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JUNE 2016

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Torque 6V : 3.5KG Speed 6V 0.12

Length 31mm x Width 16mm x Height 25mm

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Torque - 1.7KG

Speed - 0.11 sec

(L) 22mm x (W) 11mm

x (H) 26mm

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Torque - 2.7KG

Speed - 0.14 sec

(L) 29mm x (W) 12mm

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High Powered Waterproof Servo **£6.99**

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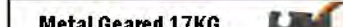
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Includes Servos
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**Waterproof Standard Size Ball
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Only £6.75!

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

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Length 768mm x Beam 267mm x Height 495mm
Supplied with: 550 Size Motor, 30A ESC
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Overall Height
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Includes 2.4GHz Radio
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Endeavour, Bark 1769, 1:64 scale 725mm	E243.63
Bounty, 1789, 1:64 scale 660mm	E200.79
Shenbourn, 8 Gun Cutter 1763, 1:64 500mm	E74.92
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Brig Badger 1778 1:64 scale 800mm	E175.64
Schooner Picket 1778 1:64 scale 565mm	E129.39

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Joffre, Tyne River Steamer 775mm 1:48	E276.68
Imara, Twin Screw Berthing 775mm 1:48	E254.34
Milford star, East Coast trawler 148 933mm	E254.34
North Light, Steam Clyde Puffer 660mm 1:32	E276.68
Motor Fife, 1:40 scale 600mm	E129.39
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74-Gun Two-Decker (Circa 1813 1422mm)	E77.71
Lady Daphne Thames Sailing Barge 12m	E29.54
12-Gun Brig-of-War, Lines, 1187mm	E35.51
Cunard Liner Servia, 1:192 scale 850mm	E33.30
40-Gun Frigate (Circa 1790 831mm)	E66.61
Valerian, Broadham Trawler 1069mm	E69.23
Diesel Ring Net Fishing Boat 615mm	E29.53
Three Brothers, Rye Fishing Skuas, 797mm	E29.54
Muirmeag, Scottish Zulu, 1612mm	E66.61
Clyde Puffer Seaght, 588mm	E91.66
Leon, Wood Binnacle 514mm	E97.07
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Range Safety Launch: 42in	E 2:50
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Enterprise: 1:12 Northumbrian Coble	E 2:50
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200 Series RAF Seaplane Tender 1:12	E 2:50
Liverpool Lifeboat 1:12	E 2:50
St Louis Belle Mississippi stern-wheeler 33"	E 2:50
Norfolk Wherry 13.75	E 2:50
Inchcolm Clyde puffer 244in	E 2:50
Celia Jane Thames Coastal Sailing Barge 1:24	E 2:50
Cervia: Thames tug in 1:48 scale	E 2:50
H.M.S. Hood 1:192 scale	E 2:50
Elkton motor fishing vessel 1:24	E 2:50
S.S. Ark Royal: 1:192 WWV Aircraft carrier	E 2:50
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S.S. Channel Queen: well-deck steamer 1:46	E 2:50
Assault and mechanised landing craft 1:32	E 7:50
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Formidable: Steam drifter 1:33 scale	E 7:50
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Pibroch A 1:50th scale Clyde Puffer, 400mm	E 7:50
Osprey Scottish wooden fishing boat 500mm	E 7:50
Altair gaff rigged schooner: 1:32nd 1200mm	E 7:50
Princess High speed luxury motor yacht 1:24th	E 7:50
Constance Bowwater power freighter, 1030mm	E 7:50
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Boston Fury 1960's Trawler 1:48	E 7:50

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Static Display Kit Plans

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Vikingship, construction plans, 1:50 440mm	E7.12
Santa Maria plans 1:65 scale 540mm	E8.85
Pinta plans 1:65 scale 450mm	E8.14
Nina plans 1:65 scale 450mm	E8.14
Mayflower, construction plans, Scale 1:60	E11.29
Sovereign of the Seas, plans, 1:78 1100mm	E16.78
HMS Prince, construction plans 750mm	E20.04
San Felipe, construction plans, Length 950mm	E13.43
Chinese Junk, construction plans, 1:100 400mm	E7.02
French Xebec construction plans 1:60 720mm	E10.99
HMS Victory, construction plans 1:100 950mm	E18.82
HMS Bounty, plans 1:60 720mm	E13.43
New Bedford Whaler, plans, 1:16 550mm	E12.72
Venetian Gondola, plans, Length 570mm	E5.90
Riva Aquarama plan set 1:10 scale 860mm	E23.09
Endeavour Plan set 1:80 scale 480mm	E6.85
Endeavour J Class Plans set 1:35 1130mm	E22.38
Titanic Plans set 1:250 1070mm	E68.95
Lady Nelson Cutter Plan set 1:64 530mm	E21.37
Granado Plan set 1:64 800mm	E21.37
HMS Fly Plan set 1:64 800mm	E21.37
HMS Vanguard Plan set 1:72 1171	E40.49
HMS Pegasus plan set 1:64 800mm	E25.13
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Cutty Sark, construction plans, Scale 1:78	E31.00

This is just a selection of over 1000 plans available

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Hitec Optic 5 channel (2.4 GHz) combo	E72.50
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FR12V 12amp speed controller BEC	E33.86
Hi Tech Mega Arm Sail Winch 19.8kg/cm	E39.95
Proportional Drum Sail Winch	E30.63
Viper Marine 20amp speed controller	E28.99
Viper Marine 15amp speed controller	E22.99
Viper Micro Marine 10amp speed controller	E22.99
Viper Marine 15 Play Plug speed controller	E22.99
Programmable mixing module	E20.34
Waterproof mixing module (w-bat)	E17.80
Waterproof mixing module	E15.70

Full range of R/C installation equipment available

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Destroyer Whoop Whoop	E37.62
Fog Horn	E37.62
Sub Dive Alarm	E37.62
Air Horns	E37.62
Large Ship Horn	E37.62
Old Steam Whistle	E37.62
16inch Guns Salvo	E37.62
Tug Boat Air Horn	E37.62

Motors

Schottel drive unit 40mm dia prop	E62.70
Schottel drive unit 50mm dia prop	E78.90
Schottel drive unit 70mm dia prop	E85.94
543/12 low drain motor for large props	E18.85
Madushi Low Drain 545	E39.96
Madushi 540	E74.23
Electronize 365/14 low drain	E55.96
Motor mount for MFA 800/850 Motors	E45.50
385 Motor 6 to 15.0 Volt with mount	E65.56
540 Motor 6 to 12.0 Volt with mount	E10.38
RE800 Motor 12.0 Volt with mount	E27.49
RE850 Motor 12.0 Volt with mount	E27.49
Motor mount for 540/500 5 and 600 Motors	E27.75
MFA 540 Motor and 2.5:1 Gearbox 4.5-15v	E19.33
MFA 540 Motor and 6:1 Gearbox 4.5-15v	E19.36
MFA 385 Motor and 2.5:1 Gearbox 4.5-15v	E17.56
540 series 385 Motor and 6:1 Gearbox 4.5-15v	E17.56
951 series 951 Motor and Gearbox 298:1 6volt	E9.00
800/850 Belt Drive Reduction Unit 2.1:1	E40.80

Rudder Assemblies

33 x 22mm Rudder Assembly	E45.56
60 x 41mm Rudder Assembly	E53.34
35 x 28mm Rudder Assembly	E45.54
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45mm x 30mm Rudder Assembly	E45.95
53mm x 36mm Rudder Assembly	E53.

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BUILDING A CLINKER DINGHY

This type of model is a basic building block for other larger models, which many modellers are put off from building from scratch. The process has been used for hundreds of years with full sized boats and basically is very simple but it relies on the expansion of the wood in water to form a good waterproof seal. As models are not normally in the water for long periods of time modern sealants and resins can be used to simulate the waterproof properties of expanding wood.

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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.

HI EVERYONE,

On a recent holiday I had the opportunity to visit the ancient Japanese capital of Nara. Filled with beautiful temples and shrines I was thoroughly enjoying myself until I missed my footing and fell three feet into a ditch. Remarkably my body still worked OK but my right foot was severely sprained. So after the appropriate first aid I was left on a seat by the lake while the rest of the family continued exploring.

Despite feeling a fool and sorry for myself, I could not help noticing that a boat was being built on the other side of the lake. Thus giving my all to MMI I managed, with help, to walk to the construction site. My daughter-in-law produced the Japanese phrase book and introduced us to the man who was clearly the foreman but to no response. He was Chinese and spoke no Japanese but this was to our advantage as a common language of Mandarin was quickly in use.

This turned out to be a cultural exchange project between Japan, China and South Korea. Our team were building a replica Junk to sail on the lake. With severely limited communication I did manage to find out that the timbers were bent using hot water. They were soaked until they became flexible and then man-handled into place. With a bit of a grumble the foreman explained that only short soaking tanks were available and so they had to make some of the more curved planks in sections with joints between them.

Our very varied set of articles this month comes from a long way west of Japan. We continue commemorating the 100th anniversary of the Battle of Jutland with a part 2 describing the latter stages of the battle. The information on the German fleet is enhanced by

a construction article on the battlecruiser SMS Lutzow at 1/700 scale, which was engaged in this battle and so severely damaged that she was abandoned and scuttled. Continuing the war time theme there is an article on Liberty Ships in WW2 together with the construction of a 1/150 scale model from the MMI plan MAR3142. Also Patrick Boniface visits a Higgins style landing craft, PA30-10, used as a wartime memorial on a roundabout in Shoreham.

Other constructional articles include information on model making with zinc and building a model clinker dingy. If you are interested in traditional boat building skills then the article on the Scottish Cobble will be of real interest, as it describes a three year project to build a replica which will be launched on the 24th June this year.

For the fast electric fans there is a review of the HobbyKing ScottFree and Powerplug discusses what happens when these fast boats get damaged or sink. All this together with the regular articles make this a magazine to interest all model boaters.

Have a good look at our Hobby Hub website (thehobbyhub.com). Not only are there some interesting articles and downloads but there is a competition to win a good looking quadcopter!

Good sailing

Chris Saunders

MMI



A replica Junk being built by Chinese boat builders for a Japanese lake

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

NEW SHOW IN THE SOUTH WEST

PLYMOUTH'S Millfields Model Expo
2 days **23-24 JULY 2016** 10am - 4.30pm
Plymouth Collage Preparatory School PL1 3JL
This model show is being held in the Historic grounds of the former **ROYAL NAVAL HOSPITAL PLYMOUTH**
An exhibition of the finest Models and Crafts around Devon and Cornwall,
Supported By
RC EVERYTHING
30 Wilson Street Plymouth PL1 3LT
01752 249612
Plymouth's Model Shop
For more info on how to exhibit contact the show Secretary
Ray Lee: 01752 249612
email: rceverything@hotmail.com

Ray Lee: 01752 249612 or Email: rceverything@hotmail.com

Plymouth's Millfields Model Expo is the name of this new show to be held in the Plymouth Collage Preparatory School complex, PL1 3JL. This is in the historic grounds of the former Royal Naval Hospital. It will be held over the weekend 23rd - 24th July and is being sponsored by the local model shop RC Everything and the Eurotech R/C arena Plymouth. All modelling specialities will be catered for with traders. For more information contact

MV BALMORAL

This classic excursion ship built in 1949 now in her second year under new ownership is set to increase her operating season from May 13th to October 2nd. Compared to the 2015 season the number of sailing days has increased by over 50% and most of the UK coastline will be visited by the ship including The Thames, South Coast, Bristol Channel, North Wales, Liverpool, Isle of Man and the Clyde. The full national timetable has now been published and can be viewed by visiting www.whitefunnel.co.uk

MV BALMORAL Excursions
2016 NATIONAL TIMETABLE
COMPLETE SAILINGS LISTING
Day trips & coastal sightseeing
Booking & information
www.whitefunnel.co.uk
Tel. 0117 325 626

MASSEY SHAW FIREBOAT AND MARITIME VOLUNTEER SERVICE AT LONDON BOAT SHOW



serving from 1935 to 1971 when it was de-commissioned. During that time it had made three trips to Dunkirk as part of Operation Dynamo in 1940 and later the same year played a major part in supplying water from the Thames to land based fire-fighters engaged in keeping St Pauls Cathedral from destruction, during the heaviest night of the blitz. In 1946 it was the choice of location for a secret meeting between Aneurin Bevan and Herbert Morrison to discuss plans for the proposed new National Health Service.

Members from three different Units of the Maritime Volunteer Service (MVS) were part of the volunteer crew that brought the historic fireboat Massey Shaw from its home berth to London Excel to be among the Historic and Classic vessels on display at the recent London Boat Show 2016.

The MVS is a uniformed, voluntary organisation, founded in 1994 with full charitable status with its patron being HRH Prince Michael of Kent. The organisation has more than 30 active units spread around the UK coastline at major port and river areas, with more units planned. The aim of the MVS is to keep the country's maritime traditions alive. Practical training in seamanship, small boat handling, engineering and communications helps to achieve this.

The boat, which is one of the Dunkirk Little Ships had a long and distinguished service on the Thames with the London Fire Brigade,

After the boat was de-commissioned it was allowed to become almost derelict and was eventually saved by a group of mainly ex LFB members who after many battles managed to get funding to have the boat renovated and restored to the wonderful condition it is today. The vessel is regularly used and attracted an average of just over a hundred visitors a day during the ten days of the 2016 Boat Show plus a good crowd of onlookers for the spectacular pumping displays made each day.

The boat is managed and crewed entirely by volunteers and during the time of the Boat Show they put in a total of over six hundred hours about half of which were by members who also serve in the Maritime Volunteer Service. For further information about the vessel, its history and volunteers and the MVS go to:

www.masseyshaw.org and www.mvs.org

NATIONAL MARITIME MUSEUM CORNWALL

Many events are planned for the half term holidays including one which may interest young budding model makers: Boats, Birds and Beasts, 28th May - 5th June, 12-3:30 pm, build a rubber band boat and race it on our boat pool. Make owl and cat masks and other crafts inspired by Edward Lear's nonsense poem.

A longer-term exhibit, which will interest the more mature visitors, is: Mystery of the Darlwyne 30th April - 4th September 2016. 50 years since the loss of the pleasure boat Darlwyne off the Cornish coast, this exhibition commemorates this tragedy through photography, testimony and footage. For full details call or visit National Maritime Museum Cornwall 01326 214558, www.nmmc.co.uk **MMI**

DIARY DATES

NEWS OF INTEREST TO THE MARITIME MODELLER

DATES FOR YOUR DIARY

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

JUNE 2016 MMI DIARY DATES

JUNE 4

Extreme Footy Series ACT 4

Abington Park MYC, Wellingborough Rd, Northampton NN3 3HN. 9 am until 4 pm. Half way through the season and the XFS makes its first visit to this beautiful park, city centre racing doesn't get any better than this. Email: peter.shepherd62@gmail.com
Website: www.sailfootyuk.com

JUNE 5

Bournville MYPB Tug Day

The Boathouse, Valley Parkway, Bournville Lane, Birmingham B30 1QS. All tug owners are invited to show and sail their Tugs. Tanker towing for teams up to 3, tug of war and bollard pull are all taking place to.
Entrants need to be booked in by 11 am. 10 – 1800 hrs. Contact Rob Fowler Email rob4boats@yahoo.co.uk for more details

JUNE 11

Scottish Ship Show

The venue will be: Hall 2, Meadowbank Centre, London Road, Edinburgh EH7 6AE. 10 am till 4 pm. Tel: 01275 846178 or visit the website: www.coastalshipping.co.uk

JUNE 12

The Ostend Ospreys Fast Electric Racing Group

Mono hull and hydroplane classes will be catered for. Please note: Althorne Lake in Essex is a privately owned venue so please contact the organiser, Paul Heath at Heaths RC Model Shop in Hadleigh, Essex on 01702 553700 (10 am – 5 pm Tuesday-Saturday inc)

JUNE 12

Chantry Model Boat Club

Tug towing open day. 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

JUNE 12

Glasgow Richmond MBC, Tug Towing Competition

10 am – 4.30 pm at Richmond Park, Glasgow (opposite Shawfield Stadium). Visit the only tug towing event, in Scotland, see our extensive harbour system. Hot and cold food and beverages. Car parking is next to the pond side and a helping hand to unload vehicles will be available if needed. Toilet facilities. Please come along and join in the fun, you will be made most welcome. All enquiries to the club secretary: Robert Forman through the club email: glasgow.richmond@gmail.com Directions are available on the club website www.glasgow.richmondmbc.co.uk We are only 1 mile from junction 1A of the M74, www.glasgowrichmondmbc.co.uk/Where.html

JUNE 12

Millbrook MBC Open day

Millbrook Lake, Millbrook. We have ample parking at the Millbrook Football club, postcode PL10 1EN. This year we are going to try something different and are planning to hold a floating carnival around the lake. This will be done twice during the day and will entail carnival floats being towed around the lake by our model boats. We are hoping that some of the other clubs and the local schools will also take part and enter a float, the first tow will be at 11:30 am and the second at 13:30 pm. Contact Keith Richmond by Email: orkneymund@aol.com for more information

JUNE 18

Stevenage Model Boat Club Model lifeboat day

We are joining in as part of the Fairlands Valley Park and Sailing Centre open day, Six Hills Way, Stevenage SG2 0BL. There will be have a go boats to try. Start 10 am till 4 pm. For more details please contact Jeffrey, Email: happy.holmes@ntlworld.com

JUNE 19

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 at kinglearmbc@ntlworld.com For up to date information please visit our website at www.kinglearmodelboatclub.co.uk

JUNE 19

Edinburgh Model Boat Club

Tug Day with tug towing. Inverleith Park pond, Edinburgh. Start 11 am, usual catering facilities will be available. Contact David Jack. Email: david.jack244@gmail.com

JUNE 25

Footy Open Cheddar Steam Club

Cheddar Steam Club, Middle Moor Lane, Cheddar BS27 3DR. 9 am until 4 pm. The Footy class has its first visit to the steam club on the edge of Cheddar village. Email: isaac.bg@btinternet.com Website: www.sailfootyuk.com

JUNE 25/26

Mannanan 2016

The Manx MBC invite you to join them at the Silverdale Lake, Ballasalla in the south of the Island for their Festival of Model Boating. 10 am to about 4 pm both days. Competitions include Steering, Tug Towing, On the Water, Scale build, Fun. For more info look at the website www.manxmodelboatclub.org or Email the organising officer John Williams, vector@manx.net or the Club Secretary Jason Quayle mmbc@manx.net

JUNE 25/26

30th Wings & Wheels Model Spectacular

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SCALE SCENE

IAN WADES IN WITH SOME HINTS AND TIPS FROM 'BACK IN THE DAY'

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

By the time you read this it will all be over! But at the time of writing we are busy packing up to move house in mid-April and as you do, I was going through a load of stuff to see what I could do without (Wife's orders). As I have around 95% of Marine Modelling magazines issues right from the very first issue and they were stored in various cupboards in the house, I thought it might be an ideal time to catalogue them and arrange good damp proof storage boxes for them as they would probably have to be stored in the loft in the new house.

During the course of this I found some hints and tips articles I did way back in 1996. Although some of these were outdated, quite a few were more than relevant and I make no excuses for re-hashing them here. So over the next couple of months I will be doing a mini workshop of hints and tips, starting with...

KEEP R/C GEAR CLEAN

Modern radio equipment is so reliable that it is often fitted and (totally) forgotten in scale boats. I refer here mainly to the on-board equipment, especially servos. As opposed to the ESCs which provide power to the receiver as with FE racing boats, many scale boats use a separate receiver battery to give long running times and to power extra servos for additional working features. Quite often a rechargeable NiCad or NimH pack is used and sometimes due to scale considerations this battery will be semi-permanently fitted and recharged via a socket under a hatch.

The whole point of all this waffle is that quite often this battery is left, switched off, but still connected for extended periods. In this case the dreaded 'black wire' can occur. This is where the battery goes flat, or a cell in the pack reverses and chemical leakage occurs along the 'negative' wire. To find out more about this try googling it. The answer here of course is to make sure the Rx pack is disconnected before storing for the winter.

Another cause of radio problems is that over time the little metal sockets in the servo connectors can become oxidised causing bad connections. This is one of the major causes of radio failure. Good maintenance will prevent this and this advice applies to all operators of R/C gear!

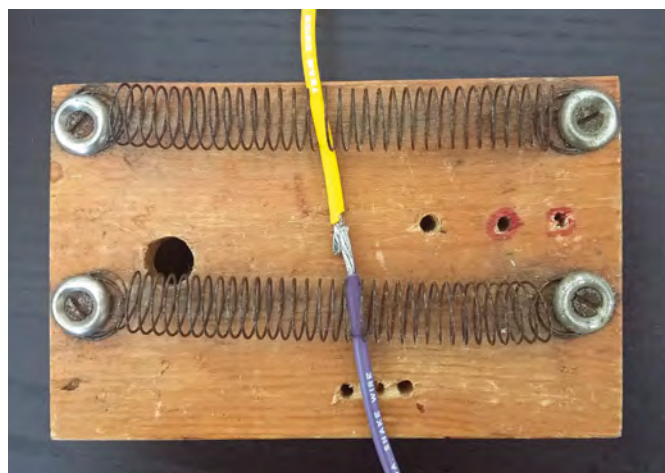


Keep all your servo plugs clean with switch cleaner (see text)

Remove all servos from the Rx and put a drop of good quality switch and contact cleaner into the holes in the servo plugs (NOT the receiver and NOT WD 40). Gently shake out the excess cleaner, leave for a short while to dry out and re-assemble. The contact cleaner should help prevent the metal from oxidising. If you do this once and preferably twice during the season it will keep things working smoothly.

SPRING THING

I think I may have introduced this strange and tatty looking object before. I think it was in the Livewires column, so if you are not into fast electrics you may not have seen it. It is a very handy device for holding two bits of wire together so that they can be soldered together single handed. As you can see it basically consists of two springs screwed to a wooden base; very simple, but very handy.



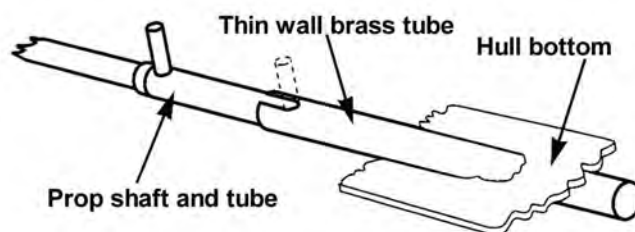
The spring thing! Use as a third hand to hold wires for soldering as per the text

I originally made this to do repairs at the poolside, but it has been equally handy in the workshop. If you are wondering, the various holes in my gadget are for holding 3.5 and 4 mm plugs and sockets for racing boats, but the principle will apply to any type of use.

THE MAGIC PROPSHAFT

Here is a device which I've used a couple of times over the years and it works well. On boats with vacuum formed hulls, it can be virtually impossible to replace a failed or seized propshaft bearing without seriously damaging the hull. But if you use the following idea at the construction stage that problem will never arise.

Use a length of thin walled brass tube which is a close sliding fit on the propshaft outer tube (see diagram). Slot the end of the



Removable propshaft assembly for vac-formed hulls (see text)

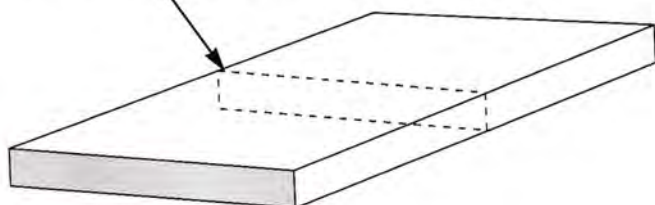
brass tube as shown. If there is an oiling tube fitted, cut out the slot so that the oiling tube will fit into it and prevent the assembly spinning in the outer brass tube. If there is no oiling tube, solder a piece of brass tubing or rod to perform the same function. Seal the two tubes together with silicone sealer to prevent water ingress. Then fit the whole assembly into the hull as normal.

If you have a bearing failure or it is seized due to corrosion, it will be easy to strip off the sealer, remove the propshaft and outer and fit a new assembly without damaging the hull. This method can be used on almost all plastic hulled boats or indeed even GRP if you feel the need.

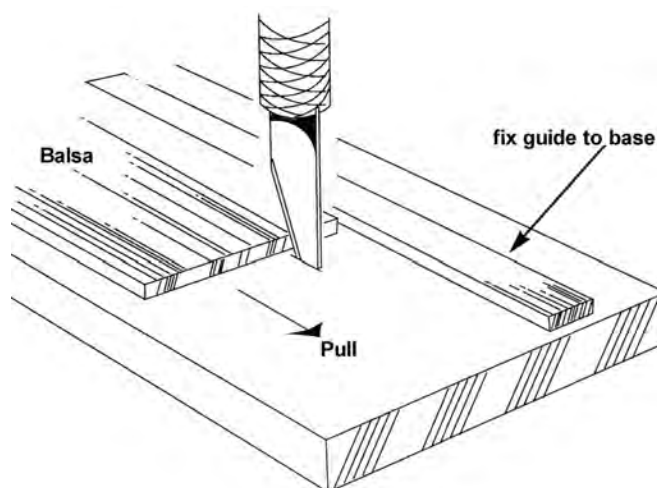
BALSA CUTTING

First; a tip for people not used to working with balsa. It can be very easy to cut balsa with the grain, but hard to cut successfully across grain. The balsa tends to tear on the underside as the knife blade breaks through. To help minimise this, use a good woodworking technique and mark all the way round the plank instead of just the top (see diagram). Then with a SHARP blade lightly score the wood all the way round, following the line, just enough to cut through the surface fibres. Then with several light strokes (using a metal straight edge) cut through the plank. Don't try to force the cut!

Mark right round and score lightly with sharp knife



Cutting a balsa plank cleanly (see the text)



Simple plank cutter

Also, as a general rule, cut on a hard, smooth surface such as melamine or a proper professional cutting mat, as with a normal wooden base board, the grain can catch the knife point as it emerges and divert the blade.

