tyne and Wear archive there is a wealth of general information regarding the history of the Wear and its shipyards. However, information on the Tyne seems to be concentrated mainly on individual yards rather than a history of the river in general. So Andy and John, I hope you appreciate this as it took a bit of work!

EARLY DAYS

The earliest record of shipbuilding in Newcastle was in 1296, when a wooden, 135 foot (41 m) long galley was constructed at the mouth of the Lort Burn in Newcastle at a cost of £205 (a lot of money in those days). This was part of a twenty-ship order from the king (Edward the first).

Although ships were being built along the Tyne from this date, the rise of the Tyne as a major shipbuilding area came later and was mainly due to the need for collier brigs for the coal export trade. These wooden sailing ships were usually built locally, establishing a firm shipbuilding base along the Tyne.

As ship design changed from wood to steel, and from sail to steam, the local shipbuilding industry changed to build the new ships. Although shipbuilding was carried out up and down both sides of the river over a twelve mile stretch from Scotswood to North Shields at the mouth of the Tyne, the two main areas for building ships in Newcastle were Elswick, to the west, and Walker, to the east.

By 1800 Tyneside was the third largest producer of ships in Britain. Unfortunately, after the Second World War, lack of modernisation and competition from abroad gradually caused the local industry to decline and die as with the Wear yards. I can only cover one or two of the yards here as there is not enough space.

A FEW OF THE TYNESIDE YARDS

A yard was established at Jarrow in 1851 by South Shields born Charles Mark Palmer and its first iron collier named 'The John Bowes' was built in the following year. This was the first ever sea-

going screw collier and was built for John Bowes for shipping coal to London. Palmers were also famous for building the first rolled armour plates for warships in 1854.

William Smith and Co launched the 1600 ton Blenheim in 1848. W.G. Armstrong, the famous northern engineer, gained interests in the Tyneside shipbuilding firm of Mitchells in 1882 and the company of W.G. Armstrong, Mitchell and Co was formed. The yard built battleships as well as a ship called The Gluckauf, which was arguably the world's first oil tanker. It was launched by the yard in 1886.

MESSRS. SWAN AND HUNTER

In 1852 a Scotsman called Charles Mitchell started building ships at Walker on Tyne and purchased a six and a half acre site at Wallsend in 1873 to handle excess orders from his shipyard at Walker. Unfortunately, the new yard failed financially and was given to his brother-in-law Charles Swan. Charles and his brother Henry were directors of the Wallsend Slipway Company, a repair yard established by Mitchell in 1871.

In 1878 Charles arranged a partnership with Sunderland shipbuilder George Hunter, but in 1879 Charles died after falling overboard from a channel steamer whilst returning from the Continent with his wife. Hunter went into temporary partnership with Swan's wife before becoming Managing Director in 1880. Swan Hunters built their first steel ship at Wallsend in 1884 and their first Oil Tanker in 1889.

The Swan Hunter yards mainly built smaller ships in the early days, such as colliers and barges, but its first ocean liner 'The Ultonia', was built in 1898. It would build 21 more liners between 1898 and 1903.

The most famous ship launched from the yard was 'The Mauritania', a transatlantic ocean liner launched on 20th September 1906. The ship was 790 feet long with a beam of 88 feet and a



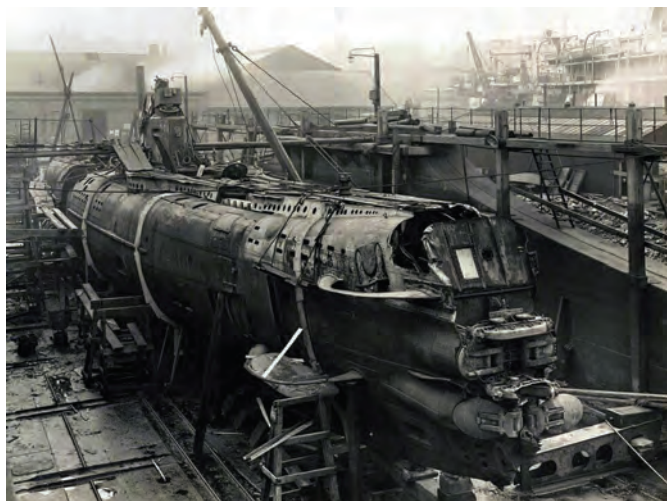
Tyne Dock South Shields in 1927



The Mauritania at Swan Hunter's Wallsend Yard



The launch of the Mauritania



A captured German submarine at Swan Hunter during WW1

gross tonnage of 31,938 tons. It carried 2000 passengers on its maiden voyage on 16th November 1907 and captured the Blue Riband for the fastest crossing of the Atlantic, a record held for twenty-two years.

The yard went on to build the Carpathia in 1912, which braved icebergs to rescue the survivors of the Titanic, and the Dominion Monarch, the largest diesel motor driven ship in the world when completed in 1939.

Over its history Swans launched over 1600 ships ranging from cargo liners, ferries and ice breakers to destroyers, frigates and submarines. In the late 1960s Swan Hunter built eight supertankers including the Esso Northumbria, the first new-style supertanker in 1969.

This ship was the subject of a very famous photograph taken in 1969 as it loomed large at the bottom of a Wallsend street whilst being built at the Swan Hunter yard. Swans also went on to produce modern day aircraft carriers like the HMS Ark Royal and the HMS Illustrious in the 1980s.

At its peak the yard employed 3,000 men but competition from abroad increased, resulting in job losses and periods of stagnation. In May 1993 the receivers were called in and job losses of over 2,000 were announced. In the mid-1990s Swan Hunter Tyneside was formed.

In November 2002 the Bonga, a giant floating, production and offloading vessel came up the river and docked at the Amec yard at Wallsend where £300 million worth of work to install new oil production machinery was carried out. It took eight deep sea tugs to tow it up the river Tyne. This, although not quite the end, was the very thin end of the wedge and shipbuilding on the Tyne virtually died out.



The Supertanker Esso Hibernia fitting out after her launch at Swan Hunter in 1970



A very famous photo. The 253,000 ton Esso Northumbria being built at Wallsend

Of course shipbuilding itself was not the only reason that the area around the Tyne became famous, reasons probably too numerous to mention here. Here are just a couple of examples.

STEAM TURBINES

A keen inventor who worked as Junior Partner in the Tyneside engineering firm of Clarke Chapman was C.A. Parsons. Born in Ireland in 1854, he was the youngest son of the Earl of Rosse. Charles Algernon Parsons went on to invent the steam turbine and in 1889, founded his own company C. A. Parsons and Company in Heaton, Newcastle to make steam turbines. Shortly after this, he realised that steam turbines could be used to propel ships and, in 1897, he founded a second company, Parsons Marine Steam Turbine Company in Wallsend.

It is there that he designed and manufactured Turbinia, a very famous vessel powered by turbines which still exists and can now be seen on display in Newcastle's Discovery Museum in Blandford Square.

Parsons turbines were initially used in warships but soon came to be used in merchant and passenger vessels, including the liner Mauretania which held the Blue Riband for the Atlantic crossing



The Turbinia at speed

until 1929. Parsons' company in Heaton began to make turbo-generators for power stations and supplied power stations all over the world. The Heaton works, reduced in size, still remains as part of the Siemens AG industrial giant.

ARMAMENTS

William Armstrong established a huge armaments factory in Elswick, west of Newcastle. There he produced hydraulic cranes, as well as guns for both the army and the navy. After the Swing Bridge was built in 1876 allowing ships to pass up river, warships could have their armaments fitted alongside the Elswick works. As well as weapons, Armstrong's built quite a few warships for the Royal Navy. Armstrong's company eventually took over its industrial rival, Joseph Whitworth of Manchester to become Armstrong

Whitworth, later Vickers Armstrong, then just Vickers and latterly BAE. The Elswick works was finally closed by BAE in 2012.

AND FINALLY

The destruction of shipyards in the North East of England was a great shame and I'm sure the worst of it could have been avoided. The outputs of the Tyne and the Wear yards would have been hugely reduced but we may still have had a shipbuilding industry here.

Shipbuilding yards, such as Swan Hunter, Palmers and Redhead, to name a few, employed generations of families, and brought wealth and fame to the region. The ships built here sailed the world, taking the great engineering feats and proud craftsmanship with them for all to admire.

To close here is a brief list of ship yard closures between 1909 and 1979.

Shipyard closures in the twentieth century took place during economic slumps and occurred in two phases, between 1909-1933 and 1960-1993. Early closures included Smiths Dock at North Shields in 1909, which became a ship repair yard, Armstrongs (ship building) of Elswick in 1921, Richardson Duck of Stockton (1925), Priestmans of Sunderland (1933) and Palmers of Jarrow and Hebburn (1933). There were 28 North East closures in this period of which 14 were on the Tyne, 7 on the Wear, 6 on the Tees and 1 at Hartlepool.

Six shipyards closed in the 1960s including W. Gray of Hartlepool (1961), Short Brothers of Sunderland (1964) and The Blyth Shipbuilding Company (1966). There were five closures in the region in the 1970s including the Furness yard at Haverton Hill, near Stockton, in 1979; a sad end to a once mighty industry. **MMI**

(Photos courtesy of the Tyne and Wear Archive)

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- ★ 6 to 24 volt battery range. (5.5 volt min.)

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

30 amp. FR30HX Speed Controller

A heavy duty controller for the most powerful boats.

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



FR30HX (30 amp. 6 to 24 volt) £43.65

15 amp. FR15HX/HVR Speed Controllers

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

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



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

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

12 amp. FR12X/VR Speed Controllers

A cost effective replacement for the older 43X controller.

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



FR12X (12 amp. 6 to 24 volt) £28.95

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

Motors

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



Motor Type 653-33 (Fast patrol etc.)

High Power Medium Speed, 6 to 8V £8.75

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

Motor Type 653-17 (Fast patrol etc.)

High Power Medium Speed, 6 to 12V £17.95

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

Motor Type 543-24 (Modern scale)

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

Medium speed, 6 to 12V £17.45

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

Motor Type 543-17 (Modern scale)

Medium speed, 6 to 12V £17.45

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

Motor Type 543-12 (Traditional scale)

Very low drain, 6 to 12V £17.45

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

Motor Type 365-14 (Small scale)

Very low drain, 6 to 12V £5.15

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

IMPORTANT

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

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

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

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

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

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

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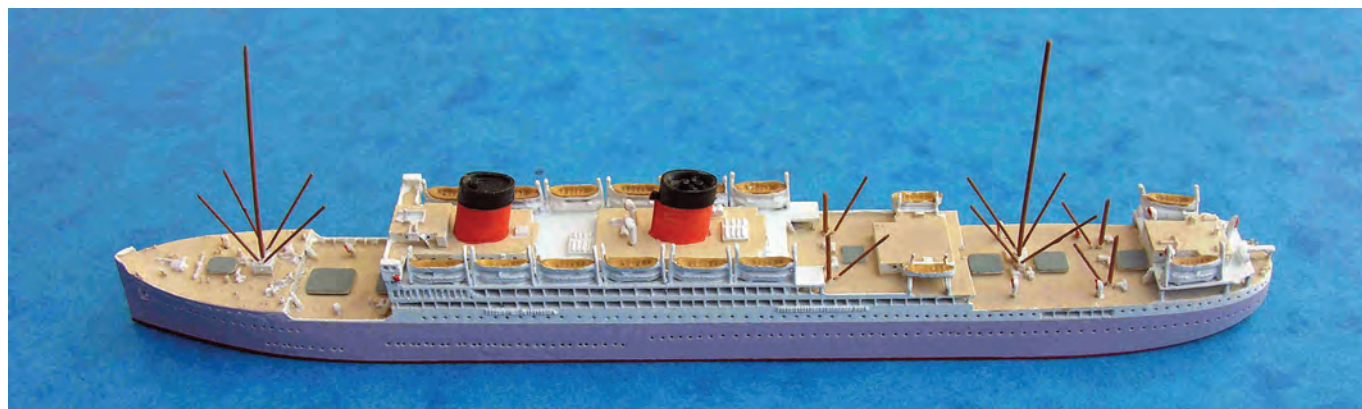
Please note. We are happy to give advice by the old fashioned telephone but can only answer the simplest queries by email. Invariably we need more information about your model and what your preferences are. All too often there isn't a simple answer and a discussion is needed to arrive at the best solution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

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

WATERLINES

KELVIN GOES ON THE CAPE RUN – THE MOTOR SHIPS OF UNION CASTLE

AUTHOR: **KELVIN HOLMES** CONTACT: khwaterlines@btinternet.com



Carnarvon Castle as completed in 1926 by Albatros

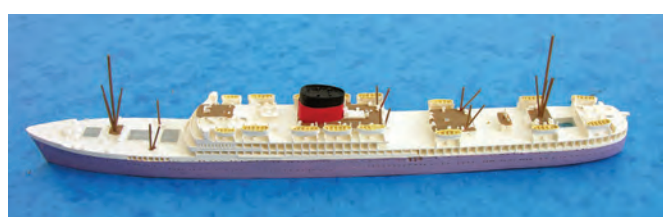
The Union Castle Line was formed in February 1900 with the amalgamation of two established and hitherto competing companies, the Union Steam Ship Co. Ltd and the Castle Mail Packets Co. Ltd, both of which had been particularly involved in routes from Great Britain to South Africa, including the prestigious mail service.

During the early 1920s the Kysant Group, owners of Union Castle Limited (UCL) since 1912, took over control of Harland & Wolff in Belfast. This led to the shipyard building all new ships for the group and furthermore from 1926 to 1950, with some exceptions, the use of diesel engines – the so-called 'motor ship'. These were typified by low squat funnels, which caused much discussion as to their attractiveness or not as the case may be.

UCL's first such ship was the sixteen knot 20,122 grt Carnarvon Castle completed in 1926, her appearance more balanced by the fitting of a dummy fore funnel. A success in service the new motor ship was followed by the Winchester Castle (20,109 grt) and Warwick Castle (20,445 grt) in 1930/31.

Next came the larger 25,550 grt single funnelled nineteen knot Stirling Castle and Athlone Castle (25,564 grt) delivered to UCL in 1936 by which time the company had become independent. To broadly the same design as the previous pair but 40 ft longer came the Capetown Castle (27,000 grt) which when completed in 1938 was at 734 ft o.a. the longest motor ship in the world.

These six ships then were the famous mail liners which operated 'the Cape Run' between Southampton and South Africa and it was



Len Jordan 1/1200 Stirling/Athlone Castle



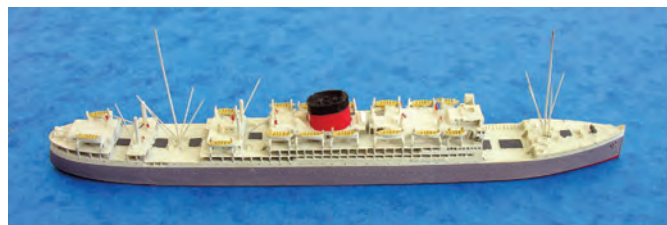
CM-KR model of Bloemfontein Castle



Albatros Dunnottar/Dunvegan Castle



Albatros model of Winchester/Warwick Castle as built



Winchester/Warwick Castle as in 1939, post modernisation by Albatros

the Stirling Castle which in 1936 set a new record of 13 days and 9 hours, knocking 34 hours off the previous record held by UCL's Scot of 1893. Then came the modernised Carnarvon Castle of 1937, which reduced the run to 12 days and 13 hours.

As a footnote the final record was 10 days and 11 hours set by the steam turbine powered Pendennis Castle in 1969.

In order to meet the terms of a new mail contract, which reduced passage time to the Cape to 14 days, the three older ships were modernised in the 1930s with new diesels (for twenty knots), a funnel removed and in the case of Carnarvon Castle a new raked bow increasing her length o.a. from 631 to 686 ft. The five post-war mail ships reverted to steam turbines with service speeds of 22-25 knots as described in Waterlines Revisited #6 (free download from the MMI website) or in Issue 287 (February 2011).

Other notable H&W built motor ships of the 1930s included Britannic and Georgic for White Star and Royal Mail's Asturias and Alcantara.

Name	Served	1/1200-1250 model(s)
Carnarvon Castle	1926-62	AL177; AL177a (as in 1952), ALK121 (AMC in 1943)
Winchester Castle	1930-60	AL31 (AL31a as in 1939)
Warwick Castle	1931-42	G23 (G23a in 1938)
Stirling Castle	1936-65	L18, CM 214, CM-P33 (troopship)
Athlone Castle	1936-65	L18, CMKR 442 (as in 1947)
Capetown Castle	1938-65	CM 213, CM-P35 (troopship), Nelson 10, HM 261 & 262 (1939)

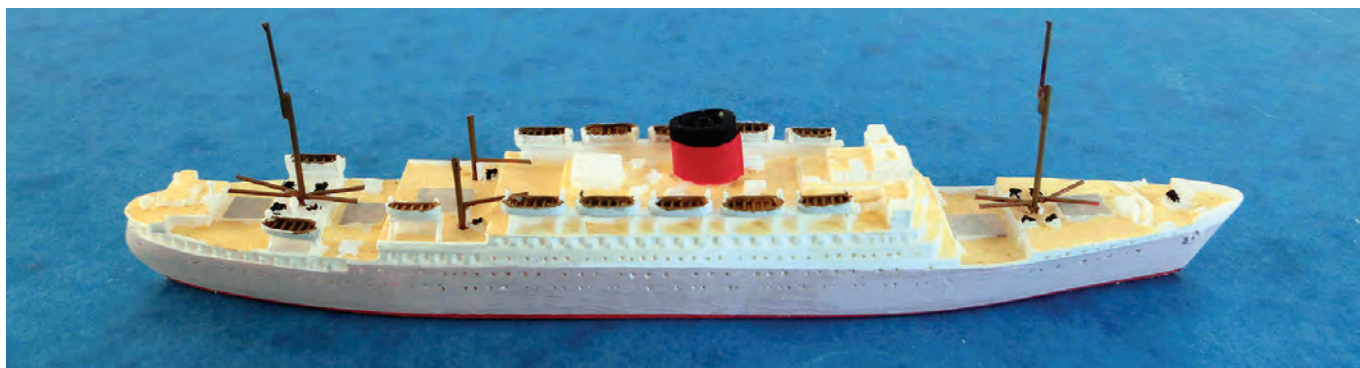
Union Castle Mail Liners (Motor Ships)

So if these six were the glamorous ships on the Cape Mail Run, what of the so-called 'intermediate' vessels? These were based in London and employed mainly on the round Africa routes via Suez and in effect provided a 'stopping' service in sharp contrast to the mail fleet.

The first intermediate motor ship was the 11,951 grt Llangibby Castle which began her maiden voyage round Africa in December 1929. A near sister ship Dunbar Castle (10,000 grt) joined the fleet in 1930. A further pair Dunnottar Castle (15,002 grt) and Dunvegan Castle (15,007 grt) were completed in 1936 with both ships operating initially on the mail run while other ships were being modernised.



Warwick Castle 1931, this ship was sunk in 1942



HM model of Durban Castle (or indeed Pretoria/Warwick Castle)



Llangibby Castle for which no model exists

The final pre-war motor ships were the Durban Castle (17,382 grt) and Pretoria Castle (17,383 grt) which at 18½ knots were slightly faster than the old Carnarvon Castle back in 1926. One last 'intermediate' motor ship, the Bloemfontein Castle (18,400 grt), was built post-war serving UCL from 1950 until her sale to Chandris Shipping in 1959 as the Patris, she was scrapped in 1988.

All twelve pre-war liners were called up for service although the Dunbar Castle was sunk by a mine in the English Channel in January 1940. Carnarvon Castle, Dunnottar Castle and Dunvegan Castle were converted into Armed Merchant Cruisers in which role the latter was lost in August 1940, torpedoed off Western Ireland. The others (including from 1944 the Carnarvon Castle) all served as troopships with Durban Castle modified as a Landing Ship (Infantry) (LSI) in 1942 followed by Llangibby Castle in 1943. The most remarkable conversion was of the Pretoria Castle into an aircraft carrier (15 aircraft carried) in 1942/43. Warwick Castle was sunk by a U-boat in November 1942 returning home empty after Operation Torch (North African landings).

