

FREE PLAN **WORTH £11 OF ABERTHAW FISHER** **A SHIP USED TO TRANSPORT LARGE HEAVY OBJECTS**

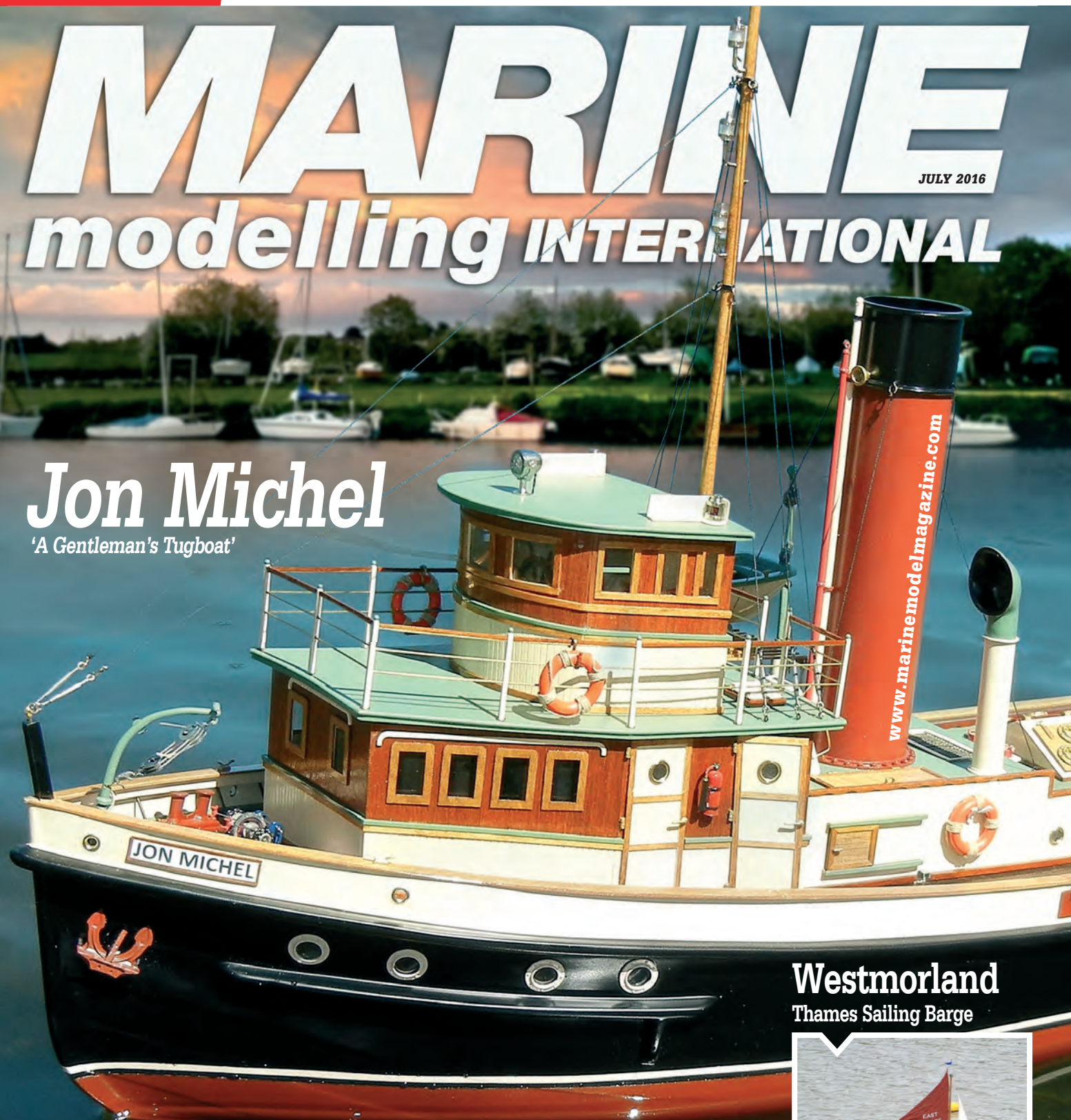
MARINE

JULY 2016

modelling INTERNATIONAL

Jon Michel

'A Gentleman's Tugboat'