Second; if you need to produce narrow planks from balsa, but don't have or can't afford a commercial plank cutter, try this simple method (see diagram). Use a length of flat board as a base, fix an edge guide to the base (a glued on pine strip works well) and then mark on the base the width of the planks you want to cut. At this marked point, firmly push a sharp modelling knife into the base.

Try and keep the blade as parallel to the guide as possible, also try and keep the blade as vertical as possible. Be careful not to snap the blade.

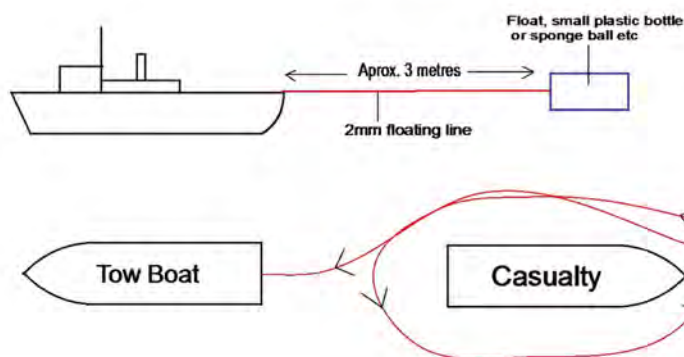
Once firmly fixed, remove the handle to stop the blade flexing with the weight of it. Slide the balsa sheet up to the blade and against the guide, and then pull it firmly towards you to produce the planks.

The speed of the method and the quality of the planks produced is quite impressive for such a simple device. Of course, take all the usual precautions associated with using a sharp naked blade. Also, when you have finished, remove the blade carefully with a pair of pliers and safely dispose of it. By all means keep the jig itself.

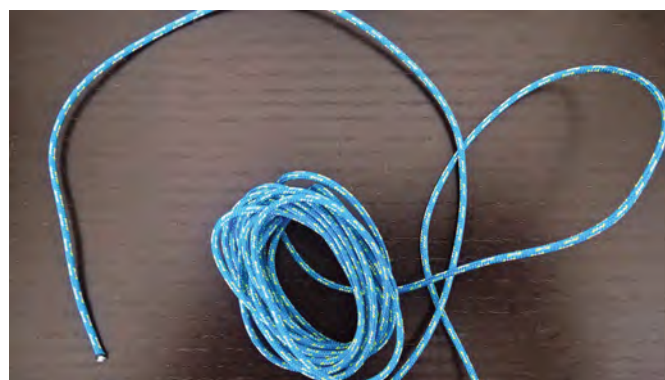
TIME TO RECOVER

This idea is my version on the theme of dead boat recovery. It is not dissimilar to things you've seen before, but I found something which makes the job of recovery easier, for me anyway.

The general idea is to connect some line to the back of the tow boat (I've used my grandson's small waterjet powered boat before), then send the tow boat out trailing the string and circle round the stranded boat (see diagram). When the circle is complete and the tow boat moves away the string will tighten and hopefully catch on some protrusion on the stranded boat's hull. The main problem is stopping the string from sinking so you can't see it as you circle the casualty. Or you get the string wrapped round the prop.



How to recover a dead boat!



2 mm floating line as per text

To cut a long story short, I found that using 2 mm floating line (available at fishing shops) is ideal. Obviously it doesn't sink and it is very visible in the water (see photo). Use about a 3 metre length and attach a small float at the end to help catch on to the hull of the stranded boat. Practice helps a lot!

Well that's it for this month, see you all next time. **MMI**

VINTAGE CHATTER (PART 34)

SPRENG AND BROOKS

AUTHOR: DAVID WIGGINS

Hi guys. In last month's column I ended up writing that – "Next time out we'll be looking at a very successful British-American radio that the shop I did R/C repair for was selling lots of that day" referring to a 1969 Essex model flying rally. So whose was the, then 'latest' digital that was selling so well on that lovely summer's day and why?

The late Douglas (Doug') Spreng was a highly regarded electronic engineer working in California for successful R/C brands like Micro Avionics, as well as working at the famous Jet Propulsion Laboratory (JPL). In all respects it would be both fair and right to describe Mr Spreng as a pioneer and innovator in the development of digital radio his hand built 'Digicon' being among the first of an exciting new genre during the early sixties.

Being, by then, in possession of a 'name' for successful design work it's not surprising that Mr Spreng became, as I like to say, 'a gun for hire' in his field and he was invited to Britain in order to design a radio for the well-known model flyer Harry Brooks who was based in Brighton. Mr Spreng duly arrived and did the job and the first 6-channel Sprengbrook set was launched with a well-deserved fanfare in 1968/9.

THE FIRST 'SPRENGBROOK'

The first Sprengbrook used imported American sticks and servo mechanics (both designed, so he told me, by the late Joe Martin), using Spreng's circle of friends in west coast USA as suppliers. At the time of its introduction this 6-channel transmitter was a smart piece of equipment with gleaming chrome faced sticks and a dark red vinyl case decorated with a stars and stripes/union jack logo.

It stood out rather and its appeal was not hard to understand. Reliable, clip mountable and powerful linear (push-pull), servos, a small receiver, smooth sticks and neat circuit boards ensured good sales from the outset even at a price of £205 which was just 20 pounds shy of the cost of imported lines like the Logictrol seen in my sample HJ Nicholls (308) Ad'.

It must have been expensive to build as Brooks soon found it necessary to replace some of the US sourced parts with less costly British components and the second batch of S-Brook sets lacked the glossy professionalism of the first, although US servos

remained standard. Mr Brooks first step was in fact to introduce a plainer but more affordable 4-channel version (see Ad'). The cost saving was substantial at about 40 pounds and the first 4-ch Sprengbrook was a big seller.

At this point, Mr Spreng who, it was reported at the time, was missing California and becoming disenchanted with the British weather, decided it was time to go home having had an offer from Phil' Kraft to design for him at Kraft Systems in their big new Vista factory. Knowing Mr Spreng's work ethic, as I do, I don't think that he can have much relished seeing a brand he was designing for heading a bit downmarket either but that's just my opinion.

I know for a fact that Doug' had Mr Kraft's offer 'in his pocket' as early as the summer of '69. He and I had met, discussed opportunities in the California R/C industry and generally 'talked electronics' at the very rally where the shop I worked at was promoting Sprengbrook.

Before he flew home Doug' was very briefly employed by Staveley Industries of Bedford who, one imagines, had seen that their green cased analogue line, whilst attractive, was being left behind in an increasingly digital world. Doug' designed a radio for them dubbed by Staveley the 'Silver Star'. I have never seen a Silver Star and don't think it could have been long on the market as Staveley left the R/C arena soon after. Did you own one readers? – let me know if so – I'd be interested to see one.

Doug' Spreng' was, in my opinion, one of the most significant names in the history of radio control engineering and his most interesting obituary (search Douglas Carder-Spreng), may be found on the Academy of Model Aeronautics (AMA) website in the USA.

"JUST HOLD A SPRENGBROOK" – THE LATER SETS

With Doug's departure Harry Brooks had to look elsewhere if he wanted his still new brand to survive and it is to his credit that he did so. This month's radio is one of that new generation – a restyled and wholly revised product in the 'Euro Style' with CMOS circuitry added, black cases with moulded plastic end cheeks and the reintroduction of chrome trim.



sprengbrook PRECISION

NEW SPRENGBROOK 4!

Sprengbrook Precision is proud to announce its new Digital 4 system. This new unit offers the same – no expense spared specification as our 'Series 2' system reviewed in this issue. It also offers the modeller the wide choice of three different servo types including the Controline S4 mini servo with purpose-made, quick fix mounting brackets, the already proven Micro Avionics micro lock servo with super speedy micro lock installation clips or the popular Orbit FRS type. Each system features a new precision stick assembly with electro mechanical trim controls plus Brunner connector blocks for neat and tidy, trouble-free installation.

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SEE THE TEST REPORT IN THIS ISSUE

SPRENGBROOK PRECISION 32 REDHILL DRIVE, BRIGHTON & SUSSEX Tel: 82162



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SPRENGBROOK

This fine British equipment designed and built by Doug Spreng has already earned itself a reputation for all-round excellence. This is a 6-function set that now comes complete with 4 of the new small MicroAvionics servos. All-up weight in the model less than 16 oz. Transmitter is fitted with built-in mains charger for both TX and RX batteries. This equipment is highly recommended.

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Note our very low idle current of our airborne system (four servos) only 40mA permits reliable operation with our lightweight 250mA Pak.

READ THE R.C.M.&E. TEST REPORT IN THIS ISSUE, PAGE 249

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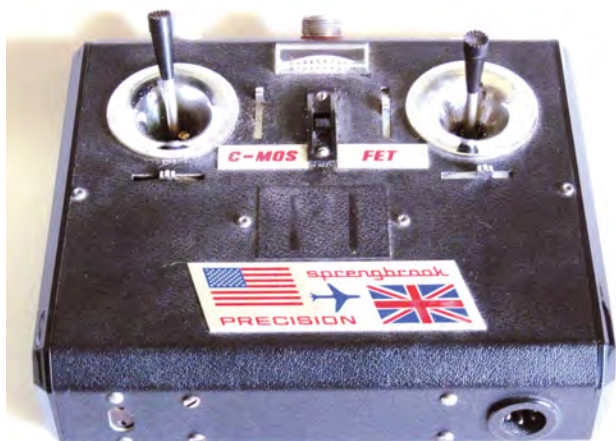
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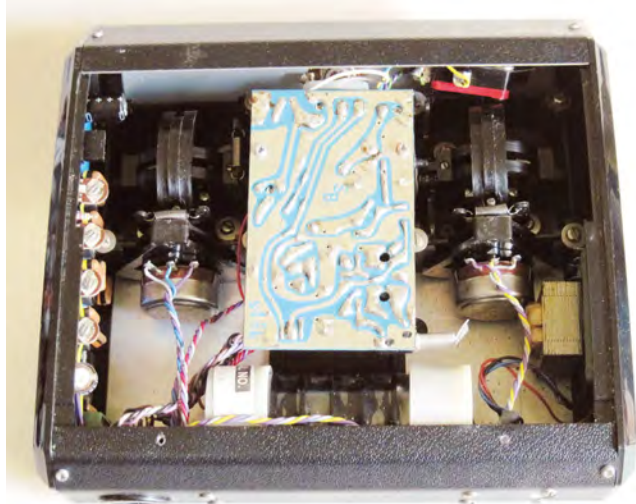
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Early advertising from HJ Nicholls and Sprengbrook. Note those prices!

A 1973 Ad' for the set featured this month



Our unrestored 4-ch, 1973 Sprengbrook Transmitter



Inside this month's featured vintage radio – 27 Meg' RF board in the centre

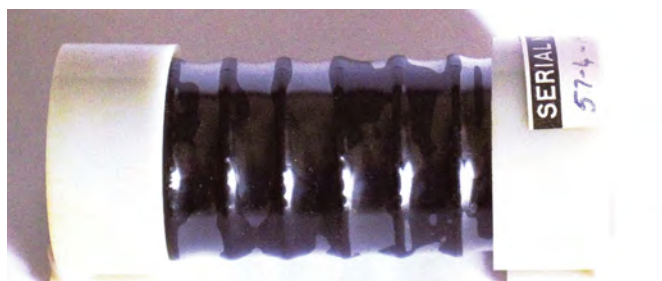
It's obvious that Mr Spreng can have had no input into this set's design as he was then working for Kraft in California and it is not his design style at all. I've no idea who did the '73 sets design.

The 1973 model shown was still supplied with Micro-Avionics servos and Orbit/Micro built (or 'inspired'), sticks and I think its best acknowledged as a transitional set between the first US sourced technology and the German engineered FM line that followed. The transmitter is surprisingly heavy in modern hands as it contains a power transformer and here I must give my usual warning regarding old 'built-in' chargers in metal cases – this radio is illegal to connect to mains power or to sell 'as-is' nowadays – as simple as that. A quick power-up proved Sprengbrook's example of the genre to run very hot and, should I decide to restore this set, I will certainly remove the charger.

The early cylindrical cell NiCad is a German item and this and its associated rotten wiring plus the switch will all require replacement. A quick test with a new NiMH pack substituted proved that the radio is still a goer and that's probably how I'll leave it for a while. The encoder uses 4000 series CMOS chips and that's the reason for the 'CMOS' case label.

KIT RADIOS

In an effort to diversify Mr Brooks decided to go into kit manufacture. In my opinion this was a big mistake. Because of Doug' Spreng's initial involvement the Sprengbrook name had been instantly associated with reliability and high quality. Mr Brooks offered a number of kits under a new 'HB Precision'



ABOVE: Close-ups of the old cylindrical NiCad, CMOS encoder and charger PCB's

banner and these suffer from the same limitation as all electronic kits viz-a-viz the woeful ability of the average home constructor let loose on miniature electronics. Some real horrors have crossed my bench over the years and I can find nothing good to say about the R/C kit concept.

By 1973 the price of commercial R/C had at last begun to fall as more British makers entered the fray. This made kits a less attractive buy to 'Mr Average' and, mercifully, the genre faded. That said, there were still a few kitted digitals advertised in the 1973 magazine that I obtained my Ad' from.

From a collecting viewpoint, the Sprengbrook to own will always be the only Doug' Spreng designed and engineered model – Spreng and Brooks first 6-ch with micro-avionics sticks and servos – priced in the '308' advert at £205 – back in good old 69 – but, if you want a set to use or maybe to have upgraded to 2.4 then the set to go for is probably the model featured here as it's that bit more 'modern' having an IC encoder. Just don't forget to remove that charger!

Well folks, that's it for yet another month. "Just hold a Sprengbrook" eh? Many did so of course to be sure. Next month's content is completely different – something our Editor suggested in fact – so may I hope to see you again, next month, in MMI? I do hope so. **MMI**

POWERPLUG

RICK DISCUSSES SOME POST-CRASH SITUATIONS

AUTHOR: RICK EYRICH CONTACT: reyrich99@gmail.com



Nobody wants to crash their IC boat, but when it does occur you should know some techniques to ensure you get the hull back in one large piece

This column is going to deal with a subject that most IC modellers would like to avoid, the discussion of an on water shunt and its various consequences. Like flying a R/C aircraft or driving a high-performance R/C car or truck, there will come a time when your power craft will flip over a wave, into shoreline vegetation or, at the worst, impact another hull either beside you or coming straight for your boat. Being able to quickly determine your crashed marine craft's status can greatly improve your chances of a fast, safe recovery especially when you're racing or running on an unfamiliar body of water.

Believe it or not, it's not uncommon to actually lose a boat in a shallow, non-current-affected lake, as we'll now describe in an overview of an incident that occurred at my local pond some years ago. As I've been witness to the sinking of all types of R/C boat, I will be describing a couple of these events to help all boaters cope with a sudden intake of water into your hull.



Although it's sitting a bit low in the water this outrigger's tight tub and radio box seal kept its centre section fairly waterproof as the sponsons acted as the boat's main floatation system

THE PAST CRASH

At a time when the vast majority of my area's IC power boaters were running small, nitro-outboard motored tunnel hulls, the main goal of many of this group was to have the fastest boat in a straight line. This meant that once the tunnel hulls got as quick as possible with a stock .21 nitro engine O/B affixed, modifications began to be undertaken on these compact power plants.

Aftermarket tuned exhausts, custom-tuned aluminium, stainless-steel and brass or copper two and three-bladed propellers and even different brands of .21 nitro powerheads began to appear. This meant that the outboard motors were now far more costly than the small fibreglass hulls they were bolted onto.

As you would expect these very quick vessels were running largely on the motor's lower unit/propeller space with almost the whole underside of the tunnel's dual hulls free of the water's surface. Sudden blow-overs and flips were becoming more and



Moving fast, this monohull could quickly hook, flip or pitch-off parts when it crashes, followed by a fast dive into a thick, muddy bottom that would make it a lot of work to rescue the boat

more commonplace so the group was finding that having some kind of recovery craft was necessary to quickly rescue the stalled boats.

A small aluminium fishing boat with an electric motor became the usual rescue vessel and this set-up worked well due to the fact that the majority of the shunts were simply blow-overs. Assembled with expanding foam in both sponsons, a sealable radio box and the usual buoyancy of the boat's onboard fuel tank, the small O/B tunnels had decent floatation which meant that the rescue boat could recover them with minimum problems.

In some instances the only work required to return the flipped hull to full running status was to drain/flush the outboard motor's powerhead, run some light oil throughout the engine and install a fresh glow plug in the motor.

This was 'all well and good' until one summer weekday when only two of the more experienced tunnel boaters were doing an after work bit of testing with their now highly updated hulls. With no recovery boat present they were simply there to evaluate some tweaks they'd done to both boat's handling and power set-ups via a series of high speed, straight line runs down the shoreline of the pond.

As the late afternoon light began to fade, both modellers tried to get in a couple more speed passes before darkness ended their efforts; but, the low light conditions, mixed with a bit of 'tunnel vision' on the part of both boaters, ended up causing 'the crash'.

While one hull was making a full on speed pass the second O/B tunnel was returning to the right-to-left run position and within a second the two small boats hit head on, right in front of the drivers standing at lakeside. Thinking they had some time to recover their power craft, both boaters turned and placed their transmitters in or on their vehicles but, in that short period of time they saw that both hulls were almost underwater!

Without the recovery boat, both men made the very bad decision to attempt a swim rescue of their vessel; this lake had a very steep drop off in its shoreline area. Basically an old sinkhole, the pond's shoreline went from only ankle deep to shoulder deep after only a few steps; so, neither boater could safely reach either of the hulls before they slipped below the pond's surface.

At this point one boat owner wasn't too upset about the head on crash, however, the other nitro modeller was very upset that he'd just watched his very expensive engine/exhaust combination sink right before his eyes and he was already thinking of ways to retrieve his high-dollar power package from the lake's soft, sandy bottom.

Like most model boaters, we think we're always sure we know exactly where our marine craft has sunk following an on water accident; yet, their passage from the surface to the bottom can be very different from what we imagine.

Our concerned tunnel boater returned to the pond the following day with both a simple dragline and a magnet-strip arrangement to try to locate his hull's engine/pipe arrangement. He worked from both the shoreline and via the group's rescue boat. Yet after several passes through the supposed location of the sinking point, nothing had been snagged/stuck to either of the bottom-dragging devices.

As the supposed loss site's depth ranged from around ten to fifteen feet, the boater then decided to ask a friend who had a full scuba-diving rig for help, and even after several hours (and a couple of fresh tanks of air) the only things recovered were a couple of beer bottles and a very rusty rod and reel! More searching over the next few weekends yielded only more non R/C boat related items, so the boater gave up any hope of recovering his high cost outboard engine from the lake bottom.

Now fast-forward several months. During Florida's yearly hurricane season one very strong tropical storm had winds running directly towards the boat pond's shoreline. Following this blow, the remains of one tunnel hull's transom with the outboard motor/lower unit still affixed was found on the shoreline. Rusted and clogged with sand and weeds, the power plant's only usable

components were its tarnished metal propeller, the aluminium tuned pipe and its mounting stay. The nitro powerhead was completely oxidized/rusted into an almost solid mass with locked ball races and a carburettor missing its bright red anodized outer coating.

No other parts from either of the impacted hulls were found after that; but, it was noted that following this high impact shunt few of the local IC boat group would attempt test runs without having the recovery boat on site. As a reminder, our friend mounted the trashed motor directly over his workbench to always make him think before running his boats without backup.

FAST FORWARD CRASH

Even though much time has passed since the crash detailed above, some things never change when an IC boat has a serious on water incident. While attending a race earlier this year your scribe witnessed two separate shunts that showed your writer that any modeller can still end up with a lost hull or at least part of one on the lake bottom.

The first boat crash of sorts occurred when a very fast, twin-engine outrigger hit, at full tilt, one of the large, round Styrofoam circuit markers used on the course corners. Due to the design of the hull's sponson tips the bright orange buoy actually stuck into the sharp sponson tip. This impact only managed to slightly slowdown the still running boat. Believe it or not, this outrigger ran at least two more full laps of the oval course before exiting the lake.



Using a recovery boat doesn't always mean a fast rescue of a hull, especially if the hull stopped in the middle of a race and was then given a second jolt from another race boat



Made up from strong neo magnets on an aluminium strap this basic metal finder can help locate a downed hull via its steel components

SILLY SEGMENT OF THE MONTH

When most RTR nitro boats used a small rope starter unit on their power plants, breaking a pull rope was highly possible due to a bulky engine, old fuel or too much arm force on the cord itself. Having broken his vessel's starter rope, our modeller had purchased a suitable package of pull cord from his local hobby dealer and a few days later he was back with his hull in tow.

Explaining he'd managed to install all of the replacement rope, he now needed an entire starter unit as the original assembly had exploded when he tried to start up his boat. Inspecting the engine the shop owner saw that indeed the starter housing was cracked and fractured, with a part of its internal return spring sticking out of its plastic/nylon case.

The other noticeable thing he saw was that the new starter cord was way, way too long for the application, so the boat owner was asked about his rope installation technique. "Oh, I managed to get all of the new cord into the housing and drum". This meant that when he pulled the new cord, now over three times longer than the old rope, the inner return spring was compressed beyond its allowable tension and this caused it to explode the plastic/nylon starter housing, the rope drum and his wallet...



Petrol boat engine starters can handle a fair length of pull cord, but over-filling the starter drum on either a nitro or gas engine starter could lead to coil bind/damage to the starter housing



Usually packaged for R/C car starter usage, this length of nitro engine starter rope, if installed on a boat's smaller starter unit, would cause a spring/housing failure once you attempt to pull-start the engine

I thought that after the shunt the racer should have made his way safely away from the main racing line. The notion that if the hit buoy suddenly dislodged from the sponson so would a part of the sponson's tip and if that occurred, water could have been drawn directly into the sponson (which might have had no foam floatation inside) and would have pulled the boat underwater in a few seconds.

A few heat races later, a wood constructed gas hydro had suffered a stalled engine just as it cleared a corner marker and since the boat was running in the lane closest to the inner course buoys, most of the other hydros cleared the motionless vessel without any problems. Then, with only a lap left in the race, a boat veered off line and struck the idle hydro a glancing blow.

Once the still running boat cleared the area, the whole left sponson was now missing from the stalled hull. Even with the ultra-quick response by the club's recovery boat, the badly damaged hydro was scooped-up just before it sank in many separate pieces. The main hull tub with the power/control parts was rescued, plus the recovery boat driver was able to pick up some of the sheared-off sponson which luckily had the propeller strut bracket and the hull's flexable/propshaft as well. Had the recovery boat been delayed much longer, the entire hydroplane would have rolled over and sank.

When it was back on shore a lot of water was drained out from the inner hull, radio box and the remaining sponson. Held in basically an old park's retention pond, this race lake has claimed several IC marine craft over the years. The pond's bottom wasn't really too deep but was made up of very thick muck that would quickly suck up an IC hull.

To help lighten-up this month's column, we should discuss ways you can use to recover a lost hull, including some technology now found in the fishing community. In shallow water crash conditions, a simple drag line made up of a small metal grappling hook and some stout nylon cord can be a useful device, as can a homemade metal detector attached to that same sort of tool. Made up from a short length of standard hardware store aluminium strap or angle and several glued-on neodymium disc magnets, this basic 'metal detector' could provide you a way to locate your sunken boat's power plant or transom section providing there's enough steel present in these components.

Of course the aforementioned scuba diver option is still a consideration for some rescues, but before you make the call and invest in the cost of tank refills out of your hobby budget you should do everything possible to determine exactly where your diver should try to look for your downed vessel.

RECOVERY ZONES

Like those who attempt to locate the lost ships from the past, trying to eliminate as much dead water from your boat's supposed sinking area will always be a good idea. Never let yourself believe that your sunken hull went straight down following its crash, flip or shutdown, as it will always tend to 'sail' somewhat as it heads towards the lake bottom.



Having just completed a full backflip/blown over this large gas hydroplane is now on the clock to be recovered before it sinks. Should this happen knowledge of the lake bottom will be a big help to its quick rescue



Close racing can generate a major shunt that could send both hulls to the pond bottom. Capable of 'sailing' far away from the water's surface you can end up looking a long time for your downed boat



For those IC modellers with fishing buddies, their boat's electronic depth/fish finding units can help you locate your sunken hull

Having personally done a couple of R/C sailboat recoveries, I can attest that they were found quite a distance from their reported sinking points and this would also apply to your nitro/petrol hull as well.

Also, I put the term 'reported' in for a reason: even if you have the actual/extract sinking location as relayed by two or three separate sources, always remember that the human eye can easily misjudge distances and/or angles of any object, especially on water. Now factor in the wind, wave and current conditions that were present during your shunt and you can understand why the hull in question could drift/shift greatly once it has slipped under the surface.

In extreme cases, you could see if a local fishing boat owner

whose hull is equipped with a good electronic echo sounder might do a scan of your vessel's sink site as the newer bottom machines have the ability to give you a very, very good in-depth look at even the smallest piece of debris present on the lake bottom and then give the depth and GPS position of the material as well.

I've seen fishing site markers (a long cord attached to a weight and a floating buoy) used to determine the lost hull position as you could actually see the weight/line show up on the depth chart's digital screen/readout!

TIP OF THE MONTH

Whenever your powerboat starts to take on water/sink or does slip under it means you'll be removing water from all parts of the marine craft's inner spaces. Most IC modellers manage to dispose of all of the unwanted liquid, yet in those cases when only a tiny bit of water gets left inside the engine, corrosion begins to attach itself to both the steel and aluminium components inside the power plant.



Over time metal boat parts get rusty through direct moisture contact and unless you quickly clean up the parts they can be damaged beyond repair



Sold in several forms, a good rust removing solvent can help save metal IC boat parts, tools and any other thing that meets up with your IC fleet

On parts like ball races, rust means replacement to prevent failure at high rpm/loads, but on some metal engine or drive parts you can sometimes remove/halt any rust damage by using one of the consumer-grade rust eliminators sold through hardware/auto parts stores.

I have used a product called 'Evapo-Rust' to displace mild surface rust and like other similar compounds, this water-soluble, non-toxic solution is very safe to use on/in most areas. You will need to thoroughly clean the rusty component before using this kind of product, plus they do tend to state that the air temperature must be above 65°F (18°C) to achieve the best overall results.