The nine survivors resumed commercial service in 1947-49 with the aircraft carrier re-built to her original design but renamed Warwick Castle as a new steam powered mail ship assigned the Pretoria name was already under construction at Harland & Wolff.

The inevitable scrappings began in 1954 with the elderly Llangibby Castle, which had sailed over 300,000 miles as a trooper.

By 1967 all had gone apart from the Dunnottar Castle which had been sold in 1958 but then rebuilt as a cruise ship in the

Name	Served	1/1200-1250 model(s)
Llangibby Castle	1929-45	none
Dunbar Castle	1930-60	(near sistership to the above)
Dunnottar Castle	1936-48	AL148, Degen/HM 289 & 290 (1942)
Dunvegan Castle	1936-40	(sistership to the above)
Durban Castle	1938-62	Degen/HM 345 & 346 (1940)
Pretoria/Warwick Castle	1939-42/47-62	Hai 350 (as an aircraft carrier)
Bloemfontein Castle	1950-59	CM-KR 56

Union Castle 'Intermediates' (Motor Ships)



Dunnottar Castle of 1936

Netherlands as the Victoria. After various owners and slight changes of name her final incarnation was as the Princesa Victoria for the Louis Cruise Lines. She was withdrawn from service in 2002 and broken up in 2004 in India.

Other motor ships operated by UCL included eleven 'R' Class refrigerated fruit ships (7,016 – 8,322 grt) built by H&W between 1935 and 1946 plus the little cargo feeder vessel Walmer Castle (1936, 906 grt) which plied back and forth from Southampton to Hamburg. She was lost during WW2 as were three of the 'R's.

Then in the 1950s came three pairs – the Tantallon & Tintagel Castles (1953/54), the Rotherwick & Rothersey Castles (1959/60) plus in 1965/66 the fast reefer/mail ships Southampton and Good Hope Castle. Accommodation for a dozen passengers was added in 1967 as it was anticipated that the ships could call at Ascension and St Helena if required. The pair were sold to Costa in 1978 and scrapped in 1984. An unusual sight in 1978 was the Franca C (ex Southampton Castle) departing her namesake city with a Costa funnel but UCL hull due to a painters strike.

1/1200-1250 MODELS

Apart from the first pair of 'intermediates' all the liners have been produced at one time or another in 1/1200-1250. Encouragingly available from AH Models are L18 and all six HM models. If bought as kits these will require painting which leads to the tricky problem of re-creating UCL's hull colour, which has variously been called 'French grey', 'lilac grey' or 'lavender grey'. Having said that observers who saw the actual ships of UCL often remarked that they "never saw two of their ships with the same hull colour".

Len Jordan's original recipe supplied with L18 suggests Humbrol paints: 10 parts No 147 Grey, 1 part No 174 Signal Red and 2 parts No 104 Oxford Blue. Noted artist and modeller Nigel Robinson uses household emulsion with a 'matchpot' of light mauve as a base, adding white and grey acrylics until a decent lavender grey is



Warwick Castle 1947 was the former Pretoria Castle



Durban Castle of 1938

achieved. A quick visit to B&Q (DIY Store) revealed Dulux Dusted Fondant which looks right as is – please take a look at the Durban Castle.

Of the 'R's LJ-M35 represents the batch of four completed in 1937/38 with K31 being an armed wartime version. Southampton Castle of 1965 is CM-KR 54. Finally, the little Walmer Castle is the latest from Solent Model Ships. **MMI**



CM KR Franca C was the former Southampton Castle



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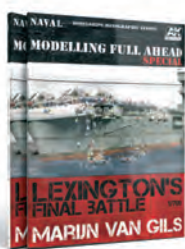
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Modelling Full Ahead Special. Lexington's Final Battle.

In this special issue we will deal with difficulties that may occur to you during the building stages, such as working with photo-etch, advanced painting, scratch-building, diorama composition, etc. With this new guide we will not only help you to build your models but also have the possibility to tell its history. Paperback, 75 pages, colour illustrations. £14.99



Super Drawings in 3D. The Japanese Aircraft Carrier Akagi.

The vessel, which was to become the most famous Japanese aircraft carrier and the symbol of the might of the Imperial Japanese Navy aviation was initially built as a battlescruiser.

84 pages, 155 renders, Insert – 2 double sheet B2 with the scheme, Insert – 2 double sheet A4 with color profiles. £18.99



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The design work on the new carrier commenced as early as 1937 and the initial design was unveiled on 27 November and received the number 02. Paperback, 92 pages, 168 renders £18.99



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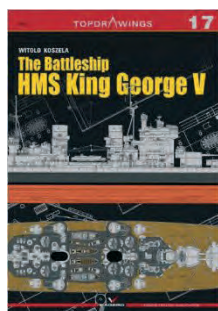
The British Battleship.

The British battleship is one of the most intensely studied of all naval topics, but it is also among the most popular. Norman Friedman is one of the most highly regarded of all naval writers, with an avid following for his work. The attraction of the book is enhanced by sets of specially commissioned plans of the important classes by John Roberts and A D Baker III, both renowned experts in their own right, plus a colour section featuring the original Admiralty draughts, including a spectacular double gatefold. £45.00



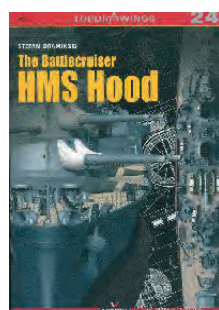
Coastal Craft History Volume 2.

British power boat company MTBs, MGBs and MA/BSs (Motor torpedo boats, motor gun boats and motor anti-submarine Boats) Profiles and text by Mark Smith profiles based on the drawings of John Lambert. The colour profiles in this book-the second in the series- detail the colour schemes and equipment of BPBCo's 60, 63, 70 and 71 feet long motor gun boats, motor anti-submarine boats and motor torpedo boats. £17.99



Top Drawings 17. The Battleship HMS King George V.

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



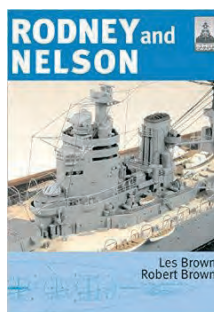
Top Drawings 24. The Battlecruiser HMS Hood.

Hood, launched in 1918 was the last battlecruiser built in Great Britain. She was named in honor of Admiral Samuel Hood and was to be the first of the Admiral-class battlecruisers, but further three vessels were never completed. Colour photos, black/white plans £15.99



British Submarines At War 1914 - 1918.

Originally published in 1970 and out of print for nearly thirty years, this book has already earned its place as a classic of submarine history by an author with an international reputation for being second-to-none in evoking the claustrophobic horror of war beneath the waves. It tells the story of Britain's pioneer submarines during the 1914-1918 War. 259 pages. £12.99



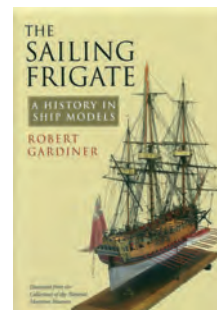
ShipCraft 23: Rodney and Nelson.

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



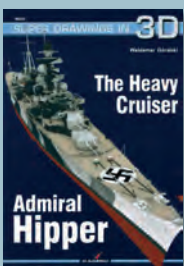
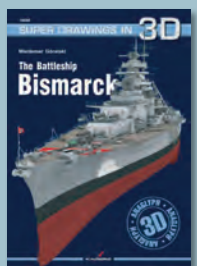
British and Commonwealth Warship Camouflage of WWII II: Vol 2.

In this the second volume by maritime artist Mal Wright, both the official and unofficial paint schemes that adorned the capital ships of the Royal Navy and Commonwealth are depicted in detail, along with discussions on changes of armament and electronics that effected the outward appearance of each ship. 525 full colour illustrations. £30.00



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This book was the first of a series which takes selections of the best models to tell the story of specific ship types – in this case, the evolution of the cruising ship under sail. Each volume reproduces a large number of model photos, all in full colour, and including many close-up and detail views. Paperback, 128 pages. £16.99



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H-KING MARINE HYDROTEK RACING TUNNEL HULL

AUTHOR: **BARRIE STEVENS**

BARRIE TAKES THIS RTR F/E MODEL FOR ITS INAUGURAL RUN!

This new RTR F/E model from Hobby King is a true F1 racer in the modelling world. The model comes complete with a 2.4 GHz pistol grip type radio, brushless motor and 30A ESC. The only requirement is a 3C LiPo battery and batteries for the Tx (4 x AA).

One of the major problems in the past with a tunnel hull is that even though they can perform on the water very well with a low hull water contact they can easily flip and turn over. This issue has been resolved by the designers by making one of the hulls sinkable which allows easy self-righting with a blip on the speed controller.

INSIDE THE BOX

The review RTR model came in an attractive, well padded box with a good instruction manual, which gives instructions on the radio and how to bind it if necessary. The review model was already bound and required no action apart from getting familiar with the controls. The stand will require assembling and small rubber pads fitted to prevent the hull being scratched. The hatch covering the running gear and radio is fitted in position by four turn tabs which pull the cover to the base onto a rubber seal making it waterproof. The instructions do emphasise that this seal should be checked each time you fit the hatch to prevent water ingress.



Attractive box art containing all the parts



Logo sheet to personalise the model



Pistol Grip 2.4 GHz 2-ch transmitter



Dummy outboard motor



The substantial stand



Hatch removed showing the layout of motor, ESC, receiver etc.



Model with some of the extra logos in place



Turn tabs used to seal the hatch with the main hull

The layout of the inside was clean and simple with the pipework for water-cooling running from the pick up tube to the ESC and then the motor exiting at the rear of the model.

One observation we made which may just have been on our version was that one of the plastic cooling pipes was touching the motor case, which rotates at high speed when the model is running. We decided to move this bit of the cooling pipe slightly and held it in place with a small self grip tie to avoid it being punctured.

An attractive sheet of self-adhesive advertising logos is included which can be used to personalise your model. The only other requirements before the on the water trials was to install the 4 x AA batteries in the transmitter, fitting the 3C LiPo batteries under the straps and placing the receiver in the supplied rubber balloon (un-inflated!) as a precaution from water ingress. The model also includes a tool kit and spare propeller and the dummy outboard motor.



Prop and coupling to the flexidrive

ON THE WATER TRIALS

The Hydrotek does not have an on/off switch which can be the source of many faults if fitted, hence the battery needs to be connected to the internal electronics before the hatch is sealed into position. There will be three bleeps to indicate when the binding and ESC have been set and ready to go. After the usual checks that the steering was in the correct direction and the motor would operate, the model is placed in the water.

Here came the first initial concern as the left hand sponson (with holes in) started to flood and the model heeled over to the left, the angle was only slight but when the model started to move in the water even at slow speed the water drained from the sponson and an even keel was achieved. At slow speed the manoeuvrability was excellent in both directions giving a flat even turn. Increasing the speed slowly resulted in a spectacular performance!

The lake used for the trials was rather small and we could not use full speed for less than a few micro seconds before going from one end of the lake to the other, in other words it was VERY, VERY fast!

This does raise the safety issue as this is a true F1 high speed racer. The advertising info states 55+ km/hr and we would like to encourage new people to fast electric racing to join a club (like Electra in the UK). They specialise in such racing whereby any safety measures can be in place, plus you will need a very large lake to use at full speed. Consideration for other users and wildlife also needs to be taken seriously due to the speed. Joining a F/E club usually means they would have rescue facilities and Third Party public liability insurance in case there are any incidents.



Flipped



Sponson starting to flood



Back to a speed run



Just about to flip over



Now back on an even keel

As the test lake was quite small and despite trying hard to flip the model we could not, hence we had to manually turn the model over to test the self-righting ability. When the model is upside down a blip of the motor (the prop is now out of the water) causes the model to turn to one side and the left hand sponson floods allowing the model to roll over to the correct position. Then with a small increase in speed this causes the model to get back on to an even keel.

CONCLUSIONS

This is a very well built model constructed from a thick, tough ABS plastic. The on the water trials were excellent but please note the safety advice in the previous paragraph. With a number of these models racing together it should make for some exciting racing!

The UK price of less than £100 for a complete model with brushless motor, radio and ESC is very tempting, I am sure there will be many of these racing this year! **MMI**

DATA BOX

Hydrotek Brushless F1 Speed Boat

Length: 590 mm (23.2 in)

Beam: 230 mm (9.1 in)

Speed: 55+ km/hr

Motor: Water-cooled 2842 Out Runner brushless motor (included)

Radio System: 2.4 GHz 2-ch HK GT2E (RTR version only)

ESC: Water-cooled 30 A brushless with BEC

Drive System: 3 mm flex shaft Direct Drive

Battery: Requires 11.1 V 2200 mAh 30C + LiPo Pack + 4 x AA for Tx

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The gaff cutter in a gentle morning breeze



TO THE OTHER EXTREME

BUILDING A 1/16 SCALE MODEL OF A GAFF CUTTER, AN IDEAL SIZE FOR TRANSPORTING AND EASY SAILING

AUTHOR: JOHN DAVIES

Readers of the account of a pilot cutter model based on a 1/12 scale 'Hilda' hull may think "I want one" (MMI April-June 2014). However, a four foot model weighing over forty pounds has limited appeal, no matter how powerfully she sails, or what a lovely picture she makes on the water. She is heavy, demanding of workshop and display space, and difficult to get from the car to the water.

On the other extreme this little yacht can be transported rigged up, is easy to carry to the water, and sails properly. The hull is made by Kingston Mouldings. It can be found in the 'newsletter' section of their website, described as a Falmouth River Boat/Oyster Dredger. Mine was supplied by Mike Mayhew, formerly trading as Waverley Models, now semi-retired but still active under the name of 'Mike Mayhew The Model Boat Builder'.

To avoid ambiguity, this company has nothing to do with 'The Model Boat Builder', a build-up service I ran for over twenty years, and still very occasionally do, but is a purely inadvertent coincidence of name. My only connection with Mike is as a customer.

CONSTRUCTION

The hull was altered for a more yacht-like appearance. Its lines are lovely, but alterations individualise her. Scale is one sixteenth. Ballast is as low as possible, where it does most good. Jib and staysail tack correctly, essential for proper sailing. The boat, which inspired this model, has a sizeable rudder. Given properly trimmed sails, an over-scale rudder is unnecessary.

The hull has a slightly widened keel, designed to be filled with lead shot tamped down and encapsulated in resin. However, this boat goes one better. The inside of the keel was greased, and resin poured in, making a plug. A plaster mould was taken. The waterline was marked, the hull floated and ballasted to its marks with junk. This was removed, weighed, and one pound eight ounces subtracted for radio, electrics, timber, rig and fittings. This left three pounds for lead, which was cast and fitted into the hull together with four ounces of trimming ballast. This method reduces the volume of the lead, and therefore places it lower down, by about 10% compared with loose-poured shot. Every little helps.



Modified hull



Shelves, beams and mechanism



Decked with planking laid



Building up forefoot



Taking shape



Marking waterline for ballast check. Shows unmodified hull lines



Rudder



Plug mould and ballast



Constructing the cockpit

There are two miniature sail winches, one controlling the main the other tacking the headsails. A miniature servo works the rudder. An auxiliary is useful when the wind falls with the model mid-pond. The cream boat uses a 350 motor, fed by a Mtroniks speed controller, connected to a Dynapol coupling, powering a 2 mm propshaft and 20 mm prop. The blue boat has an old blue Mabuchi 35. This drove my very first boat project, a motorised Airfix battleship, when I was ten. The motor is over fifty years old (which dates me), still going strong.

The cream boat is controlled by 40 MHz gear, the blue boat by Hitec Optic 2.4 GHz equipment. Everything works properly. Unfortunately, experience shows this cannot be relied on with ultra-cheap 2.4 GHz equipment. For future projects, only a receiver will be needed. The 'binding' procedure is easy. There are no more worries about crystals, single versus dual conversion, etc.



Maintenance access



Switches and charging access under forehatch



Skylight. Inch and a half square, 29 pieces



Marking waterline for painting. The cat is optional

Simple stands held the boats during construction. 'Shelves' run around the hulls on both sides and across the transom. They are quarter inch balsa, notched at half inch intervals to go round the curve, set down into the hull, so when the deck is installed it sits level with the top of the hull. Crossbeams hold the hull in shape.

Next, ballast and equipment were installed. The deck is 0.8 mm ply. Lay the hull upside-down over the plywood, draw round it, cut just inside the line, and adjust edges with sandpaper until it fits neatly. Cut holes in the deck a little undersize before fitting. Adjust in situ.

Decks can be painted or planked. Along the side decks, planks of 1 mm Tanganyika are 'laid', i.e. follow the sweep of the hull. On the fore and stern decks the planking runs fore and aft. This was copied from a gaff cutter of 1930 vintage. If you plank over the ply deck, set the shelves and beams a little lower to accommodate the extra thickness. All exposed wood was finished with Colron antique oil.

RIG

Chain plates are 40 mm flat stanchions, with ends turned under and inserted into small holes drilled in the hull. Standing rigging is fishing trace wire. Where this passes around the mast, it must be wrapped to pad it; bare wire would damage the mast. In a full sized boat, the wire would be 'served' (have twine wound round it), and 'parcelled' (canvas strip wrapped around it). In this model, loops are parcelled using heat-shrink tube. Photographs illustrate this. Shrouds are tensioned with small bottle screws.



Blue boat port beam



Bowsprit rigging



Hounds spreaders, etc. Standing rigging served and parcelled



Pretty boats rigging up



Cream boat starboard beam

The mainmast and topmast are made from half inch dowel. This is a touch over-scale, but creates sturdy spars for a sailing model. If I were building her again, I might go down to three-eighths. The mainmast is plain, but the topmast is tapered, as is the bowsprit. This was done on a Unimat lathe, but with care could be done by hand.

Most fittings, including small blocks with proper working sheaves, came from The Model Dockyard. It was even possible to work in a running bowsprit, with running bobstay, outer forestay, and jib traveller. The traveller is 'woulded', an antique word meaning wrapped with twine, so it does not damage the bowsprit. It was satisfying working in miniature without losing function or detail.



Skipper

in the farmers' stores in Lochboisdale. Reasoning if it would keep Hebridean crofters dry in their climate, it would do for me. I have often been glad of it.

CREW

The skipper of the blue boat, peering anxiously for the next landfall, began as a Verlinden U-Boat Captain and became a self-portrait, commemorating a nervous day in poor visibility between Tiree and the Skerryvore. Having once had a yachtsman's oilskin leak badly on a rough day with altogether too much flying spray, a splendid green PVC jacket was bought

SAILING

These little boats are delightful to sail. They will move in a zephyr. However, they are not confined to light airs. The blue boat did her maiden voyage in 7-12 knots of wind, the cream boat in a very light breeze. Neither gave the slightest cause for anxiety. Although they lack the power of a large model, they bob about less than one might expect. They will beat, reach and run, tack and gybe. Best of all, they do it properly. They will work to windward, but not brilliantly. However, on a broad reach the power of the gaff main makes them surprisingly quick.

The trim of the sails is as important as the rudder in choosing the course. In short, they handle very like the real thing. They look good, and can easily be taken to the water on impulse, without elaborate rigging down, rigging up, loading, unloading and logistics. They will be sailed more often than many larger models. **MMI**



Just a hint of a wake. Interested ducks



In the trough of the wave



To windward



Nice reach, going well

SUPPLIERS

Hull: Kingston Mouldings, www.kingstonmouldings.co.uk/
Mike Mayhew, 01275 546772
Wood and Fittings: The Model Dockyard, 01872 261755
www.model-dockyard.com
Construction: www.modelboatbuilder.co.uk

'ARCHIBALD RUSSELL', CLYDE FOUR POSTER

THE UK'S LOST CAPE HORNER

AUTHOR: NEV WADE CONTACT: barque22@hotmail.com

AMONG THE LAST

'Archibald Russell' was a sailing ship. By the gruelling standards of her kind, she was a vessel with a good name. She wasn't a flyer, but she generally had good luck. She survived WW1 when many others did not and she remained in commission between the wars, when many other sailing ships fell by the economic wayside.

She was among the very last representatives of a life that was, by and large, long gone thirty years before her demise. She was also a beautiful industrial artefact, and a creation that inspired great affection among those fortunate enough to have any contact with her.