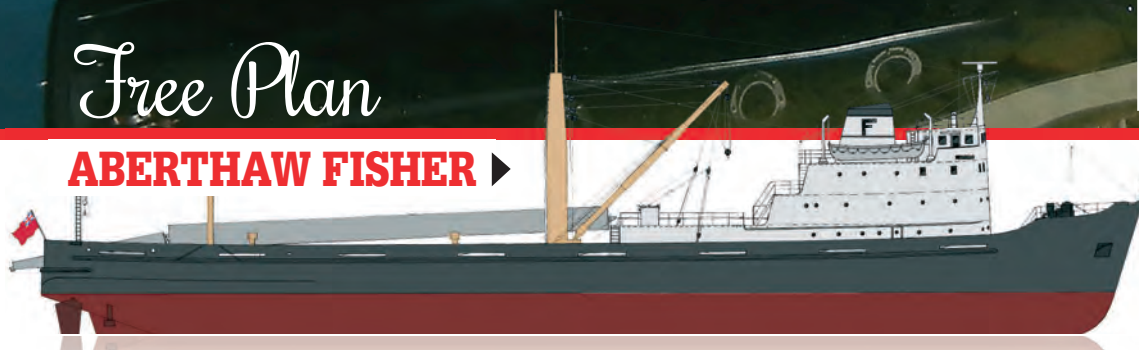


Westmorland
Thames Sailing Barge



Free Plan

ABERTHAW FISHER ▶



TRAPLET Issue 352 £4.75



9 771746 859085

Just Arrived!



Length - 699mm

Cajun Commander Air Boat

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

Our Price **£215.00**



Tamco 2 Channel 2.4GHz Combo
Special Price!
(Includes Transmitter & Receiver)
Digital Trims!
RRP £39.99

Our Price Only **£34.00!**



PEAK PLUS

Easy to Use Li-Po Charger
1/3/5A Li-Po & NiMH
Just Plug in & Charge!
No Setting Up Required

Our Price Only **£22.00!**



SPECIAL OFFER

Tornado 50Amp ESC
Forward & Reverse
Waterproof
Electronic Speed Controller.
6-12 volts fitted
with tamia plug
bullet connectors
and switch

Now Only **£24.99!**

2.4GHz & 27MHz Receivers

SPEKTRUM RECEIVERS IN STOCK

AR400 4 Ch 2.4GHz **£25.00**

AR610 6 Ch 2.4GHz **£24.99**

MR200 2Ch 2.4GHz **£35.99**

MR3000 3Ch 2.4GHz **£51.50**

Planet 6CH Receivers still available
PLEASE CALL FOR PRICE

Radio Link 6CH Receiver **£15.00**

Futaba R2006 4CH 2.4GHz **£39.99**

Futaba 617FS 7 Ch 2.4GHz RX **£63.99**

Futaba 2 Ch Am 27mhz **£21.99**

Futaba 2ch Am 40mhz **£21.99**

TAMCO 4CH 2.4GHz RX **£15.99**

TAMCO 3CH 2.4GHz RX **£14.99**

TAMCO 6CH 2.4GHz RX **£15.99**

Saturn 6CH 2.4GHz RX **£19.50**

QSF 27MHz AM 2 Channel RX **£8.50**



**OVERLANDER 7.2 VOLT
5000MAH NOW £22.99**



HOWES MODELS

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(Part of Station Field Industrial Estate)

Rowles Way, Kidlington, OX5 1LA

www.howesmodels.co.uk

Fast mail order - Overseas postage at cost

New In!

2 Turn & 4 Turn

Winch Drum Servos

Torque: 6KG

Size: 40.5x20.2x38mm

Special Price Only

£12.50 Each!



FULL RANGE

Tamco 2.4Ghz 6 Channel Combo
Superb Quality

Only **£45.00**

Transmitter & Receiver

Additional RX £15.99



NEW! Futaba T2HR

2 Channel 2.4GHz Radio
Complete with 2 Channel

2.4GHz Receiver

Only **£47.50**



Futaba 4YF 2.4GHz Combo



Includes transmitter, receiver
& switch harness
Excellent Quality

Only **£86.99**

Radio Link T4U

4 Channel 2.4GHz



Radio Complete With

6Ch 2.4GHz Receiver.

Additional RX £15.00

Now Only **£29.99!**

Spektrum DXE



NEW! DSMX 6 Channel Set

INCLUDES AR610 RECEIVER

VERY EASY TO USE

FULL RANGE - TOP QUALITY

OUR PRICE **£69.99**



Saturn 2.4GHz Systems

Saturns Full Range 2.4GHz Combos

X4 4 Channel £38.99

X5 5 Channel £44.50

X6 6 Channel £53.99

Small amount available
Includes 8 Channel
receiver, switch har-
ness and 1 servo.
40 MHz FM

Only **£169.99**

Back in stock! Robbe F-14 Navy



Futaba 6K Combo Set

Ideal step up from a 6 channel system.
30 Model memory, Digital trims.

Futaba Quality at only

£179.00!



Mini/Midi 1250MG

Metal Geared Servo

Torque 6V : 3.5KG Speed 6V 0.12

Length 31mm x Width 16mm x Height 25mm

NOW ONLY £6.50!