I've been told by other boaters that servos with rust damage have been restored with this type of solvent, so you might consider using these products should you end up with some rusty gear on your hull, or even in your toolbox or shoreline kit box.

WRAP UP

Hopefully I've been helpful with these words in regards to the quick, safe retrieval of any stalled, sinking or sunk IC boat, but I also must stress you should never ever attempt to go after any idle boat by swimming in any body of water; familiar or not! Talk to you next time. **MMI**

TRICK OF THE MONTH

Since almost every soul now residing on this planet has some sort of 'smartphone' you can sometimes use these devices to help locate a sunken IC hull. Should your boat crash/sink while people are shooting either still or video imaging from their phones you might be able to use the footage to help determine the spot where the vessel went under.

Hopefully the phone (or video camera owner) will be able to relay his/her exact location when shooting the incident as this will reduce your search area by pin-pointing the area and any course markers/far shoreline details in the images. Should the phone/camera have a decent zoom-in mode, you can further identify some of the boat's location points and/or the actual damage done to the stalled boat and maybe even determine which direction/angle it was facing as it disappeared from view. Just an idea.



With everyone using a smartphone camera, digital camera or camcorder at the pond, you can sometimes capture useful boat crash footage to help locate the vessel should it sink before recovery forces can help you

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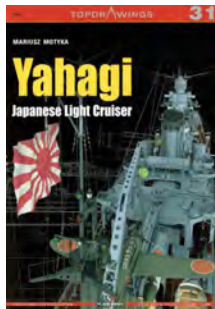


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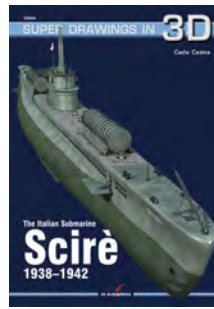
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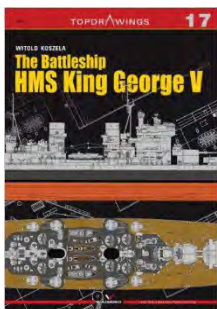


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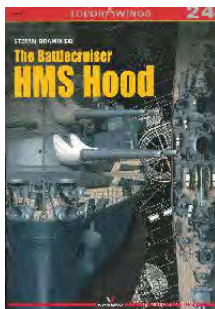


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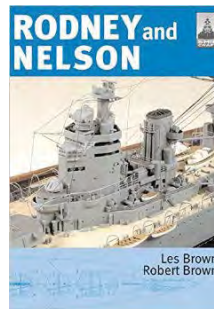


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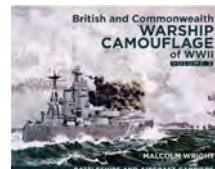
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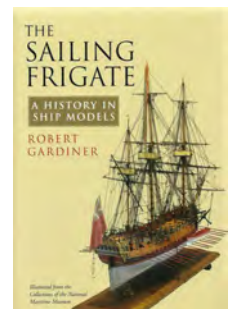
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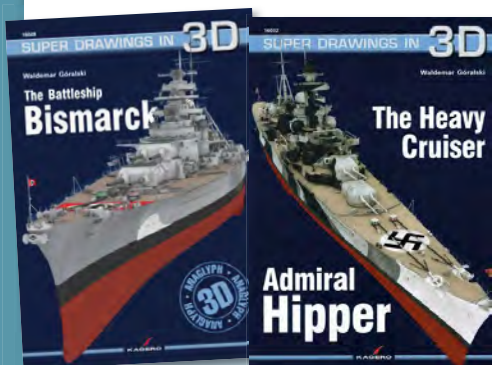
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YOU MAY NOTICE A BRITISH RN THEME WITH THIS MONTH'S RELEASES...

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The trumpeter HMS Hood box art (courtesy Pocketbond)

TRUMPETER MODELS

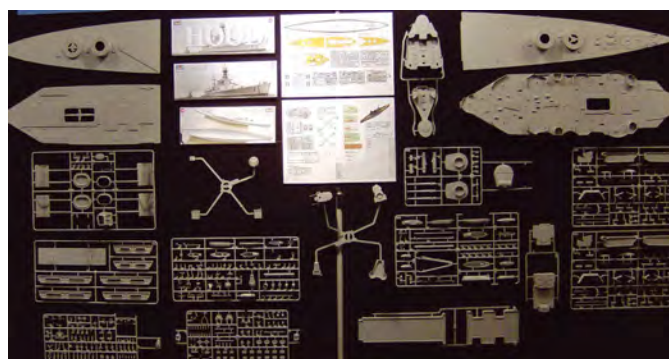
Royal Navy Battlecruiser HMS Hood

Model No.	03710
Scale	1/200
Length	131.8 cm
Beam	16.3 cm
Parts	1,496

Most will know the story of the Hood; she was designed during the First World War but the war had ended before she was completed. During the 1920s and 30s she was the pride of the Royal Navy and the most powerful ship at that time. When the Second World War started she was called to action before she was modernised and refitted. On the 24th May 1941 she and the HMS Prince of Wales engaged the German battleship Bismarck. The Hood was hit by shells fired from the German ship; she exploded and sank in minutes.

The release of this kit has been eagerly awaited since details were given last year. This is a massive model both in size and part count so is not for the faint hearted! The detail and quality of the moulding is superb which you come to expect from Trumpeter. All details of this famous warship are well reproduced giving you an exceptional model when finished. The kit is moulded in grey plastic; the parts are contained in over 20 sprues, 1 piece hull, 3 part deck, superstructure, 7 P/E frets, metal anchor chain and 4 metal propeller shafts. The hull is well detailed showing plating detail and the decks have great planking effect. This is a very challenging model, but has great potential for many modellers to convert to radio control.

Full details of this kit and all Trumpeter models can be found by visiting www.pocketbond.co.uk and www.trumpeter-china.com



Some of the parts for the Hood



Revell 1/144 scale Snowberry (courtesy Revell)

REVELL MODELS

HMCS Snowberry

Model No.	05132
Scale	1/144
Length	43.4 cm
Parts	516

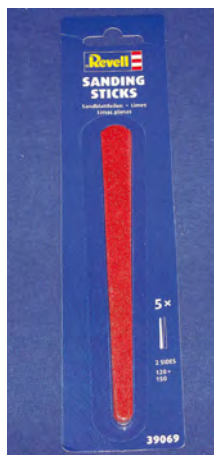
This is a Flower class corvette that was used throughout the Second World War; hundreds of these little ships were built in England, Canada, USA and other countries. They helped escort the Allied convoys across the Atlantic and to Russia; they were also used in many other areas including the Mediterranean.



The completed model (courtesy Revell)

Modellers will know of the Revell Flower Class Corvette (05112) in 1/72 scale that was released many years ago and is still available today, but this is a brand new moulding of the corvette in 1/144 scale. So for those who have never built the 1/72 scale model as it was too large for their collection have had their prayers answered with this release.

The moulding and detail is excellent with a part count less than half the bigger brother's size but still over 500 pieces. This is another great new model that many modellers will undoubtedly include in their collection of model warships.



Sanding Sticks

Pack No.	39069
Contents	5

These sanding sticks are ideal for the plastic modeller; there are five double-sided sticks in each pack coarse on one side and medium on the other; great for removing any flash, moulding marks and sanding filler.

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

LEFT: The new sanding sticks

IBG MODELS

This is a new company based in Poland that I have never mentioned or seen before.

All four of these ships are Hunt class destroyer escorts Type II.

HMS Badsworth 1941

Model No. 70004
Scale 1/700
Length 12.2 cm
Parts 65 plastic plus P/E fret

Commissioned in August 1941, transferred to the Royal Norwegian Navy in August 1944 and renamed HNOMS Arenda; scrapped in 1965.

ORP Słazak 1943

Model No. 70001
Scale 1/700
Length 12.2 cm
Parts 64 plastic plus P/E fret

Originally laid down as HMS Bedale she was renamed and commissioned in the Polish Navy in April 1942. Returned to the Royal Navy after the war and then sold to India and renamed INS Godavari in April 1953; scrapped in 1979.

ORP Kujawiak 1942

Model No. 70002
Scale 1/700
Length 12.2 cm
Parts 65 plastic plus P/E fret

Commissioned in June 1941 as HMS Oakley she was renamed and transferred the same month to the Polish Navy; was sunk by a mine in June 1942.

ORP Krakowiak 1944

Model No. 70003
Scale 1/700
Length 12.2 cm
Parts 64 plastic plus P/E fret

Commissioned in May 1941 as HMS Silverton, she was then renamed and transferred to the Polish Navy. She was returned to the Royal Navy after the war, placed in reserve and eventually scrapped in 1959.

The Hunt class was one of the best known classes of Royal Navy escort destroyers used during the Second World War. All these ships were constructed in dockyards across Great Britain. Eighty six were built in four types; seventy two were used by the Royal Navy the other fourteen were sent to other allied navies including Poland and Norway. The Type II Class consisted of thirty six escort destroyers. They were heavily armed with six QF 4in MK XVI guns in three twin turrets, four QF 2pdr quad mounted guns, 20 mm Oerlikon guns and depth charges; they carried a crew of 164 officers and seamen.

As I have said this is the first time I have seen models from this company but I am very impressed with the kits and their components. All parts come well packed; the box art is especially good as it shows the ship in its camouflage finish. The kits are of all waterline models moulded in grey plastic with some very nice detail which is further detailed with the photo-etched parts that come with each model. The large sprue is generic and is in all kits but not all the parts are used on all four models plus there are differences on some of the smaller sprues.

Decals are also included, these are the same ones for all the kits with decals for all four models on each sheet. The instructions are very clear and easy to follow.



HMS Badsworth 1941



ORP Słazak 1943



ORP Kujawiak 1942



ORP Krakowiak 1944

These are some very good models not normally seen from other makers so will be a great addition to collectors of WW2 warships especially RN modellers. Their range of naval kits is small but is increasing.

More details of these models and all IBG models can be found by visiting their website at: www.ibgmodels.com **MMI**

MEETING POINT

RECENT EVENTS THAT HAVE TAKEN PLACE

MET & SOUTHERN DISTRICT TEAM CHAMPIONSHIP, ABBEY MEADS – 20TH FEBRUARY 2016 BY ROGER STOLLERY

Four teams of three came together at Guildford Model Yacht Club's Abbey Meads lake in a good westerly breeze to enjoy some fun. There is a schedule, which allows two teams on the water at once and the schedule is completed when each team has sailed against each other team, a total of six races, with each team sailing three times. Two rounds were sailed before the rain started to come down heavily and bring the racing to a close.

Team racing is much more of a game than the normal run of racing, because team members have to sail well together to stay ahead of the opposing team; both teams try to go fast, but also slowly at times using the rules to slow down the opposition and try not to have a team member coming last. It is a tactical game where knowing the rules is important and therefore it is a good platform for learning.



The Vice Squad 89, 41, 117 against Guildford 51, 52 and 16



The Vice Squad in a winning combination against Datchet 66, 51 and 89



Young C J Vice 89, holding off Hugh McAdoo 16

The Vice Squad and Datchet's Holliday and Thorn competed in the first race. The Vice Squad consisting of father, Rob and his two sons, CJ and Lockie who have been team racing before with Footys and really enjoyed the racing helping each other round the course. Their opponents had to borrow a competitor from another team as one of their team didn't turn up. Datchet lost this first race but stayed on the water to race Frensham's Stollery, Royse and Wilkinson who also beat them. The latter group stayed on the water to compete against the Vice Squad.

There was UPROAR at the front of the fleet with Rob and Roger having a tight match race to get the first place, which went to Roger, which gave the win to Frensham. The Vice Squad stayed on the water and were again in a tight battle and only just lost to the Guildford team of Hugh McAdoo, Martin Crysell and Alan Viney, with CJ going particularly well to beat his dad. Guildford, then had to sail Datchet and won quite easily, before doing the same to Frensham.

The wind got up a bit after lunch and brought some exciting gusts down onto the water to test the B or C rigs being used. The schedule was repeated with almost all results being opposite to the morning. Datchet did particularly well, mainly because the substitutes were very good and they won all their afternoon races. In particular, they were behind until right near the end of the final beat against Guildford, when substitute, Roger, picked up some amazing lifts and passed the whole fleet, which had gone too far off the rhum line to give Guildford, their only loss of the day.

First place went to Guildford who had five wins, Datchet was second with three wins and the other two teams tied for last place with two wins.

At the prize giving the competitors thanked Keith Parrott for acting as race officer for the day. Guildford always encourages those who are last to come back for more, and in this case gave the three small prizes to the Vice Squad. It was great to see these young people enjoying the racing. In particular CJ sailing his Crazy Tube always made good starts and put lots of pressure on the more experienced sailors at the head of the fleet.



C J and Lockie obviously enjoying themselves



The winning team of Alan Viney, Martin Crysell and Hugh McAdoo

OCEANOLOGY INTERNATIONAL 2016 – 15TH TO 17TH MARCH 2016 BY PATRICK BONIFACE

London's Excel Exhibition Centre, once again, played host to the world of survey and underwater technology for three days from Tuesday 15 March 2016 at the bi-annual Oceanology International 2016. Companies specialising in understanding the dynamics and structure of the undersea world brought their very latest sonars, scanners, drills, sensors and a wealth of futuristic technologies to East London.

They also displayed a number of full size working ships moored alongside Excel in Royal Victoria Dock, including the impressive Lithuanian catamaran Mintis, which drew a lot of attention from the thousands of buyers and media at this year's event.

For MMI readers there was a great deal to interest them as many of the stand holders had invested in having models built. One of the most impressive and complicated models on display, ironically, was fashioned from one of the most easily accessible parts, Lego. Bibby Hydromap's Bibby Athena was a scale model of the full sized semi Swath vessel that

was commissioned into service as recently as 2014. Engineers, clearly keen model boat builders, at the firms Bromborough, Wirral base, spent around three months building the model out of Lego bricks. Such was their attention to detail that every compartment on-board the model was to scale and fitted out exactly as the real life vessel. Bibby Hydromap incidentally were, during the course of the exhibition, running a competition where visitors could win some Lego too.

Other stands that had excellent crafted models included G Tec's marvellous representation of the multi-purpose drill ship Omalius and Horizon Geosciences' scale model of Horizon Geobay. Another interesting twist was presented by the team from the Scientific Management Association whose stand had a great, well lit, scale model of the nuclear powered ballistic missile submarine HMS Vanguard. The model is one of the best I have seen of the submarine as it is in the act of launching one of her Trident D5 missiles loaded with nuclear weapons!



Braveheart Shipping's Javelin design



Unique Hydra's Craft 1 for a 13.8 m support craft



G Tec's Omalius multi-purpose drill ship



HMS Vanguard on the Scientific Management Association stand



N Sea's Pathfinder



Bibby Hydromap's Bibby Athena, a 27.5 m semi swath catamaran made out of Lego



Horizon Geobay from Horizon Geosciences



LEFT: Bibby Athena with the cabin roof removed showing the detail inside



ABOVE: Yet another layer of Lego removed to show even more detail inside of Bibby Athena

CARDIFF MARINE MODELLERS OPEN DAY – 20TH MARCH 2016 BY CHRIS SAUNDERS

I set out expecting to be one of the first to arrive at Roath Park. However, by 8:00 am the pond side was already abuzz with people. Local members and a number of visiting clubs had got there early and had their displays ready for the public almost before anyone was about. Unfortunately, a cold wind persisted throughout the day which meant that only a limited number of hardy souls came to see the display. This did not dampen the enthusiasm of the exhibitors with them maintaining an almost constant display of craft on the water.

In addition to the Cardiff Marine Modellers there were displays by Bryn Bach Park Scale and Sail Model Boat Club, Cwmbran Model Boat Club, Vale of Glamorgan Model Boat Club, Margam Park Marine Modelling Club and representatives from Barry Model Boat Club and Sedgemoor Model Boat Club.

Most people were regular visitors to the café during the day as it was a chance to get food, drink and a warming up. This kept everyone in good cheer making it a very pleasant day out. Despite the rather low number of members of the public walking the lake the display generated a lot of interest and may result in new members.



Various club members gather around the Vale of Glamorgan Model Boat Club display



The Farley Mowat owned and rebuilt by Jason Bengie. The hull is an adapted GRP trawler hull with a single screw driven by a hydraulic pump motor



The 'Fast Electric' section of Cardiff Marine Modellers



The MMI 'Starlight' built from the plans by John Kingsley of the Cwmbran club. The hull is GRP built from a plug made from the original wooden design. The mast is also shortened to fit into the car



The Mumbles Lifeboat RNLI Ethel Anne Measures built by Jim Warren and sailed by Graham Balding of Margam Park club



At about 15:00 there was general agreement to pack up. During this process the clouds lifted and the sun came out raising the temperature to a more bearable level. Unfortunately this was too late as everyone was on the move. Overall this was a very successful open day, particularly for friendship between the clubs that attended, and the home club should be congratulated on their organisation. **MMI**

LEFT: Triple Crown 1M yacht scratch built by Andrew Grant of the Vale of Glamorgan club

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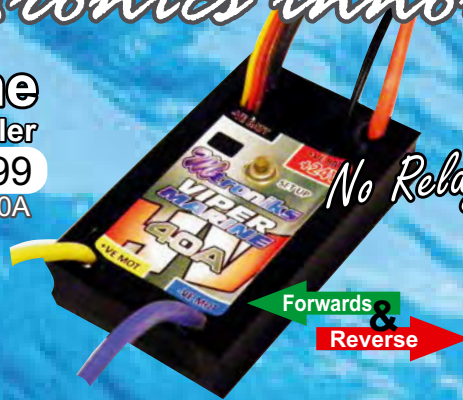
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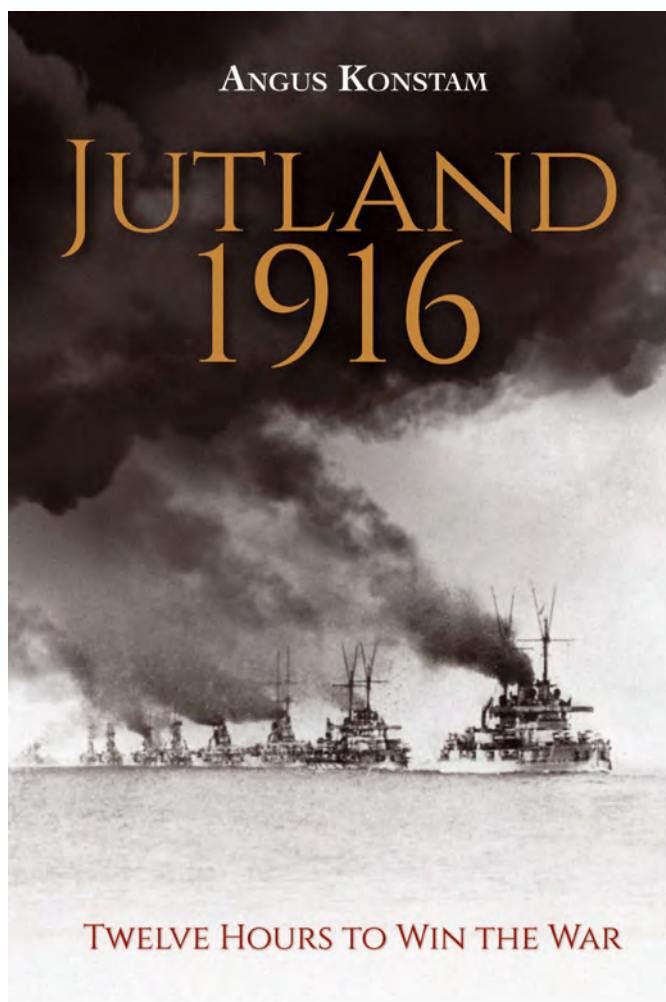
BOOK REVIEWS

JUTLAND 1916

Twelve Hours to Win the War

This book tells the story of the Battle of Jutland, the greatest naval clash of the First World War, exactly one hundred years later.

Drawing on a wealth of first-hand accounts, some of which were previously unknown, it weaves a highly original narrative, which intertwines original research, into a fast-paced account of the fighting. This is the only book on the battle to use a narrative thread to tell the story from both the British and German perspectives and will provide a fresh perspective on this decisive battle.



Author: Angus Konstam

Pub Date: May 2016

RRP: £20.00

EAN/ISBN: 978-1781312889

Format/Pages: hardback/352 pages

Dimensions: 15.3 cm x 23.4 cm x 3.4 mm

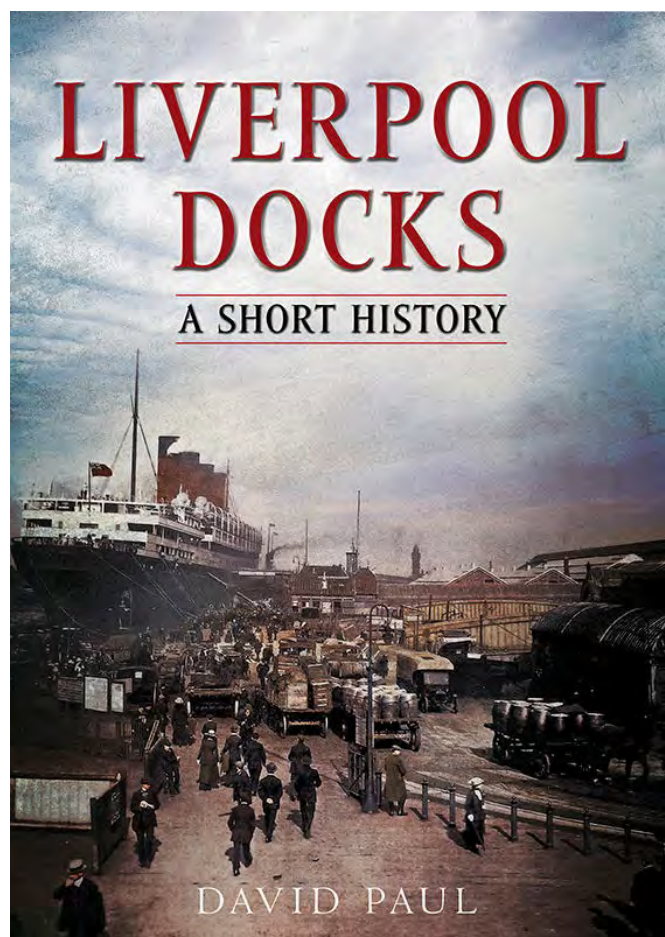
Publisher: Aurum Press, The Quarto Publishing Group, 74-77 White Lion Street, London N1 9PF UK

Web: www.aurumpress.co.uk

LIVERPOOL DOCKS

A Short History

This book traces the birth, growth and strategic importance of the port in times of peace and war as well as the kinds of cargoes carried into the docks – including slaves. This fascinating book provides a complete timeline from the very earliest days right up to today – a time when a new and even larger container dock is being built and the advent of the new cruise liner terminal. This terminal has been at the centre of a political and economic argument between Southampton, Liverpool and the EU. The book also speculates as to the future of Liverpool docks and also, to a lesser extent, the city itself.



Author: David Paul

Pub Date: April 2016

RRP: £16.99

EAN/ISBN: 978-1-78155-518-7

Format/Pages: softback/208 pages

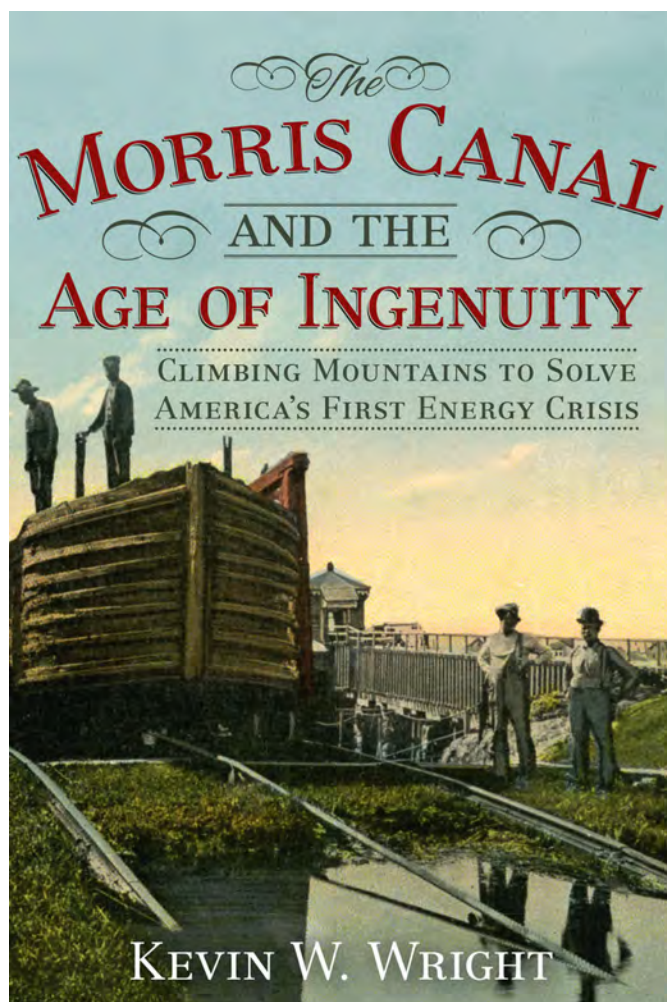
Publisher: Fonthill Media Ltd, 10 Hythe Bridge Street, Oxford OX1 2EW

Web: www.fonthillmedia.com

THE MORRIS CANAL AND THE AGE OF INGENUITY

Hauling Pennsylvania anthracite and backloads of iron ore among mountain mines, inland ports and tidewater cities along its 106-mile route, the Morris Canal (1824-1924) with its water-powered inclined planes performed an engineering feat of worldwide note. The Morris Canal and the Age of Ingenuity: Climbing Mountains to Solve America's First Energy Crisis traces the rise and fall of this hybrid canal and railway from technological marvel to quaint curiosity over the course of a century.