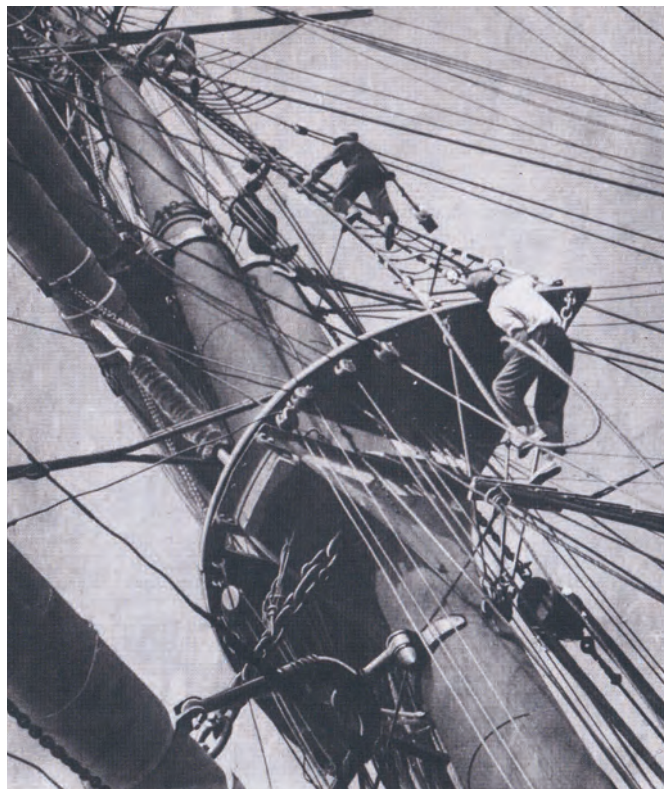
Ultimately, she had the misfortune to go to her fate just a few years before such ships were being preserved, and so she has been lost to us forever. Now, we can only see her picture, and listen to her story, to try and make her live again, and, in order to do that, we must go back in time to the second half of the nineteenth century, in Glasgow.



'Archibald Russell' on the stocks at Scotts, Cartburn, Greenock, in late 1904



The launch on 23rd January 1905. As can be seen, she was launched without masts



Riggers, taking a heavy line up a mast. The man on the right, the lowest on the mast, is using the futtock shrouds, climbing outwards, with his back to the deck, to surmount the 'top', near the top of the lower mast. He is carrying a bight of rope, on his 'free arm'!

PRELUDE

Archibald Russell was a Scottish industrialist, on the boards of companies in coal, rail and banking. John Hardie was a young man who went to sea, and rose 'through the ranks' to become a master mariner in both sail and steam. Through his efforts, and application to his chosen profession, Hardie rose to become 'Ships' Husband' for the company for whom he worked, George Smith and Sons. It was from this base that Hardie, Russell, and others formed the Clutha Shipping Company, in 1876.

Between the time that Clutha Shipping was formed and 1899, when John Hardie died, he moved to part own and manage ships for himself and others. His natural inclination was to involve himself with sailing ships at a time when sail was in a life and death struggle with steam.

The result, for John Hardie, was the move into ever larger, steel ships, mostly four masted barques (the first three masts square-rigged and the aftermost one rigged fore and aft, like a yacht). They were conservative vessels, and their type has been dubbed, the 'Clyde Four Poster'. They had very few innovations of the type that were to be used in the last German and French sailing ships, though one of the most useful, the hand operated brace winch was invented by a Scot, Captain Jarvis, so called 'Brace Winch Jarvis'. In all, seven ships were built, including 'Hougomont', which we shall meet as we follow the career of the last of the fleet, 'Archibald Russell'.

'ARCHIBALD RUSSELL'

In 1904 Hardie's agreed, with Scott's Shipbuilding and Engineering Company of Glasgow, the build of a four masted barque to be named after Archibald Russell. She was the last sailing ship to be built by Scott's. As has already been said, she was conservative in design, 291 ft long, and able to carry 3800Ts of cargo. Her only concession to modernity was her bilge keels, a kind of longitudinal 'fin', 9 in deep and 120 ft long, along the bottom of the ship at the point where the bottom meets the sides, on both sides of the ship. Their purpose was to lessen the ship's tendency to roll, and to help her 'grip' the sea better, when making to windward. This innovation was common in steamers of the time, but unusual on a sailing ship.

Also unusual on a ship such as this was the provision of what has become known as a 'Whaleback Wheelhouse'. The ship's wheel was placed right aft, just in front of the rail around the stern of the ship, typical of a British sailer. In this position the helmsman was very exposed, both to the elements, and to any following sea, which was high enough to break over the stern. There had also been cases where the helmsman, terrified of a large following sea, had abandoned the wheel, leaving the ship to 'broach to', that is to turn herself across the sea, leaving her in real danger of foundering.

The 'Whaleback' or shelter protected the helmsman, and stopped him from being able to see the following seas, often encountered when 'running the easting down' in the westerly winds of the roaring forties, en route from the Cape of Good Hope to Australia, and from Australia to Cape Horn, both major sailing ship routes around the world.

She was launched without masts on 23rd January 1905, and sailed from Greenock, after being rigged, on 28th February. She was painted with false gun ports along her sides, in black on a white stripe, with a grey band below that, above her red boot topping. The false gun ports were a phenomenon on sailing ships harking back to the days when it was necessary to convince potential pirates that a ship was armed. Both the British and the French were exponents, though with differing design and colour.

A CAREER IN BRITISH SAIL

Her maiden voyage took her from Port Talbot to the west coast of South America with a cargo of coal. From Iquique, in northern Chile, she went in ballast to Sydney, NSW, there to load grain for Europe. These were typical sailing ship cargoes, and destinations of the time, and she made the passages in times that were not the fastest, though by no means the slowest. She was 103 days Port Talbot to Iquique, and 93 days Sydney to Falmouth, her 'orders' port.

Sailing ships were loaded 'Falmouth for orders', or 'Queenstown for orders', sailing to these ports, to receive their orders to sail on to their ports of unloading.

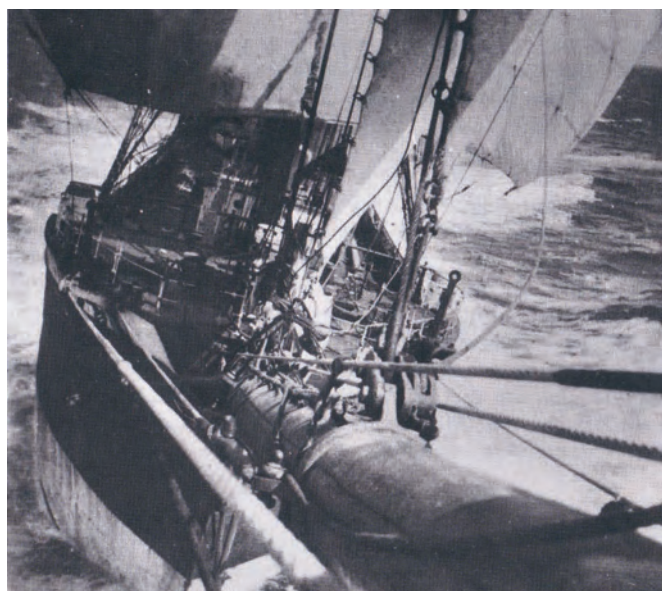
For the next eight years, up to WW1, she tramped the sailing ship routes of the world. Her cargoes and destinations included, coal from South Wales to the copper smelter at Santa Rosalia, in the Gulf of California, ballast passages to Puget Sound, there to load timber or grain cargoes for Europe or Australia, coal from Newcastle NSW to the west coast of South America, a notoriously dangerous cargo prone to spontaneous combustion and shifting, and nitrates from Chile to Europe.

She came home from Tocopilla, in Chile, to Queenstown (now Cork), in 123 days, in December 1914, a long passage, during which she had to stop a passing steamer and ask for provisions, not an uncommon event with the last sailing ships.

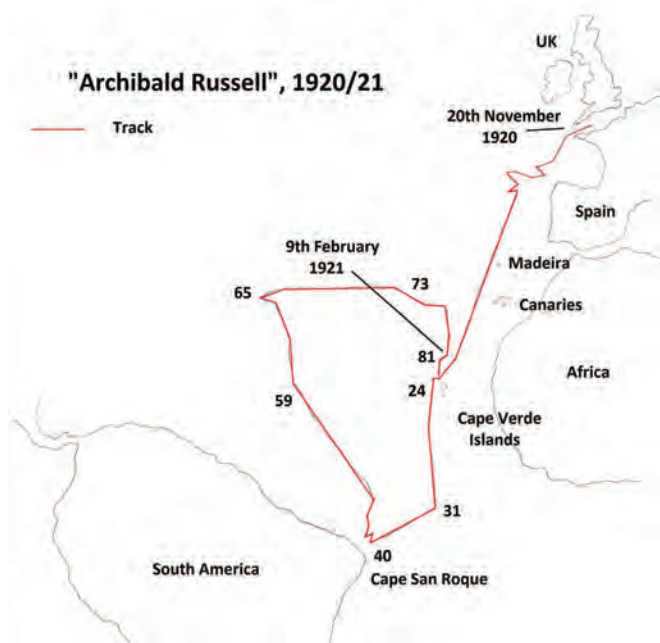
WW1 brought excellent freight rates, with much money to be made, and Archibald Russell sailed the world, making the most of it. She was kept away from the war zone, by and large, with passages from New York to Fremantle with gasoline, oil and turpentine, jarra wood from Australia to South Africa, even general cargo (almost unheard of at this time in a sailing ship) from New York to Sydney. She took grain from Australia to Callao, in Peru, and, in 1919, loaded nitrate in Taltal, the classic sailing ship cargo from Chile, for Europe.



February 28th, 1905, and this is Archibald Russell towing down the Clyde, en route to her maiden voyage. Note the 'Whaleback Wheelhouse' right aft



A view from her bowsprit, looking back at the ship as she bowls along



The forgotten perils of ocean passage making under sail alone. This is the track chart of the passage of Archibald Russell in 1920/21. The detour is obvious, with the days taken marked on the chart; see text for the story. Remember that she was bound for Australia

NITRATE CARGOES, AND THE 'FLAMING COAST'

In the days before the opening of the Panama Canal, the transport of nitrate in bags, from Chile to Europe, was a mainstay of sailing ship operation, brought to the peak of efficiency by German and French owners, who took the trouble to set up their own operations on the west coast. The British, in the early years of the Twentieth Century, had almost left the trade, as they went more quickly into the operation of steamships.

The loading of this cargo was unique, and its arduous nature is almost inconceivable today.

Nitrate is very dense. The 3800Ts of it required to load Archibald Russell down to her marks would, in no way, fill her hold, so it's loading was a precise, skilled and heavy job.

The bags of nitrate (approx. 80,000 in total), each weighing about 1 cwt (approx. 50 kg) came alongside in lighters, and were swung aboard using either hand operated winches, or steam or diesel winches. Once in the hold, each bag was lifted on to the shoulders of a Chilean stevedore by his assistants. The stevedore would then take each bag and place it precisely, to build a stack of bags, in a pyramid section along the length of the hold, and then in the 'tween decks' (a kind of mezzanine level of hold, about half way up the hull). If the bags were all loaded low down in the hold, the weight of the cargo would be too low, causing the ship to roll at a very high rate, when at sea, a situation fully capable of doing great damage to a sailing ship, including dismasting her. So stacked, the bags would not shift, when at sea.



What a sight! Making sail off an Australian port in the 1930s. She is now painted white, and looks a beauty, like a big yacht



The sheer size of a big Cape Horn is apparent from this picture. The yards are squared, for a fair wind, though there isn't much of it at the moment



It is 1932, and this is 'Archibald Russell' alongside the jetty at Wallaroo, one of the Spencer Gulf ports, from which the 'Grain Race' ships set sail for Europe in the 1920s and 30s

So, Archibald Russell was loaded with nitrate in the time honoured fashion, the difference between her loading, and that of the Germans, was that she relied on local agents, and stevedore companies, and so, in her case, it was done slowly, taking almost two months to discharge ballast, and then load the nitrate.

Finally, she was ready for sea, and performed one of the more romantic of British maritime traditions as she left harbour, 'Hoisting the Southern Cross'. A large wooden cross was made, and red and white lanterns were fixed to the ends. The cross was raised to the main masthead while the crew sang the shanty, "Hurrah my boys, we're homeward bound".

In sailing ship days, the crews of all the other sailing ships in port would join in, but, this time, Archibald Russell was the only non-powered ship there, and so performed the ritual alone. (Seven years later, this tradition was carried out for the last time, when the full rigger 'William Mitchell' became the last British sailing ship to make a west coast voyage).

ANTI-CLIMAX

Archibald Russell's next voyage was her last under the British flag. It was not profitable as, by 1920, freight rates had fallen far from their wartime level, and it was a dismal one in terms of sailing performance. She left Temeuzen in ballast, on October 30th, 1920, no freights being available at all, outward bound for Melbourne, there to load grain for a hungry Europe. She was under the tow of a Belgian tug, to take her beyond the Channel, and thereby give her a good offing on the long passage to Australia.

In the event, they met contrary gales in the Channel, which proved too much for the tug, which almost lost her charge to the Goodwin Sands. Another tug was summoned, and the two of them managed to keep the sailer off, but not before she had lost an anchor, and damaged her windlass. The tugs took her to Cowes, where she spent 18 days under repair.

If you look at a map of the Atlantic, North and South, you'll see that the shortest way from Land's End to Cape Horn is not far off a straight line, and the sailing ship route to the Cape of Good Hope follows the same line, until well down the east coast of South America, when ships then shaped their courses to the east, and the southern tip of Africa. Thus it was that Archibald Russell was aiming to pass just to the eastward of Cape San Roque, the most easterly point of Brazil.

We shall probably never find out why, but she was too far to the westward and, in the prevailing currents she was carried further to the west, and was unable to beat her way back into the South Atlantic, with the light winds which were available to her. In its way, this was a real sailing ship 'howler', and she was not the first sailer to find herself thus set back.

There was nothing for it but to turn north, then to try and make easting, to get back to the longitude of the Cape Verde Islands, and have another go! In the event, light and contrary winds took

her to within 600 miles of Bermuda, before she could be persuaded to make progress eastwards. She finally came to anchor off St. Vincent 81 days out from Cowes!

She was there for four days, while the captain received confirmation from her owners to continue with the passage to Australia, and left on February 14th 1921. 100 days later, we find the ship nearing the Australian coast, and short of food. Another passing steamer came to her aid, giving her food and cigarettes (a bill for which would have been sent to her owners!), and she made port at Melbourne, 205 days out from Terneuzen.

She bowed out of life under the flag of her home country with a passage bringing grain back to Europe, taking 115 days to reach Queenstown for orders, arriving on November 17th 1921. Her orders took her, under tow, to Cardiff to discharge her cargo.

Economic conditions were now such as to make it impossible for a British sailing ship to make money, so, like many other fine windjammers, she was laid up, in her case at Milford Haven. Hougomont, her consort when built, was laid up at St. Nazaire at the same time. They were to remain in idleness for the next two years, after which they, along with another sailing ship previously owned by Hardies, the 'Killoran', were bought by Gustav Eriksson, of Mariehamn, in the Aland Islands.

A NEW LEASE OF LIFE

The Aland Islands lie in the Baltic, about half way between Stockholm and the Finnish mainland. They were a Swedish speaking part of Finland, with a long and fiercely independent history, of both farming, and ship building and operating. This heritage was to provide Captain Eriksson (for such he was, having been in sailing ships as sailor, master and owner, for all his life) with



In ballast, outward bound to collect a grain cargo; this is the big ship on her way up Spencer Gulf, in 1932



'Graf Zeppelin' as seen from Archibald Russell. Truly a unique meeting!

officers and sailors to whom large, square rigged vessels were a way of life.

The culture of Aland enabled him to employ crews for less money than it would have cost almost anywhere else, and the traditions of the islands made small crews, with the relevant expertise, the norm. Captain Eriksson also operated his fleet uninsured, another large saving. Therefore, in Aland at least, the square-rigged sailing ship was still very much alive, and able to make money.

During her time at Milford Haven, Archibald Russell was much neglected, and had also been struck hard by a steamer, which had parted her cables during a severe storm, and run into the sailer. Therefore, a considerable amount of repair work had to be carried out before she could set sail, on 8th March 1924. She sailed with a small, low paid crew, which was the hallmark of Capt. Erikssons' ships, and thus gave herself the chance of earning her keep. Despite this advantage, she was loaded only with about 1500Ts of ballast, as the worldwide slump meant that



At sea near Madeira, in 1931, she is seen sailing 'full and by' (sails full, and by the wind), doing 7 or 8 knots, with all sail set. The picture was taken from the German airship, 'Graf Zeppelin'

there was no cargo for her. She sailed for Callao (Peru) for orders, to bring a cargo of guano to the USA.

So she took the old sailing ship road, around the Horn to the westward, this time to load the lowest of the low, old bird droppings! She reached Callao on June 30th, and received orders to load the guano at the island of Lobos de Tierra, about 700 miles further up the coast. She was loaded in about six weeks, and then faced a dilemma. Her cargo was to be taken to Savannah in the state of Georgia, USA, and sailing ship economics then dictated that she should be in South Australia in time to meet the harvest there, and load grain for Europe.

Thus the long passage back around the Horn would take too long, and it was decided to go via the Panama Canal, despite the extra costs involved. It wasn't common for sailing ships to use Panama, but it DID happen, this is an excellent example of one reason for it.

She was at Panama by September 12th and in Savannah by October 5th. She was therefore able to sail in ballast for Port Lincoln, in Spencer's Gulf, South Australia on November 15th 1924. She arrived there on March 18th 1925, and commenced her long association with this area, and the 'Grain Races'.

GRAIN RACE BARQUE

In the 1920s and 30s the ports of Spencer's Gulf in South Australia were primitive and basic. They were a perfect match for the last of the sailing ships. Increasingly, at this time, the carriage of South Australia's grain to Europe became the only game in town for the windjammers. Also as time went by, the 'fleet' was increasingly owned in the Aland Islands by one man, Gustav Eriksson.

As the grain was an annual crop, it follows that its transport was also a once a year job, and a pattern emerged of the ships leaving the Baltic in the northern hemisphere autumn, either in ballast, or with a cargo of Scandinavian timber for South Africa or Australia. They would arrive in Spencer's Gulf at the turn of the year, and be loaded with bagged grain, slowly, on a first come, first served basis, then return to Falmouth, or Queenstown 'for orders'.

The ships provided free warehousing en route, and cargoes changed hands as they were at sea. The term 'race' was not as it seems, in that the ships left when they were ready to sail. They were also old, some positively weak or even unsafe, and they were undermanned by the standards of the clipper ships of sixty years before. Nevertheless, they DID strive to be back in Europe as quickly as possible, and the shortest passage was the target, to 'win' the race.

After receiving their orders as to port of discharge, the ships went to that port, and were unloaded, after which they went back to Mariehamn to be maintained, often by way of dry docking in Copenhagen. They then spent the northern summer at anchor in the harbour of that small town, an almost incredible sight to a modern eye.



Now painted black, here she is at Mariehamn, in the Åland Islands, between Stockholm and Finland. Though Eriksson's tug 'Johanna' was used, in the 1930s, it was still common to sail these large sailing ships to and from anchorage in their homeport



The Western Harbour, Mariehamn, in the 1930s. The ships are, foreground, Archibald Russell, and the others are, left to right, 'Herzogin Cecilie', 'Olivebank', 'Viking', 'Mozart' and 'Winterhude'. A truly remarkable sight, even at the time. If there was no work for them, the Eriksson ships spent the northern summer here

One of the Grain Racers still remains there, as she was when she came in from the sea, before WW2, 'Pommern' is there as part of the local maritime museum.

So, Archibald Russell entered this world, of the very last commercial, deep sea sailing ship. She came to Mariehamn for the first time in the autumn of 1925, and was to load timber at Sundsvall for Melbourne. In the event she was frozen in at Sundsvall, and was very late for the season in Australia.