TOP PRICES ON HIGH QUALITY

7.2 VOLT BATTERY PACKS

2000MAH ONLY **£8.99**

2400MAH ONLY **£9.99**

2500MAH ONLY **£10.50**

3000MAH ONLY **£11.99**

3300MAH ONLY **£12.50**

3800MAH ONLY **£15.99**

4500MAH ONLY **£19.99**

5000MAH ONLY **£22.99**

Lead Acid Batteries

6 VOLT 1.0 AMP - £4.99

6 VOLT 1.3AMP - £4.99

6 VOLT 3.4 AMP - £5.99

6 VOLT 4.5 AMP - £5.50

6 VOLT 7 AMP - £7.45

6 VOLT 12 AMP - £12.50

12 VOLT 2.1 AMP - £6.99

12 VOLT 3.4 AMP - £11.50

12 VOLT 4.5 AMP - £12.99

12 VOLT 7 AMP - £9.99

6V JELLY CHARGER - £8.99

12V JELLY CHARGER - £8.99

2-6-12V JELLY CHARGER - £14.99



NEW LOW PRICES!

**Waterproof
Electronic Speed Controllers**

10AH 4.8-12v ONLY **£18.99 NEW PRICE!**

15AH 6-12 V ONLY **£18.99 NEW PRICE!**

15AH 12-24 V ONLY **£29.99**

20AH 6-12 V ONLY **£24.99**

25AH 6-12 V ONLY **£28.99**

40AH 6-12 V ONLY **£44.99**

RV11 4.8-9.6V RRP **£57.99**

OUR PRICE ONLY **£24.99!!**

FUSION AQUAPOWER 280AH Only **£34.99**

MTRONIKS G2 HYDRA 15AH BRUSHLESS

RRP **£45.99 - NOW £34.99**

MTRONIKS G2 HYDRA 30AH BRUSHLESS

RRP **£54.99 - NOW £41.99**

MTRONIKS G2 HYDRA 50AH BRUSHLESS

RRP **£79.99 - NOW £59.99**

NEW Mains Chargers

Fusion NX86 - 4-8 Cells Ni-CD / Ni-MH,

Variable charge rate, 0.5-5amps. Mains

operated, Peak detection. **£24.99**

Fusion NX87 - 6-8 Cells Ni-CD / Ni-MH, TWIN

5amp output charger. Peak detection on both

outputs. **£24.99**

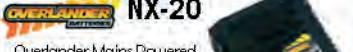
Ethos LX418 Pro - Charge rate

0.4-4amps 1-12cells ni-cad / ni-mh

Li-ion / Li-Po 1.4, cells lead acid 1.2volts

integrated balancing port mains or 12v opera-

tion. **£49.99**



NX-20

Overlander Mains Powered

Peak Detection Fast Charger

- 4-8 cell 4.8v-9.6v

- NiMH & NiCD

Fitted with Tamiya connector

and mains lead.

Bargain Price

Only £11.50!



SEA RIDER & WARRIOR

RTR with 2.4GHz Radio,

Battery pack & Charger

Length 420mm

High Quality Models

Our Price Only **£54.99 Each**



Howes Micro Servo

Torque - 1.7KG

Speed - 0.11 sec

(L) 22mm x (W) 11mm

x (H) 26mm

Only **£3.50**



Howes Mini Servo

Torque - 2.7KG

Speed - 0.14 sec

(L) 29mm x (W) 12mm

x (H) 30mm

Only **£4.00**



OVERLANDER Li-Po Batteries

at Great Prices

7.4v 1000mah - **£8.99**

7.4v 1300mah - **£10.49**

7.4v 1600mah - **£13.49**

7.4v 2200mah - **£13.99**

7.4v 3900mah - **£24.99**

11.1v 1350mah - **£17.99**

11.1v 1000mah - **£13.99**

11.1v 1600mah - **£18.99**

11.1v 2200mah - **£14.99**

11.1v 3900mah - **£35.99**

SERVOS

SATURN 3KG STANDARD - **£5.00**

AAS-700STD WATERPROOF STD - **£6.75**

FUTABA 3003 STANDARD - **£8.99**

ACOMS AS17 STANDARD - **£6.25**

FUTABA 3010 6.5 TORQUE - **£23.99**

FUT 3014 WATERPROOF - **£24.99**

HITEC 325 BALLRACE - **£11.50**

FUTABA 3004 BALLRACE - **£11.75**

BUY 4 x 3004 FOR ONLY **£46.00**

ZEBRA/HITEC 135 Feather **£5.25**

HOWES MIDI MG Servo **£6.50**

POWER HD 9g Micro **£3.50**

OR 4 For **£13.50**

MINI SERVO ONLY **£4.00** (4 for **£15.00**)

HIGH POWERED BALLRACED **£7.99**

High Powered Waterproof Servo **£6.99**

SAIL ARM, WINCH &

SPECIALIST SERVOS

HITEC 785 HB SAIL WINCH

WITH FULL ROTATION DRUM

OUR SPECIAL PRICE **£26.99**

HITEC 765BB SAIL ARM

WITH 12 CM LONG ARM

OUR SPECIAL PRICE **£26.99**

FUTABA S3802 SAIL ARM

WITH 12CM LONG ARM **£56.25**

HITEC HS 805BB SAIL ARM HUGE

WITH 20KG TRQ **£32.99**



Metal Geared 17KG

Hi-Torque Servo

Standard Size

Fits All Brands

Was **£29.99**

NOW £9.99!