Built as part of an ambitious network of nineteenth-century 'internal improvements', it combined with other canals and railways to solve America's first energy crisis, relieving rising seaboard cities of dependence on depleted woodlots and mud roads. Though superseded by all-season railroads of far greater capacity, the canal fills a formative chapter in the backstory of America's rise from colonial backwater to global economic powerhouse. For those who recognise the importance of innovation to economic growth, the Morris Canal also presents a historical lesson of timely interest.

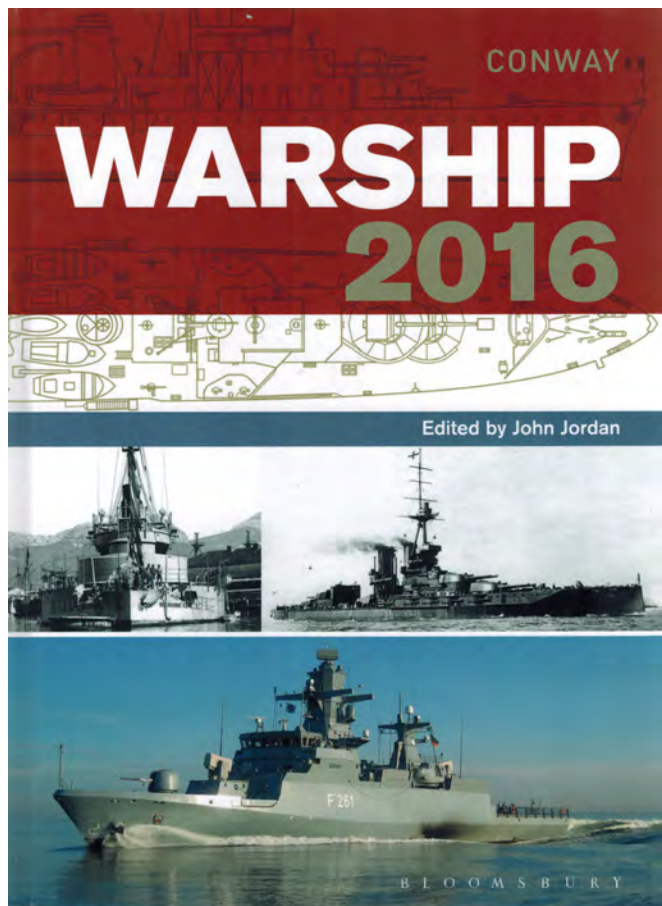


Author: Kevin W. Wright
Pub Date: March 2016
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Size 234 mm x 156 mm
Illustrations: 104 mono 14 colour
Publisher: Fonhill Media Ltd, 10 Hythe Bridge Street, Oxford, OX1 2EW
Web: www.fonhillmedia.com

WARSHIP 2016

This book is devoted to the design, development and service history of the world's combat ships. Featuring a broad range of articles from a select panel of distinguished international contributors. This 38th edition features the usual range of diverse articles spanning the subject by an international array of expert authors and should help the warship modeller with details of modern fighting ships. Some of the articles covered include:

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The Soviet Fugas class minesweepers
Divide & Conquer? Divisional tactics and the Battle of Jutland
The Chinese flagship Hai Chi and the revolution of 1911 **MMI**



Editor: John Jordan
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Format/Pages: hardback/208 pages
Publisher: Conway Bloomsbury Publishing Plc, 50 Bedford Square, London WC1B 3DP, UK
Web: www.bloomsbury.com/warship



BUILDING A CLINKER DINGHY

AUTHOR: TONY JAMES

TONY TAKES ON THE CHALLENGE OF A CLINKER MODEL AND SAYS IF HE CAN DO IT, ANYONE CAN!

Why do modellers shy away from building clinker (aka clenched lap) boats? This is mainly because at first sight it looks to be a highly sophisticated and mysterious process far beyond the abilities of the average amateur modeller. So with a shrug, we turn to something we think is more within our skills range. Which is a pity – for the good news is that making a clinker-built boat is not rocket science.

The Vikings and the Saxons did it with the most rudimentary of tools and until comparatively recently if a boatman wanted to build his own small craft it was more than likely to be clinker.

The introduction of new materials and methods over the past 20 years has changed all that. Marine plywood, synthetic glues, hot and cold moulding and GRP have largely replaced timber and some pundits believe that in another decade or so, virtually no one will be building full size clinker hulls. Indeed the age-old building process has already been modified to make construction easier and simpler.

The wood planking, rather than being solid larch or mahogany, is now more often marine ply. And the seams between the planks, rather than being held together by roved copper nails, are more likely to be glued with thickened epoxy. Already many model hulls are made in this way and for cost, strength and lightness they have few equals.

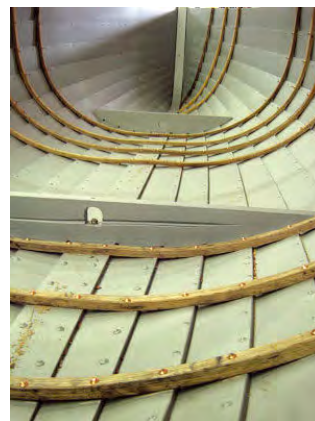
But it would seem a shame to completely discard the past, and to find out if a traditional clinker build is really beyond today's average model-maker, the Editor asked me to attempt a replica of a 10 ft

working dinghy using traditional methods on the grounds that if I could do it, anyone can!

The result, though not perfect is, quite honestly, better than I expected although if it had been any smaller than the 1 in-1 ft scale (in old money) there could have been problems, particularly with the slender ribs and frames.



Planking of a full size boat



On a full size boat the ribs are fastened with copper roves



Lofting out a full size boat



Full size boat under construction



Typical clinker-built dinghy

HISTORY

The method of boat-building using overlapping hull planks goes back more than 2,000 years to Viking times and was a trademark of Nordic navigation throughout the Middle Ages.

The Nydam Boat, rowed by 30 men, built in 320 AD and discovered in a Danish bog in the late 1980s, is the oldest preserved example of the type. Clinker boats thought to be directly descended from those of Norse shipbuilders include our traditional round-bottomed Thames skiffs and Norfolk wherries.

Although they may look more fragile, clinker-built boats were often preferred as working craft over their carvel-built counterparts. Not only does the overlap of two planks give a very positive watertight joint, but each overlap adds longitudinal strength to the boat and weight for weight is usually stronger and more flexible in a sea.

The problems start when clinker boats get too big. Research has shown that Viking boats had a great deal of trouble with keels and attempts to build vessels of nearly 300 ft in length were abandoned when leaks became uncontrollable.

By the 15th century, carvel was the usual construction for large ships. Today, while it is technically possible to build a 75 ft clinker-built seagoing hull, 35 ft is usually the limit and eight to 20-footers are the norm.

THE TIMBER

As with the real thing, a clinker-built model is a shell of overlapping strakes and the size and nature of the wood will largely determine the success of the build. Narrow hull planks will mean more work in shaping and fastening them and the final boat will be heavy but strong.

Strakes should be in one piece whenever possible and, of knot-free softwood. Wide planks mean fewer strakes. More wood gets cut to waste but the boat will be built more quickly and will be light and flexible.

But remember that when a boat has very few strakes the angle between them becomes too large for an efficient lap joint and it will be necessary to back up the laps with stringers. In this case you may find that the design is more suited to hard chine construction rather than clinker. The frames fitted to the inside of the hull are traditionally of oak, ash or elm and the longitudinal members which support floors, thwarts and gunwale oak or ash – elm doesn't like being frequently wet and dry.



Frame and first planks



Clamping planks onto stem



Fitting the transom



Stringers clamped in place



Bow planking and stringers



Fitting hull planking

CLINKER PLANKING

Before you start making a clinker-built model it's well worth getting a basic understanding of how the planking technique works. In a well-made clinker hull, the overlapping planks will look parallel and evenly spaced – but they aren't. This is an optical illusion.

For instance, in most designs there is a bigger gap for the planking to fill between the keel and the turn of the bilge than from there up to the sheer-line. To overcome this it's necessary to curve the bottom strakes so that their centres are higher than their ends.

Above the turn of the bilge it's the opposite: the ends of the strakes will be higher than the middle. Putting a twist in a straight piece of wood also calls for a corresponding change in its shape – and some strakes need to be twisted from near vertical at the stem to horizontal amidships.

Of course there are limits to the bends that can be put into a plank however carefully it is shaped. It will bend most easily across its thickness and it can be twisted if rather more force is applied, but bending across its breadth calls for pretty hefty force and you might need to steam the wood or immerse it in boiling water.

If not, the chances are that if you try to both bend and twist a plank it will probably split or if not, will impose too much strain on the glue or fastenings making them liable to give way.

To help you work out the precise shape and bend of your planks before you irrevocably cut and plane the wood, there's a technique called spiling which, in simple terms, is using a flexible wooden batten on the hull to mark out the shape you want, which is then transferred to the plank.

There are plenty of boat-building books which will give you more technical information on this and other clinker-built techniques but the resourceful modeller will probably be able to work it out as he or she goes along, and I've always found trial and error is a great teacher.

MOULDING THE HULL

The build of a simple clinker pulling boat started, like any other model, with the basic framework of keel, hog, stem apron, deadwoods, sternpost and transom. The keel, a 26 cm x 1 cm x 5 mm piece of oak, was set up on the workshop bench and an 8 cm stempost and 5 cm sternpost morticed to either end. The apron, a 1 cm deep piece of oak which supports the forward end of the planks, was glued to the aft side of the stem.

Deadwoods, two 5 cm long solid oak wedges, were glued to either end of the keel, which was then topped by the hog, an oak strip the length of the keel and slightly wider, on which the garboards (the strakes closest to the keel) will be fastened. An 8 cm wide 5 cm deep almost semi-circular transom of 2 mm plywood was glued to the sternpost. This completes what's known as the backbone. Now comes the job of giving it a boat-like shape.

This is done with shadows or moulds, temporary bulkheads made from thin ply or thick cardboard, which were set at 4 cm intervals along the keel – six in all. The structure was fixed in a strongback – in our case a couple of tiny trestles which held the hull firm during



Bow construction showing ribs and hog



Interior construction of dinghy



Port side of the model

construction. A full size boat would probably be secured both to the floor and any convenient low rafters.

These shadows dictate the sheer and underwater shape of the boat. Shipwrights have a saying: "Quick out to the bilge and slow round it" and I wanted a hull with a fine entrance, easy turn of bilge and a buoyant transom. When the shape was right the moulds were tacked in place and a batten laid across them to ensure all the curves were fair and in the right places!

FITTING THE PLANKING

I used pine planking 2 mm x 1 cm in 35 cm lengths. The shipwright's rule of thumb is a strake for every foot of length and an overlap on each one of at least twice the thickness of the plank. These overlaps are called lands. I ended up fitting 16 strakes, slightly more than the prescribed number, but my overlaps were a bit larger.

Starting with the garboards next to the keel the strakes were secured to each other using superglue – copper rivets are used in full size craft. The first three strakes twist from the horizontal amidships to vertical at the bow and were made pliable in hot water and steam from a kettle.

As the hull grew, it was kept in shape by clamping the strakes tightly to the moulds. The end of each strake was tapered to a feather edge so that it bedded snugly at the stem and transom. And before each plank was laid, the lower edge was slightly bevelled to suit the angle it met the one below. Clamps held the new strake in position until it was glued.



View of hull interior



Transom and stern thwart



Aerial view of finished model



Oars and Sampson post



Model with painted hull



Bow section and thwart

Before any plank was secured, a pattern was taken for the one on the other side of the hull so that both sides would be (pretty well) identical. The final plank was the sheer strake, which looked wider than the others because none of it was hidden behind an overlap. Finally, the moulds were removed and the interior planking cleaned and sanded ready for the ribs and timbers.



Bow view of completed boat

WHAT IT ALL MEANS...

Many of the terms used in clinker construction go back centuries and may, not surprisingly, be a mystery to modern modellers. Here are some simple explanations which may help:

Apron – part of the backbone, aft of the stempost onto which strakes and gunwale are fastened.

Backbone – basic assembly of keel, hog, stem and sternposts and transom.

Breast-hook – bracket holding the gunwales to the apron.

Deadwood – solid wood above the keel at the stern.

Floor – transverse member fastened across the hog or keel.

Garboard – strake closest to the keel.

Hanging knee – a vertical bracket.

Hog – a plank running along the top of the keel.

Mould – wooden patterns used when planking-up.

Riser – longitudinal member which supports the ends of the thwarts.

Scarf – an angled cut joining two pieces of wood.

Sheer-strake – the top plank of a clinker hull.

Stealer – a device for gaining or losing a strake.

Strake – plank stretching the length of the boat.

Stringer – longitudinal strength member inside the timbers.

Thwart – board used as a seat.

Wale – a strake which is thicker than the others.

were made up of a number of timbers grown to shape and usually fitted further apart than their steamed counterparts.

Going back to the hull construction, two 3 mm x 2 mm strakes run the length of the interior to support the rowing thwarts. These were made of 3 mm x 2 cm ash boards and the aft thwart next to the transom was cut in a semi-circular curve. The ends of the thwarts were bracketed to the gunwale by hanging knees set at right-angles to the side. At the top of the transom, two quarter-knees braced the stern and wooden brackets supported two pairs of rowlocks made from copper electrical wire.

Luckily the interior woodwork was good enough to be varnished, while the exterior was primed and painted a gloss light-grey. Already I am wondering if this basic model would be made more interesting with a gaff or gunter rig, and a bowsprit, rudder, centreboard and tiller. Perhaps the Editor would like an article on how to make a clinker sailing dinghy...? **MMI**



Bow view showing clinker construction

Of course this entire procedure is at odds with orthodox carvel boat-building where frames and ribs are put in position before the hull is planked. With clinker we have a shell of planking which now needs to be stiffened up with timbers – transverse battens which on full sized boats are also fixed with rove and clenched copper nails. We once again used superglue.

The model has 18 ribs either side and cutting and fitting them was the most frustrating and time-consuming job of the build. A modeller, who regularly makes beautiful tiny clinker-built craft, told me he saws out the ribs from solid timber but I had neither the tools nor the skills for that.

Finding 1 mm x 3 mm strips which would bend nearly 180 degrees from gunwale to gunwale was a problem. Softwood split and hardwood, like oak and elm, cracked. We eventually found success with newly-felled ash, cut into strips and steamed in an improvised steam-box made from a piece of iron pipe and a blowlamp! Even this would only bend 45 degrees without cracking, so the ribs ran from the inside of the gunwale to the edge of the hog running down the centre of the boat – which apparently is acceptable boat-building practice...

Although steaming timbers into shape is the most common way of making frames and ribs it only came into general use about 1860 when it was adopted for RNLI lifeboats. Before that, all frames



Completed clinker Dinghy waiting for the tide



Always carry an anchor!



Tony James with the completed model

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A great image of the finished models

S.M.S. LUTZOW A CASUALTY OF JUTLAND 1916

A SHORT HISTORY OF THE GERMAN BATTLECRUISER AND THE BUILD OF A 1/700 SCALE WATERLINE MODEL

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

THE SHIP

The Lutzow was a Derfflinger-class German battlecruiser, built in the Schichau dockyard in Danzig. Her keel was laid on the 15th May 1912 six weeks after the construction of her sister ship SMS Derfflinger had started in March 1912. Launched in November 1913 and after fitting out she was commissioned in August 1915.

She had a length of 210 metres and a 29 metre beam; her powerful engines gave her a top speed of approximately 26 knots. Her armament consisted of eight 30.5 cm heavy calibre guns mounted in four turrets, fourteen 15 cm medium calibre guns mounted in the superstructure, four 8.8 cm light calibre guns and four 50 cm underwater torpedo tubes. The ship carried a crew of 44 officers and 1100 men.

THE HISTORY

After commissioning she started engine and armament trials in October 1915. It was during the engine trials that damage was caused to the turbine engines which caused her to be laid up in the

Imperial dockyard in Kiel until February 1916. So it was not until March of that year that she joined with the other German warships at Wilhelmshaven, from here she was engaged in reconnaissance and picket duties.

On the morning of the 25th April the Lutzow together with other German warships bombarded the English coastal towns of Lowestoft and Great Yarmouth causing heavy damage and many casualties. The British Harwich Force under command of Commodore Tyrwhitt were sent to intercept the German forces, but heavy and accurate fire from the Lutzow and the other warships forced the British warships to retire. The British flagship HMS Conquest was hit five times causing considerable damage; the German force returned back to their home port without damage.

JUTLAND

The next major engagement for the Lutzow was on the 31st May 1916 when the British Grand Fleet and the German High Seas Fleet clashed at the battle of Jutland; this was to be the largest clash

SMS Lutzow and escort





Great action box art

of warships in history; I will only tell of the involvement the Lutzow took in this engagement.

Late in the afternoon a report was received aboard the Lutzow that British light cruisers had been sighted, speed was increased to engage these ships, when the range had been closed it was six British battle-cruisers that had been sighted. The Lutzow opened fire on the leading ship HMS Lion with fire being returned from both Lion and Princess Royal, a few minutes into this exchange of fire the Lion was hit twice followed by a third which hit 'Q' turret blowing the roof off.

Lutzow now suffered two hits on the forecastle deck, Lion was hit several more times and pulled out of line to stop taking more punishment; Lion was fortunate that it was not completely destroyed as the shell hit on 'Q' turret had started fires which ignited the cordite charges as the main magazine had been flooded before they exploded, the Lion had been hit six times.

Princess Royal had now scored three more hits on the Lutzow. During the course of the battle the Lutzow had targeted the battlecruiser HMS Invincible, one shell had struck and detonated inside the ship, the resulting explosion also detonated the magazine. The Invincible exploded and broke in two and sank within 10-15 seconds.

British battleships had also joined the action and the Lutzow was now receiving more and more damaging hits causing many casualties, her bows were now filling with water causing the bow to sink lower in the water, her speed was now greatly reduced and her wireless had been destroyed.

The Lutzow was Admiral Hipper's flagship; with no communication and unable to maintain speed he now disembarked to transfer his flag to another ship. Taking more punishment the Lutzow now broke off action under a smoke screen laid by escorting torpedo boats.

It was now late in the evening and she had been in action for over five hours. She was limping away at only 3-5 knots. They tried to increase her speed but as the bows were nearly under water the water pressure against the bulkheads would have made them collapse. As time passed the flooding increased and her bow was completely under water. In the early hours of the morning of the 1st June it was estimated that over 7,000 tons of water were in the ship and at this rate she would only remain afloat for a few more hours. Efforts were made to steer her stern first and also to try and tow her with the four torpedo escort ships, all failed.

The time had come to give the order to abandon ship, all the wounded and crew were now transferred to the escort ships; the captain being the last to leave. Once clear of the Lutzow the order was given to scuttle her, two torpedoes were fired by the escorts one passed under her stern as she was so far out of the water the other struck her and she capsized and disappeared into the dark waters.

During the course of the battle the Lutzow had been hit twenty five times by large calibre 15 in, 13.5 in and 12 in shells. The Lutzow was given credit for its part in the sinking of several British warships including the battlecruiser Invincible and the cruiser HMS Valiant. This is only a brief story of the history and loss of the Lutzow but it gives you some idea of the ship and its involvement in the Battle of Jutland.

THE MODEL

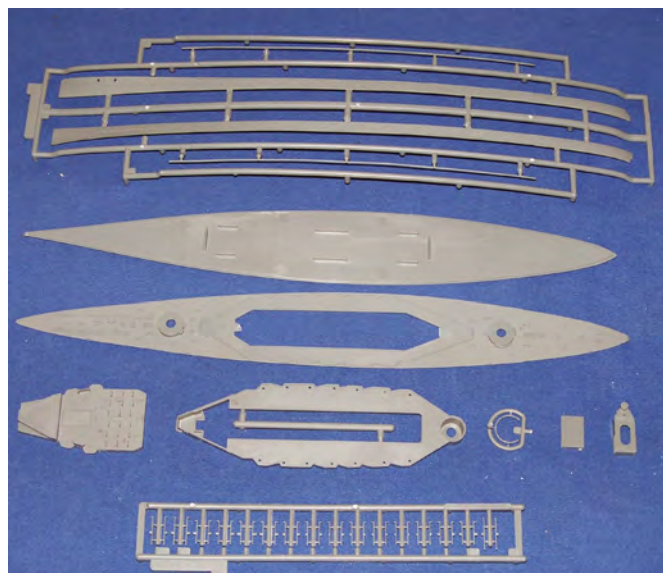
The kit I chose for this article is produced by a Chinese company called Flyhawk.

SMS Lutzow 1916

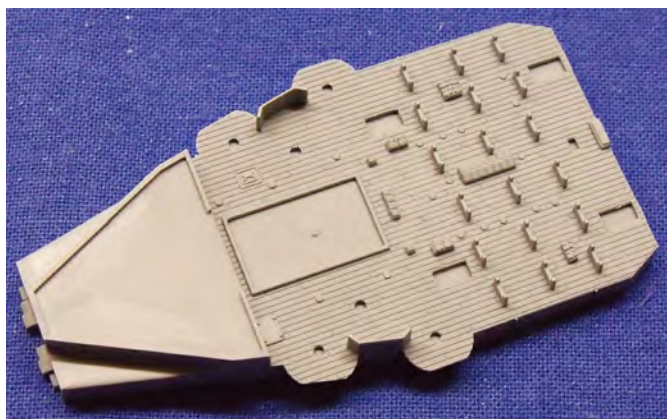
Model No.	FH1301S
Scale	1/700
Length	30 cm
Beam	4.8 cm
Parts	332

This is a very finely detailed plastic kit that comes complete with P/E fittings and decals to enhance its detail even further. It is also a limited edition kit that comes with a small detailed kit of the German G-37 Class Grobes Torpedo-boat. This little model is the same scale and is built from 42 plastic parts together with P/E fittings and is 11.3 cm in length, very minute decals are also included.

The assembly guides for both models are very good but they do need studying. The guide for the positioning of the P/E parts, especially the hand rails, are shown later in the guide and many need to be attached during the course of the build otherwise some



Some of the many parts



Exceptional detail



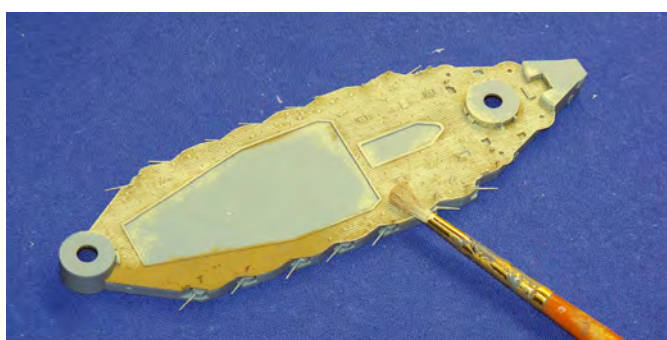
Hull assembled showing metal plate in position

will nearly be impossible to fit in their allocated positions. A full colour painting guide comes with both sets of instructions.

THE BUILD BEGINS

Before the build started all parts were washed in warm, not hot, soapy water to remove any grease or mould release oils as otherwise paint will not adhere properly. After reading and studying the assembly guide I decided to build as much of the kit as possible as separate sub-assemblies.

The assembly began with the hull and a deck section. The hull is composed of two separate sides and a base plate, these were glued together. Before adding the deck section a metal plate was glued to the inside of the hull, this added weight to the model (this



Deck weathering in process



Bridge sub-assembly some parts in place and P/E parts added

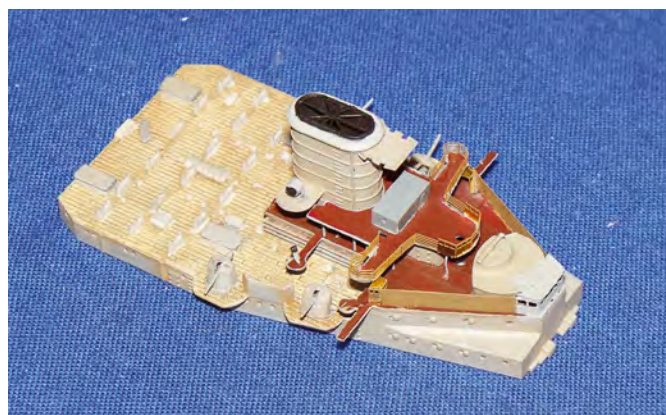
is a common addition to most 1/700 waterline kits from China and Japan and goes back to the 1970s). The deck was now fixed in place and was left to firmly set.

The next step was building the main superstructure island which needed, at this stage, to have 14 guns attached around its edges (7 each side). There are 3 deck sections with beautifully reproduced wooden decking. At this stage I painted the decks in a dark khaki colour and then gently brushed bleached deck colour paint over the surfaces to highlight the decking. A dark weathering wash was now applied to all deck areas; after leaving the wash in place for a few minutes the excess was removed with a brush dampened with white spirits. By removing the wash traces were left in corners and along the decking seams leaving a realistically weathered deck.

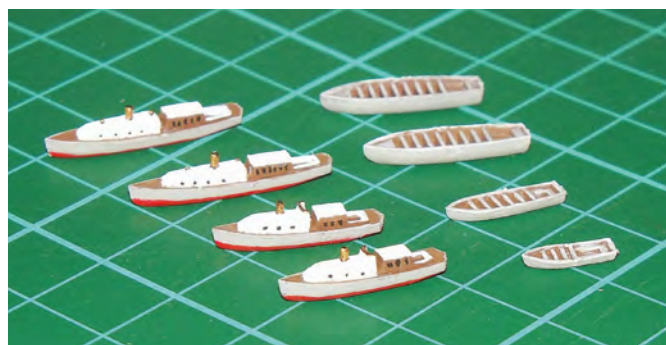
Where deck fittings are already moulded to the decks I painted them in the base grey colour and when dry I ran a rust colour wash paint around them and removed excess as before.