When she was in Melbourne after this hold up, her hull was painted white, leaving behind her port painted heritage. Her contemporary, 'Hougomont', was partially dismasted at this time, typical of the bad luck which followed this vessel for most of her life.

So she went, year by year, into the 1930s. A typical good passage time was of the order of that in 1929, 93 days. A typical crew numbered 22, including master, and two mates, not many to handle so large a sailing ship, when you think that a typical clipper crew was more than 40, on a vessel a quarter the size.

In 1931, on passage with timber from Kotka in Finland, to East London in South Africa, her track coincided with that of the airship, 'Graf Zeppelin', and some striking photographs were taken, on both sides. 1932 saw 'Hougomont' totally dismasted near to Australia, her crew sailing her in under jury rig, rather than having to be rescued. She was scrapped after this, it being uneconomic to repair her.

LONELY SHIPS

In 1932, five of these last windjammers left Spencer's Gulf in March and April. It was not uncommon, in the days of sail, for weather conditions to bring ships together, in the same wind



In from the sea, at the end of what was to be her last voyage, here she is entering Hull, in 1939

would be forthcoming if they lost".

All the ships sustained damage and 'Parma', an exceptionally strong four masted barque, broached to, and was almost lost, in what was almost a disaster. On her return to Europe, and while she was in port in the Thames, the crew repainted Archibald Russell's hull black.

INDIAN SUMMER

For the rest of the 1930s, the old ship continued in the Grain Fleet. In February 1934, she left Port Victoria, in Spencer's Gulf, with a cargo of grain, 'Falmouth for Orders', and, on clearing the Gulf, her Captain faced the usual 'strategic' decision of the passage, should he take the Cape Horn road, or turn west, and sail to Europe via Good Hope? This year he chose Good Hope as he judged the easterly wind then blowing would take him past Cape Leeuwin, at the southwestern corner of Australia.

This way was the warmer, and, potentially the less stormy way home, but the Great Australian Bight is a notorious place for fickle winds. Many ships had engaged in a futile attempt to go this way, and then had to turn tail, and run for the Horn, after wasting days. On this occasion, there were no such troubles, and she came home via the tip of Africa. Imagine though, after leaving Port Victoria, no one would know where she was, not even which way she had turned, the Horn, or Good Hope, a very far cry from today!

All the rest of her passages with grain were to start from Port Germein, in Spencer's Gulf. Each year she left there bound for Europe, and the local schoolchildren, who kept a diary of the small ports' events faithfully recorded the comings and goings of these last ever windjammers. Because she was there every year, Archibald Russell became a particular favourite with the children. They gave special attention, in the 1938 visit, to the rigging of a new fore topgallant mast, all done by the crew, using their own gear, no crane being available.

She had a relatively trouble free career for the rest of the thirties, mostly going out to Australia in ballast, but once taking timber from Kemi, in northern Finland, to Port Natal, in South Africa. She had the usual heavy weather in the Southern Ocean, and suffered damage near the Horn on one occasion.

Her final voyage started from Falmouth on 5th November 1938, when she left, in ballast, for South Australia. She went to Port Lincoln, in Spencer's Gulf, 'for orders'. In other words, she sailed to the other side of the world on spec, hoping for a homeward cargo of grain. Amid rumours that she was to be sold, she joined the last concourse of merchant sailing ships that was ever to be assembled, as the last of the 'Grain Fleet' came hopefully to South Australia in the last summer before WW2.

system, though still being hundreds of miles apart. So it was with these five, 'Parma', 'Archibald Russell', 'Pommern', 'Pamir' and 'Melbourne'. They were all caught up in a very bad storm far south in the Southern Ocean, on the way to Cape Horn. I will leave it to Captain Mowat, in his fine book, "Lonely Ships", to illustrate this world...

"The southern latitudes around Cape Horn are about the most desolate in the world. The few vessels which still sailed this route rarely sighted one another. These lonely ships existed in a world of their own, fighting their battle for survival in the knowledge that no help

Tales of the relentless slide into war were far away when seen from Port Lincoln, and there are several accounts of the wistful atmosphere that prevailed, as everyone knew that this way of life was doomed. It makes a powerful picture of yet another 'end of an era' moment. She wasn't sold, and she did receive her orders, to load grain at Port Germein, but at a very low freight, the economic writing was on the wall. To the delight of the children, she loaded her last cargo there, and left the Gulf for the last time, on April 3rd 1939. Again, she came home via Good Hope, arriving in Falmouth on August 2nd, 121 days out.

THE END OF THE ROAD

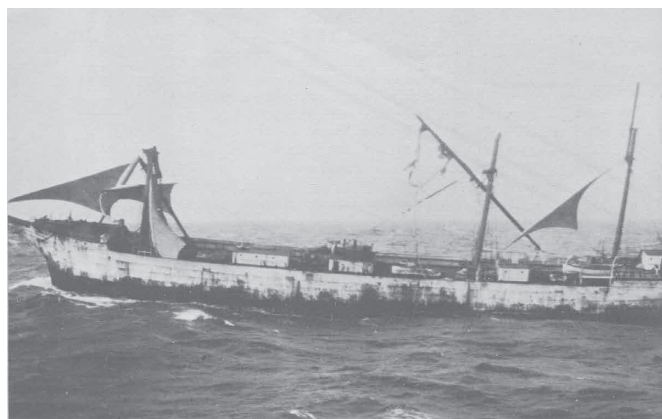
In Falmouth she received orders to proceed to Hull, to discharge, and sailed there on her very last passage under sail. War broke out as she was being unloaded, and so she was marooned away from her homeport. Successively, over the war years, her crew dispersed, and others came from Finland, to partially rig her down for a long lay-up. During 1940 two crews set off from Scandinavia, with a view to re-rigging her, to take her to sea again, but, in war-torn Europe, only a few of them made it to Hull, so nothing came of this attempt.



The end. Moored on the Tyne in 1947, awaiting the attentions of the ship-breakers



'Hougomont'. As unlucky as Archibald Russell was lucky, this is her sister as the typical weather-beaten windjammer of the 1930s



'Hougomont', dismasted off Australia in 1932. Remember this was steel tubular masts, and wire rope rigging. She was sailed in like this!

In 1941, the German invasion of the Soviet Union effectively placed Finland on the side of the Axis, and the Admiralty seized her as Prize of War, and she became a store ship for the Ministry of Food, rigged down to her lower masts, and sent to Goole. Her only piece of good luck during this period was the fact that 68 year old Captain David Williams became her ship keeper while in port, his contribution to the war effort. He did what he could for the old ship, and fervently hoped that she would go to sea again, after the war.

Captain Eriksson, back home in Mariehamn, had also not lost all hope. Towards the end of 1946, one of his most experienced masters was sent to Goole, where he engaged an officer and eight riggers, to enable her to be towed to Swan Hunters, in Newcastle, where they hoped to have her re-rigged. All the spars that had been removed were loaded on deck, and she was taken to the Tyne.

In March 1947, she was officially released to Captain Eriksson, and work started on her revival. Captain Eriksson was the force behind this effort, the latest in his life's work, but he sadly died in August of that year. That was the final straw for Archibald Russell, work was stopped, and she was put up for sale for £5000. There were enquiries, but they came to nothing, and, eventually, she was sold for scrap. Her story came to an end when she was broken up at Gateshead in 1949.

EPILOGUE

During the 1950s several of the worlds' last sailing ships were preserved. The UK had one, 'Arethusa', ex Peking', a fine four-masted barque which had been anchored in the Medway since 1931, rigged down as a Shaftesbury Home. She was a German ship, with no connection to Britain's maritime history, so, in 1974, despite a campaign to keep her, she was sold to the South Street Seaport Museum in New York, where she still resides, though at risk, as they cannot afford the ongoing costs of her upkeep.

We still have 'Cutty Sark', though we seem to have built a conservatory around her, and Glasgow does have 'Glenlee', a fine barque, but how nice it would have been to still be able to see Archibald Russell, an excellent example of the British Cape Horners in her final, and most successful form, and a vessel much loved in her long and varied life.

Instead, we can remember her in one of the pictures shown here, white painted, setting sail off the Australian coast in the 1930s, like a big yacht, ready to take on the sea, with all the other Lonely Ships'.

MMI

ACKNOWLEDGEMENTS/REFERENCES:

For the full story of Hardie's ships and, in particular, Archibald Russell, Captain Mowat's book, 'Lonely Ships', published by the New Cherwell Press in 1995, is THE definitive work, with lots of background and detail not covered here.

M.V. THERON

A FREE PLAN OF THE EX-SWEDISH COASTGUARD VESSEL
KBV 281 PLAN NO MAR3747

AUTHOR: JIM POTTINGER

**FREE
PLAN**

This type of vessel should make an interesting and handsome model and hopefully not too difficult to build as it has a hard chine hull. However, the upper side plating has a slight concave curvature and the lower edge at chine level has a slight step. One method for achieving this, in order to avoid the need to make stepped hull frames, is to plate the upper hull in thicker material equal to the width of the step. There is a constant depth knuckle along the top of the upper shell strake for the length of the hull supporting the rubbing strake and a sloping section at the forecastle.

The whole superstructure is of a shape that would facilitate removal for internal access, or if preferred only the low coaming aft of the wheelhouse could be made removable. I have shown an alternative line of the shafting, which would allow any motor to be fitted lower down in the hull. The rectangular flush mounted hatch on the deck right aft could be made larger to give access to any steering mechanism.

The RIB dinghy is handled by a Hiab hydraulically articulated crane and a life raft valise is stowed forward of this on the starboard side on top of the engine casing. I have not detailed this unit as any typical crane such as those seen on lorries etc. would suit. A small escape hatch and a hydraulic cable winch to handle the anchor chain are fitted forward. The guardrails around the deck are formed from tubular stanchions and round bar rails with a larger tubular rail at the top.

The boarding platform on the transom is optional.

All pictures are by courtesy of Shipsforsale Sweden.

Port side view of Theron



MAIN PARTICULARS:

Completed in 1979 by Djupviks Varv Tjorn

Refitted in 1995 by Holms Varv RAA with new flybridge and modified wheelhouse

LOA 21.23 metres

LWL 19.20 metres

Beam 5.16 metres

Gross tonnage 60GT

Displacement 46 tonnes

Aluminium hull and superstructure

Engines: two Deutz MWM diesels TBD 234 V16 780 kW installed in 1994

Cruising speed: 13 knots

Max. speed: 22 knots

Starboard side, there are only two deadlights on this side of the forecastle. This view shows the numerous antennas, lights etc. mounted on the mast; also the escape hatch on forward bulkhead of the wheelhouse





Closer view of port side, the port engine exhaust outlet at the waterline aft, also a distinct break in the chine at the junction of upper and lower shell plates



Stern view from aft showing boarding platform on the transom



Bow view



Close-up view of stern, this shows the hatch with low coaming and circular escape hatch on after deck, the large vent intake is shown on the plan



Fore deck and view of wheelhouse front, also a water cannon and life raft



Other view of foredeck, the circular escape hatch can be seen



Engine raised casing with RIB stowage, the large casing on starboard side could possibly be a vent



Upper fly bridge with duplicate engine instrumentation under clear shelter panel and dual searchlights



Typical Hiab deck crane



Life raft



The inside of the wheelhouse looking starboard to the chart room area, companionway to lower deck in right foreground



Looking aft in wheelhouse with access door in centre and ladder to fly bridge visible through window



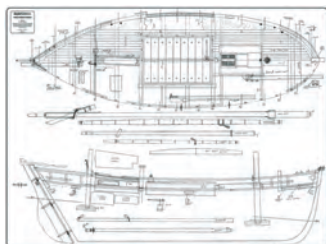
Control station at forward end of wheelhouse



Control station

Traplet Plans & Parts Shop Introduce

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 www.trapletshop.com/david-alderton-designs



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 (3 sheets)

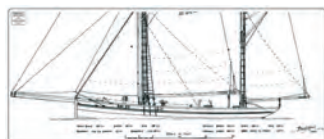
Product Code: DAP005 - £19.99 + p&p

Hull

Product Code DAH005 - £125 + p&p

Plan & Hull

Product Code: DASET005 - £135 + p&p



Ibbex (Brixham Trawler) -

David Alderton

Ibbex 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!

Length: 49.60" (1260 mm) Beam: 11.41" (290mm)

Plan (4 sheets)

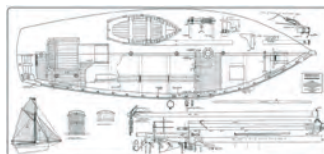
Product Code: DA004 - £19.99 + p&p

Hull

Product Code: DAH004 - £113 + p&p

Plan & Hull

Product Code: DASET004 - £124 + 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 (4 sheets)

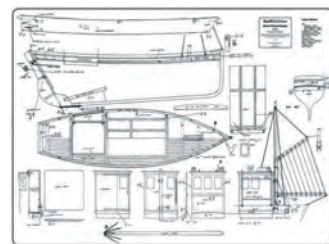
Product Code: DA003 - £19.99 + p&p

Hull

Product Code: DAH003 - £125 + p&p

Plan & Hull

Product Code: DASET003 - £135 + p&p

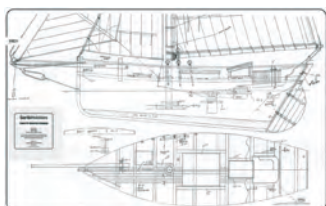


Lindy Lou (Mevagissey Fishing Boat) - David Alderton

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.

Plan (1 sheets)

Product Code: DA007 - £14.99 + p&p



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.

Length: 40" (1012mm) Beam: 12.5" (319mm)

Plan (3 sheets)

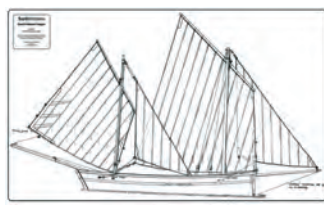
Product Code: DA001 - £14.99 + p&p

Hull

Product Code DAH001 - £101 + p&p

Plan & Hull

Product Code: DASET001 - £108 + 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.

Plan (3 sheets)

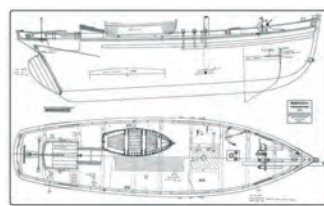
Product Code: DA002 - £14.99 + p&p

Hull

Product Code: DAH002 - £50 + p&p

Plan & Hull

Product Code: DASET002 - £57 + 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 (4 sheets)

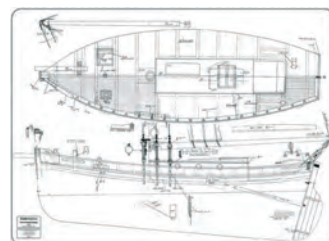
Product Code: DA008 - £9.99 + p&p

Hull

Product Code: DAH008 - £115 + p&p

Plan & Hull

Product Code: DAHSET008: £120 +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.

Length: 40" (1016mm) Beam: 13" (330mm)

Plan (3 Sheets)

Product Code DA006 - £14.99 + p&p

Hull

Product Code DAH006 - £125 + p&p

Plan & Hull

Product Code: DASET006 - £132 + p&p

David H Alderton Plans

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Waterline appearance of FL. E 119. Easy and fast to build, and certainly suitable for a bigger 1:6 version!

GERMAN LUFTWAFFE RESCUE LAUNCH FL. E 119

CHRIS GIVES THE HISTORY BEHIND THESE RESCUE LAUNCHES AND SOME USEFUL PICTURES OF THE CONSTRUCTION OF HIS 1:16 SCALE MODEL

AUTHOR: CHRIS KOENIG

In World War 2 the German Air Force used all that it had learned from exploits in the air during the Great War. Amongst the learning from this epic conflict was the knowledge that any crew forced to bail out or ditch into the ocean were doomed.

Consequently the newly created Luftwaffe set up an organization to ensure downed aircrew stood a chance of survival. Titled 'Seedienst der Luftwaffe' (ocean service) a new unit was formed which comprised sub units of all kinds. The sole reason for their existence was to support aircraft flying over open water. A sub unit was named 'Seenotdienst (Luft)' (literally Luftwaffe life boat service), this special service was designated to rescue crews and aircraft.

Clearly the focus was on crews, however, salvaging stricken aircraft provided a wide field of operations. The Geneva Conventions and the military nature of this service meant there was no differentiation in terms of nationality. Actually the rescue missions were not aimed at aircrews only. Pretty much like the RNLI operations during WWII, the Luftwaffe's lifeboat service rescued whomever it could.

As such the 'Seenotdienst (Luft)' needed its own aircraft, ships and boats to achieve what was expected of it. By the mid-1930s the service was almost fully established, with specially trained Luftwaffe soldiers and a few civilians manning the craft available. The German armed forces had been organized in accordance to

traditional local army corps of the former Prussian (or royal) armed forces.

Within the sixth command area a naval flying force was formed as Luftkreiskommando VI (See). By February 4, 1938, a new Luftwaffe command structure succeeded the Luftkreiskommando VI, when Luftwaffenkommando See (Ocean Airforce Command) emerged. The lifeboat services got attached to the command. The German coastline was eventually divided into distress zones. Headquarters were built within each of these zones, usually situated at a seaplane base to ease operations.

Within each distress zone smaller areas were encouraged to organise rescue missions. Each and every area had a supportive unit with sea and land based rescue planes, as well as fast rescue launches. Many aircrews in WWI vanished simply because the communications between different parties was ineffective. Even in the early 1930s an unwanted landing off the coast was often a deadly experience.

In order to resolve this situation the communications and radio branch of Luftwaffe (Luftnachrichtentruppe), its air safety and air control units (Flugsicherungsdienst), as well as the rescue service were put into one organizational cluster. However, this model failed even under peacetime conditions and was abandoned by August 1939, when Germany prepared to go to war in Poland.

A fine study of FL. E 160 at top speed (source: Axel Kleckers)



On the other hand it was crystal clear that communications had to be established between flying units and the rescue service. By November 1939 another re-organization took place. By attaching distress zones/areas directly to Air Force Commands, the Luftwaffe had found its perfect system.

World War 2 started in September 1939, however, it did not affect the Western European countries very much before the spring of 1940. Germany had lost considerable numbers of their armed forces in 1939 and needed a halt to replenish. Back then the French army had a superior headcount, compared to 'just' 26 German divisions. However, the Western campaign was a true 'Blitzkrieg' and ended in the defeat of France, the Netherlands, Belgium and Luxembourg after very few weeks.

This created a new geo strategical situation not previously envisaged. The coastlines to be surveyed now stretched all the way from the Spanish border to that of the Soviet Union. While the fighting was still ongoing, the Air Force Commands of Luftflotte 2 and 3 appointed liaison officers under their commands called 'Seenotdienstführer' (rescue service representatives), aimed to better coordinate any rescue mission. Structure still needed to follow strategy: the German Luftwaffe lifeboat service was unable to satisfy all demands with the existing craft. The area of operation had extended the range of rescue launches too far.

During the summer of 1940, while the Battle of Britain raged in the skies, with Hurricanes, Spitfires and Boulton Paul Defiants spraying bullets at their German attackers in fierce and costly dogfights, the German army started preparations for a channel crossing. Operation 'Sea Lion' was meant to scare the United Kingdom, and at best would result in Downing Street filing for a ceasefire, if not a surrender under German terms. This at least was the plan.

In order to be prepared and at least start the operation (although top brass failed to come up with plans how to proceed after the initial stage of the invasion!), commandos and specialists were foreseen to raid the British coast. The establishment of bridgeheads was a precondition before the main invasion force arrived. The specialists knew they would meet strong resistance. Their craft, therefore, needed to be lightweight, fast and small to split up the British defences.

They opted for a small motorboat, which wasn't available prior to spring of 1939. The Leichtes Sturmboot 39 (light assault craft 39) was a nearly exact copy of a similar craft introduced into the Hungarian forces in 1934/35. Built from oak and spruce, it resembled a river Danube fishing boat, but there was a big difference at the rear end: a powerful outboard engine that could be lowered into the water depending on the displacement of the boat.