Limited Stocks!

NEW!

**NEW RANGE OF MODEL BOAT KITS AT SUPERB
PRICES ON THE NEXT PAGE!**
01865 848000 WWW.HOWESMODELS.CO.UK

Dragon Flite 95

ARTR 1 Metre Class
Requires 2.4GHz Radio
Includes Servos
Length: 950mm
Height: 1473mm
RRP £309.99

Our Price £279.99

AAS-700STD
Waterproof Standard Size Ball
Bearing Servo

Only £6.75!

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

Electric Motors

385 5-POLE £3.10 each
400 3-POLE £5.99
540 3-POLE £2.99
545 5-POLE £2.99
550 3-POLE £6.25
MFA RE 140 (3-6v) £2.75
MFA RE 170 (1.5-3v) £3.75
MFA RE 360 (6-15v) £4.99
MFA 380 (3-7.2v) £5.75
MFA 385 (4.5-15v) £5.75
MFA RE 540 (4.5-15v) 3 POLE £7.50
MFA RE 700 (6-8.4v) £28.99
MFA TORPEDO 800 £22.50
MFA TORPEDO 850 £22.50

VERY POPULAR

**Joysway Dragon Force
RTR RG65 Yacht**

Superb Racing Yacht which is
easy to transport!
Includes 2.4GHz Radio
RRP £164.99

Only £139.99!

Available without TX-RX
Only £129.99



Length: 655mm
Height: 1338mm

NEW IN!

**Fantastic Range of
Brushless Motors &
Speed Controllers. Now
in Stock from Mtroniks,
a name you can trust.
Call us for details and
super low prices!**

NEW LINE!

**Gartt Air Boat
Supplied with
Brushless Motor**

Only £59.99

Requires Radio,
Battery & Charger

Brushless Motor!



NEW!



Atlantic II Tug Boat

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

Our Price £229.99

4.8v-6v Receiver Batteries & 9.6V Transmitter Batteries

4.8 VOLT PACKS

1300MAH FLAT OR SQUARE - \$6.99

2700MAH FLAT OR SQUARE \$8.99

6 VOLT PACKS

1300MAH FLAT OR TRI - \$8.99

2700MAH FLAT OR TRI - \$11.75

9.6 VOLT TRANSMITTER PACKS.

1300 MAH FLAT - £15.00

2600MAH Flat or Square £19.99

HOWES SPECIAL!

Mtroniks Viper RV11 4.8v-9.6v.

RRP £57.99

Low Price £24.99

BACK IN STOCK!

**Ready to Go 1/275 scale
Destroyer & Aircraft Carrier**
Aircraft Carrier Length: 780MM
Destroyer Length: 790MM

Everything you need in one box including
Radio, battery and mains charger!

RRP £45.99

Our Price Only £34.99



Props, Shafts etc

**LARGE RANGE OF THE
FOLLOWING**

BRASS PROPS M43 BLADE
M4 NYLON PROPS 2/3 BLADE
STAINLESS STEEL SHAFTS M4
BRASS RUDDERS S/M/L
NEW LOWER PRICES

Extension Leads

All For Futaba/Hitec

SERVO LEAD 200mm £1.00

EXTN LEAD 270mm £0.60 each

EXTN LEAD 500mm £0.80 each

EXTN LEAD 1000mm £1.00 each

Y LEAD £1.75 each

BEC RED BOTH ENDS £0.90

SWITCH HARNESS £2.99

Howes Special!



Very Limited Stocks!

Core-RC
7.2v 2500mAh
Only £10.50

Spektrum DX6i

Full Range 2.4GHz
Transmitter and Receiver
Combo, Includes AR610 RX

RRP £119.99

Only Price

£99.99



SAILING YACHT KITS

Joysway Orion £89.99

T/Tiger Volans £169.99

T/Tiger Naulantia £149.99

T/Tiger Victoria £92.50

T/Tiger Entz £150.00

T/Tiger Voyager £129.99

Joysway Dragon Force £139.99

Joysway Explorer/Pirate - £139.99

Joysway Force 2 60 £149.99

Surmount £95.00

Monsoon £140.00

Phantom £150.00

Pro Boat Westward V2 £124.99

Joysway Dragon Flite 95 £279.99

RC hobby world

Joysway

Force2 60

Catamaran Yacht
RTR Yacht includes
2.4GHz Radio.

Length

660mm

Overall Height

1117mm

RRP £174.99

Our Price

Only

£149.99!



Flower Class Corvette

'Platinum Edition' Kit

1/72 Scale - Length 850mm

RRP £119.99

Our Price £89.99!



Southampton Tug

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

Our Price £149.99!

PRO BOAT RAGAZZA

1 Meter Sail Boat RTR

Includes Spektrum Radio

Length 1M

Mast Height 1.55M

Hull - Fibreglass

RRP £269.99

Our Price

£199.99

Limited Stocks!