Supports attached beneath deck section before fixing to bridge assembly



Funnel assembled



Ship's boats painted

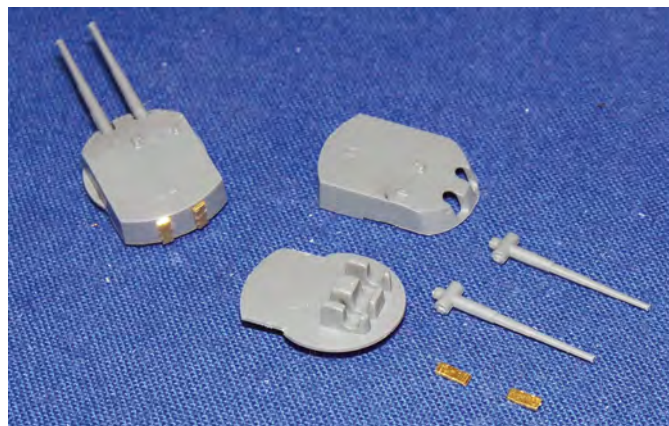
I now constructed the bridge sub-assembly section, one level at a time, painting and weathering as I went as some areas are inaccessible when the next level is added. The same goes for the P/E railings and fittings which need to be added at each level. The forward funnel was also added at this stage.

I will mention now that there are 4 deck guns mounted on this section as shown on the assembly guide but after I had completed the model I researched the history of the Lutzow and discovered that these 4 guns were never fitted! A mistake I could not correct without doing more damage to the finished model so it does pay to research before the build begins!

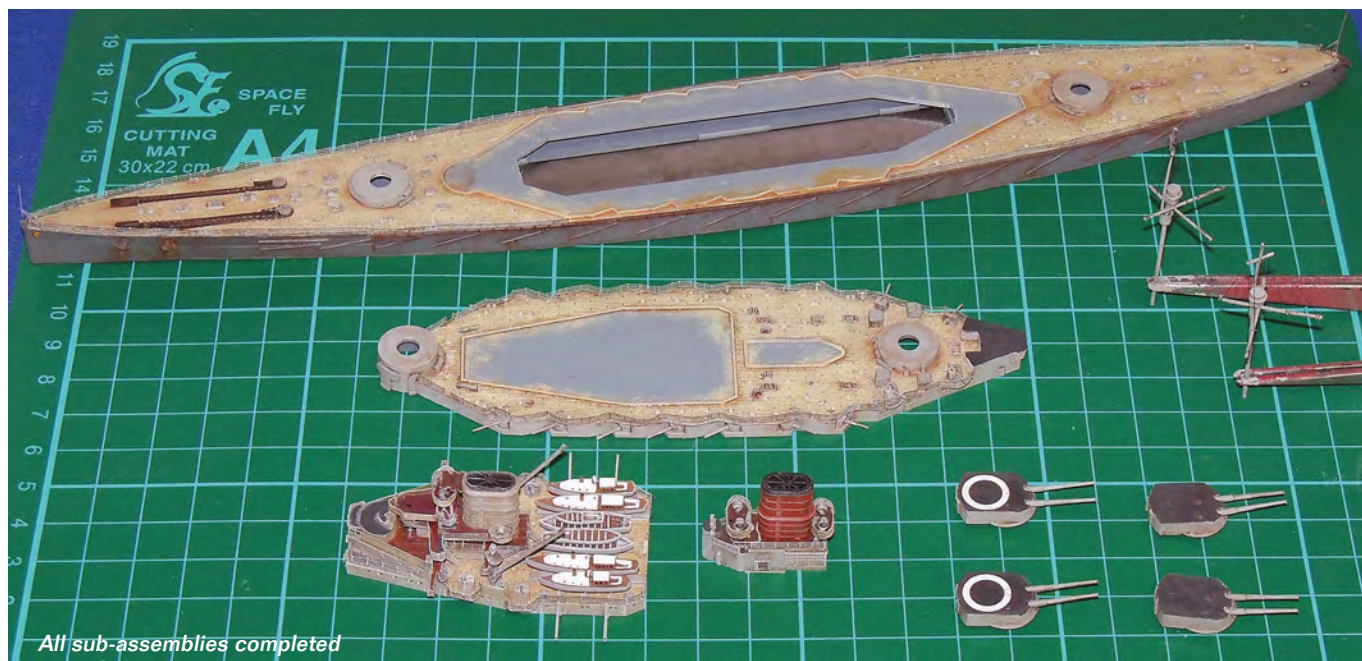
Back to the build, the ship's boats were then painted and added to the deck of the sub-assembly; they are super little detailed models on their own. Two deck cranes were added next to complete the bridge section; I added small lengths of Eze-line thread to simulate the crane's rope.



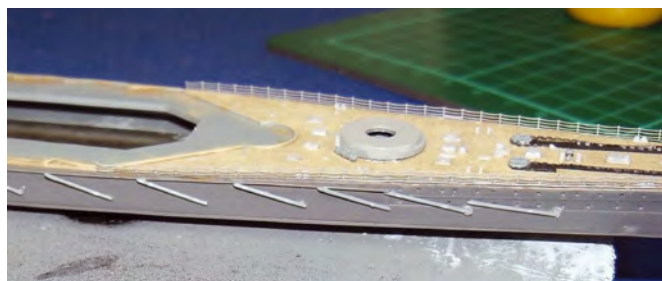
Bridge and second funnel completed painted and weathered



Turret assemblies



All sub-assemblies completed



Hull and main deck P/E railings in place

The next sub-assembly was the second funnel which was quite straightforward; it was painted red as per the painting guide. This colour, apparently, was painted on German warships as they left port for recognition when in action and were repainted grey when returning to port. All 4 gun turrets were assembled and painted; a white circle decal was added to 2 of the turrets and then weathered taking great care that the decals did not get damaged during the weathering. There are 2 masts and these were assembled and rigging thread added to them.

Back to the main hull and deck section; along both sides of the hull the booms for the anti-submarine nets were fixed in place and the separate plastic and P/E deck fittings were added, this included attaching the railings all around the deck. The painting of the hull sides was now done with rust streaks added in several places. The area where the anchor chains rub the deck was painted black and then rust colour wash was used to weather sections. The anchor chain was very fine P/E pieces that needed some persuasion to go in place correctly but I got there in the end.

Now was the time for all the sub-assemblies to be fitted to the main deck, the parts all fitted together with no need for adjustment or filler; great work from the Flyhawk designers. Some P/E stairs are now added where they go from different deck levels. White paint was lightly dry-brushed over some of mouldings to highlight the detail of the parts. Some more weathering was added around the superstructure simulating rust and dirt stains, faded white streaks were added down the hull sides representing white salt marks from sea water washing off the decks.

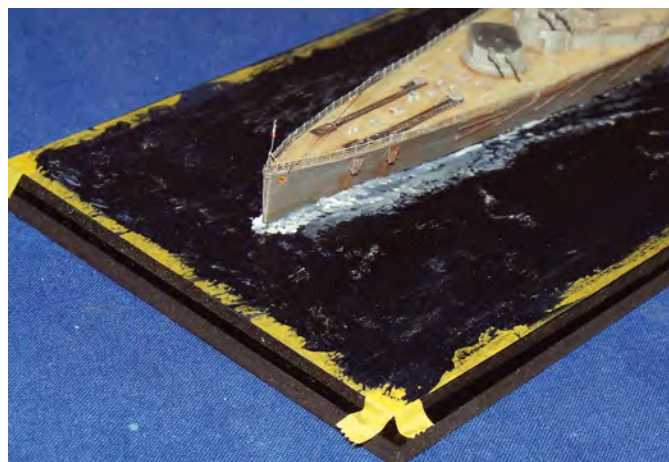
All that was needed to complete the kit was adding rigging, no details of the rigging came with the instructions so some research was done and common sense used to work out where it should be attached. Once this was done the decal flags that came with the kit were fixed in position on the rigging.

The Torpedo boat that came as a bonus model with this limited edition kit was assembled and painted in the same way, a great small model on its own perhaps Flyhawk will release this as a separate kit in the future.

DISPLAYING THE FINISHED MODELS

I had the display base and cover custom made for these models. I began by masking the edge of the base and then made the sea effect using acrylic artists paints, these paints were applied very thickly to give the look of waves. Several colours were used to give the effect, blending the colours together gave variations like peaks and troughs in the sea.

This was allowed to thoroughly dry for several days then the model of the Lutzow was fixed in position with epoxy resin adhesive; I removed some of the paint in the area where the model



Lutzow in place, seascape painting finished, masking tape to be removed



Detailed image of the superstructure rigging completed

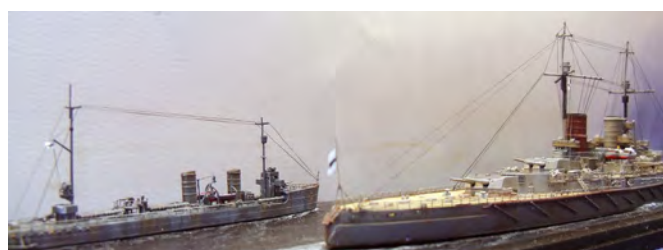
was to be attached so it would be actually glued to the base and not the painted sea effect.

The wave effect around the hull and the stern wake was now added using the same type of paint and I finished the tops of the waves with white paint, again blended with other colours. The Torpedo boat was added in the same fashion.

This turned out to be a very interesting build but very time consuming due to the very small parts and the high part count but was worth it, not a model for the beginner. I do like Flyhawk kits, their detail is outstanding for 1/700 scale plastic models, the detail and quality of the moulding is only normally found with resin models so are great value for money.

The research into the Lutzow's beginning and short operational career (barely 8 months) was also very interesting. I can see how the mistake of including the guns around the bridge was made, plans of the Lutzow by the ships builders included these 4 guns but by looking closely at photographs of her when finished these are not to be seen. So I assume that the plans for the model kit were probably taken from the original builders plans.

I would like to thank Flyhawk for supplying the review sample model for this article, more details of this kit and the complete Flyhawk range of kits and upgrade sets can be found by visiting www.flyhawk.com. Note from the Editor: This excellent model can now be seen at the Wells and Mendip Museum (Somerset), postcode BA5 2UE, in an exhibition called Wells Remembers 1914-18. **MMI**



Torpedo boat passing the stern



Stern area, note the deck weathering



Bird's eye view



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AUTHOR: KELVIN HOLMES CONTACT: khwaterlines@btinternet.com

JUTLAND REVISITED

THIS MONTH WE COVER THE GERMAN HIGH SEAS FLEET (HSF) IN TERMS OF ORGANISATION, SHIPS AND WATERLINE MODELS PLUS THE SECOND PHASE OF THE JUTLAND BATTLE WHEN FOR THE HSF, HAVING SEVERELY HANDLED THE RN'S BATTLE CRUISER FORCE (BCF), THE LEADING SHIPS OF THE GRAND FLEET HOVE INTO SIGHT

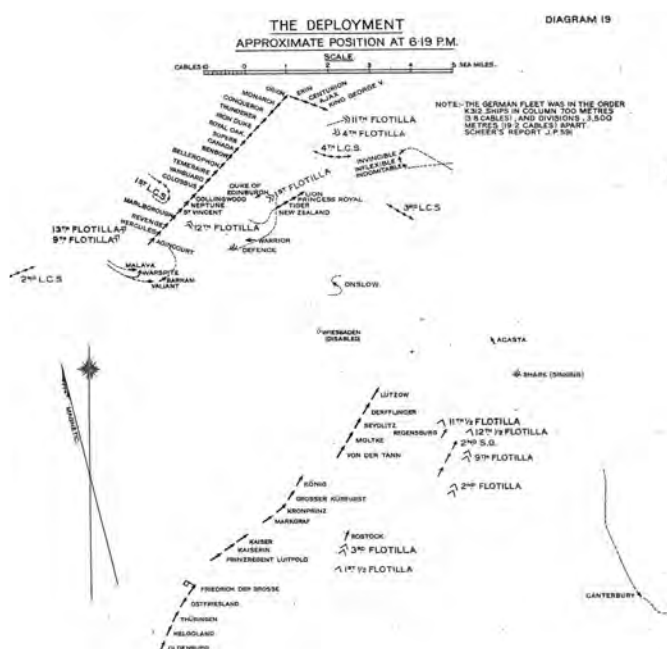
PART 2

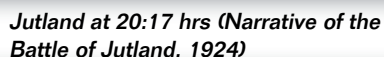
On the 31st May 1916 the High Seas Fleet was organised into three Battle Squadrons (BS) with the supporting 4th Scouting Group (SG) and a separate scouting force of the 1st and 2nd Scouting Groups, the former being five battle cruisers. The 1st BS comprised the older dreadnoughts namely four Westfalen class (1/1250 model Navis NM5N) and four Helgoland class (NM4N); the 2nd BS on the day numbered six pre-dreadnoughts (five Deutschland class (NM10N/10aN) and the Hessen (NM11N)) and the 3rd BS was formed of four Kaiser class (NM3N) including the fleet flagship Friedrich der Grosse and four Koenig class (NM2N/2aN).

Apart from the pre-dreadnoughts and four Westfalens which had 11", all carried 12" guns and the pre-dreadnoughts with just two twin turrets were seriously out-gunned by the more modern vessels which had 4 or more.

Leading the line on the initial deployment at Jutland was the 3rd BS, less the flagship which was positioned at the head of the following 1st BS then the 2nd BS; left behind in the Jade were the Koenig Albert (Kaiser class) with engine problems and the 15" gunned Baden, which was not yet ready for service.

LEFT: Jutland at 18:19 hrs (Narrative of the Battle of Jutland, 1924)





HMS Iron Duke opens fire

Continuing from last month it was now 18:15 on 31st May 1916 and the Grand Fleet of 24 dreadnought battleships began its deployment from cruising to battle formation. With this manoeuvre underway the old armoured cruisers HMS Warrior and Defence found themselves between the two battle fleets and by 18:20 the latter had been sunk.

With the BCF steaming towards the head of the line, the 5th BS were turning to join the rear (see diagram). Already under heavy fire HMS Warspite's helm jammed and forced to complete a circle or more she suffered at least 11 hits from the combined gunfire of five German battleships. This did take the pressure off a heavily damaged HMS Warrior which limped away to sink the following day.

At 18:30 the 3rd BCS of three encountered the 1st SG and with her third salvo SMS Lutzow sunk HMS Invincible in a repeat of the early disasters. In return three of the five German battlecruisers were hit 12 times with Lutzow receiving four and being effectively knocked out of battle, limping away at 18:37 and later to sink.



2nd Battle Squadron of the HSF: six of the ships were at Jutland

The 4th SG had 6 light cruisers: Stettin and Stuttgart (Stettin class, NM50N), Frauenlob (Gazelle class, NM55N), Hamburg and Munchen (Bremen class, NM52N), Rostock (Karlsruhe class, NM46N), of which the latter was flagship for the torpedo boats of the 1st (half – 4 vessels), 3rd (7), 5th (11) and 7th (9) flotillas. Flotilla I was G38-40 (NM64N) and S32; Flotilla III was S53 and S54 (NM67a), G42, G88 (NM69), V48, V71 and V73 (NM67N); Flotilla V was V1 – V6 (NM65) and G7 – 11; Flotilla VII was V189 (ex T189) and S15 – 20, 23 and 24.

With the exception of the older V189, all these vessels had unique numbers in ascending order (as they were built) prefixed by a letter indicating the builders: S = Schichau, G = Germaniawerft and V = AG Vulcan.

It was surprising to find that so many of the torpedo boats are not available from Navis. In fact there were 37 classes of torpedo boat/destroyer in the German Navy at the time of Jutland, 17 of which were represented at the battle with just 9 in the Navis range.

Incidentally at the time these ships were known as 'large torpedo boats' with the term 'destroyer' not adopted until the B97 class, two of which were with the battle cruisers.

The 1st SG comprised the battle cruisers Lutzow (NM23N),



The High Seas Fleet at sea prior to Jutland

JUTLAND REVISITED **PART 2**

*Koenig class battleship
Grosser Kurfurst, one of
the most modern German
dreadnoughts at Jutland
(Bundesarchiv)*



By this time the BSs of the HSF were coming under heavy fire from the GF presenting Admiral Scheer with an encircling arc of gun flashes. Thus Scheer elected to turn away employing a 'battle turn-away' to starboard starting with the rearmost ship SMS Westfalen and followed by each in turn. The old pre-dreadnoughts followed suit and the entire evolution was completed by 18:45.

A covering Flotilla torpedo attack was ordered and HMSs Marlborough (at 18:57) and Revenge were hit although for the latter the torpedo failed to explode. With the HSF vanishing from sight the GF adjusted its course by divisions to South, intent on cutting off the Germans from home.

Observing the lack of obvious pursuit Scheer determined that maybe he was missing an opportunity to engage a small part of the GF (always his aim) so at 18:55 ordered a second 'battle turn-away' back to NE by N.

By now it was 19:00 and it's worth mentioning that in the last 45 minutes only 3 or 4 German capital ships had ever been visible from HMS Iron Duke and even then for no more than five minutes. Between 18:15 and 19:00 the capital units of the Grand Fleet received a total of 20 hits, 13 on HMS Warspite, 2 on HMS Princess Royal and 5 on HMS Invincible resulting in her loss.

The HSF suffered 23 hits including 14 on the battered 1st SG and 8 on SMS Koenig at the head of the line. The finest piece of individual shooting was by HMS Iron Duke which struck SMS Koenig with 7 out of 43 shells fired, a hit rate of 16.2%; otherwise the best shooting came from the 3rd BCS with 4.29% and the worst from the BCF with 1.43%. Typically in those days about 3% was the norm.

At about 19:00 the battered Warspite unable to maintain her position in the line headed for home but between 19:09 and 19:15 the HSF again was coming under fire from the GF as Scheer's 'T' was crossed for a second time. During this time HMS Colossus was hit twice but in some peril Scheer ordered his remaining four battlecruisers to attack the enemy (19:13) whilst the main fleet at 19:16 performed a third 'battle turn-away'.

*The battlecruiser
SMS Seydlitz had
ten 11" guns*



LEFT: Original
colourised postcard of
German torpedo boats

*SMS Von der Tann,
German's first
battlecruiser armed
with eight 11" guns*



Again the HSF Flotillas attacked and between 19:22 and 19:25 the GF altered course away a total of 45 degrees. By 19:33 torpedoes were being evaded after which the GF resumed its southerly course. In the period from 19:00 until 19:45 HMS Colossus suffered her two 11" hits but the HSF felt the full weight of the RN's broadsides suffering 37 hits, 25 of which struck the 1st SG, including 14 on the sturdy SMS Derfflinger and 5 on the Lutzow (for a total of 24). Sunset was at 19:15 although it was not dark until nearer 21:30.

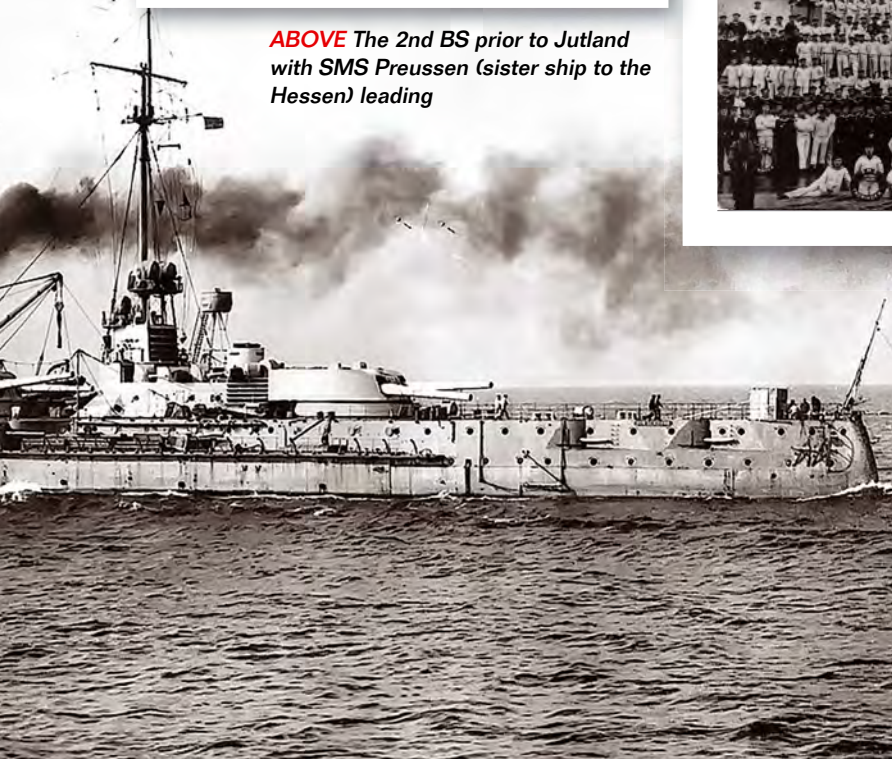
Meanwhile the HSF was heading broadly SE towards the Horns Reef and home, and over to the east the GF in an attempt to cut them off was proceeding to the SW. At 19:45 the BCF's flagship HMS Lion, now supported by HMSs Tiger, Princess Royal, New Zealand, Indomitable and Inflexible, reported by lamps to HMS Minotaur that enemy battleships were in sight this information reaching HMS Iron Duke at 19:59.

The GF altered course immediately and at 20:10 the 2nd BS was ordered to follow the battlecruisers. At approximately 20:19 HMS Princess Royal opened fire probably at SMS Westfalen of the 1st Squadron before shifting target to the Seydlitz with two hits in four minutes. HMS Lion scored one hit on the Derfflinger at 20:28 having fired fourteen salvos in just six minutes. HMS New Zealand too shot initially at the 1st Squadron before striking Seydlitz three times prior to ceasing fire at 20:31. The German reply was a single hit on HMS Princess Royal at 20:32 by SMS Posen.

The '5 minute' pre-dreadnoughts of the 2nd Squadron also came under fire albeit briefly with SMSs Schleswig-Holstein and Pommern, both being hit by and surviving 12" shells, the latter eventually to succumb to a determined torpedo attack by RN destroyers during the night (at 02:10). Firing were HMS Tiger, New Zealand and Indomitable and when the latter ceased fire at 20:33 the last capital ship engagement of WW1 was over.



ABOVE The 2nd BS prior to Jutland with SMS Preussen (sister ship to the Hessen) leading



Hannover, flagship of the IVth Division of the 2nd BS



Shortly after midnight the armoured cruiser HMS Black Prince came within range of the SMS Thuringen and aided by searchlights was subjected to 12 heavy hits sinking immediately. Meanwhile the heavily damaged SMS Lutzow went down at 01:45. With the two fleets gradually converging there were continual engagements during the night. However, the HSF fell slowly behind the GF crossing astern in the early hours. By 03:00 on the 1st June the HSF was 15 miles from the Horns Reef.

Meanwhile back on the waterline collecting front, other relevant models, although nothing not covered by Navis, are the Superior 1/1200s of HMSs Iron Duke, King George V, Invincible, Indefatigable, Lion and Tiger, and SMSs Nassau, Helgoland, Koenig, Derfflinger, Seydlitz and Von der Tann; also the now impossibly rare Skytrex 1/1250s of HMSs Lion, Queen Elizabeth and Iron Duke. These were the first of a promising range of 21, the last 18 of which failed to materialise.

In 1/1200 there is the Grand Fleet Miniatures range of metal kits (www.arrowheadminiatures.co.uk). There are also the smaller scales of 1/2400 and 1/3000 which are favoured by wargamers but if that's your interest and you play PC games try 'Jutland' via www.stormpowered.com; it is quite a challenge.



Dated 27-X-16 on SMS Thuringen, the writer of this postcard who has marked himself with a dot complains of poor food and no leave

So in theory there are 151 British (28 dreadnoughts, 9 battle cruisers, 8 armoured cruisers, 26 light cruisers, 78 destroyers, a minelayer and a seaplane carrier) and 99 German ships (16 dreadnoughts, 5 battle cruisers, 6 pre-dreadnoughts, 11 light cruisers 61 torpedo boats/destroyers) needed to complete the Jutland fleets. In practise there are no specific models for 3 British cruisers and 42 of the destroyer types, 29 German and 13 British including HMS Abdiel, so a representative fleet will have to suffice. Mind you a collection of 205 models is not bad going! **MMI**



Tarlair, the old Portsoy boat in her new guise as a creel boat. The wheelhouse is a later addition

THE SCOTTISH COBLE

PETE GIVES THE HISTORY OF THE SCOTTISH COBLE AND DESCRIBES HOW A REPLICA WAS BUILT FROM THE DECAYING TERN

AUTHOR: **PETE DANKS**

In the March 2016 issue Ian Williams featured the traditional North East coast fishing boat, the Yorkshire coble. The boat has other names but as a Yorkshire lad (but only just, born 300 yards south of the river Tees) it will always be the Yorkshire coble. Ian also showed a heavily built version of the type that he called the Scottish coble, but which is actually a northern version of the Yorkshire type. In addition, Ian's article was subtitled "...a traditional North East coast fishing boat that is fast disappearing" – not as fast as the Scottish one it's not! There are lots of Yorkshire boats around but there are probably less than 3 or 4 wooden Scottish cobses still afloat, though there may be more made from fibreglass.

The true Scottish Coble is a far different beast that belongs to the North East, Moray Firth and West coasts of Scotland. There are two versions, a large sea-going boat with an inboard engine and propeller in a tunnel, and an oared river version. It is likely that both were originally used for salmon fishing with nets but the river version is now used by anglers on salmon rivers; walk up the Spey in salmon season and you are almost guaranteed to see one.

Salmon follow the coast when they return to the river in which they were spawned, I've seen one swimming round the edge of Macduff harbour on its way to the River Deveron a mile up the coast; it came in on the left hand side of the harbour mouth, followed the wall all the way round and out the right hand side! They were caught in fixed nets laid out from shore and collected by cobses. When the fish hit the nets they instinctively turned out to sea but were funnelled into a compartment at the seaward end

where they were kept alive until the next high tide when the fishers came out to collect them.

The sea boats were big, able to carry a couple of sets of nets, poles and anchors, wide and almost straight from the midships to stern for stability to allow several men to lean over the side to pull nets up. The Scottish coble owes its development to Celtic origins rather than Norse or Dutch and so the high bow and flat bottom common to the Scottish and Yorkshire are coincidental.