The whole craft measured 5.99 m in length without the propulsion unit, which increased the total length to 8.50 m. The width of the craft was a mere 1.58 m and the height around 0.65 m. The reinforced construction came in handy at a weight of approximately 200 kg. The weight increased with an engine installed. The 30 hp outboard had its own integrated 18 l fuel tank, which allowed for up to two hours running at 14.5 knots (empty).

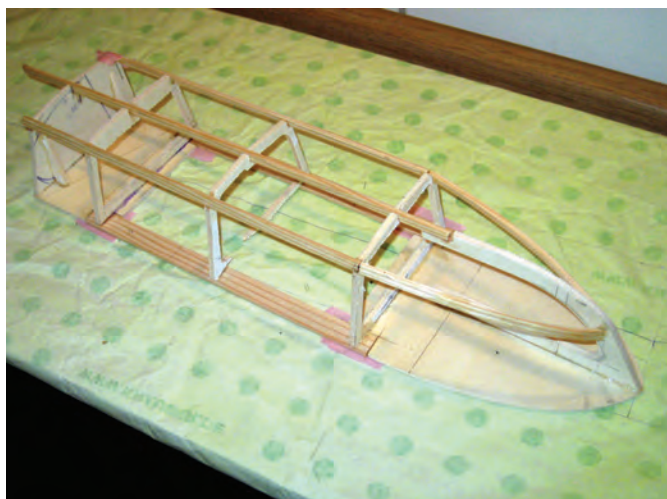
If a cover was installed to the boat and the engine was ready to go, the weight rose to 492 kg. Without the protective cover, which was useful when operating from a beach, the boat's weight reduced to 387 kg. The helmsman and possibly a second grunt operated the boat, with usually six soldiers all geared up as a common payload.

The Wehrmacht first asked Claus Engelbrecht (son's) boat yard of Köpenick-Wendenschloss (1926(?) - 1945; later on VEB Yachtwerft Berlin-Köpenick (1947-1990), today Yachtwerft Berlin GmbH), to build 20 prototypes. These saw extensive evaluation in 1936-1938.

FL. E 107 was based in Schellingwoude/Amsterdam in 1940 (source: Marcus Kroll)



Here the Luftwaffe pose with a FL. E I-type craft in France, ca. 1941/42 (source: Axel Kleckers)



Construction is easy utilising only a few formers and stringers



After the hull's sides are added, dummy stringers were glued in place



The hull was finished and awaited some filler before being spray-painted



The light assault craft 39 engine – a 30 hp Kovacs – was built from scratch. Pictures may be found in the Internet and plans

In parallel Engelbrecht started a large-scale production of 200 light assault boats type 39. Things were progressing quite well when a massive fire tore down the yards. They had to be completely rebuilt which consequently triggered Wehrmacht officials to contract other yards as well.

In terms of the drive trains the situation was more straightforward. Instead of contracting only one supplier (the original engine was produced by the Hungarian company of Kovacs) the engine was widely produced. The FMA Frankfurter Maschinenbau A.-G., Maybach or Volkswagen received the blue prints and were asked to (mass-) produce the 4,125 mm long, 843 mm wide and 620 mm high drives.

The helmsman controlled the speed and elevation by a handheld lever, which also included an instant stop button. Behind the lever both the 18 l fuel tank and a 4 l oil tank were installed in line, with the water-cooled 1.6 l four-stroke four cylinder boxer attached. A gear and a long shaft followed, with a three-bladed prop (diameter 275mm) at the very rear end.

I managed to find 'Dienstvorschrift D 525/1', an official booklet on the engine, issued April 18, 1940. According to this booklet the engine consumed up to 10-12 l per hour while the boat ran at 11 kn. The empty boat could travel much faster, which indicates the fuel consumption was calculated on a full load.

Note: the authors of the booklet suggested the engine would need 0.3 l high-grade oil per hour. It was an Italian company that tried to decrease the oil consumption and boost the power. Mascheroni-Motori di Legnano produced a drive train called 'Typ FB2/4' which consumed 1.8 l per hour at 3,200 rpm giving an increased output of 37 hp.



Flugbetriebsboot FL. E 119 in 1:16 scale



The Kovacs-engine sports a long tail. If you've ever been to Southeast Asia, you realise where the idea of long tail boats stemmed from!



The payload of FL. E 119 includes the tailplane of an Arado Ar 196 A-2 and yellow fuel canisters, taken from the emergency pack of a seaplane



The figure should not necessarily look like Adolf Galland, but rather as any Luftwaffe Flying Officer with life vest



The Kovacs engine in place. Brass nuts and bolts helped to add realism to the wooden construction

The French beaches are famous for their shallow waters. They had been designated for Operation Sealion, with German landing craft taking advantage of the tide when being loaded. Once the water rose, they would have started their voyage over to the UK. Well, at least in theory. Practicing these techniques showed many errors.

Anyway, Seenotdienst (Luft) noticed the light assault crafts there and requested them as auxiliary rescue launches. Within Luftwaffe an 'Außenstelle Fécamp des Kommandos der Schiffe und Boote der Luftzeuggruppe See' (Fecamp detachment of the Luftwaffe Command for Ships and Boats) was tasked to integrate the light assault boats into their organizational structure. By the late summer of 1940 the unit received 46 light assault boats type 39. As was the case with all Luftwaffe boats, a new class was created. Flugbetriebsboot E (FL. E) was the name given, which may be translated to 'aircraft operations service craft, type E'. Being the first series of boats a subtype 'FL. E I' evolved; however, no other series were added to the type. The first boat that went into service for Luftwaffe was FL. E 101.

By the end of 1940 Luftwaffe sources showed ten boats in service at Boulogne sur Mer, while Cherbourg received twelve and Le Havre three. The boats proved to be of great value, especially after Luftwaffe commanders asked for a trailer to allow for fast transportation in occupied France.

Foul weather certainly limited their utilization. In calm weather, however, they were of great use to deliver aircraft spares and crews, potentially pick up ditched pilots or provide stable working platforms. The low weight eased launching operations, and a great many of the boats were placed in the water by strong soldiers. Modifications were carried out in the field and included oars (often taken from aircraft dinghies), a protective cover or additional fuel canister (once again taken from aircraft).

One may doubt whether small wooden boats subjected to saltwater may have had a long lifespan, but FL. E 119 proves the contrary. The boat was one of the original built by Engelbrecht, launched in 1940 and were still in existence on June 28th 1944.



This is how FL. E 119 would have looked in operations by 1940. Black and white picture, as ordinary soldiers did not have colour material!



Wood, brass nuts, lead and a little patience is all you need to build a Kovacs

According to a 'Bestandsmeldung der Fluggeräteausgabestelle 13/XI (See)' in Nantes/France the boat was issued a formal military zip code to allow for communications to and from Germany. This number – 16209/F – also indicates the unit was in France (.../F). Other sources also state the boat was still in use in the summer of 1944, most likely attached to a lifeboat unit in Cherbourg, designated SNDF Seenotdienstführer 3 (West).

More than 60 such boats have been traced within the Luftwaffe, while several hundreds were delivered to Wehrmacht. Unfortunately individual fates are difficult to assess. After D-Day no further traces could have been established.

I've been a huge fan of Luftwaffe air sea rescue launches and built the 'Seeteufel'-class boats FL.B III, IV, V series 2 and a French 40K9 (FL.F I) in 1:50 scale, before turning to the more convenient 1:72 scale for catapult vessel 'Sperber' (SP I) and rather recently BS I 'Phoenix'. So far Flusi 2 'Krischan der Große' was the only one in 1:35 scale, and I must admit even this seemed a bit too small.

When cleaning up our basement, I rediscovered Tamiya's 'WWII German Luftwaffe Ace Pilot' in 1:16 scale. The kit offers a fine detailed body along with two heads that resemble either Werner Molders or Adolf Galland. Both figures appear to have been crafted after the July – September 1940 period.

The figure already sports a German life vest and thus is an ideal helmsman for a Luftwaffe FL. E I-type boat! 1:16 scale is sufficient for R/C although the boat is a bit small. With further data gathered from my favourite source 'Die Schiffe und Boote der Deutschen Seeflieger' (Jung, D., Wenzel, B., Abendroth, A., Stuttgart: Motorbuchverlag, 1977) and the Internet the building process itself was quite fast. If you google 'Sturmboot' or 'Sturmboot 39' you will easily find drawings. The boat is great fun in the water and I am already thinking about a larger one, e.g. in 1:6 scale. **MMI**



Tamiya's Luftwaffe ace pilot at the helm of FL. E 119

SOURCES:

Historisches Marinearchiv (HMA); Collections Kleckers & Kroll
Merkblatt 45a/22, Das Pionier-Sturmboot – Ausbildung und Einsatz vom 01.09.1942

Sturmbootmotor 39 – D525-1 – Beschreibung und Bedienungsanleitung vom 18.4.40

Sturmbootmotor 39 – D525-2 – Ersatzteilliste vom 5.7.40
N.S.K.K. Dienstvorschrift – Ausbildung am Pionier-Sturmboot, ca. Mai 1943

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SEA DRAGON

THE HISTORY OF THE KAIRYU MIDGET-SUBMARINE AND THE BUILD OF KORA'S 1:72 SCALE MODEL

AUTHOR: MIKE WILLIAMS

INTRODUCTION

I already possessed a 1:72 scale Japanese Kaiten human-torpedo and a Type A 'Ko-hyoteki' midget-submarine in my Imperial Japanese Navy (IJN) collection, both from Fine-Molds, to cover this intriguing area of underwater warfare during the later phase of the Pacific War.

My subsequent further reading into this macabre subject clearly conveyed that these two craft were part of a range of desperate ones developed by a beleaguered Japan late in WW2.

From this reading I felt that there was certainly a technical and operational gap between my small Kaiten and large Type A, one which I would like to bridge in model form to finally produce a comprehensive set display of this fascinating albeit fraught naval subject. Looking around I discovered that the Kairyu (Sea Dragon), (also clandestinely known as SS Kanamono (hardware) or metal fitting Type SS to conceal this secret project) would be the ideal candidate.

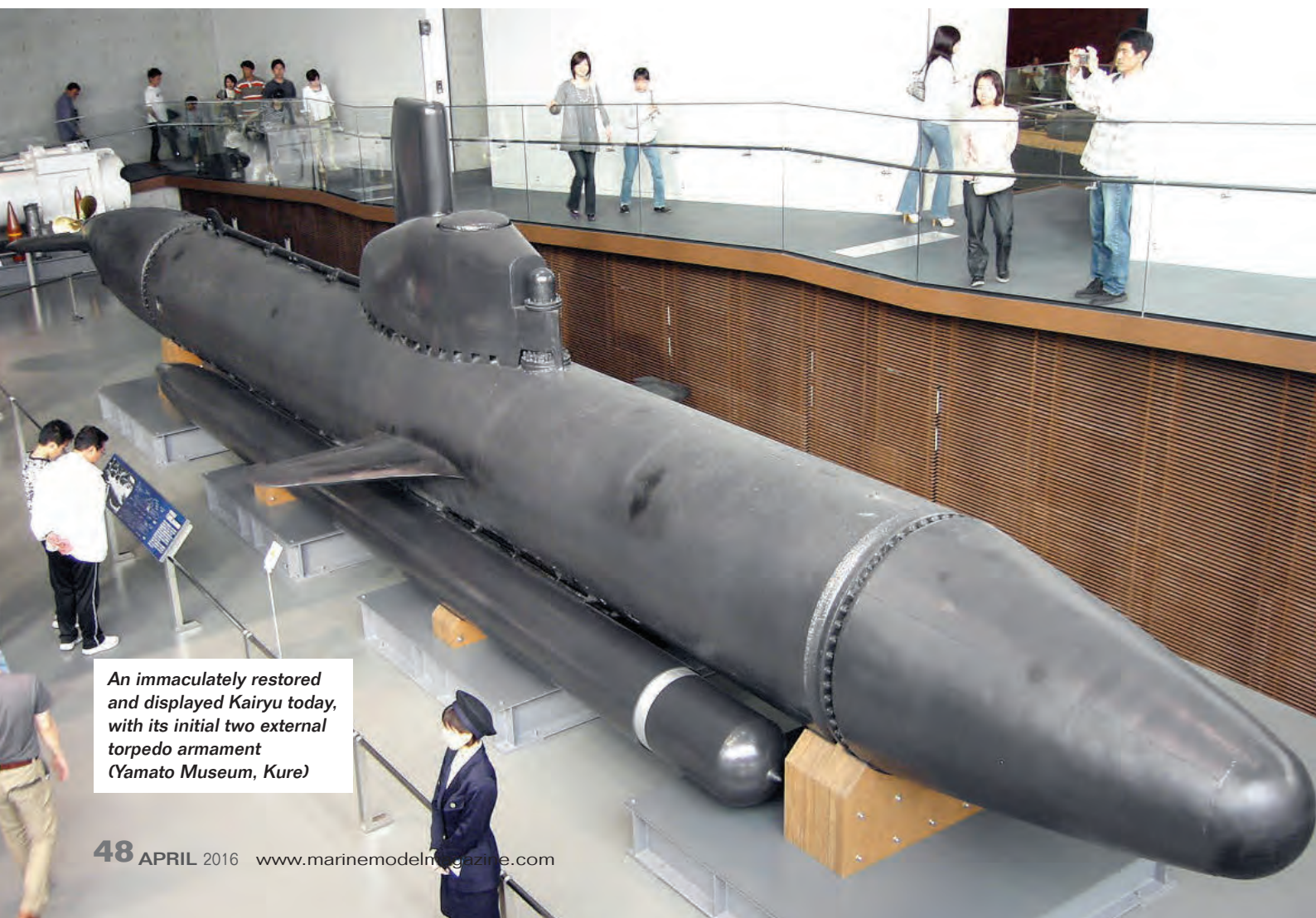
This was a class of midget submarines developed by the IJN, designed in 1943-44, with two prototypes being completed at Yokosuka in 1944. The series production commenced at the beginning of 1945 with the majority being built at Yokosuka, the Uraga Dock in Tokyo, and at Fujinagata in Osaka. About 760 were planned but only some 200 to 224 were completed by August 1945, with none seeing actual operational service, only training.

This entire type was developed to counter the invading Allied Forces during their anticipated naval approach to Tokyo, and landings against the Kanto Plain's beaches. They were based at Yokosuka, where most were built, defending the approaches to Sagami Bay and Tokyo Bay. With the envisaged expansion of the Kairyu Corps, primarily through young Yokaren (pilot) graduates, further deployments around Japan were envisaged, including the Boso, Izu, Oginohama and Kii Peninsulas, as well as the Seto Inland Sea, and around vulnerable Kyushu.

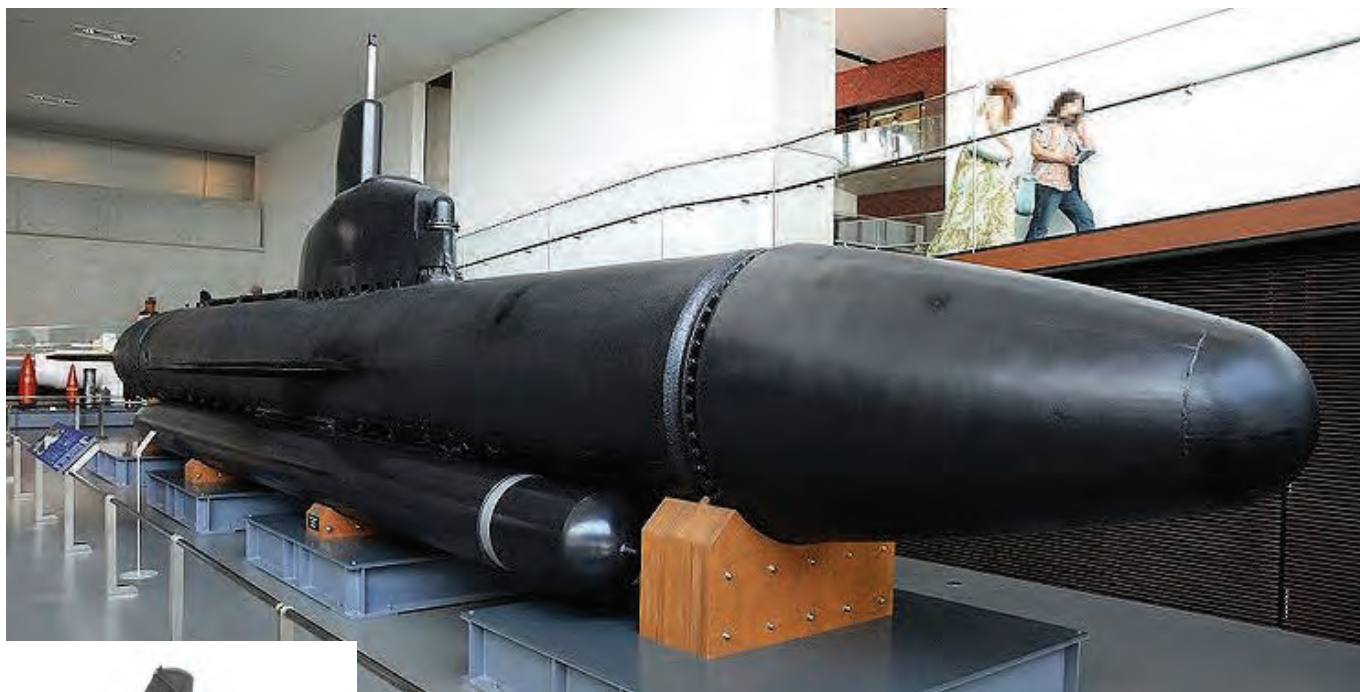
In this initial building and training period, some Kairyu were stationed in the Moroiso and Aburatsubo inlets on the southern tip of the Miura Peninsula where a training school was set up at Kurihama on the 1st March 1945. The trainees were clandestinely titled the 'Sasakura Engineering Troops', and training was conducted both day and night.

The newly formed 11th Assault Corps expanded rapidly, so that by the 5th May 1945 eleven hurriedly trained crews were established at Yokosuka. However, the demanding training continued, and the first fatal accident occurred in this harbour on the 30th May. The twenty year old pilot, named Kabuki (Kaburaki) was identified, while the name of his non-commissioned crewmate was not recorded.

There is absolutely no mention of or reference to Kairyu's ever being launched from a fleet submarine or surface mother-ship as



An immaculately restored and displayed Kairyu today, with its initial two external torpedo armament (Yamato Museum, Kure)



Kairyu on display today, of special note here is the 'conical' shape of this preserved example's bow section, over the more curved bulbous one in other pictures (Yamato Museum, Kure)



Yokosuka Naval Base in September 1945, of some significance is the clear depiction of a painted-on weathered Japanese flag and unit number on the tower, which I replicated in my model (United States National Archives – 80-G-339847)



A surrendered Kairyu at Yokosuka Naval Base, Japan, September 1945 (United States National Archives – 80-G-338384)



Another view of captured Kairyu, interesting markings can be seen on their conning towers (United States National Archives – 80-G-338383)

were both Kaiten and Type A's. Certainly the Kairyu's dimensions were well within the physical requirements but there does not appear to be any documentation to suggest this use, they were exclusively used from secret land bases.

These midget-submarines had a two-man crew and were initially fitted with two conventional externally mounted 45 cm torpedoes. Later, due to the lack of standard torpedoes, they were provided with a nose cone within which was located 600 kg (possibly Type 91 trinitroanisole) of explosive charge intended to be used on a one-way suicide mission against an Allied invasion fleet.

They were constructed from three sections of welded steel bolted together, fore (installed with or without a warhead), mid (diesel engine, ballast, fuel, controls and batteries) and finally aft (electric motor and control planes), atop which rose a tall tower amidships with its periscope.

The centrally placed pilot and his single crewmate had numerous controls including those for the mid and aft dive planes and rudders, valves for oil, fuel and water and the periscope raise-lower mechanism. In the conning tower there was a Type 4 magnetic compass, while in some early models there was also a Type 97 gyrocompass in the boat itself. The craft was also fitted with a shortwave radio, and navigation board.

The Kairyu was designed as a fast two-man 'glider' submarine with prominent diving planes amidships, 'piloted' by a stick just like an aircraft, although from a couple of surviving ensign accounts this was very difficult to master.