PRO BOAT

PRO BOAT

PRO BOAT

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PRO BOAT

NEW IN! TIGER SHARK

Ready to Run RC Speed Boat with 2.4GHz
Radio, Max Speed 24KM/H, Available in
White. Includes Li-PO battery and
mains Li-PO charger!

RRP £49.99

Only £34.99



Great for Racing!

**FAST UK
DELIVERY!**

HOWES MODELS
01865 848000

**OVER 75 YEARS
IN THE MODEL
TRADE!**

Now Stocking a New Range of Model Boats & Kits!

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FREE UK SHIPPING ON ORDERS OVER £150!

PLUS 10% OFF ALL EQUIPMENT WHEN PURCHASED WITH A KIT

Aeronaut Kits

AN3031/00 Torben Tug (includes fittings) - £217.99
AN3032/00 Kalle - £143.95
AN3046/00 Pilot Boat - £145.00
AN3048/00 Ramborator - £73.99
AN3052/00 Spitfire - £100.00
AN3055/00 Jenny - £113.00
AN3056/00 Delphin - £103.95
AN3057/00 Caribic - £44.99
AN3075/00 Anna 2 Fishing Boat inc Fittings £205.00
AN3080/00 Queen - £153.99
AN3081/00 Princess - £138.99
AN3082/00 Victoria - £128.95
AN3092/00 Classic Sport Boat - £53.99
AN3093/00 Diva Cabin Cruiser - £64.99
AN3254/00 Mora Viking Longboat with sail set - £67.99
AN3255/00 La Capitana Di Venetia Complete - £176.99
AN3270/00 Santa Elena inc Fittings & Sails - £194.99
AN3600/00 Graf Spee Complete - £323.99
AN3619/00 Tirpitz with Fittings - £428.95
AN3620/00 Bismark includes Fittings - £403.99
AN3625/00 Scharnhorst includes Fittings - £364.99



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B101 Rnli Wavney Lifeboat 1/40th Scale - £36.50
B201 Rainbow Fishing Cutter 1/40th Scale - £36.50
B478C Smit Rotterdam Inc's Fittings - £264.95
B492C HMS Bounty 1/50th Scale - £167.99
B498 1:75 HMS Victory - £245.00
B512 HMS Warrior 1/100 Kit Complete With Fittings - £395.00
B606 Colin Archer 1/40th Scale - £79.99
B720 Viking Ship Oseberg - £104.99



Caldercraft Kits

C7000 Joffre - £285.00
C7001 Northlight - £270.00
C7003 Marie Felling - £425.00
C7005 Talacre - £270.00
C7009 Cumbrae - £285.00
C7010 Fifie Amaranth - £128.00
C7011 Sir Kay - £320.00
C7012 Imara (Single Screw) - £500.00
C7012/1 Imara (Twin Screw) £500.00
C7015 Branneran - £325.00
C7019 Milford Star - £250.00
C7020 Alte Liebe - £282.00
C7021 Schaarhorn - £360.00
C7024 Resolve - £550.00
C9000 HMS Diana - £465.00
C9001 HMS Cruiser - £200.00
C9002 HMS Snake - £200.00
C9003 HMS Agamemnon - £650.00
C9004 Mary Rose - £255.00
C9005 HMBig Supply - £142.00
C9006 HMBark Endeavour - £240.00
C9007 HMS Jalouse - £220.00
C9008 HMAV Bounty - £195.00
C9009 HMS Mars - £195.00
C9010 HM Cutter Sherbourne - £72.00
C9011 HM Yacht Chatham - £87.00
C9012 HM Mortar Vessel Convulsion - £93.00
C9013 HM Schooner Ballahoo - £60.00
C9014 HMS Victory - £730.00
C9015 HM Bomb Vessel Granada - £215.00
C9016 HM Gunboat William - £172.00
C9017 HM Brig Badger - £172.00
C9018 HM Schooner Pickle - £127.00

Dumas RC Kits

American Beauty Mississippi - £185.00
Big Swamp Buggy Airboat Kit - £117.99
Carol Moran Tug - £78.00
Creole Queen Mississippi Riverboat - £320.00
Dauntless Commuter Boat - £162.00
George W Washburn - £156.00
Huson 24 Sailboat - £110.00
Jersey City Tugboat - £250.00
Jolly Jay Gulf Fishing Trawler - £127.00
Myrtle Corey Memphis River Tow Boat - £231.00
U.S.S Whitehall - £78.00