Five men hanging over the side hauling a net, hard-back, breaking work in all weathers



Stern of the new coble, with the engine template in place to check the engine bed heights. The rise of the tunnel is plain to see

The Yorkshire's flat bottom and high bow are influenced by sandy beaches and heavy surf, while the Scottish design has more to do with stability while close to rocks with six men leaning over the side hauling heavy nets. The tunnel for the propeller allowed them to ride over the net without fouling. In addition, while the Yorkshire cuts through the water the Scottish just shoves it out of the way! They were described as good sea boats but "awfa splashy".

I'm fortunate to live in the village of Portsoy on the Moray Firth coast in the top left hand corner of Aberdeenshire. It's a very picturesque place with a superb community spirit. It is also the home of The Scottish Traditional Boat Festival and the location for the new Whiskey Galore film. Portsoy was once also famous for its salmon caught by a fishery run by the Sellars family, originally boat builders at Bodham near Peterhead but members of the family also fished.

There is a small boat in the Salmon Bothy Museum that was built in the late 1800s by the great grandfather of the brothers that

operated the Portsoy station and we know he built it for line fishing and for use as a pilot boat for Aberdeen.

The fisheries operated out of a salmon bothy, designs differ but most had chambers in which to process and store fish. The chambers were built partly underground and kept cool with ice collected in winter. The Portsoy Salmon Bothy is one of the best preserved in Scotland, a superb community space with the three ice chambers housing an award winning museum, and well worth a visit.

The Sellars operated twelve nets from the Portsoy Salmon Bothy but also had boats operating out of other harbours. The nets, traditionally known as 'fixed engines', were securely fixed to the rocks on shore and held at the seaward end by a large anchor. The nets were braced by poles at intervals along their length, weighted at the bottom and with buoys on the top rope to keep them upright.

One of the buildings on the Old Harbour at Portsoy was once a buoy factory making buoys from dog skins, but all the buoys



Tern, a sad sight just before we took her apart



The bow of new coble

in the Bothy's collection are barrels. We have two harbours, not surprisingly the other is called the New Harbour.

The grounds by Portsoy and Macduff needed much heavier anchors than usual so special ones with only one fluke were cast. The anchors were taken out to the net location tied to the stern of the boat and the boats for Portsoy and Macduff were built with round sterns to accommodate the extra-large fluke, all other cobs had a square transom.

The last boat to operate the Portsoy nets, originally called Tarlair, is still in use for creel fishing from Portknockie. Tern, the Macduff boat, was broken up two years ago, but in a good cause as it was documented and used as a pattern for a brand new boat built by volunteers of the Portsoy Coble Project, part of the Scottish Traditional Boat Festival group. All the Sellars cobs were powered by marinised BMC Commander diesel engines, once common in London taxis and light vans.

Tern was sold to a west coast fishery in 1992 when the east coast fishing collapsed but she was laid up exposed to the elements the year after. She was returned to Portsoy in 2005 for possible restoration, but she was pretty far gone even by then and the decision was reluctantly taken to take her apart, salvage what we could for the new boat and work out how she was built.

Unfortunately none of the wood could be saved but the engine, running gear, cooling pipes and fittings, fuel tank, and two of the four thole pins were saved. The engine looked like a block of rust but Macduff Diesels agreed to assess it for us and said that they just changed the filters, flushed the fuel lines "washed its face and with a cough and a splutter it was awa", not a bad testimonial for 60s engine manufacture after nearly 25 years of neglect.

The 3 year project, funded by The Heritage Lottery, has built a coble using traditional methods from larch and oak, and will conclude with her launch at the 2016 Boat Festival on 25th June. The boat is a bit shorter than Tern at 8 metres (26' 3"), against tern's 9.8 metres (32' 2"), and with a square transom; the restriction was imposed by a combination of workshop size and insurance limitations.

The workshop was a disused butcher's factory in Portsoy – winter in a building with no heating that was designed to keep meat cold was interesting, and we also had to knock a wall down to get the boat out to move her down to the new boatshed for completion!

Two of the team were trained boat builders and one of them trained several of the others, but then he left to earn a living and the other had to scale back his involvement because of serious health problems. Fortunately, we gained a new member with experience of traditional boats and he led the bulk of the work.

We will also launch a new river coble, built by students at Banff Academy for their boat building course. After an afternoon of rowing by the students and display in the Boatshed over the Festival weekend the boat will become an exhibit in the Salmon Bothy museum.

Anyone who doubts that modern youth can do the traditional stuff come up to Portsoy and have a look at what they have produced, you'll be impressed. The course is unique in being open to anyone in the senior school and is totally equal opportunity – the three best boat builders from the first two years of the course are girls!

Scottish Traditional Boat Festival –

www.stbfportsoy.com/news/

Portsoy Salmon Bothy –

www.salmonbothy.org.uk/index.php **MMI**



The Portsoy coble Tern at sea



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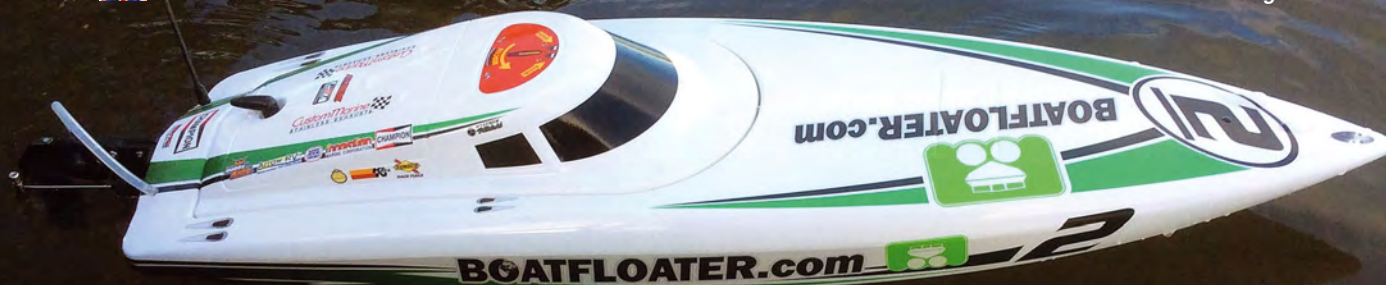
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HOBBYKING SCOTTFREE

HOBBYKING'S SCOTTFREE DEEP V CERTAINLY HAS THE PEDIGREE!

AUTHOR: JEFF HEATH

Anyone who follows F1 Offshore circuit racing will know the name Scottfree Racing with their main sponsors BoatFloater.com blazed along the side of their boat. Scottfree are top dogs on the US super V off shore racing scene, and HobbyKing has recognised the success of this team and has secured the rights to produce this boat in model form.

Let's take a look at this new boat from HobbyKing and see how it measures up in looks to the real thing and how well it runs on the water. The real Scottfree team boat is thirty feet long with a deep V mono hull packing 525 hp linked to a stern drive, what a handful, but back to the model...

INSIDE LAYOUT

When it arrived there was no damage to the packaging, and opening it there was a box inside a box. The inner box had good graphics of the boat and photos of the inside layout with information on motor, speed controller and running gear. In the box the boat was supported by two polystyrene blocks that kept the boat in the middle position away from damage. Taking the boat from the box I was not disappointed, what a lovely looking boat we have here, deep V hull just like the real thing, all the right sponsors graphics in the right place sealed under a high gloss finish. A most pleasing model as you will ever see! The boat is a 28 inch long, deep V hull, and so far a credit to HobbyKing.



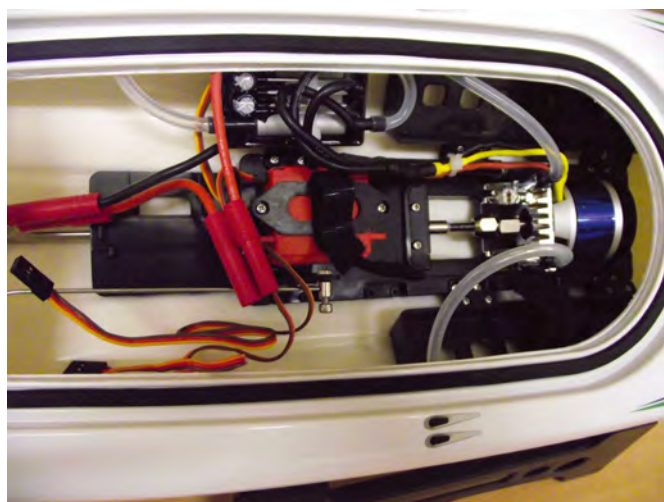
Boat parts are inside polystyrene block

REMOVING THE HATCH

Inside is a set-up we have seen before from HobbyKing. There is a 2815 brushless outrunner connected to a 4 mm flexi shaft driving a 143-3 propeller. Make a note of this propeller size as you may need it later if you lose one. The speed controller is a 60 A brushless water-cooled ESC with BEC. If it all works well don't change it.



Well supported inside packaging



Under the hatch



Boat with hardware installed

PUTTING IT TOGETHER

In the polystyrene end blocks you will find all the parts to make the boat almost ready to run. I suggest you put the stand together first as it will give you a firm platform for the rest of the build. In the plastic bag you will find the rudder, water pickup, propeller, balloon and hex keys to fit all the parts.

I am not looking to rewrite the instruction manual as HobbyKing's comprehensive instructions are very easy to follow but I will offer a few tips to make life easier with the build. Although the outer shaft has a Teflon liner I would still remove the inner shaft and lightly grease it. When replacing it make sure you leave a small gap of about 1-2 mm between the drive dog, the Teflon washer and shaft, to ensure there are no binding problems when the flexi shaft is under load, do this regularly.

Next fix the propeller, then the rudder and water pickup. Then connect the silicone water pipe to the top of the water pickup. Next I would fix the steering pushrod to the rudder allowing the rod to protrude just to the edge of the fixing clamp so there are no nasty spikes sticking out of the back. We will fix the rod to the servo clamp later. At this point we are finished with almost ready to run.

To get our boat on the water we will need to buy a two channel radio control transmitter, receiver and charger, two packs of

7.4 V 4000 mAh 30C x LiPo battery packs and charger. These were supplied to me with the boat so I will carry on to running on the water.

RADIO GEAR

The transmitter I have is a 3-channel HK-GT2B 2.4 GHz with receiver. I have used one of these sets before and found it of a good quality and easy to use with a good range. They are fitted with a rechargeable 3.1 V battery and USB charger leads.

Put your 7.2 V batteries and receiver in the boat as described in the manual. Do not connect the batteries yet; plug the rudder, servo and BEC into the receiver. Switch on the transmitter then connect the batteries. The rudder servo will go to the centre, put the rudder straight and fix the rod to the servo clamp. Test the handset is turning the rudder the right way, left and right.

Keeping your finger away from the propeller give the trigger one or two flicks to see you have revs and the propeller is turning the right way. Looking from the back of the boat the propeller must turn anti-clockwise left. If the rudder is not working in the right direction the handset has reverse on each channel that will put things right.

When you are satisfied that all is correct disconnect the batteries and place the receiver in the red balloon and tightly close the neck with the small cable tie.



Ready for the water

Fix the receiver in the boat as shown in the instructions. I recommend you add some foam flotation to the inside of the hull wherever you can, as this will avoid a sinking in case of a mishap. The hatch is very strong, doubled skinned and floats; that's a plus, as lids tend to come off in high-speed rollovers.

Charge up your batteries and fit them in the boat at the waterside. Those of us with big hands will find it a fiddle getting them in and out but never, never, be tempted to charge them in the boat as this would be dangerous.

READY FOR THE WATER

This is a super looking boat but how will it go? When first using the boat go easy on the throttle as I think you will be surprised at its acceleration and speed. It runs very clean and straight, a pleasure to drive. Give yourself time to get used to the rudder as the boat is very responsive and can easily catch you out, even after putting less throw on the rudder.

There's not much movement on the strut but moving the propeller a little up or down seemed to make no difference to its performance at all. You will soon get used to it then the fun begins! You will find you can make tight turns at speed, change directions almost instantly with the occasional hooks, but that's the fun of driving a boat with a bit of performance.

There is not much I can criticise about this little boat only to say I wish HobbyKing would put some buoyancy in their hulls. Remember after you have bought your boat you will have to spend about another 50 pounds on your radio gear, batteries and LiPo charger, having said that its still good value for money. Overall this little boat deserves a lot of stars as it looks and runs as good as they said it would on the box.

All of us that take model boats to our local pond or lake, whether it is a battleship, sailboat or tug, will have noticed beautifully finished, straight out of the box, model sport boats zipping past at speeds that only IC boats were capable of just a few years ago. With the advance of LiPo batteries and brushless motors, out of the box boats are starting to get very fast and require a higher skill level with the transmitter.

If you use these boats in public parks on local authority water I strongly advise users to cover themselves with a Public Liability insurance policy, as these boats are quite capable of causing harm to people or property if they run amok. If your fast boat hits a rowing boat with four people in, I'm sure one will scream whiplash, that's the society we live in today. So please don't get caught out! **MMI**

DATA BOX

Overall Length:	730 mm
Hull Length:	650 mm
Beam:	180 mm
Weight:	1204 g (without battery)
Motor:	Water-cooled 2815 brushless outrunner (included)
ESC:	60 A water-cooled brushless (included)
Servo:	High torque standard size (included)
Hull Material:	ABS
Propeller:	3-bladed metal

Included:

H-King Scottfree Deep V Mono Racing Boat ARR, all necessary hardware, user manual, spare propeller, xt60 plug, tools, two hex keys

Required:

2-Ch transmitter and receiver, 2 x 2S 4000 mAh 30C + LiPo battery



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Designed with the versatility to be updated as and when new and advanced parts are developed. For example, a new heated bed will shortly be available as an optional add-on to the system.

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The Fisher Delta is supplied in kit form with component parts which are quick and easy to assemble by following the comprehensive online instructions, requiring only a few basic tools. All electronics are supplied ready to use with pre made wiring harnesses - no soldering is required.

The completed printer fits neatly into a corner of your desk or workbench, is quiet and odour free in operation and requires only a standard mains socket for power. An Ethernet port on the printer provides control via an easy to use web interface.

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The Fisher Delta is strong and durable, but in the unlikely event that you need spare parts or wish to upgrade your printer we have them ready for immediate delivery.

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SPECIFICATIONS

Firmware

- Calibration: automatic bed levelling and machine calibration routine
- Layer resolution: 0.3mm 0.05mm
- Build surface: Removable bed, uncooled Buildtak print surface (For printing with PLA). Heated aluminium plate available as an upgrade, (allows printing with ABS, PETG, PC, HIPS, and many more).
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- Motion: Up to 250mm/s, 4000mm/s² acceleration, segmentation free real time delta movement
- Nozzle: 0.4mm diameter, maximum operating temperature 300°C, warm up time ~ 60secs.
- Power adapter: 100V/240V, 60W.
- Software: Machine control: On board web interface available via ethernet, USB control also available
- Standalone printing from onboard microSD card

Software

- 3D model processing: Slic3r open source software (free download - no license required) can generate G Codes for the Fisher Delta from .stl or .obj 3D model files.
- Supported platforms: Windows/Mac/Linux
- Prints G Code files generated by Slic3r and other open source slicing software

Materials

- Standard 175mm diameter filament (PLA Plastic)

3D printing is the perfect way to make bespoke scale details for all types of models. This windlass is typical of those fitted to many cargo vessels.



The frame, gears, gyps and wildcats are all printed separately and mounted on wire shafts. This version is static, but the 3D printed parts are so strong that by adding a motor it could probably be made to work.

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*The making of metal parts
offers fineness of detail
combined with robustness*



MAKING MODELS WITH ZINC

WE LOOK AT THE WAYS AND MEANS OF MAKING YOUR PRIDE AND JOY FROM ZINC

AUTHOR: **ERIC BAUTHIER AND RENÉ LEFÈVRE**

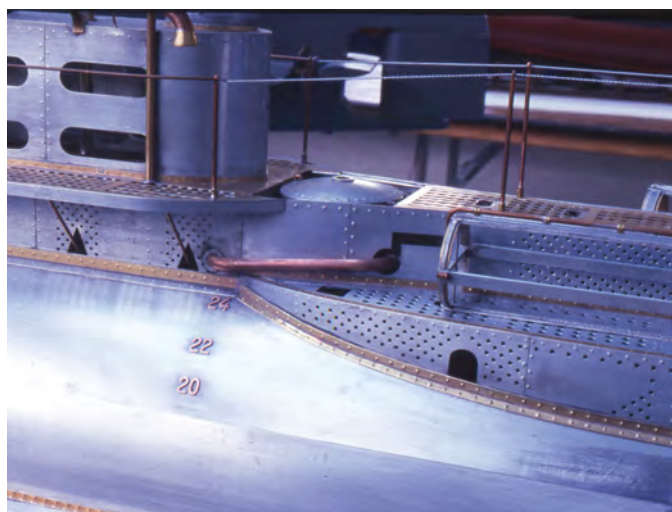
For modelling purposes, parts made from metal have the fineness and strength that no other material can match. Manufacturers of static models have clearly understood this and for 20 years such material has often been found in tank and aircraft kits and other photo etched components. As for white metal parts, they are already rather outmoded. The contribution of metal, like zinc as presented here, is certainly a great asset when it comes to the making of detailed ships.

Some brands of high-end radio controlled boats attracted interest by adding metal components to their kits which their customers appreciated. Consequently, these ships have a quality of detail that others envy. Here we are talking about models sold commercially, however, let us emphasise that the modeller who builds a boat from scratch, from an original plan, can also use zinc, a speciality of René Lefèvre.

THE EXPERIENCE OF RENÉ LEFÈVRE

As a child, René Lefèvre often accompanied his grandfather who was a roofer and zinc worker and it was in his genes to become interested quite naturally in zinc. Over time, he became an expert in the shaping of zinc components for his surface ships, such as his famous battleships, and submarines. Indeed, specialists in the submarine genre know that parts that come out of the water must have the smallest possible density in order to facilitate diving. Thus zinc or brass, that can be soldered together are the ideal materials because they combine a low density with rigidity. Note that for the same thickness, zinc is more flexible and malleable than brass, with the latter being the more expensive.

To illustrate this article, René drew some sketches that document his skilful working methods in zinc.



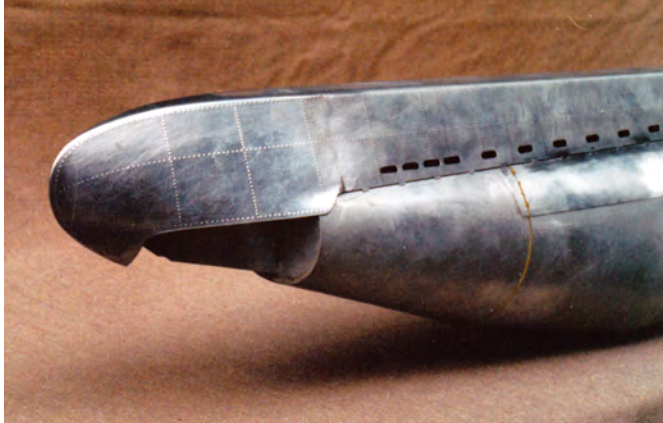
Metal work in modelling allows a beautiful finish to be obtained



René Lefèvre, the zinc model specialist, displaying his 'Grondin'

ZINC: GENERAL

Initially, zinc was available in many thicknesses, ranging from 0.15 mm to more than 2 mm. Standardisation requirements, at the present time, have only the most commonly used sizes still marketed. A few years ago, you could still get 0.5 mm zinc sheets, but they have now disappeared. On the other hand, 0.6 mm is still available. In the design of models, you need to choose the thinnest you can acquire from a zinc supplier or wholesaler.



Zinc lends itself very well to the stamping of rivets

TOOLING

For cutting, bending, shaping, and any sort of working with zinc, it is necessary to have certain tools. The most important tools are used for tracing and these include steel rulers (30 cm, 50 cm, or even one metre), a set square, a compass and a scribe (dry point). For cutting, shears are ideal, as well as a coping saw but there is also a special claw that we will talk about/explain later. In addition a set of files of all sizes and sandpaper (which can be mounted on a block).



Sanding blocks are always useful. Here we are using simple blocks of wood covered with double-sided adhesive and a thickness of sandpaper



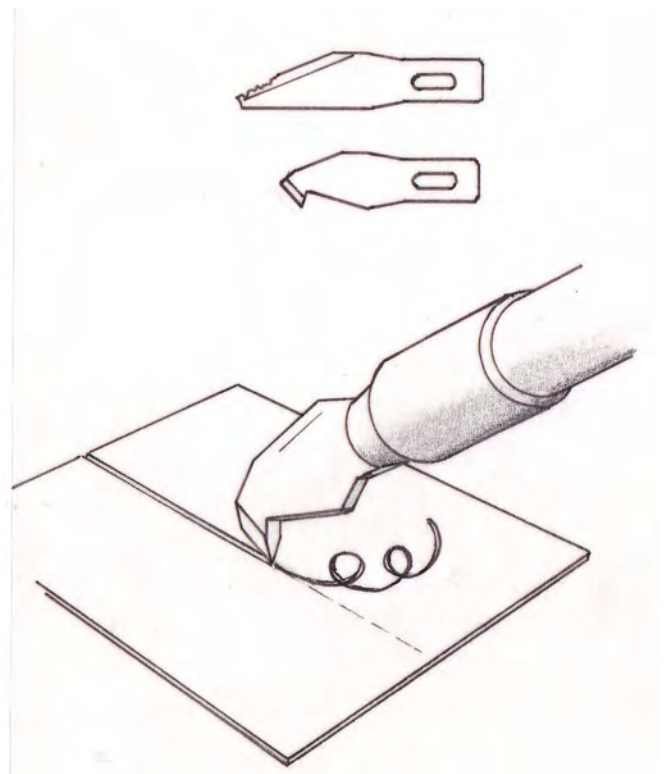
LEFT: An example of a voltage controller that gives accurate temperature adjustment for a soldering iron

To solder zinc plates it is necessary to use an electric soldering iron of at least 100 Watts, although for smaller surfaces or thinner sheets, such as brass or tin, one of 80 Watts or even 60 Watts may suffice. Just try and find one that suits best, depending on the job.

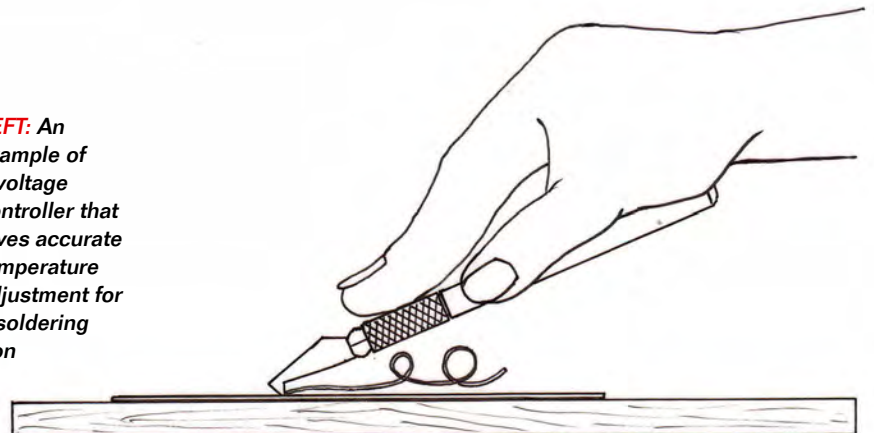
In addition to his work in sheet metal René Lefèvre makes very fine deck fittings, so he uses a series of soldering irons with power between 10 and 100 Watts. If a variable amount of heat is needed, then the most powerful iron can be connected to a voltage controller (called also a 'dimmer' or rheostat), such as those that are used to change the brightness of home lighting.

CUTTING

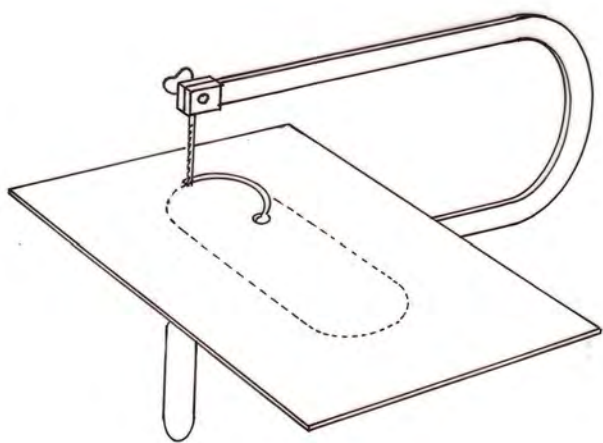
During the construction of a submarine hull, for example, apart from the cylindrical sections, all the other conical and tapered parts are first drawn and cut in cartridge paper allowing adjustments to be made to ensure precision, especially if several pieces are needed to form the whole. Each component is then copied/replicated and then cut out of a zinc sheet. The piece is then folded, shaped and cut to size before being finally soldered.