One telling issue was the reserve buoyancy which was very small at some 300 kg in a normal condition and only around 20 kg in an operational cruising mode. As a result the boat would dive very quickly when water entered the main ballast tank.

The original and second versions of the craft were practically identical; however, the third modification saw some notable differences. The length was increased by 1.6 m, the amidships dive planes moved forward of the conning tower, no external magnetic compass, a second periscope was prominent aft of the conning tower, and internally the fuel tank was now installed forward of the pilots control area. It is presumed that this third version was to be used for training purposes with a complement of three men.

An 'operational' Modification II two-man Kairyu fitted-out for its expected anti-invasion role displaced 19.3 tons submerged, had an overall hull length of 17.28 m and beam of 1.3 m (omitting the protruding pectoral dive planes). Propulsion on the surface was by a single 86 hp diesel (gasoline) engine, and submerged by a single 80 hp electric motor. This system was capable of a maximum surface speed of 7.5 kts and 10 kts submerged, with a range of 830 km at 5.4 kts on the surface, and 70 km at 3 kts when submerged. The craft's safe dive depth was initially quoted at 100 m, but later increased to 200 m without torpedoes.

All-in-all the Kairyu is a fascinating midget-submarine type, with a captivating history, albeit non-active. Its fine streamlined compound curves and flowing lines all rendering a rather aesthetically pleasing futuristic appearance.

I always intended to place the Kairyu alongside my existing 1:72 scale Kaiten human-torpedo and Type A 'Ko-hyoteki' midget-submarine



Kora's nice box-top artwork

MODEL

As far as I know there is only one 1:72 scale Kairyu model currently available, the resin example from Kora Models (W7207). I obtained my kit from LF Models (Ladislav Fojtl-Models) for 32 Euros plus 5 Euros postage (totalling £28), so this is not a cheap proposition.

I believe there have been two previous 1:72 scale models of this subject, both from Japanese firms. The first from the now defunct LS Models, was basically a 'toy', released in the early 1960s. This was an 'operating' model, powered by a rubber drive but a separate sealed electric-motor 'power egg' could be purchased and attached to the underside.

It seems that this craft had a sort of automatic diving system, through adjustable diving planes, with buoyancy chambers and free flood areas within the hull. The second 1:72 offering was more of a true scale detailed static display model, a limited-run piece released by Pit-Road in 2002 (there CS-22), and costing 4,200 Yen, but is now discontinued.

In 1:144 scale there are two other examples, one from Takara in their 'Ships of the World' series (No.7) and the other, again, from Pit-Road (PTK-06), of which I believe only the former is still readily available

As for this actual presentation, I sometimes like a build, which demands some extra attention, just to produce something unique with my personal stamp upon it. In this case my Kairyu project did tax me in a number of areas.

My initial inspection of the 21 resin parts involved gave me some cause for concern. The Kora kit is a strange amalgam of a Modification II and III Kairyu's salient features. I was also concerned

about the crucial overall dimensions of this model. Another thing to be clarified straight away is that the kit is offered as a multi-media model but has no etched fret, or decals, just the basic resin components.

Reflecting the minimal assembly requirement, the instruction sheet is a single double-sided A5 monochrome sheet (21cm by 14.6 cm), the front a very basic introduction and contacts page, with the reverse carrying a profile (no plan view) indicating just the 'grey' finish of the overall craft, the parts involved, and an exploded isometric sketch of the assembly, everything clearly numbered, with the minimal text bilingual in Czech/English/German.



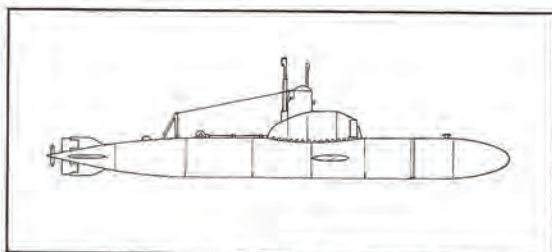
Kora's basic presentation, a light cardboard top-opening box, one-sheet instructions, and poly-bagged minimal resin components

KORA Models
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Polyuretanový model 1:72 Polyuretan kit

Kairyu Japanese Suicide Submarine



Poznámka * Note * Bemerkung

Použitý materiál je křehký a citlivý na teplo. Případné deformace odstraníme vložením do horké vody. Po upravení do požadované tvary, ochladit ve studené vodě. K lepení používejte kyanokrylové lepidlo. Při práci s ostrými kovovými nářadí pracujte zvýšenou opatrností.

Using material is brittle and sensitive to heat. Incidental deformations can remove to put the parts to hot water, after arrangement cool in cold water. Use cyanoacrylate adhesive. Be careful to use sharp metal parts.

Das verwendete Material ist spröde und wärmeempfindlich. Eventuelle Deformationen können durch Einlegen in heisses Wasser entfernt werden. Nachdem die gewünschte Form wiederhergestellt ist, in kaltem Wasser abkühlen. Zum Kleben verwenden sie Kibler auf den Basis von Kyanokrylat. Beim Handeln mit scharfen Metallgegenständen erhöhte Vorsicht walten lassen.

Kora's introduction, including a profile of their Kairyu with 'mixed' features

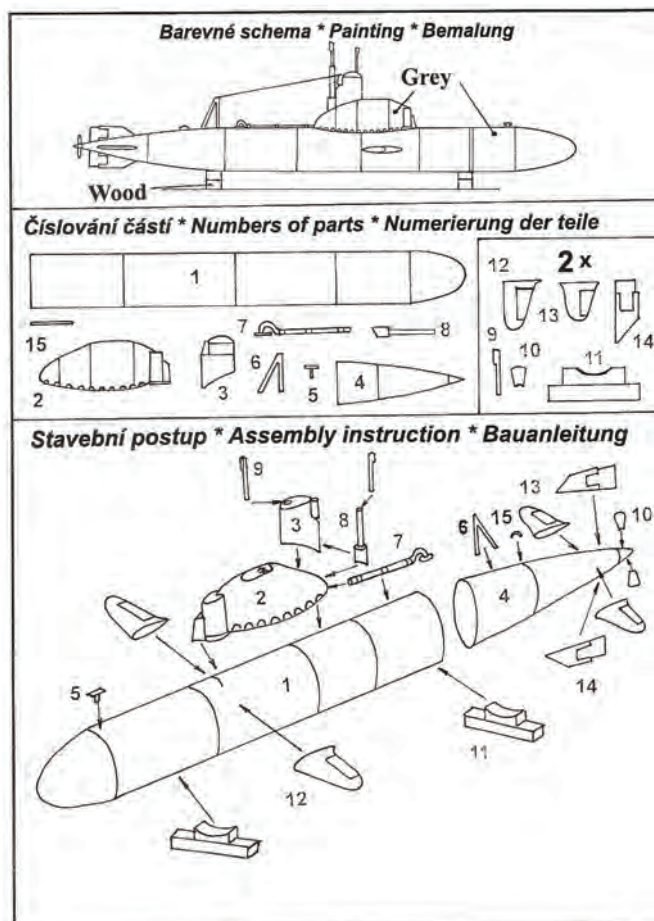
This was my first Kora model, and one can usually gauge the quality of a product on an initial look at the instructions. Here a basic build was conveyed, one which would require some additional work to produce an accurate representation of a Kairyu, which was to prove to be the case.

At this initial checking stage a major query arose, from my reading into this subject I believe the hull of the Kairyu was 17.28 m overall and 1.3 m in diameter, which would equate to a 1:72 scale model exactly measuring 24 cm and 1.8 cm. Upon inspection I found that the hull diameter was acceptable, but the original main forward section of my model was too short before any preparation work being just 16.7 cm in length, with the aft section seemingly fine at 6.2 cm. Once both ends had been prepared (rendered flush) this would obviously result in a length shortfall of well over 1 cm, correcting this was essential.

Before any work I confirmed my suspicion about the overall length of the hull from one authoritative source, verified in Ensign Otani Tomoyuki's detailed narrative, establishing this crucial overall dimension. Even though this figure does vary in a number of



The initial inspection of the resin parts. Here my first concerns about the two-part hull's final overall length occurred



Kora's basic instructions, adequate for this 'simple' build

reference works, between 17.2 m to 17.4 m, a commitment had to be made.

An email query to Kora (Robert Koraba) to clarify this point, confirmed that this was an early model, some twenty years old, and he did not have the information that is known today, and this inherent defect was something I had to address, so finally I settled down to do the best I could with what was available, and this obviously greatly prolonged this 'simple' build as I endeavoured to work around and correct things.

Since the type of Kairyu presented by Kora can be perceived primarily as a Modification II version, I committed myself to amending everything to this specific version. Without its externally mounted pair of torpedoes, in release side shackles, this example only possessed an explosive warhead. It would have been nice to have this pair of torpedoes and fittings included to give the option of completing an early example, but with none you are left with the basic streamlined main hull structure of the later type.

As usual with such a limited-run resin model, there is a need to clean and safely separate all the parts from their robust over-pour



As was expected, a fair degree of separation and preparation work would be involved

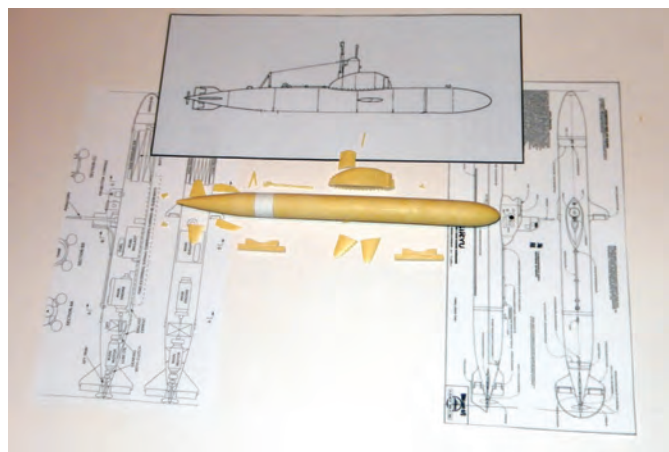
bases. For me this required the usual shielding tape delineation of cut lines, with the additional benefit of surface protection. The use of a fine modelling saw to detach the pieces, followed by preliminary trimming of rough surfaces using a scalpel, was finished-off by finer and finer sanding down to the required line using graded wet-and-dry abrasive sheets. These sheets were held true using suitable blocks to achieve the desired flush finish.

To get around the hull issue I simply prepared the ends of both sections as usual, and inserted a suitable section of 1.8 cm diameter tube between these, securing the union with super-glue (used throughout this resin build), cleaning-up the merged section through very light sanding down flush once set. This achieved the essential combined 24 cm overall length and seamless union. This structure was the foundation of all that was to follow, governing the accuracy of this subject, so precise work here was absolutely essential.

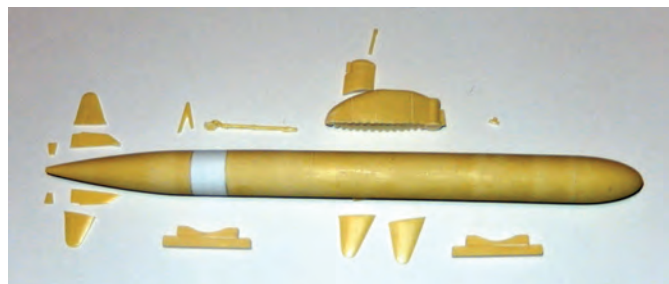
Right at the start one obvious procedure was intrinsic to achieving an accurate build. The placement of the main hull base, upon which all delicate work was to follow, had to be securely mounted on a suitable handling stand, which will double as its final display platform. Two resin 'wooden' crutches are included in this package, the upper recesses of these pieces conform to the curve of the hull, and once firmly mounted on a suitable plinth, the hull can be secured to this handling and display base.

It has to be noted that an unknown number of Kairyu's were provided with a more 'conical' forward section, but the majority of surviving photographs show the more 'curved' outline presented by Kora so this was retained.

The surface detail on the main hull was limited to very lightly



Consulting as much documentation and reference works as possible highlighted certain issues to be corrected



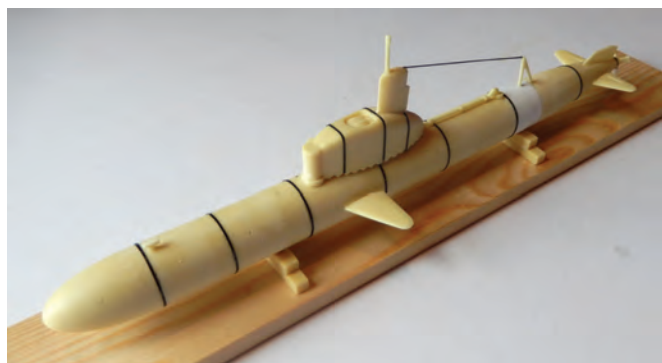
The clean-up of all parts was relatively simple; the resin was very easy to work. The need to lengthen the hull was the single most major revision



Emphasising the extremely indistinct hull section and principal weld lines was needed to add detail to this bland hull



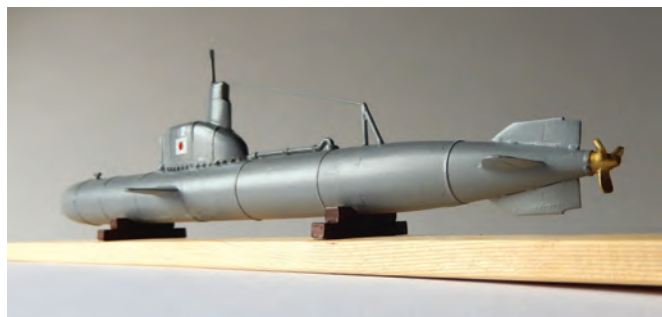
The basic model is complete. Its earlier placement upon a sound-working base was vital in the accurate alignment of features and assembly



Accenting the towers weld lines was also needed, along with the provision of an aerial aft to detail this piece

recessed sectional and weld seam bands. These were only noticed after consulting the supporting instructions diagram as they were extremely indistinct. In my new hull I decided that this intended surface detailing should be highlighted. I emphasised them using prominent black girdling bands on a light-tan resin hull.

I deleted all indication of the aft periscope on the conning tower assembly just leaving the fore unit along with its nicely moulded access hatch, the sole means of crew entry and exit. Other details on the conning tower included the craft's integrally moulded magnetic compass, along with serried rows of free-flooding vent holes along its base, and separate diesel engine exhaust on the aft casing leading to



Aft the cruciform control surfaces and revised three-blade propeller is shown



Markings to detail the tower were obtained from my spare decals box; none were included in this kit



To add an optional 'human' aspect to such a craft, representative 1:72 scale figures can be placed alongside



In this merged display the grey Kairyu stands out alongside the sombre overall black of the other two units in my set display of such Japanese craft

a vent higher up on the sail. While there were no jump-wires a radio aerial extended aft, fabricated from fine steel wire.

This total absence of net or wire cutters, jump-wires, plane guides, or propeller guards, is quite revealing; all indicating that such a craft was never intended to force an entry into an enemy anchorage through its harbour defences. Its clean uncluttered features were designed to enable it to achieve as high a speed and endurance in its intended defence in the open waters covering the approaches to Tokyo.

The clean separation of the control surface and propeller blades from their shared mould block was important. The exposed items were taped-off, and the severance cuts made at a down angle, away from them. Once detached from their blocks the excess was then trimmed-back to the tape edge and desired mating surface.

Jigs are an essential insurance when attaching the cruciform aft control surfaces, 'wings' amidships, and conning tower to guarantee that these components are all aligned with each other, ensuring the overall model looks just right. Undoubtedly this seeming thin dorsal like fin rising amidships emphatically contributes towards the Kairyu's menacing shark-like appearance, accentuated by its extended planes amidships like its pectoral fins.

One other point, only two propeller blades are provided, but in surviving photographs, it appears that a three blade unit was installed, so an additional one will have to be scratch-built.

Kora's bland painting recommendation of an overall 'grey' for this craft needed to be improved. I finished my model with a base of sprayed Tamiya grey primer, followed by an overall Kure-Grey (TS-66), with subdued brush applied Sasebo-Grey (XF-77) and German-Grey (XF-63) to certain areas for highlighting. I also added some character to my piece through the use of shaded greys.

The wooden crutches were given an appropriate natural finish. This is a very basic utilitarian finish, certainly capturing a commonly photographed finish amongst the mass of surrendered craft after the end of the Pacific War.

Precise details involving a specific individual craft are now difficult to accurately determine. Things such as individual unit numbers, distinctive markings and issues such as camouflage to the high conning tower, or even just its periscope fairing, have not been fully resolved.

Certainly one photograph from the post-war period captured a Kairyu with a weathered and faded, but still unmistakable Japanese flag and unit number ('2') applied to the sail. Incontrovertible proof that such markings were carried, just a pity this was not further researched at Kora and provided for through decals, so I improvised here.

Intriguingly, the currently discontinued 1:144 miniature from Pit-Road did clearly convey its Kairyu with a camouflaged sail and periscope tower, a mottles two-tone green affair, with a small IJN flag and single-digit unit number, with the hull possessing clear draft marks.

All in all quite a striking piece, but was it accurate? Was it based upon an actual example? I cannot find any authoritative information pertaining to such a scheme.

However, Ensign Oda Hiroyuki, involved in this training program, has left a very telling personal account of a distinctive marking, concerning the first Kairyu's to be specifically fitted-out during construction to carry the 800 kg internal warhead instead of the two external torpedoes.

He noted vaguely that the conversion to an explosive charge version (at least the first examples) was distinguished by the Kairyu being painted in vermilion about 5 m forward. Whether this was a single deep-red girdling band, or a solid colour forward, nearly a third of the hull, is not clear. Certainly there is no corresponding feature even hinted at in any Kaiten or other 'special-attack' midget-submarine, but its possibility here is intriguing.

CLOSE

Kora's readily available 1:72 scale rendition of this very interesting subject was welcome, and I relished its build. Even allowing for the fact that this is a limited run, resin model for the advanced modeller, I found this demanding and indeed frustrating. From my perspective all I can say is that if anyone is interested in this subject, just regard this 'simple' model as the foundation for a more involved and complex build.

One aspect of such a very 'human' orientated craft, with its intrinsic inescapable final Tokko (Kamikaze) role, had to be the inclusion of a crew. These models invariably do not include such figures, leaving one to delve into the ubiquitous spares box.

However, there is now another possible alternative, a couple of 1:72 scale figure sets from Red-Box, from either their 'WW2 Imperial Japanese Navy pilots and ground crew' (72053), or 'WW2 Japanese Kamikaze' (72048) sets, each containing 42 figures in 14 different poses.

Although these are not ideal as regards the aircrew figures being mostly fitted-out in bulky flying-gear, while Kairyu crewmen were invariably stripped-down, the sundry supporting ground personnel in both of these sets can be successfully utilised to represent 1:72 scale figures alongside a Kairyu, to give both scale and human interest to any final display.

My finally re-worked Kairyu can now stand by itself as an individual model. I always intended for it to be an addition to my IJN collection, specifically as a companion to my existing Kaiten and Type A 'Ko-hyoteki' in this uniform scale. It also fills a perceived gap between these two in my collection. **MMI**

SOURCES

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The Coffin Boats: Peggy Warner and Sadao Seno, Leo Cooper, London, 1986

The Japanese Submarine Force and World War II: Carl Boyd and Akihiko Yoshida, Bluejacket Books (NIP), Annapolis, 2002

MMI VISITS

PATRICK VISITS THE FLEET AIR ARM MUSEUM

AUTHOR: PATRICK BONIFACE

The Fleet Air Arm Museum at Yeovilton is one of the United Kingdom's, if not the world's premier historic aircraft collections. What few people remember, however, is that before the massive hangars of today were in place, all the motorists on the nearby A303 could see was a small viewing area and just three historic aircraft. Another facet about this wonderful museum is the wealth of fascinating and detailed model boats on display as I discovered on a recent visit.