Graupner Models

B-2011 Cap San Diego - £1070.00
B-2013 Theodor Heuss Seenotrettungskreuzer - £849.99
B-2059 U-Boot Type VII Premium Line - £635.00
B-2072 Divers O. Wulf 6 RC Boat - £185.00
B-2089 Bismarck Battleship - £1200.00
B-2089/G Bismarck Battleship (without Camouflage) £1200.00
B-2096 Schlachtkreuzer H.M.S Hood - £1070.00
B-21008 SK32 Harro Koebke - £1200.00
B-21013 USS Missouri - £895.00
B-21018 WP Yamato M1/150 Battleship Premium - £1160.00
B-2104 Titanic Premium Line - £1225.00
B-2159 H.M.S Prince of Wales Premium Line - £850.00
B-2200 H.M.S Blue Bell Premium Line - £980.00
B-2201 Yacht 72 Ft. Child Design Premium - £635.00
B-2205 H.M.S Belfast 1:150 - £795.00
B-2206 Adolph Bempohl - £1120.00
B-2212 USS Nimitz - £940.00
B-2214 Seabex One - £1500.00
B-2217 Queen Mary II - £1500.00
2704 WPSurfer Girl RTR - £170.00



Krick Kits

K20200 Karl & Marie - £147.99
K20211 Anna - £98.95
K20212 Anna Inc Steam Plant -
K20213 Anna Steam Engine - £98.99
K20240 Alert - £184.95
K20250 Gulnara - £270.00
K20261 Victoria with Fittings - £349.99
K20281 Alexandra inc Fittings £294.99
K20291 Borkum inc Fittings - £337.99
K20300 Felix Hamburg Harbour Launch - £87.90
K20310C U-Boot Type VIIb Submarine (inc running gear) - £325.00
K20320 Lisa M - £101.00
K20340 Hanse Cog - £139.99
K20350 Muritz Cabin Cruiser - £141.50
K20360 Police Launch - £122.50
K21430 Nordstrand Trawler Yacht - £165.00
K21440 Grimmershorn Motor Vessel - £235.00



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Mail order Only.

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Tel Int: +44 1209 861733

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U.K Delivery

Kits and Boat Hulls Add £9.00

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Other Order value up to £50 Add £5.00

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Over £190 Free Delivery

Free delivery does not apply to shipments weighing over 4 kilos, being sent to the Channel Islands, Isle of Man, Scottish Highland & Islands or Northern Ireland. Delivery here will be charged at cost.

Orders are sent by 1st class post or UPS carrier. Large parcel deliveries to Scottish Highland and Islands, the Isle of Man, Isles of Scilly and Northern Ireland will be shipped by 3 day UPS carrier. Deliveries to Channel Islands will be shipped by Euro 48 service

We ship Worldwide too

All prices correct at time of going to press but we reserve the right to supply at the prices ruling at the time of order despatch. E&OE

Amati Kits

Dutch Royal Yacht in Bottle 1:300 65mm	\$44.05
Egyptian Ship Sahrur Dynasty 350mm	\$74.05
Greek Bireme 400 50mm	\$74.05
Venetian cargo ship, 1750 450mm	\$119.05
Santa Maria 1400 540mm	\$120.05
Pinta 1400 450mm 1:05 scale	\$89.05
Nina 370mm 1:25 scale	\$69.05
Mayflower 1620 1:300 scale 600mm	\$104.05
Chinese Junk Scale 1:100 400mm	\$94.05
Xebec 1753 720mm 1:200 scale	\$149.05
H.M.A.V. Bounty 1:200 scale 750mm	\$222.05
Robert E Lee Pacific Steamer 1:100 600mm	\$244.05
New Bedford Whaler 1890 1:16 scale 550mm	\$117.05
Bluenose, Fishing Schooner 1:100 scale 540mm	\$357.05
Titanic, White Star Line 1912 1:250 1070mm	\$378.05
Endeavour J Class, Wooden Hull 1:80 480mm	\$79.05
Rainbow J Class, Wooden Hull 1:80 510mm	\$79.05
Rainbow J Class 1:80 480mm Preformed Hull	\$76.05
Enterprise J Class 480mm 1:80	\$75.05
Endeavour J Class 1:35 scale 1130mm	\$258.05

Victory Models Kits

Lady Nelson Cutter: 1:64 scale 530mm	\$115.05
Granado, Bomb Ketch 1756 1:64 scale 800mm	\$249.05
Fly, Swan Class Gunboat 1778 1:64 800mm	\$282.05
Vanguard, 74 gun 3rd rate 1782 1:72 117mm	\$677.05
Pegasus Swan class sloop 1:64 800mm	\$339.05
Mary Rose, 20 gun Brig 1820, 1:64 800mm	\$351.05
Revenue 1577 1:64 scale 855mm	\$361.05

Caldercraft Display Kits

Diana 38 Gun Heavy Frigate 1:64 1180mm	\$468.04
Cruiser 1797, 18 gun Brig 1:67 scale 250mm	\$205.25
Snake 1797, 18 Gun Sloop 1:67 scale 910mm	\$205.25
Mary Rose, Tudor warship 725mm 1:80 scale	\$258.83
Brig Supply 1759, 44 gun ship 1:64 675mm	\$145.04
Agamemnon 1781, 64 gun ship 1:64 790mm	\$655.05
Endeavour, Bark 1788, 1:64 scale 725mm	\$243.83
Bounty, 1790, 1:64 scale 660mm	\$200.79
Sherbourne, 9 Gun Cutter 1763, 1:64 500mm	\$74.92
Mars, Captured Dutch 18 gun brig 1:64 790mm	\$200.79
Jalouse Captured French brig 1794 1:64 815mm	\$223.13
Yacht Chatham 1741 1:64 scale 530mm	\$89.25
Mortar Vessel Convulsion, 1:64 scale 530mm	\$95.93
Schooner Ballahoo, 1804 1:64 scale 520mm	\$92.48
Victory 1781, Nelson's flagship 1:72 1385mm	\$740.78
Granado, Bomb Ketch 1756 1:64 scale 785mm	\$218.64
Brig Badger 1778 1:64 scale 800mm	\$175.64
Schooner Picket 1778 1:64 scale 565mm	\$129.39