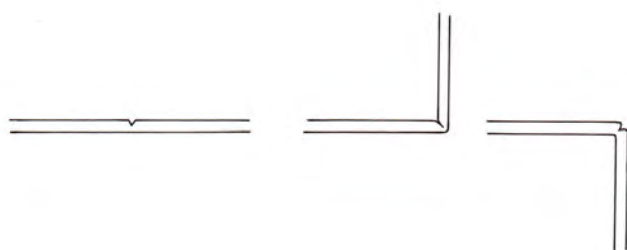
With an X-Acto blade formed into a Midwest-shaped claw, it is possible to achieve a fine groove in the zinc to aid folding and cutting out



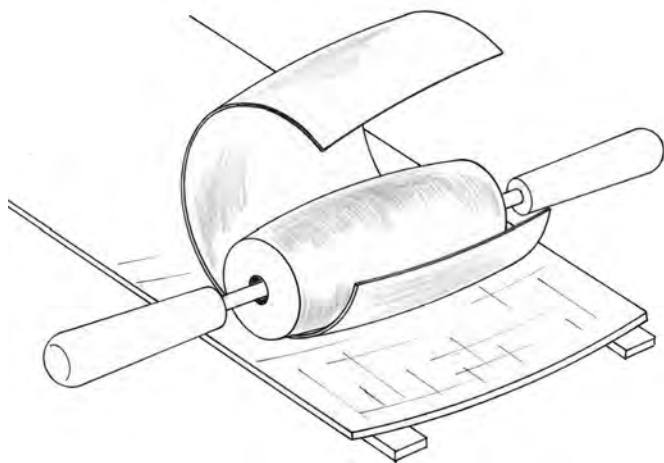
The piece to be worked is installed on a wooden plank in order not to damage the claw when it goes over the edges



Jig/Scrolling/Coping saw is most useful for making internal cuts



To get an angle, without cutting, two or three passes of the claw are sufficient, after which a single folding takes place. The side where the groove is made dictates which way the bend is to be made



When shaping a truncated conical component, a rolling pin and curved template are required to achieve the desired shape

Shears are recommended for convex, concave, rounded or 'S' cuts in the zinc. For straight or slightly curved cuts, it is preferable to use a small claw similar to that used by zinc workers. This tool can be manufactured from a worn pointed X-Acto blade as shown in the illustration, using small cutting and grinding discs. Of course, the resulting tool will wear quickly so it is necessary to frequently re-sharpen it. The resulting tool is used as a cutter, but it is also capable of removing a long, thin shaving to assist bending.

The outline is done using a steel ruler. The piece to be cut out is placed on a wooden plank in order not to damage the claw when it goes over the edges. After three to five passes the metal is bent once or twice and 'breaks' without distortion, any rough edges can be rectified with filing or sanding. You can also cut non-ferrous metals and plastic in this way.

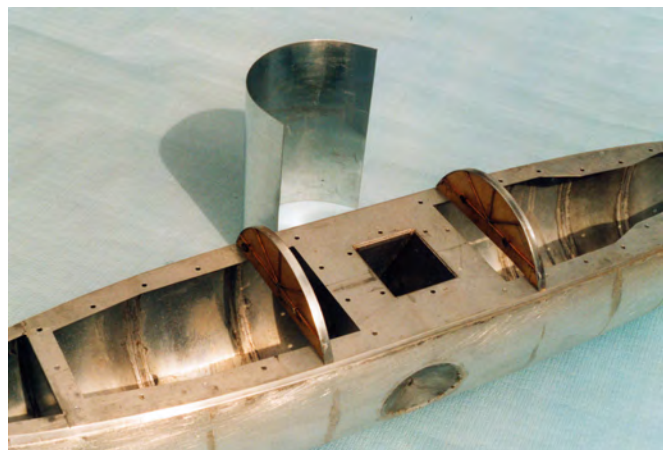
To achieve internal cut outs, such as the opening for the bridge, for example, a coping saw is the best method using a blade with fine teeth for light metals. The inner part, which will not be kept, is pierced by a hole allowing the passage of the blade which is then fitted back on to the saw. You could also do this by drilling multiple holes close to the cutting line.

SHAPING

To obtain a part at an angle, without cutting this time, one or two passes of the claw are sufficient, after which a single folding takes place. The face where the groove is going to be made is chosen so that the fold is made the right way. About folding, we note a small detail that can sometimes be important: zinc, because of the way it is rolled, has a certain grain, meaning that it bends a little better in the direction of the width of the sheet.



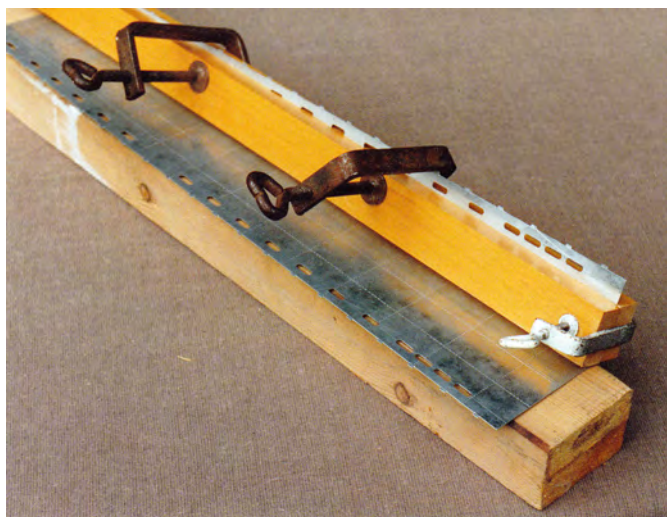
The curved central body of a submarine together with an example of internal cutting out



The shaping of a rounded piece using the rolling pin



The superstructure of a submarine made using the wooden template



Folding a long piece for the bridge requires the use of a wooden baton held by clamps



Here is a magnificent achievement in the shaping of metal. The conning tower of Fulton's 'Nautilus' is made in 0.3 mm brass



Bending of the central cylindrical part of the submarine UB-4

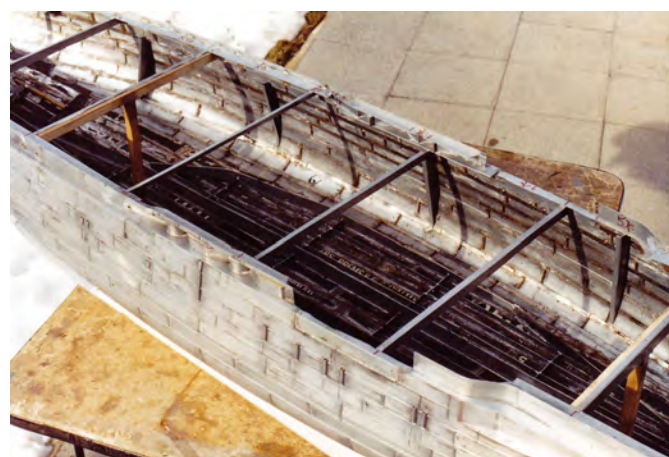


Method of manufacturing of the base of the funnel of the battleship 'Caio Duilio'

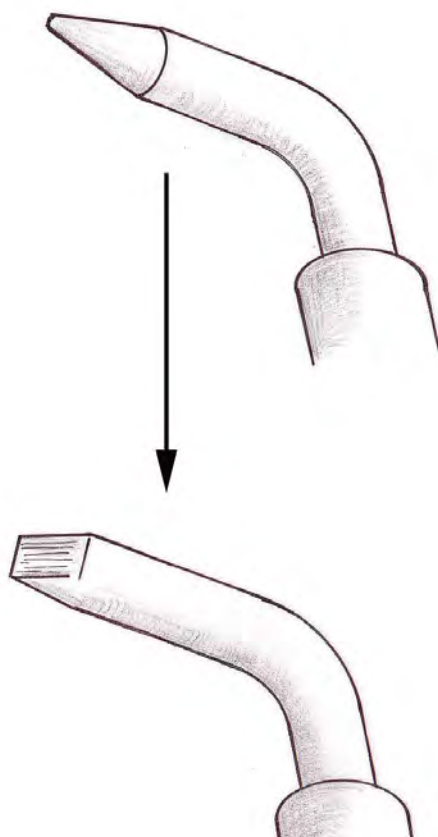
When shaping a cylindrical part the zinc can be held in place using clamps and a slat of wood around a PVC pipe around which it can be bent. For a tapered or flared part a wooden rolling pin can be used to get the right shape. When a concave or convex part is made, one or more pieces are hammered on hardwood templates to the proper shape, like you would use an anvil. Sometimes, burnishing and polishing work is necessary for a perfect finish.

THE SOLDERING IRON AND THE SOLDER

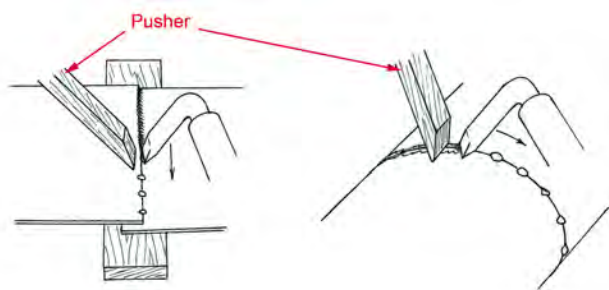
The professionals generally use solder bars having approximately 50% tin to assemble roofing components made of zinc. This same type of solder, in 3 mm wire spools is also used in plumbing for joining copper pipes. For modelling purposes, it is better to use a finer, smoother, 2 mm solder as used in electronics which, unfortunately, is not always easily available commercially; the 1 mm has become the most common.



The use of zinc in the construction of the hull of the battleship 'Texas'



To give the largest contact surface possible, the tip of the soldering iron must have a flat shape, so it's sometimes necessary to modify the original



Here are two arrangements for soldering depending upon the need

However, a cable made of several fine strands can compensate for the problem. This type of solder, which melts at 185°C, consists of 60% tin and 40% lead, a mix that gives it more fluidity, so it is more 'liquid'.

To get the largest contact surface, the tip of the soldering iron must have a flat shape; those you buy are often pointed. It is, therefore, sometimes necessary to modify one you've got or make one from red copper of the correct diameter. The tip must always be clean, so it is useful to clean it regularly using a wire brush, sandpaper or ammonia. This can also be done using a damp cloth when it is hot. Inevitably, over time, the tip will wear and it must be replaced. It is, therefore, advisable to have a tip in reserve, because it is always on a Sunday that you need items when many of the shops are closed.

The purpose of the tip of a soldering iron is to transmit the greatest heat possible to the sheet metal being soldered. So if the size of the contact area to the iron is too small, or the temperature too low, the sheet metal will not heat sufficiently and there will be, at best, a slight bonding and a poor piece of soldering.

The solder should 'run' around the contact area and seep into the gaps in the joint. It is said that the solder penetrates the metal. When a piece has moved during the cooling, the solder looks matte or dull, but when it is a good joint then the solder looks very shiny.

CLEANING THE SURFACES

In order to provide ideal surfaces for soldering, the zinc must be pickled using dilute hydrochloric acid, which is known also as spirits of salt. This product, which is found in drug stores and other DIY stores, is very corrosive and so great care must be taken to prevent contact with the skin or clothing. You should also avoid breathing the fumes from it so work should be carried out in a very well ventilated space. This acid is applied with a nylon brush; an old toothbrush will do as these have no metal parts which would be quickly eaten away.

Note: the soldering of zinc is identical to that of brass, only in the latter case, it is not necessary to use hydrochloric acid to clean it. The soldering flux like the brand Griffon distributes, to quote but one sort, is very suitable with zinc chloride.

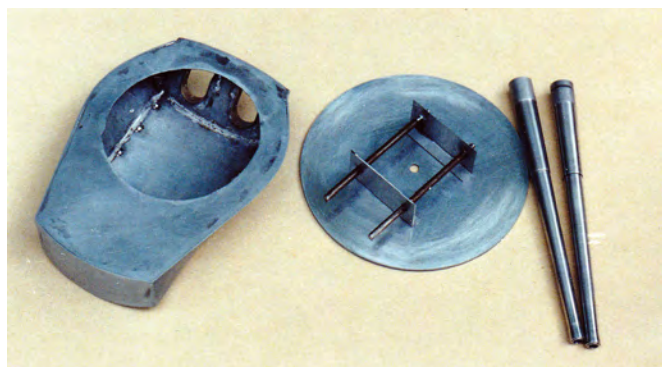
ASSEMBLY

Here we are talking about the assembly of sheet zinc to form, for example, the plating of a hull or cylindrical shape of a submarine.

By the means of a 'pusher', made from a hardwood bevelled stick, the sheets are kept in place and in contact with each other. Initially spot-soldering is performed. Then, solder is taken right along the joint by sliding the pusher and soldering iron together along the joint, while adding, if necessary; extra solder to really fill the joint, not forgetting the underside!

You shouldn't hesitate to cautiously re-apply the hydrochloric acid that has evaporated, because the solder adheres to a 'wet' metal. The parts are put together methodically and it is better to be accurate from the outset than to have to unsolder and start again.

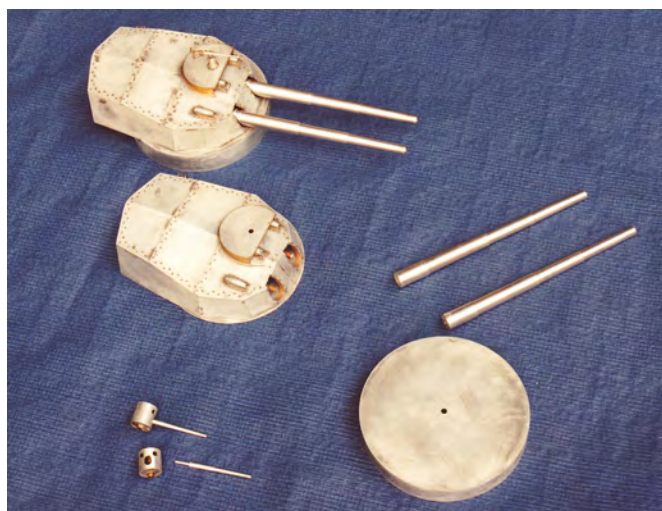
For smaller flat parts, such as deck equipment, these can be kept in place by fixing them on a wooden board using a few spots of



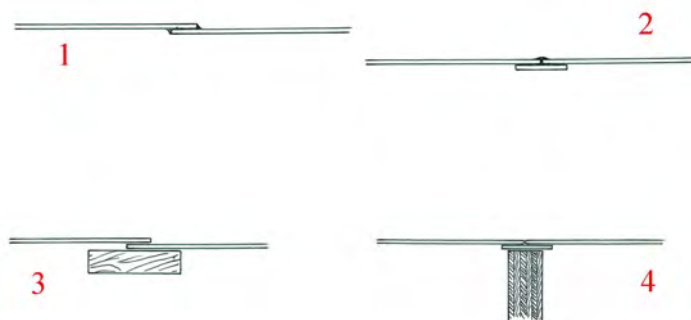
A view of the main turret of the battleship 'Texas'



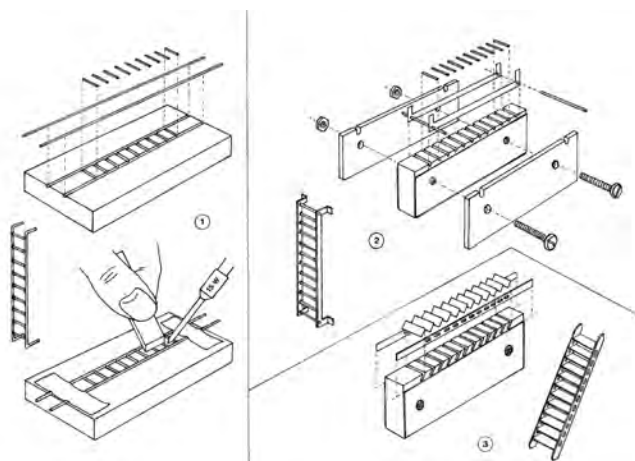
The bow and the stern of the Fulton Nautilus, the pointed cap is made up from six triangular zinc segments, hammered on hardwood jigs to give them the appropriate concave and convex shape. Then it is all soldered together



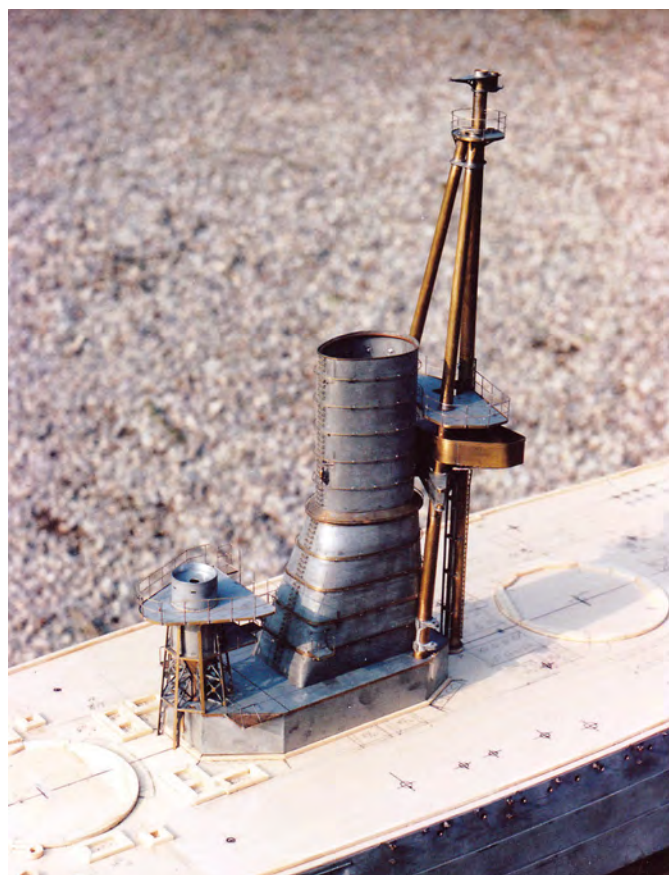
Main turrets of the battleship 'España'



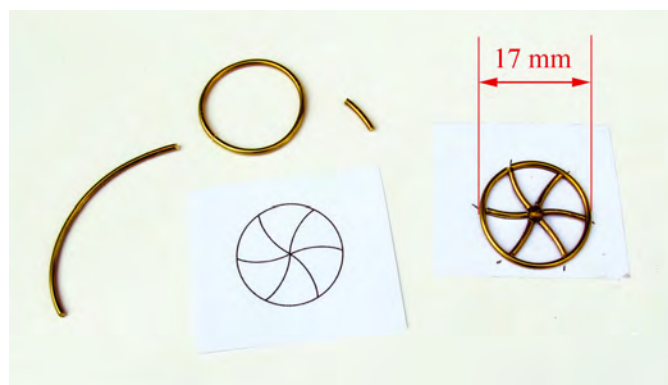
To make sure that the joints between metal sheets are as strong as possible they must either overlap (1) or be reinforced by a strip at the back (2). An insulated, heat proof support is necessary to temporarily hold the joint in place (3, 4)



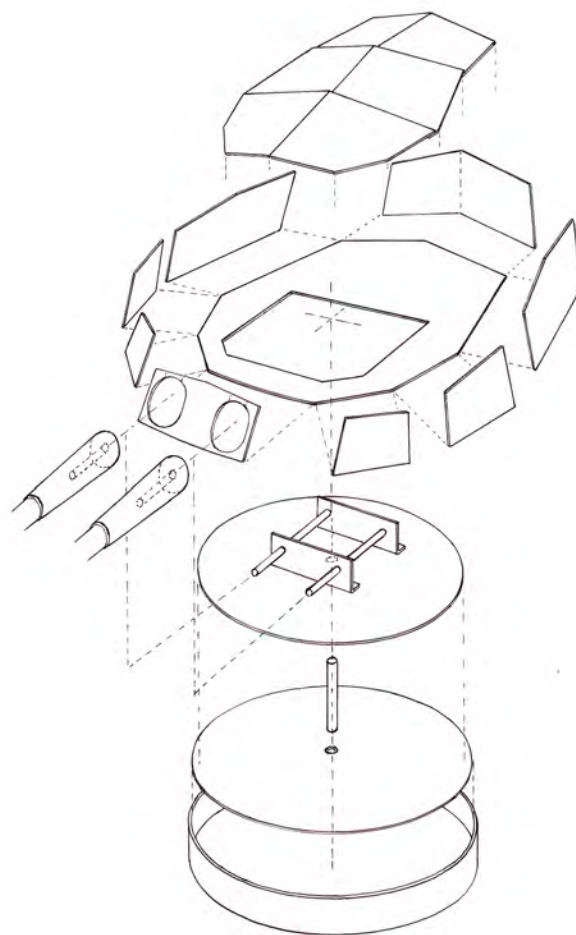
Wooden jigs are used to properly position each component. Note on view no. 1, the pusher that keeps the sections in place



A mixed construction of zinc and brass for the aft superstructure of the battleship 'Caio Duilio'



Small components such as fittings can be kept in place by gluing them to a piece of wood using cyanoacrylate. Putting a computer produced drawing underneath ensures correct positioning



Exploded view of the components used in the manufacture of a 305 mm turret for the battleship 'España'

cyanoacrylate, on a drawing done in advance. Think of the problem of fitting the spokes to a ship's wheel. For making three dimensional pieces, such as a staircase, for example, you need to make a jig to keep everything properly aligned.

To make sure the sheet metal assembly is as strong as possible there should be an overlap between the metal surfaces. If this is not possible and the pieces need to be soldered edge to edge, a reinforcing strip of zinc, say a centimetre wide, is essential. This work is done on an insulated and heat resistant mat placed underneath the joint to keep a flat shape and avoid any creases. A plank of wood is ideal; however, when it comes to the assembly of the hull itself, a couple of planks can be used temporarily and removed after the work is done. Afterwards, acid residues are cleaned with a damp cloth, while the surplus of solder is removed by scraping, filing and fine sanding. **MMI**



The mixed use of zinc and tin may result in significant rusting if used to construct an operational ship's hull

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Designed by Les Brown
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ALTAIR

Designed by Sandy Cousins
Auxiliary gaff rigged schooner with jack yard topsail designed in 1931 by WM Fife on the Clyde. The 1:32nd scale plans producing a model of 1200mm loa, 200mm beam and 125mm static draft.

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FREIGHT TRAIN

Designed by Andy MacCulloch
A 1994 design to the Mini 40 Class rules. Plans on two sheets gives plenty of construction details for this very competitive design.

Difficulty ●●●○

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6T6

Designed by Adrian Brewer
A six metre design essentially for fun sailors. Double chine construction in ply panels. Simple to build and cheap too! Plan shows all frames at full size and side view at half scale. 60" loa 25lb disp. 1063 sqin. sail area.

Difficulty ●●●○

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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.

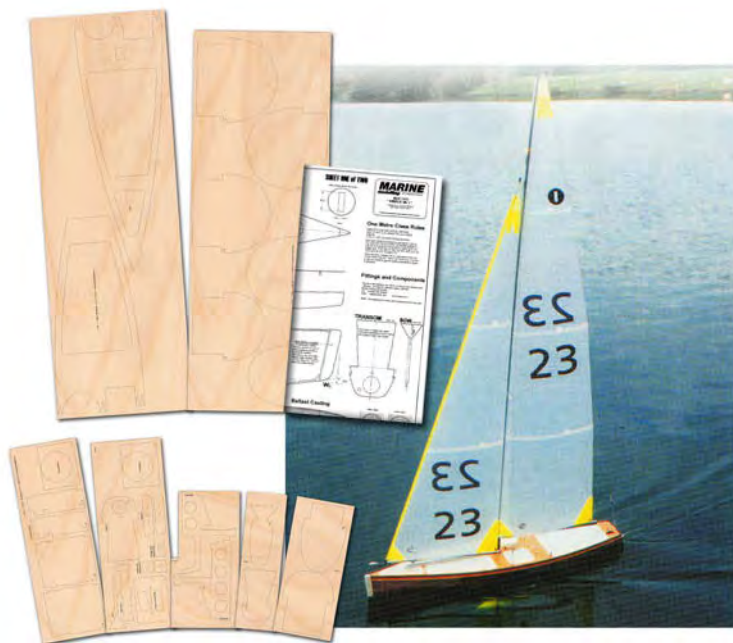
●○○○ One rating means that the plan is an elementary design suitable for the beginner or first time plan builder.

●●○○ 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.

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LIBERTY SHIPS OF WWII

THE HISTORY OF THE LIBERTY SHIPS AND THE CONSTRUCTION OF A 1:150 SCALE MODEL FROM MMI PLAN MAR 3142

AUTHOR: **DAVID I HEAPS**

Liberty Ships were a major component in saving Europe from the Nazi's tyranny and the Pacific countries from the acquisitive Japanese.

HISTORY OF THE LIBERTY SHIPS

The story of the Liberty Ship starts with Britain losing more merchant shipping to Nazi submarines in the Atlantic than they could replace. The British Government sent a young Scottish ship designer to America with the plans of his latest cargo ship and authority to pay the Americans to build 200 of his latest design, as quickly as possible.

To help with this urgent task, he was also authorised to pay for two new dockyards. His task was not made any easier by the fact that, at that time, they had a strong desire to keep out of this 'European' conflict.

On the 10th December 1942, things changed radically for the USA when Japan attacked Pearl Harbor without any warning causing heavy damage and loss of life. They found themselves in a war with very little cargo ship capacity to carry men and materials to the Pacific area. They decided to very quickly build the Scottish cargo ship and by the end of hostilities had built 2711, sometimes in less than 14 days per ship!

The Americans introduced a couple of significant additions to the build. The first was welding and the second the prefabrication of very large pieces. Some yards also built them parallel to the water on long slips on which there could be five or six hulls under construction at any time. When the lower one was ready for launch, they pushed it off the slip and moved all the rest down one!

The ships were used in every arena of the war and adapted to carry anything from normal cargo to horses and soldiers and served from Russia to Japan.

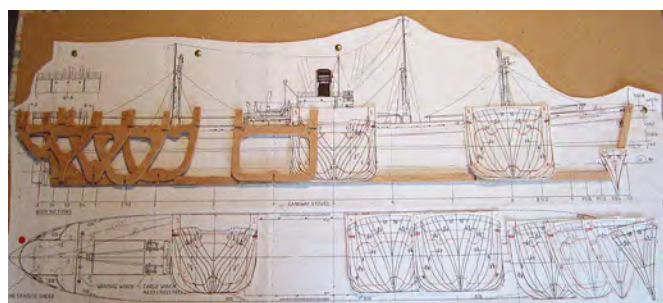
They were powered by a Scottish designed triple expansion steam engine which had an innovative re-heater between the first and the second cylinder. They were some 440 ft (134 m) long, had a beam of 57 ft (17.4 m) and drew some 40 ft (12 m) when fully laden at about 10,000 tons.

Liberty Ships had an incredible war, being shot at, bombed and torpedoed in every sea on earth. However, of the 2711 built only 200 were lost and far fewer crews were completely lost. After the war, many went on to serve the commercial shipping world for years. There are still two afloat, preserved in working order by enthusiasts, one in Baltimore, the John W Brown, and one in San Francisco.