The formation of the Royal Naval Air Service in 1914, the

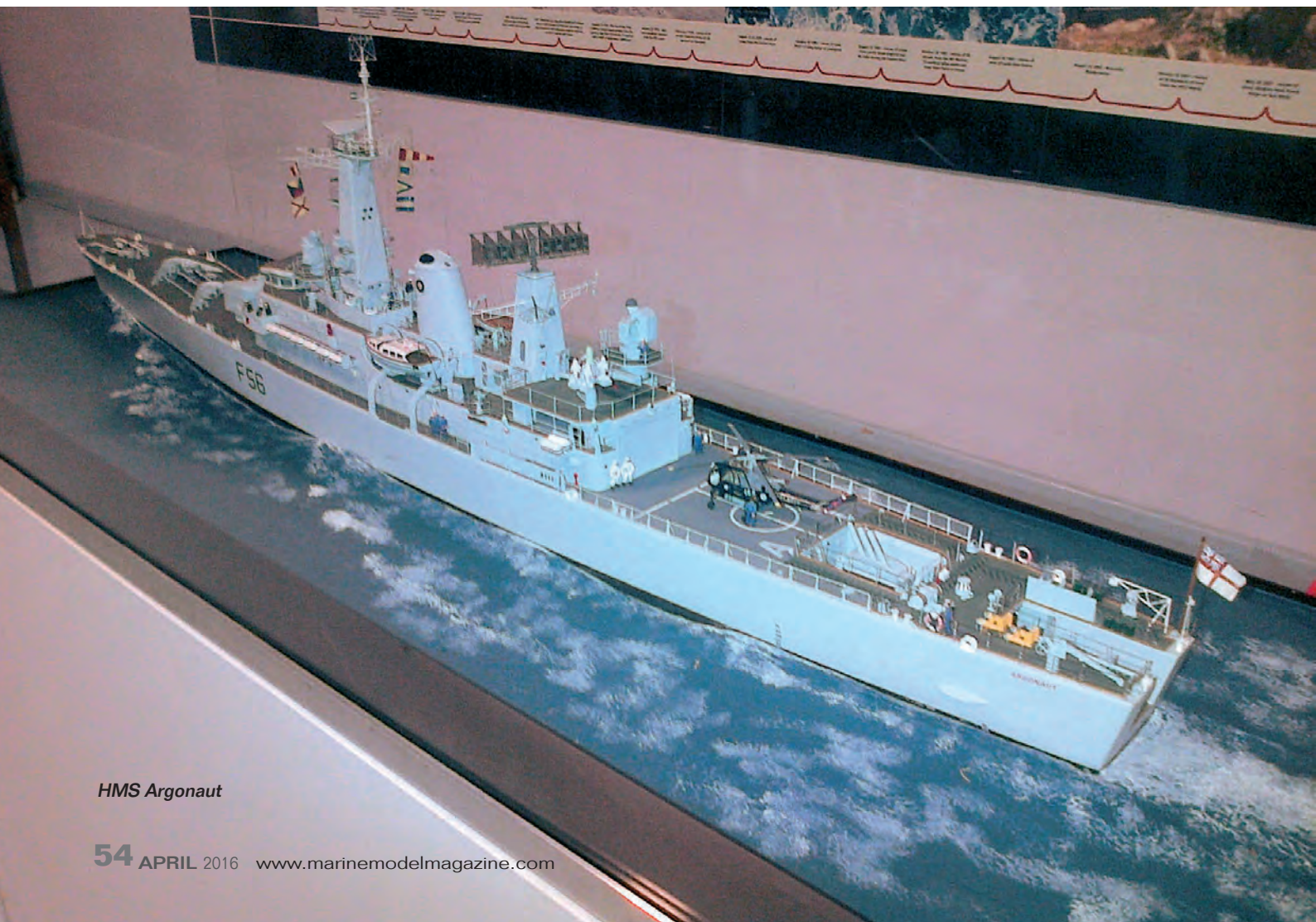
forerunner of today's Fleet Air Arm, was the catalyst that drove the project to create a permanent memorial to the aircraft and aircrew of the Royal Navy. The scope of the task was huge as it was not merely limited to displaying historic aircraft; all manner of records, photographs and assorted documents were also to be stored and made available for research purposes. An independent educational trust, which was granted charity status, was duly established with the Flag Officer Naval Air Command as Chairman of the Trustees.



HMS Ambuscade



HMS Argus



HMS Argonaut



HMS Ark Royal

On 28th May 1964 the Duke of Edinburgh officially cut the ribbon and announced that the Fleet Air Arm Museum was formally open. The next five decades have seen an almost seismic change in the museum. Today the museum has over fifty aircraft on display or in storage, some of which are unique. Many attract whoops of delight from visitors, none more so than Concorde 002, the British built prototype, housed since 1976 under one roof in a building covering almost 100,000 sq feet.

The history of the FAA Museum expansion took place over three distinct phases. The first 10 years after its opening when, on 7th September 1974, HRH Prince of Wales laid the foundations for the Casper John Hall that linked the original hangar with a second one nearby. The following year Prime Minister Harold Wilson MP officially opened the extension of the museum.



HMS Endurance



HMS Eagle



HMS Fencer

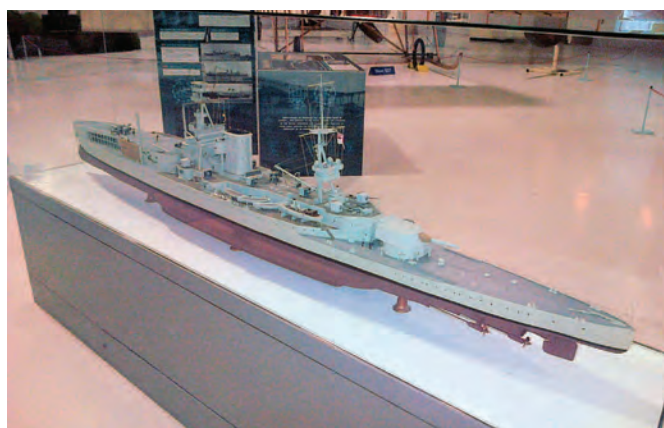


RFA Engadine

Only three years would pass before the next phase in the growth of the museum took place. 1977 was a year of celebrations for the Queen's Silver Jubilee and funds for the construction of a workshop, library facilities, storage room for archives and a lecture room, known as The Queen Elizabeth Silver Jubilee Hall.

The facility was formally opened by Admiral of the Fleet Earl Mountbatten of Burma. It was his untimely death in 1979 that saw the next building named in his honour. Completed in 1980 The Mountbatten Memorial Hall was opened by his daughter, Countess Mountbatten.

Some idea of the growth at Yeovilton can be gauged by the fact that when it first opened in 1964 just three aircraft were on display. In 1967 this had grown to 10, by 1973 18 were drawing in the crowds and today more than 50 fascinating planes and helicopters can be seen. Visitor numbers have also grown with over a quarter of a million people touring the site every year. **MMI**



HMS Furious



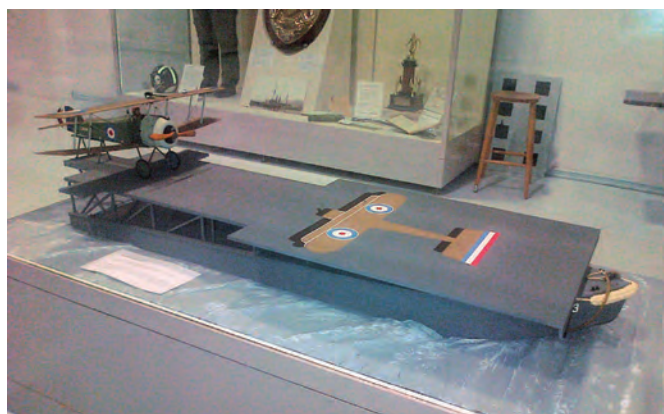
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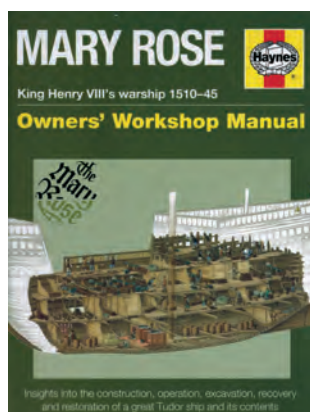
MARY ROSE

Owners Workshop Manual

Secrets of Henry VIII's warship revealed in this new book by Haynes and is the first book to describe how the Mary Rose was sailed by her crew. She was one of the largest and most innovative ships of her day, and ever since being raised from the Solent seabed in 1982, she has constantly been in the public eye. This book explores the construction, operation, excavation and recovery of the famous ship and her contents, and is the only book to describe how she was sailed.

Authored by acclaimed maritime historian Brian Lavery, the manual first sets the ship in her historical context, exploring her role in the First and Second French Wars in 1512 and 1522, and her 'final battle' in 1545 when she heeled over and sank while making a turn.

In typical Haynes fashion, the manual also takes a close look at the ship's anatomy and key features, including her hull, bow, sterncastle and firepower. Produced with the co-operation of the Mary Rose Trust, which gave the author full access to the ship and her artefacts, as well as providing photographs and illustrations, the manual concludes by examining the ship's excavation, restoration and display at the new Mary Rose Museum in Portsmouth.



Author: Brian Lavery
Pub Date: 2015
RRP: £25.00
EAN/ISBN: 9780857335111
Format/Pages: Hardback/156 pages
Illustrations: Colour photographs
Dimensions: 27.7 cm x 20.4 cm x 13 mm
Publishers: Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ. Tel: (+44) 01963 440635
Website: www.haynes.co.uk

OPERATION DRAGOON

The invasion of the South of France 15th August 1944

This is the second volume in Helion's new series, 'Naval Staff Histories of the Second World War'. The series aims to make available to a broad authorship these indispensable studies of the key operations of the war.

The Allied landings that took place in Southern France in August 1944 represented both one of the concluding elements of the wartime Mediterranean campaign and a decisive follow-on to the invasion of Normandy that had taken place two months before. It was viewed by many at the time as something of a sideshow and not a significant part of the wider war effort.

Considerable controversy surrounded the planning of what was originally known as ANVIL with the senior Allied political and military leaders heatedly debating the strategic rationale for such an operation. The maritime force of escort carriers, a gun support force, minesweepers, cargo vessels and heavy landing craft was commanded by an American admiral but a third of it was supplied by the Royal Navy.

On the day of the landings the British cruiser HMS Argonaut fired the most rounds of any ship in the fleet. An overwhelming superiority in airpower and a lack of a cohesive German response meant that the landings were an overwhelming success.



Author: Andrew Stewart
Pub Date: 2015
RRP: £25.00
EAN/ISBN: 978190982987
Format/Pages: Hardback/128 pages
Illustrations: Maps and battle plans
Dimensions: 23.4 cm x 15.6 cm x 12 mm
Publishers: Helion & Company Ltd, 26 Willow Road, Soihull, West Midlands B91 1UE, England
Website: www.helion.co.uk

THE ROGERS COLLECTION OF DOCKYARD MODELS

At the U.S. Naval Academy Museum

The collection of historical significant 17th, 18th and 19th century models was acquired by Col Henry Huttleston Rogers in England after WWI. The collection was willed to the Naval Academy after his death, and the models are now displayed on their own special floor in the museum, which is open to the public. The models represent one of the largest and best exhibited collections of period ship models in the world. The seven models presented in the book have 90 guns or more and were the most powerful ships afloat in their time.



Author: Grant H Walker
Pub Date: 2015
RRP: \$85 plus shipping
EAN/ISBN: 978 0990404170
Format/Pages: Hardback/226 pages
Illustrations: Coloured photographs

Dimensions: 26 cm x 30.5 cm x 20 mm
Publishers: Seawatch Books, 19 Sea Watch Place, Florence OR 97439 USA
Website: www.seawatchbooks.com



AQUACRAFT MINI ALLIGATOR TOURS

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2.4 GHz radio system. The update adds the proven reliability of the Tactic SLT (Secure Link Technology) protocol, a virtual guarantee of interference free operation. Other TTX300 features include a programmable third channel for auxiliary functions, plus an improved combination receiver/ESC unit that automatically links to the transmitter on power-up.

Hobbico web address: www.hobbico.com

DEANS MARINE

Below are Deans Marine latest kit releases planned for this year. For further details contact Deans Marine, Conquest Drove, Farcet, Peterborough PE7 3DH. Tel: 01733 244166 or visit www.deansmarine.co.uk

GREEN PARROT

Picket boat/special service craft
Scale 1/43
Length 762 mm
Beam 120 mm



This craft is a model of the type of general service craft built around the turn of the century by William Denny & Co. Modified to suit individual tastes and functions, these type of craft were the forerunners of the first torpedo boats, often fitted with a Spar Torpedo, or later a single tube fitted on the bows.

This kit is based on a glass fibre hull with port and plating moulded into the surface of the hull. The deck is laser cut and engraved with planking detail from 1.5 mm Hi Impact styrene. Main cabin, hatch and funnel are vac formed in 1 mm styrene Hi Impact plastic sheet for 'one glue' assembly. A full set of fittings in cast alloy and resin is included in the kit with a set of decals and name plates, propshaft and prop are included in the kit along with a full size plan and a comprehensive set of instructions.



OULTON LADY

Broadlands motor cruiser
Scale 1/24
Length 760 mm
Beam 155 mm

This model was constructed and designed from a few pictures taken 35 years ago of this classic broads cruiser when on holiday

on the Norfolk Broads.

This kit is based on a glass fibre hull with rubbing strip and moulded into the surface of the hull. The construction of the deck and main cabin is from laser cut 1 and 1.5 mm Hi Impact styrene, main parts 'tagged' for easy assembly. A full set of fittings in cast alloy and resin is included in the kit, along with a propeller, propshaft and rudder. Cast chrome and wood vinyl panels add the extra 'bling' to this attractive model plus full size plan and a comprehensive set of instructions.



KRISTINA

Herring Drifter
Scale 1/48
Length 780 mm
Beam 130 mm

The Drifter or Logger is a fast fishing boat similar to the French channel Fischer, it revolutionised

and changed significantly from 1857 the previous Dutch herring fishery with the relatively awkward and clumsy Buisen.

This kit is based on a glass fibre hull with rubbing strip and moulded into the surface of the hull. The construction of the deck and main cabin is from laser cut 1 and 1.5 mm Hi Impact styrene, main parts 'tagged' for easy assembly. A full set of fittings in cast alloy, and resin is included in the kit, along with a propeller, propshaft and rudder to finish this attractive model plus full size plan and a comprehensive set of instructions.

Models planned to be shown at Dortmund...

M.V. JONRIX

Scale 1/100
Length 790 mm
Beam 130 mm



The General cargo ship JONRIX is owned and run by J.R. Rix & Sons Ltd shipping company of Hull England. She was launched in 1977 and is registered in the Bahamas with a Dwt tonnage of 2210 with a single screw she is capable of 12 knots.



M15 MONITOR

Scale 1/96
Length 660 mm
Beam 95 mm

Intended as a shore bombardment vessel, M15's primary armament was a single 9.2 inch Mk X gun which had been held as a spare for the Drake-class cruiser and Cressy-class cruiser.

H.M.S. ENCHANTRESS

Scale 1/96
Length 900 mm
Beam 110 mm

The first of the Bittern class sloops for the R.N. was laid down as the name ship but was completed as the Admiralty Yacht Enchantress. Originally armed with 3" x 4.7" guns this was later reduced to 2 and extra accommodation was fitted aft. She was later converted to a fully armed vessel to serve in WW11. **MMI**



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BETSY BEV

Designed by Maurice Mould
Measuring just 660mm by 255mm this is a freelance pusher tug and suits two function RC and single motor (or more if required).
Designed by Maurice Mould.
Difficulty ●●○○○
Ref: MAR2170
RRP: £11.50 + p&p
Now: £10.35 + p&p/s&h



PILOT BOAT

Designed by Richard Webb
Semi scale river patrol boat model length 630mm and 190mm beam designed for construction from styrene sheet. Single motor and shaft. Ply sheet could be used.
Difficulty ●○○○○
Ref: MAR3062
RRP: £16.50 + p&p/s&h
Now: £14.85 + p&p/s&h
Also available
Woodpack
Ref: WP 3062
RRP: £53.99 + p&p/s&h
Now: £48.59 + p&p/s&h
Set - woodpack and plan
Ref: SET 3062
RRP: £68.99 + p&p/s&h
Now: £62.09 + p&p/s&h



WAVERLEY

Designed by Alex Thomson
Two sheet plans at 1:96th scale for Stretched Type 42 Destroyer built 1983 at Vickers. Model length 1470mm by 160mm beam. No model construction data.
Difficulty ●●●●●
Ref: MAR2283
RRP: £18.99 + p&p/s&h
Now: £17.09 + p&p/s&h



TRAPLET TRADER

Designed by Hal Harrison
A semi-scale cargo ship of modern appearance. For balsa and card construction electric drive and two function RC gear. Model is 925mm length and 125mm beam.
Difficulty ●●○○○
Ref: MAR2680
RRP: £13.50 + p&p
Now: £12.15 + p&p



PS WILTON CASTLE

Designed by Eric Rawlins
A model of a 1902 unique river paddle steamer built in Hay on Wye. Model is 1:16th 3/4" to 1ft scale 1200mm long and 190mm beam and use one or two electric motors for propulsion. Original and relatively easy to build. Designed by Eric Rawlins.
Difficulty ●●●○○
Ref: MAR2433
RRP: £13.50 + p&p/s&h
Now: £12.15 + p&p/s&h



RNXS EXPLOIT

Designed by Alex Thomson
The modern RN Auxiliary Fast Patrol Boat at 1:16th scale. All detail for both full size and model shown on two large sheets at full size. Model size of 1290mm length by 370mm beam 15kg. displacement.
Difficulty ●●●○○
Ref: MAR2321
RRP: £18.99 + p&p/s&h
Now: £17.09 + p&p/s&h



THE BAT

Designed by John Brinkler
A fast, electric Formula 3 or Eco class boat for home building in ply and balsa. The Plan has all components shown full size and a material listing.
Difficulty ●○○○○
Ref: MAR2363
RRP: £13.50 + p&p/s&h
Now: £12.15 + p&p/s&h



AURORA

Designed by Jim Pottinger
The well known Cygnus Marine 44 GRP fishing boat hull with transom stern open after deck forward wheelhouse and raised forecabin. Drawn on two sheets showing general arrangement all deck details and full hull lines and body plan at a scale of 1:18 to give a heavy displacement model 735mm long and 280mm beam.
Difficulty ●○○○○
Ref: MAR 2798
RRP: £16.50 + p&p/s&h
Now: £14.85 + p&p/s&h



LOUIS HELOISE

Designed by Andrew Moreau
A 1:10th scale working model of a French Bateau. Model is 1550mm loA 1025mm hull length and 312mm beam and stands 1200mm from masthead to waterline. Plans on three very large sheets give lots of building detail. Featured over four issues with many colour photos.
Difficulty ●●●○○
Ref: MAR2431
RRP: £24.99 + p&p/s&h
Now: £22.49 + p&p/s&h



FAST RIVER PATROL BOAT

Designed by Clive Haliwell
A single sheet plan of this fast river patrol boat used by police, customs or the military, the most high profile use of this type of craft was in the USA's 'brown water navy' during the Vietnam war. This simple to construct model built mainly of balsa would make an ideal beginners model. Measuring 640mm long and beam of 170mm. BEAM: 170 mm LENGTH: 640 mm SCALE: 1:24 RADIO FUNCTIONS: 2ch
Difficulty ●○○○○
Ref: MAR3479
RRP: £9.99 + p&p/s&h
Now: £8.99 + p&p/s&h



JOHN KING

Designed by Jim Pottinger
Bristol Industrial Museums preserved 1935 built tug drawn as originally built and recently restored at 1:24th scale. Model is 880mm length and 220mm beam and the two sheet plans give many details but no model construction data.
Difficulty ●●○○○
Ref: MAR2734
RRP: £18.99 + p&p/s&h
Now: £17.09 + p&p/s&h



VAPOUR TRAIL

Designed by Adrian Brewer
Radio 'A' Class yacht designed to be built from ply panels to form multi chine hull moderate 15kg. Displacement for easy handling.
Difficulty ●●○○○
Ref: MAR2687
RRP: £13.50 + p&p/s&h
Now: £12.15 + p&p/s&h

KEY TO DIFFICULTY RATING

To help you choose the right plan, we have rated each one from one to four, which reflect the difficulty or the amount of experience you will need to understand the drawings.
●○○○○ One rating means that the plan is an elementary design suitable for the beginner or first time plan builder.
●●○○○ Two ratings mean that some previous experience with kit or plans is desirable, or if you are a novice, some advice from an experienced modeller will be required.
●●●○○ Three ratings mean that the plan involves methods that require a lot of knowledge and several previous models should have been completed before tackling this one.
●●●●● Four ratings mean that the plans are for the most experienced modellers only and that advanced techniques will be required to complete the model.