Caldercraft R/C Kits

Joffre, Tire River Steam Tug 775mm 1:48	\$276.68
Imara, Twin Screw Berthing Tug 1105mm 1:32	\$208.67
Milford star, East Coast trawler 1:48 933mm	\$354.34
North Light, Steam Clyde Puffer 680mm 1:32	\$129.39
Motor Fife, 1:40 scale 800mm	\$129.39
SS Talacca, Steam Coaster 1:48 883mm	\$276.68
Sir Kay Round Table Minesweeper 933mm 1:48	\$325.74

Deans Marine Kits

LCM 1653 1:24 scale 700mm	\$239.74
25H Motor Boat 1:12 scale 810mm	\$104.74
Compass Rose, Corvette 1:96 673mm	\$181.05
H.M.S. Sloop Destroyer 1945 1210mm	\$315.73
MBG77 1:11 681 624 920mm	\$249.74
7H Vosper Type 1 1:24 scale 955mm	\$259.46
Bromington, Minesweeper 1:100 465mm	\$105.51
MBG 468, B.P.C. 7, 1:61 MTB 1:24 620mm	\$280.32
Steam Yacht Maida 1904, 1:48 870mm	\$178.14
Tradition, Seine net trawler 870mm 1:24	\$371.75
H.M.S. Coastack Destroyer 1938 1200mm	\$280.13
03H Motor Anti-Sub Boat No33 1:24 612mm	\$213.16
Response, Steam Picket Boat 1:28 480mm	\$91.86
Royal Marine, Minesweeper 1:100 919mm	\$112.25

Hull and Plan Sets

Shirley Ann Inshore Trawler 1:16 scale 855mm	\$49.45
Grand Banks Schooner 1103mm	\$87.50
Victoria Steam Launch 1:12 scale 762mm	\$40.45
Pilot 40, Pilot boat 995mm	\$50.45
Bluebird Of Chelsea, 1:24 scale 654mm	\$46.65
Forewell Paddle Tug, 1:48 1003mm	\$21.49
Guardsman Customs launch 1:32 scale 571mm	\$37.45
Bundu & Bajima Tug 1:50 scale 768mm	\$47.45
Type Life Boat 1:19 scale 740mm	\$46.49

Snit Nederland Hull 555mm	\$42.45
St Louis Belle Mississippi Steamer 838mm	\$72.45
Liverpool Lifeboat 1:905mm 1:12 scale	\$91.50
RMS Moorthen Hull 1:43 scale 740mm	\$51.45
Cervia, Thames Tug 1:48 scale 711mm	\$71.50
Brave Borderer 1:32 scale 914mm	\$86.50

Plan & Material Packs

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Higgins Helicat CNC Pack 610mm	\$57.49
HMS Ternemy CNC Pack 690mm	\$54.95

Plastic Kits

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Trumpeter USS Iowa BB-39 1:401 1:200	\$251.95
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Trumpeter USS Arizona BB-39 1:401 1:200	\$216.16
Trumpeter PT 109 MTB 1:32 scale 749mm	\$149.05
Heller HMS Victory 1:100 scale	\$149.05
Heller Le Soleil Royal 1:100 scale	\$149.05
Uniberg Sea Witch, Clipper 1:99 scale 838mm	\$149.05
Revel Four Class Corvette 1:72 850mm	\$107.10
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Italian PT 107 Torpedo Boat 1:35 scale	\$89.05
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R.N. Naval figures Far East 1:350 scale	\$8.40
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HMS Hood detail sheet pack 1:350 scale	\$30.00
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HMS Repulse etched sheet set 1:350 scale	\$19.50
Prinz Eugen etched set 1:350 scale	\$22.30
HMS Repulse etched set 1:350 scale	\$22.30
Prinz of Wales etched sheet pack 1:350	\$20.00
HMS Dreadnought 1907 Etched detail 1:350	\$19.50
HMS Dreadnought 1907 Rolling Set 1:350	\$14.99
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Wooden deck for Graf Spee 1:350 scale	\$23.30
Wooden deck for HMS Repulse 1:350 scale	\$34.80
Wooden deck for Prinz Eugen 1:350 scale	\$34.80
Wooden deck for Triptix 1:350 scale	\$34.80
Wooden deck for Admiral Hipper 1:350 scale	\$34.80
DX Wooden deck & Etch for Hornet 1:200	\$23.70
DX Wooden deck & Railing for Bismarck 1:350	\$37.99
Wooden deck for Bismarck 1:350 scale	\$31.50
Wooden deck for Triptix 1:350 scale	\$31.50
Wooden deck for Prinz Eugen 1:350 scale	\$33.30
DX Wooden deck & Railing for Wasp 1:350	\$153.00
DX Wooden deck & Railing for Bismarck 1:200	\$162.00
DX Wooden deck & Etch for Missouri 1:200	\$215.99
DX Wooden deck & Etch set for Nelson 1:200	\$190.99
GLS Flower Class Deck & Fittings Set 1:72	\$39.99
GLS Flower Class Type 'C' Bridge Set 1:72	\$38.40
GLS Flower Class Corvette Detail Charge Set	\$39.38