THE MODEL

My model is based on the very helpful plan produced by Mr Pottinger which gives plenty of details to build a 1 to 150 scale scratch built model. She is 34 inches (86.4 cm) long by 5 inches (12.7 cm) beam and powered by a small geared electric motor. The speed and the steering are controlled by a 2.4 GHz wireless receiver.

Mr Pottinger's plan shows the usual side elevation, plan and sections. As is normal in these presentations, the sections only show half of each section. You can create the other half of the sections by scanning what you have and then using the flip routine to produce the other half. You can then make as many copies of both and by cutting and sticking you can make a paper copy of each section. I then stuck each section onto a piece of 3 mm ply and fret sawed around the paper image to get the frames for the

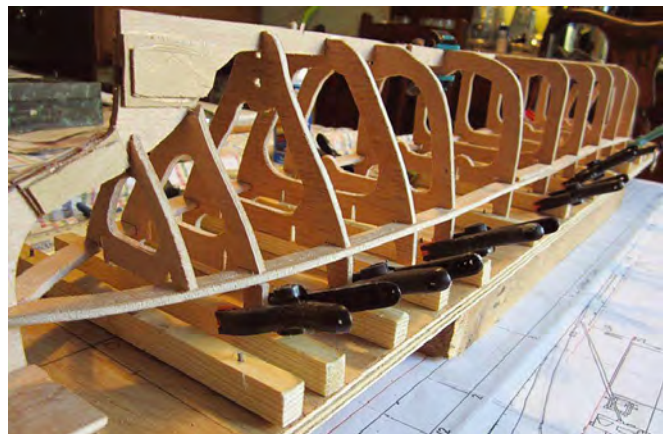
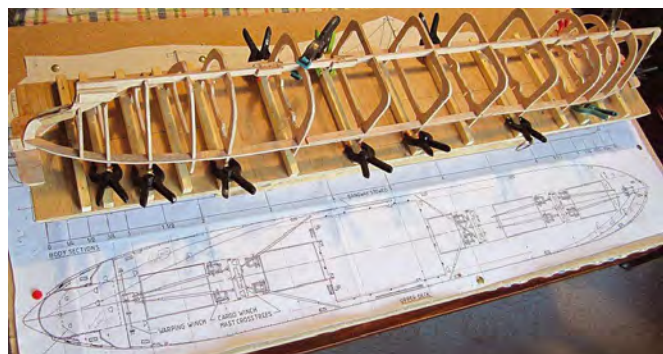


Frames and keel laid on plan





ABOVE & BELOW: *Frames and keel on the baseboard*



ABOVE: *Finished frames on the baseboard*

construction of the hull. I used a standard office glue stick to stick the paper to the wood. If you cut the frame out soon after gluing, you can easily strip the paper off the ply leaving a clean frame (see photo).

The next action is to use a similar method to cut out the keel, stem and stern. The big decision is how to assemble the skeleton of the hull. It is long and quite narrow so if you're not careful you will land up with a warped hull. I decided to build my hull upside down on a flat board. To do this, the sides of the sections were extended so that when they were placed on a board, the keel would be level and straight (see photos). The small extensions are cut off later.

COMPLETING THE FRAME

The next step is to cut out and fix the deck level edge beams. This is done by using the scan, print and glue method as for the frames. The finished frames are clearly visible in the pictures. The finished frame is then released from the baseboard right way up and straight!

The photographs also show that the propshaft and rudderpost tube have been fixed. To locate these, I had cut the stern frame to allow the positioning of the propeller and rudder tubes. With the tubes in place I glued reinforcing strips to the side of them.

We now return the frame to the baseboard so that we can add the ship's bottom. This is made from 1 mm ply, shaped as before, by scanning, printing and pasting. Before applying the ply, smooth the bottom of the frame with sandpaper fixed to a piece of wood to make it flat. The ply glued and clamped to the frames is shown in the photograph.

THE DECK FRAMES AND SIDE PANELS

I then turned to the building of the deck frames that support the key deck features such as holds and central service structure. These are complicated to cut and fix but essential to the finished boat.

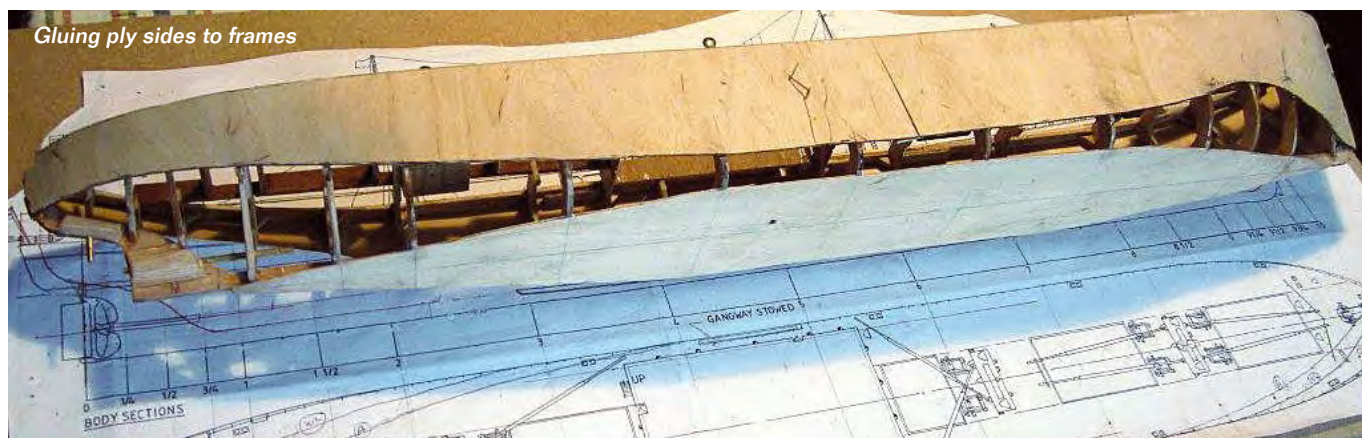
We now need to shape and fix the side panels, which are cut from 1 mm ply. I formed templates from the cardboard boxes that contain



Finished frames right way up



Gluing ply bottom to frames



Gluing ply sides to frames



Blue foam infill



View of foam infill inside hull



Blue foam in finished trim



Finishing coat of emulsion

breakfast cereals. To do this, clamp a sheet of the cardboard to the side of the boat and mark round where the board easily touches the frames. You then transfer this shape to the ply and cut it to shape. One finished side can be seen in the picture. You can easily distort the shape of the boat at this stage, so the frame must be fixed to the baseboard before clamping and gluing the sides to the frames.

You will have noticed that there are large holes in the hull between the bottom and side ply panels. Our next job is to fill these with shaped dense polystyrene foam. The photo

shows how the foam inserts appear inside the hull. The process of cutting, fitting and PVA gluing the foam is very simple and does not require a great deal of accuracy as any holes in the fit are filled with Poly filler. When the plaster has set, we then sand the foam to give the required hull shape.

The next stage is to cover the foam formed areas with glass fibre and resin. Most modellers use epoxy resin but as this is much more expensive than polyester resin, I go to my local motor factors and buy car repair kit resin – polyester. The problem is that it dissolves the foam if it gets into contact with it.

I have found that three liberal coats of old emulsion paint create a suitable barrier between the two. I sand between each coat to improve the smoothness of the shape. I apply the glass cloth in 3 cm wide strips to help the cloth to ease around the curves of the hull. After a couple of coats of resin with light sanding between each coat, I apply car fine filler and sand again. When you are satisfied with the smoothness of the hull, you can then give it a few coats of grey primer, again sanding between each coat.

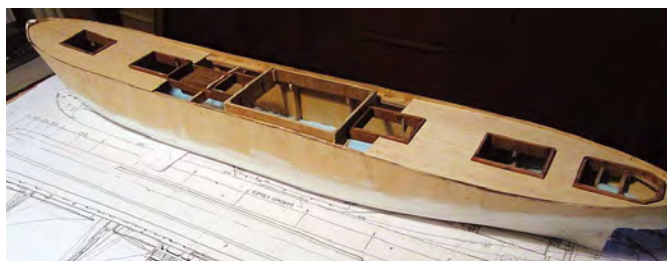
Emulsion paint on foam and fine filler



THE DECK AND FITTINGS

The deck is made from 1 mm ply, shaped as before by scanning and printing from the plan and sticking the print onto the ply. It is advisable to check the fit of the print on the deck formers before committing to cutting! The completed deck and hatch covers can be seen in the pictures. It also shows the early stages of the steering gear house at the stern and the main accommodation block. The latter was built by constructing each layer in turn and then sticking them together. This is very tricky work but the finished result shows that it is well worth the effort. The cotton wool smoke looks particularly good in the photo!

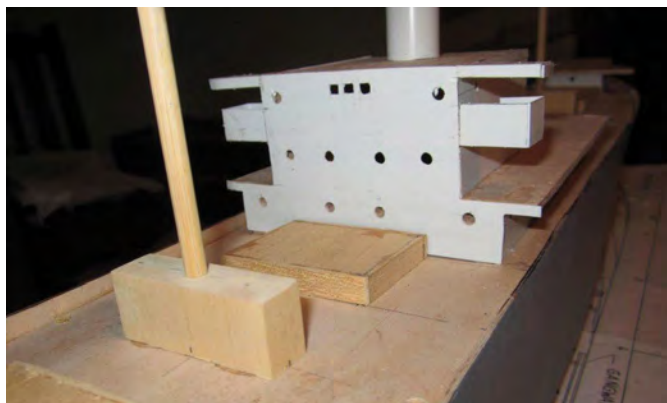
The detailing of all the deckhouses and deck cargo is a matter for the builder. These ships were used for a multitude of roles from shipping general cargo to bringing home hundreds of soldiers; the latter were housed and bedded in the holds. Evidently some of the bunks were six high! That's a long fall from the top bunk on a windy night!



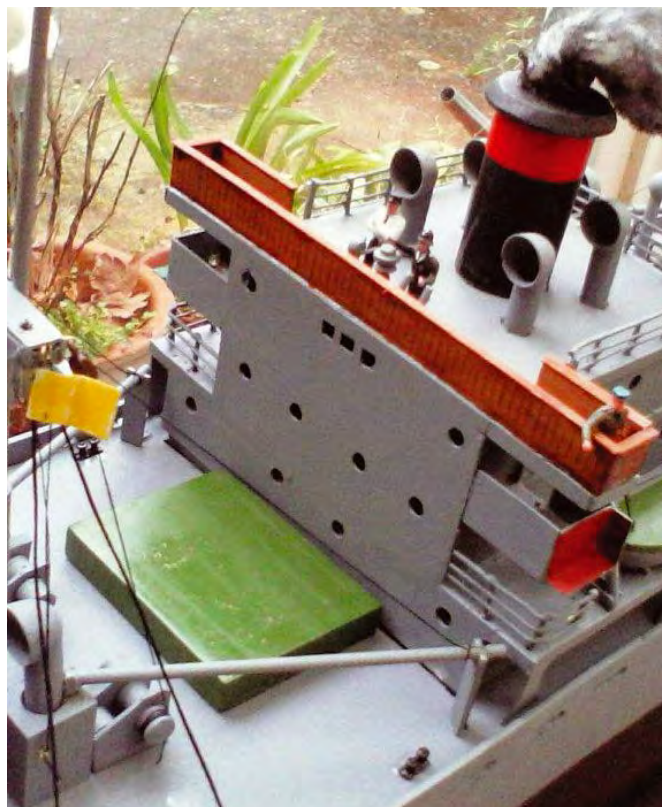
Hull with deck panels



Hull, deck and some deck buildings



ABOVE & BELOW: Deck fittings under construction



Close-up of finished main accommodation

I have covered the hatches with three Sherman tanks, two tank landing craft and four Hellcat fighters. Because they are all deck cargo, they will have been covered with heavy canvas to keep the sea out. To the modeller, it means that you don't have to be too careful about detail. The pictures show the bow half of the model with the derricks, winches, masts and rigging and the deck cargoes.

There is a mass of detail not included in the above but I'm sure that you will have fun working it out. It was a model I have wanted to build for decades. I found it a challenge but on land or in the water, she is very rewarding. Enjoy your building and have fun with your sailing. **MMI**



Finished fore deck

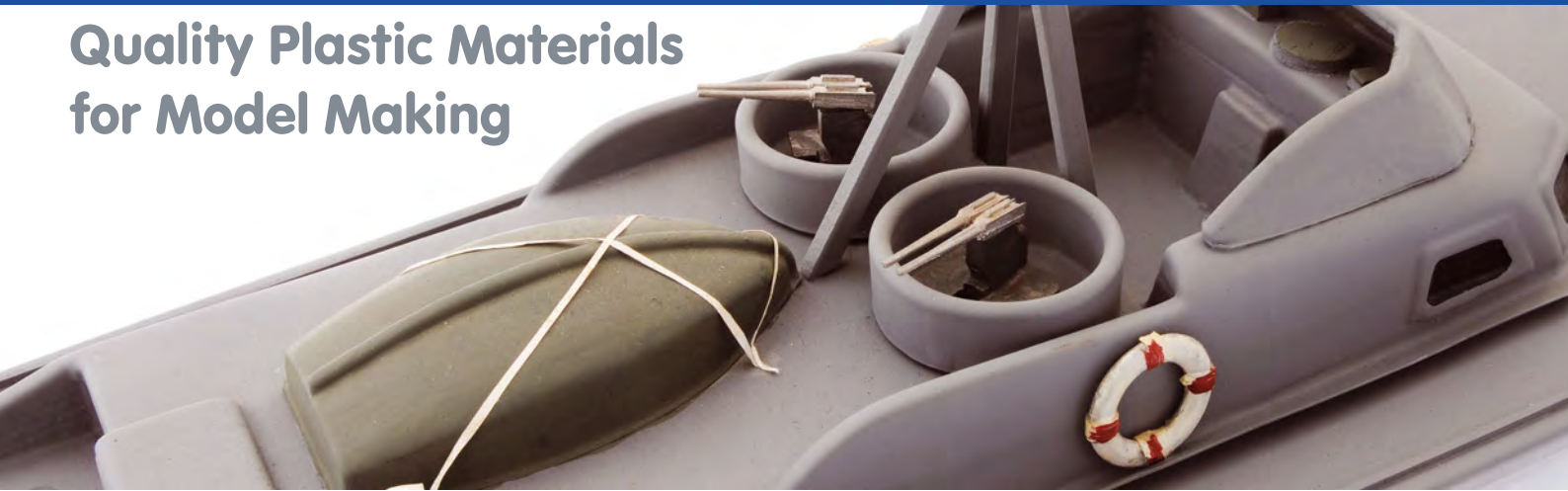


Finished boat on the water

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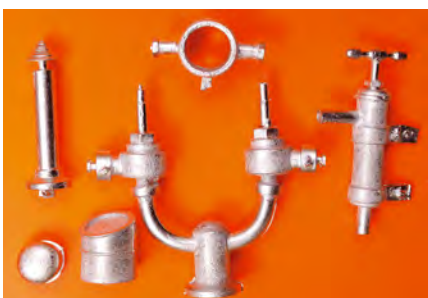
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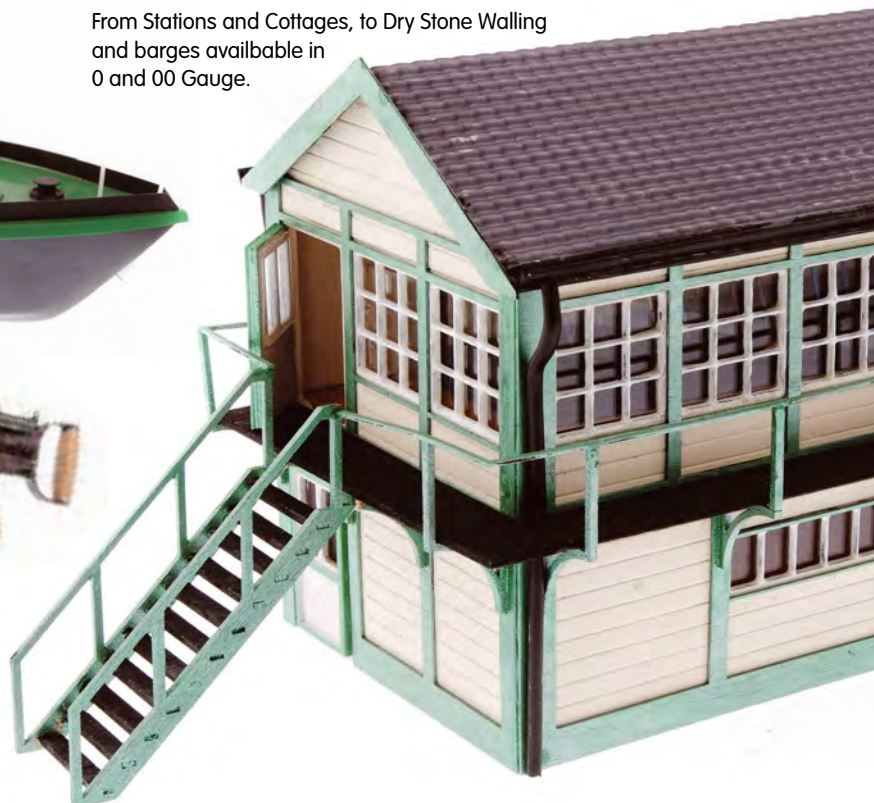
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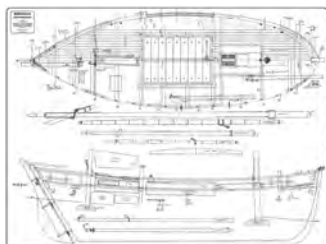
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A set of eight plans and hulls from David Alderton. All plans include full details for the sails, rigging and deck fittings; Hulls are made from highly detailed GRP (Glass Reinforce Plastic). For further details visit www.trapletshop.com/david-alderton-designs



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)

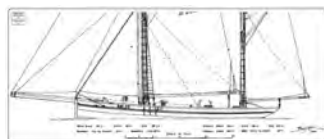
Product Code: DAP005 - £19.99 + p&p

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)

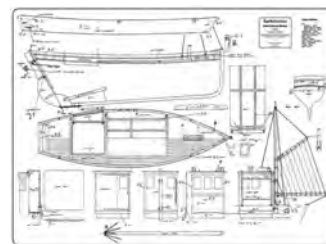
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Hull

Product Code: DAH003 - £125 + p&p

Plan & Hull

Product Code: DASET003 - £135 + p&p

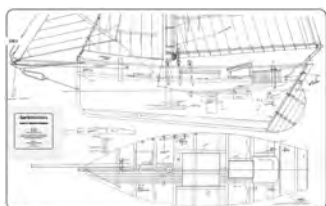


Lindy Lou (Mevagissey Fishing Boat) - David Alderton

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)

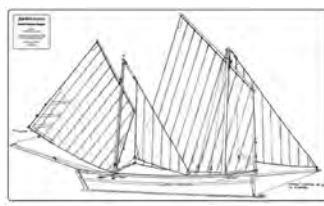
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Hull

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)

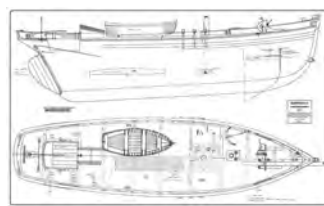
Product Code: DA002 - £14.99 + p&p

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)

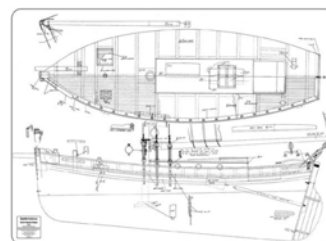
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Hull

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

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Product Code: DASET006 - £132 + p&p

David H Alderton Plans

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SHOREHAM'S ROUNABOUT MEMORIAL

AUTHOR: PATRICK BONIFACE

IN THE CENTRE OF AN UNASSUMING LARGE ROUNABOUT ON A BUSY MAIN ROAD OUTSIDE A HUGE BUSY TESCO SUPERSTORE ON THE OUTSKIRTS OF SHOREHAM BY SEA IS NOT A USUAL PLACE YOU'D FIND A LANDING CRAFT IS IT? PATRICK BONIFACE TOOK HIS LIFE IN HIS HANDS TO CROSS THE DANGEROUS ROAD JUNCTION TO TAKE SOME DETAILED PHOTOS OF LANDING CRAFT PA30-10

PA30-10 is located on a roundabout on the Shoreham Bypass



PA30-10 is a memorial to all who took part in the historic events of 6 June 1944. Shoreham by Sea was amongst the most important embarkation ports for troops and equipment along the south coast. Hundreds of thousands of soldiers were camped in the surrounding countryside around Shoreham, Worthing and Littlehampton in the months leading up to D-Day and their transport across the choppy English Channel were the landing craft similar to the one that has been preserved on the roundabout leading into the town centre.

BELOW: PA30-10 is a memorial to all who took part in the D-Day invasion





Stern view of the landing craft looking forward down its starboard



Details of the stern of the landing craft



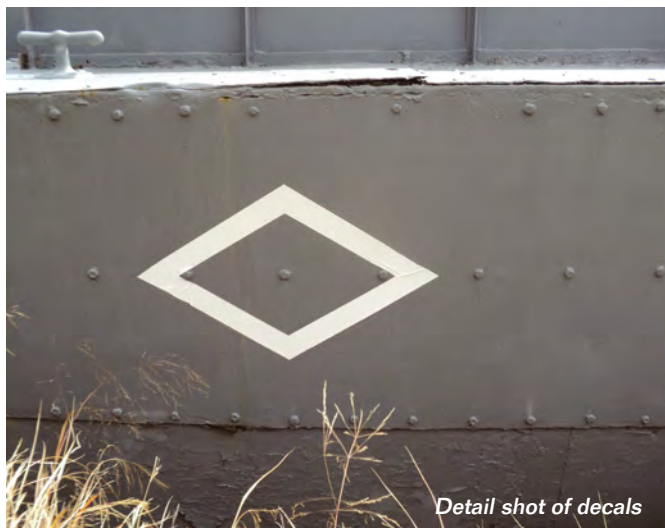
Details of the coxswain's position



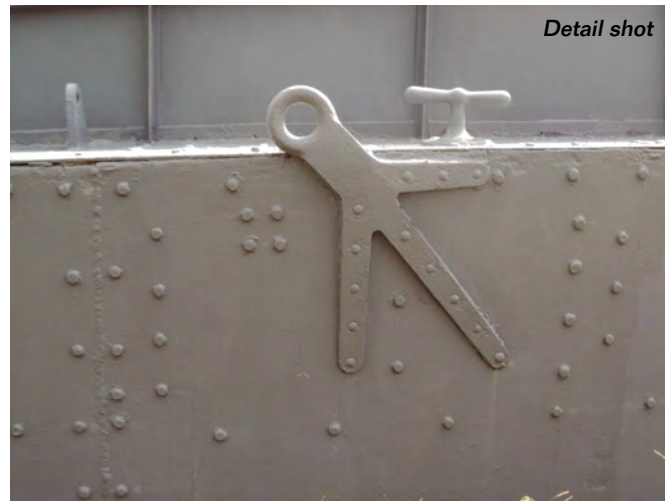
Detail of the construction techniques



Starboard side looking forward



Detail shot of decals



Detail shot



Bow view showing anchor and decaling



Interior view seen from the open bow doors

PA30-10 is a traditional Higgins style landing craft. In all over 20,000 such vessels were built for service in both the European and Pacific theatres throughout World War Two. Their usefulness continued into the Korean conflict and production of the Higgins boats only ceased as late as 1950.

The original Higgins boat was built by Andrew Higgins for operating in the swamps and marshes around his hometown of New Orleans. Made from cheap and easily accessible plywood and with an extremely low draft the boats were quickly and easily adapted to serve in a wartime capacity as assault vehicles.

The British had learnt the hard way with the Dieppe raid that without the right assault vehicles an assault on a protected beach would be disastrous. Higgins successfully adapted one of his boats with the addition of a bow ramp and the legendary Higgins Boat was born.

Such was the adaptability of the original design that the Higgins Boat could accommodate a large platoon of 36 men or a jeep sized vehicle and 12 men, and all in a boat powered by a single 225 horsepower diesel engine at 12 knots.

Of the soldiers and sailors alike who manned these craft many recall the terrible seasickness that they endured in even a relatively calm sea, when it was choppy the small craft were thrown around violently. They also remember that the plywood construction of the Higgins boat's offered virtually no protection against enemy gunfire, which ripped through the craft with ease.

Interestingly the design of the landing craft meant that the single propeller was protected from damaging itself on beaches and rocky foreshores by being built into its own semi tunnel.

PA30-10 also had a starring role in the blockbuster movie 'Saving Private Ryan'. Although the craft did not have Tom Hanks or any of the other stars onboard it played a crucial supporting role in an excellent retelling of the turbulent and often horrific scenes as the first American GI's set foot on the French beaches and were mowed down by deadly accurate German machine gun fire.

Getting across the busy Shoreham Bypass and onto the roundabout is not to be recommended. **MMI**

Bow view showing anchor, bow doors and decaling



Another view of interior seen from the bows



The large humped ramp shape at the bow of the boat



Details at the stern end of interior compartment



Fixtures and fittings



Fixtures and fittings



Interior view looking forward out of the open bow doors



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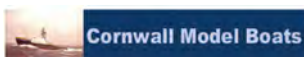
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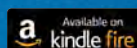
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- ★ 6 to 24 volt battery range. (5.5 volt min.)

* 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.

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

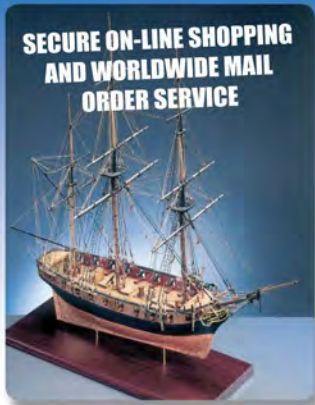
Export orders are despatched by airmail at no extra charge.

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

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

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

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