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THE GALLIPOLI MONITOR; HMS M33

AUTHOR: JOHN NORRIS

JOHN VISITS THE MOST RECENT EXHIBIT AT THE NATIONAL MUSEUM OF THE ROYAL NAVY AT PORTSMOUTH

Like signposts, the masts of HMS Victory and HMS Warrior rise above the historic dockyard at Portsmouth to guide marine modellers who come from all over the world to see the historic ships for themselves. From 7th August 2015 they were joined by another historic ship known as HMS M33, which is the only surviving M29 Class Monitor and the only survivor of the Gallipoli campaign of 1915. Built in 1915, this marked not just the centenary of the ship's build, but also the action in which she served.

The M33 is on display due to the joint efforts of the National Museum of the Royal Navy, Hampshire County Council and the Heritage Lottery Fund, which allocated almost £1.8 million to the cost of the project. The total cost of the restoration was £2.5 million and involved a team of specialists who between them spent an estimated 3,600 hours to rescue the M33.

The first problem they had to tackle was to eradicate the problem of rust and prevent any return. Sand blasting removed the rust after which some 275 litres of special wax was applied to seal the metal and penetrate it to prevent any further problems.

She is now on display in Dry Dock No 1 and on the 7th August 2015 she was opened to the general public. Marine Modelling International was given advance access to the M33 to see for ourselves the results of all the hard work which has gone into preserving her for the nation.

The M33 is not immediately obvious as one walks into the dockyard, but follow the signs to the dry dock where she is displayed and one is afforded a rare treat. The dry dock is almost forty feet deep and standing by the handrail one looks down on an uninterrupted view along the length of the ship's deck. She is painted in a black and grey colour scheme to recreate the camouflage pattern known as 'dazzle'. This was used to break up the outline of the ship and make her less distinctive as a target. After so much work she looks fresh and new, almost as though she had just come out of the builder's yards.

Walkway leading onto the M33



View of M33 showing dazzle pattern paint scheme





Bow of M33 showing anchors painted different colours

THE ROLE OF THE ROYAL NAVY AT GALLIPOLI

The role of the Royal Navy during the ill-fated Gallipoli campaign is often overlooked in favour of the fighting on the land. Gallipoli was an amphibious operation and without the support of the Royal Navy it could not have taken place. All supplies were taken to the theatre by ship which also transported troops.

One notable episode was the disastrous landings from the River Clyde, when many troops lost their lives. After the troops had disembarked the River Clyde remained on station to serve as a dressing station for wounded troops and her condensers provided fresh water. When it was finally decided to cancel the operation and withdraw the troops in January 1916 the evacuation was only possible due to the Royal Navy.

Among all the episodes which mark the campaign it is the role of the monitors, floating batteries which brought their guns to fire against Turkish positions in support of the troops ashore, which is least understood. Monitors with their shallow draught and heavy armament had been used in October 1914 when the Royal Navy deployed three of them to fire on German positions on the northern coast of Belgium near Westende and Lombartzyde.

The Gallipoli operation was an attempt to knock Turkey, Germany's ally, out of the war, and had been in the planning stage for some time. When the first troops went ashore on the 25th April 1915 they almost immediately ran into difficulties. From the dominating heights overlooking the British positions the Turkish guns could fire down at will. Although the larger warships could provide fire support it was realised that special ships were needed which could operate close to the shoreline.

The design chosen for the role was the monitor, which would serve like floating artillery batteries. A total of 35 monitors were ordered, ranging in size from the 8,000 ton 'Erebus' Class, with two 15 inch guns, down to the M29' Class of 540 tons. The M29 Class was designed by Assistant Constructor Charles S. Lillicrap in March 1915 and was seen as being perfect for supporting

operations in Gallipoli. In total there were five ships in the M29 Class and these were built by Workman, Clark and Company for the Belfast-based shipyard of Harland and Wolff.

On the 1st April 1915 the keels of the M33 and her sister ships, the M29 and M32, were laid down and launched several weeks later on the 22nd May. The M33 was commissioned on the 17th June and sailed from Belfast to Devonport where she was taken over by Lieutenant Commander Q.B. Preston-Thomas.

The monitors of the M29 Class each had a crew of 67 ratings and five officers. The armament comprised of two six inch guns, one mounted forward and another mounted aft, one 6-pounder Hotchkiss gun and two Maxim machine guns of .303 inch calibre for close protection. The monitors saw extensive action during the campaign and the M33, and although she was fired on by Turkish guns, sustained only superficial damage and not one of the crew was killed. In fact, the M33 was considered a 'Lucky Ship'.

The vessels in the M29 Class had twin propellers driven by coal-powered triple-expansion engines rated at 400 hp to reach a speed of around nine knots. When cruising at a speed of eight knots the ships had an operational range of almost 1,500 miles. The M29 Class monitors had a displacement of 580 tons and had an overall measurement of 177 feet and three inches in length overall with a beam of 31 feet and nine inches.



Storage area below decks



Ratings mess deck



Engine room which is now a film room

Incredibly, the design of these monitors had a draught of about six feet, which allowed them to operate in very shallow water close to the shore. After the Gallipoli campaign the M33 remained in the Mediterranean for the remainder of the war. In 1919 the M33 and some of her sister ships saw service in Russia. In 1925 she was renamed HMS Minerva and converted to the role of minelayer. During the Second World War she was used for harbour duties and finally acquired by Hampshire County Council in 1984.

GOING ABOARD

Today, M33 serves as a permanent monument to the men who served in the Gallipoli campaign and has been divided into sections to display daily life on board. A special staircase has been built for access into the dry dock and a lift has been built for wheelchair users. Access onto the ship itself is through a large hatch which was cut into her side at some time during an earlier period. Dropping down to this level one can see how the hull was formed using rivet construction.

Some of the internal bulkheads have been cut away to give

improved access to parts of the ship and this gives better views to examine the internal rivet construction. On entering the ship there are stairs leading to the left which take visitors up to the crews' mess deck to show living conditions. This includes tables laid for eating, hammocks slung and other accoutrements. There are some background sound effects which provide atmosphere.

Returning back on one's self the route leads along a short passage, which opens out into a large space which was the engine room. The engines were removed long ago, but the room is now put to use as a cinema to present a short film about the Gallipoli campaign.

This is a total sight and sound experience with viewers being encapsulated on three sides by projected images. This gives the impression of being at sea and watching the landings going ashore. Sounds effects include gunfire and explosions. Voices speak eyewitness accounts from soldiers of all sides, including Turkish troops, giving an incredible experience.

After the film show one continues the tour by passing through more points of interest below decks. There is the shell storage



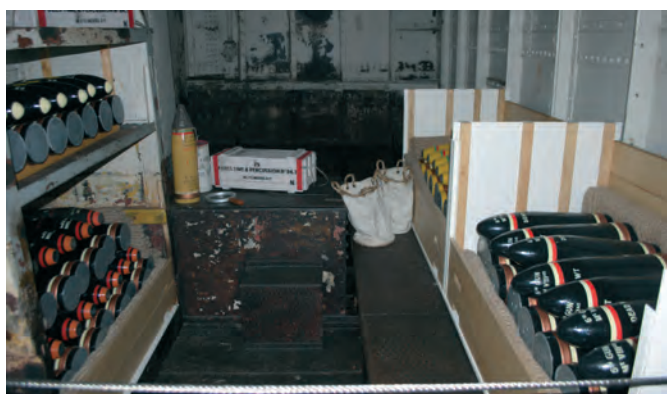
Hatches from the deck



Telegraphy room reconstructed



Close confines of officers' mess



Shell storage room for the guns



One of the officer's cabins



Deck on port side showing deck plates riveted



Showing the rivet construction



The pump is an original feature



Breech of the aft 6 inch gun

room and more accommodation for the crew. Royal Navy records are comprehensive and the names of the men who served on board M33 are documented. In fact, some personal effects of those who served on the M33 are on display along with their stories. The route taken on the tour is laid out as a one-way system and eventually leads up to the deck.

Here are the main 6 inch guns, which, unfortunately, are not original to the ship but they are identical to the type used. The guns had a range of about six miles, which would have provided fire support to the infantry on the shore. The M33 is not armoured in the true sense of a heavier warship such as a destroyer because she was never intended to engage in direct battle against enemy ships. The turrets for the guns are open and whilst they would have provided protection against shell splinters, they would not have withstood a direct hit.

In terms of visiting the ship, what we see today is virtually what the crew saw 100 years ago. The officer's cabins have been laid out with bunks unmade to give the effect of having just been vacated. Sounds of voices bring the display to life along with a range of other background noises such as men working.

The radio cabin has been fitted out with equipment and the wheelhouse with the steering wheel and chart table is glazed to give good natural light. The galley has utensils and pots on display to show how meals were prepared in very confined space. There are other points of interest to look out for, such as the searchlight.

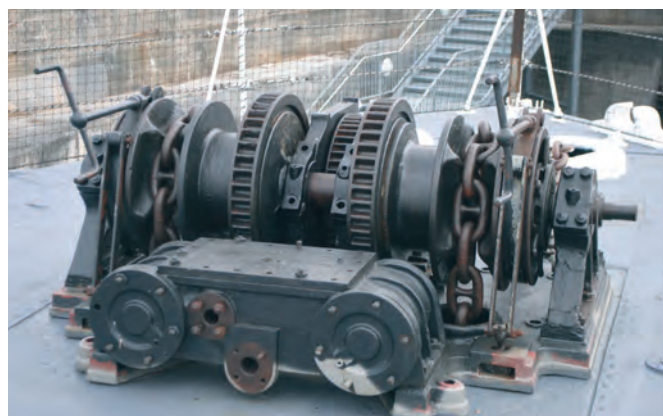
A pair of rails is fitted to the deck and the searchlight is mounted on rollers, which allow it to be moved quickly from one side of the ship to the other. This eliminated the need to mount two lights. Originally all supplies and stores would have been loaded through deck hatches and these features can still be seen.

It is possible to spend over an hour, longer for the marine modeller, looking around this unique ship as one takes in all the points of interest, such as the toilet facilities. It is a fascinating insight into the lives of sailors during the First World War. The Royal Naval Museum can be justifiably proud of what it has achieved in co-operation with all the other organisations connected with the project.

MMI would like to extend its sincere gratitude for inviting us along to the M33 and we congratulate all concerned for their hard work and dedication. **MMI**



Mounting for the aft 6 inch gun



Winch for the anchors



Turret of the aft 6 inch gun



Searchlight which could be moved on rails



View forward from the wheelhouse



Lifeboat on the starboard side



Wheelhouse of the M33

READERS MODELS

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

JASON QUAYLE



Mannin is an Isle of Mann dredger from 1930. The model was scratch built plank on frame with fibre and resin inside. A timer brings the craft alive with the lights on, crane operating and smoke from a homemade generator all driven off 6 V and 12 V SLA batteries



Jason's rowing boat is powered by 7 servos, 5 used for rowing, 1 to move the head, and 1 for the dog. Everything but the figures was scratch built

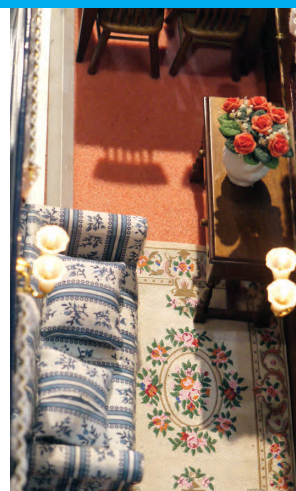


This scratch built Two Man Submarine has a full static diving system with much of the electronics designed and built by Jason himself

JOE LILLEY



Joe with his J Class yacht. The decks are hand planked. The sails, by PJ Sails, are operated by a sail winch servo



The inside of Joe's 1:12 scale Narrow Boat is furnished in dolls house equipment and looks very realistic

KEN BIRD



Ken with his FD272 built from a Mountfleet Models kit. It is driven by a single prop with 12 V SLA battery. All the lighting works, and there is a commercial steam maker



Having been on board the full size craft in Grimsby Ken was able to reproduce a very realistic scene of life on board. He uses old jewellery pieces to represent the floats

DAVID LEFTLEY



The GRP hull of the Atlantic Challenger, built from a Graupner kit. The original drive system was replaced by twin Graupner Water Jets. David manufactures most of his own graphics

LEE DICKENSON



The 1:50 scale Bajima was scratch built starting with an ABS hull and reproducing it in GRP using a mould. It has plywood decks and the superstructure is built up with balsa and plasticard. This was Lee's first model and he has been building ever since



Lee with his ASD Tug, a modified kit from Marks Model Bits, which has fully operational Kort Nozzles and steerable hydrants. The cabin is fully furnished with an impressive display of working instrumentation

PAUL CHILCOTT



The Maersk Sealand is based on the Deans Marine kit Trein Maersk. The GRP hull has a single propeller driven by an MFA Olympus through a belt drive. Two 12 V sealed lead acid batteries provide the power. It has a fully working crane



The crane is fully radio controlled and can load and unload containers just like the full sized craft. Eight speed controllers are needed for all the different motors

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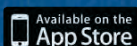
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MALTA MEMORIES 2

IAN YOUNG TOOK THE OPPORTUNITY TO PHOTOGRAPH SOME OF THE MANY SAILING VESSELS MOORED IN MALTA'S GRAND HARBOUR

AUTHOR: IAN YOUNG



My business trip to Malta in late 2014 provided me with an opportunity to photograph some of the many ships and boats moored in Malta's Grand Harbour. During an hour-long trip around the harbour I came across some interesting photo opportunities and I've included some of those photos here.

As mentioned previously, a tip for anyone thinking of doing the same trip, pick one of the smaller tour boats because unlike the larger tour boats, they are able to enter some of the smaller creeks and get surprisingly close to many of the ships and boats docked there! Featured here are just some of the many working vessels I spotted during what was a most enjoyable trip. **MMI**

ABOVE: Sadly we didn't get very close to this group of colourful tugs, but look closely at the photo and you'll see that despite first appearances there are actually four different vessels in this photo



ABOVE: Cruising past the massive offshore oil platform seen in the background we came across these three ships. My reason for including them is for readers to study the distorted panels on the hulls, something rarely replicated on a model boat, but a feature of many working ships nonetheless



Go Pegasus is an offshore anchor handling vessel, one of a new generation of specialized offshore vessels created as offshore oil exploration moves into progressively deeper and more hazardous waters

Another fishing vessel, the Agostino Padre, a 70 ft stern fishing boat looking a little weather worn, but a good illustration of rust streaking for those who like to weather their models



Built in 1974 and sailing under the Maltese flag the Sacro Cuor 1 is another oil products tanker moored just a few hundred yards from the Karol Wojtyla. The red paint scheme certainly helps it stand out from the crowd



The Karol Wojtyla, seen here moored in Valetta is a relatively small oil products tanker that was built in 1990 and previously sailed under the name of Sisak. No doubt it would make for a colourful and highly detailed scale model



There were lots of fishing vessels of all shapes and sizes moored in the various harbours and inlets; this one is the Dutch registered Salve Regina stern trawler. She moved to Malta from Co. Donegal in Ireland in 2006



ABOVE: Glory Tellus is a cement carrier of 12047 gross tonnage and looked pretty impressive as we sailed by within yards of her, in fact I had to wait quite a while before I could get the whole ship in the photo!

RIGHT: Viewing Go Pegasus from the rear it's clear to see the amount of work that would be involved in replicating a vessel such as this in miniature, but it would be a big and impressive model



Mikela 1 is a 33 m long tug with a net tonnage of 77 tons and a gross tonnage of 257 tons. She was built way back in 1972





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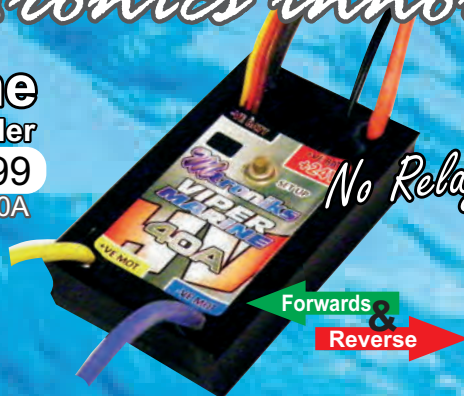
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Viking Ship	£99.95	HM Gunboat William 1795	£175.00	Alexandra Steam Launch inc Fittings	£300.00		
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Hermione La Fayette 1:89 Scale	£152.00	Altair 1840	£84.95	Borkum Steam Launch inc Fittings	£338.95		
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HMS Victory 1:84	£679.99	Gjoa - Amundsen Expedition Ship	£79.94	Lisa M	£102.00	Miss Geico 29 Brushless Catamaran	
King of the Mississippi	£143.00	HMS Bounty	£174.95	Gulnara	£271.99	V2 RTR	£324.00
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US Constellation, Frigate 1:85	£277.00	Louise	£80.99	Amerigo Vespucci	£296.00	Cutty Sark	£358.00
BILLING BOATS		Robert E. Lee	£167.57	Armed Swedish Gunboat	£140.00	HMS Bounty	£174.00
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HMS Warrior	£400.00	HMS Neptune	£264.00	HMS Victory 1:200 Scale	£103.00	Sovereign of the Seas	£699.95
Nordkap 1:50	£269.00	HMS Resolution	£169.00	HMS Victory 1:98	£283.00	Thermopylae. Tea Clipper	£73.99
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Viking Ship Oseberg 1:25	£111.98	HMS Victory	£317.00	Mincio	£94.00	THUNDER TIGER	
Waveney Lifeboat	£37.50	HMS Victory Cross Section	£99.00	Le Superbe	£322.00	ETNZ 1M Racing Yacht	£179.99
USS Constitution	£179.95	Prins William	£334.00	MODELLERS SHIPYARD		Naulantia 1M Yacht	£149.99
Zwarte Zee	£215.95	Ranger	£66.00	Colonial Ketch Mary Byrne	£214.99	Desperado Jr. ARTR Catamaran	£165.95
CALDERCRAFT RC KITS		Reale de France	£540.00	HMS Supply - First Fleet 1788	£274.99	Atlantic Motor Yacht Combo Plus	£150.00
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Brannaren	£329.00	Wasa	£405.00	Colonial Brig Perseverance 1807	£278.99	HM Granado	£259.00
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Imara - Single & Twin	£508.00	American Beauty Mississippi	£188.00	HMS Supply - First Fleet 1788	£274.99	HMS Pegasus	£339.00
Joffe	£286.00	Big Swamp Buggy Airboat Kit	£119.00	NEW CAP MAQUETTES		HMS Vanguard	£678.00
Marie Felling Single & Twin	£430.00	Carol Moran Tug	£79.00	Marie Ange, Fishing Trawler 1:30 Scale	£174.00	Lady Nelson	£116.00
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Motor Fifie "Amaranth"	£129.00	Dauntless Commuter Boat	£163.00	V.L.M. Fast Intervention Vessel 1:40 Scale	£288.00	Revenge 1577 Elizabethan Navy	£362.00
North Light	£275.00	George W Washburn	£158.00	Le France Ocean Liner	£519.00	Plastic models also available in Airfix, Revell, Trumpeter and many more.	
Resolve	£557.00	Huson 24 Sailboat	£112.49	OCCRE KITS			
Schaarhorn	£363.00	Jersey City Tugboat	£251.00	Albatros	£79.00		
Sir Kay	£325.00	Jolly Jay Gulf Fishing Trawler	£128.00	Apostol Felipe (Galleon)	£216.00		
SS Talacre	£275.00	Myrtle Corey Memphis River Tow Boat	£232.99	Bounty with Cutaway Hull Section 1:45	£228.95		
		U.S.S Whitehall	£77.99	Buccaneer 1:100 Buccaneer price	£84.95		