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

Hard Underhill Plans

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Voyager of Aveland, Wood. 850mm	\$39.40
74-Gun Two-Decker (Circa 1813 1422mm)	\$77.71
Lady Daphne Thames Sailing Barge 12mm	\$21.51
12-Gun Brig-of-War, Lines, 1187mm	\$55.51
Cunard Line Service, 1:160 scale 250mm	\$63.30
40-Gun Frigate (Circa 1780 923mm)	\$66.61
Valerian, Brimham Trawler 1099mm	\$49.23
Diezel Ring Net Fishing Boat 615mm	\$20.63
Three Brothers, Rye Fishing Smack, 797mm	\$29.54
Mulneage, Scottish Lul, 1612mm	\$66.61
Clyde Puffer Sealight, 588mm	\$16.08
Leon, Wood Brimham 514mm	\$59.07
Iron Paddle Tug 1:48 scale 863mm	\$44.40

This is just a selection of the range available.

R/C Boat Plans

Will Everard Thames Barge 1:48 scale	\$17.50
Brave Borderer, 39in Vosper patrol boat	\$12.50
Range Safety Launch: 43in	\$17.50
Miranda Steam Launch: 42in	\$12.50
Vosper MTB 1:32	\$17.50
Enterprise: 1:12 Northumbrian Coble	\$12.50
Type Lifeboat 740mm 1:16 scale	\$12.50
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St Louis Belle Mississippi steamer-wheeler 33"	\$12.50
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Inchoholm Clyde puffer 244in	\$12.50
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Cervia: Thames tug in 1:48 scale	\$12.50
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Farmile Type 'C' M.L.: 1:124 scale	\$12.50
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Assault and mechanised landing craft 1:32	\$17.50
Cloughlight Clyde Puffer: 1:36	\$37.50
Formidable, Steam drifter 1:33 scale	\$17.50
Britannia 1892, Royal racing yacht, 1:32nd	\$17.50
Pibroch A 1:50th scale Clyde Puffer, 400mm	\$17.50
Osprey Scottish wooden fishing boat 500mm	\$31.50
Altair fair rigged schooner 1:32nd 1200mm	\$33.50
Princess High speed luxury motor yacht 1:24th	\$17.50
Constantine Bowater paper freighter, 1030mm	\$17.50
Boston Fury 1900 East Coast Trawler 1:125mm	\$17.50
Waverley paddle steamer 1365mm	\$17.50
Boston Fury 1900's Trawler 1:48	\$17.50

Osprey Scottish fishing boat 500mm

Blasland 1:30 scale netting trawler

Static Display Kit Plans

Greek Bireme 440mm construction plans, 560mm	\$7.12
Viking galleon, construction plans, 1:50 440mm	\$7.12
Santa Maria planset 1:85 scale 540mm	\$8.85
Pinta planset 1:85 scale 450mm	\$8.85
Nina planset 1:85 scale 450mm	\$8.85
Mayflower, construction plans, Scale 1:60	\$11.29
Sovereign of the Seas, plans 1:78 1100mm	\$16.18
HMS Prince, construction plans 750mm	\$20.04
San Felipe, construction plans, Length 950mm	\$13.43
Chinese Junk, construction plans, 1:100 400mm	\$7.02
French Xebec, construction plans 1:90 720mm	\$10.99
HMS Victory, construction plans 1:100 950mm	\$18.82
HMS Bounty, plans 1:60 720mm	\$13.43
New Bedford Whaler, plans, 1:16 550mm	\$12.72
Versenim Gondola, plans, Length 570mm	\$5.90
Riva Aquarama plan set 1:10 scale 690mm	\$23.09
Endeavour Plan set 1:80 scale 450mm	\$8.85
Endeavour J Class Plans set 1:35 1130mm	\$22.38
Titanic Plans set 1:250 1070mm	\$48.83
Lady Nelson Cutter Plan Set 1:54 1330mm	\$8.85
Granado Plan Set 1:64 800mm	\$16.79
HMS Fly Plan set 1:34 800mm	\$21.37
HMS Vanguard Plan set 1:72 1171	\$21.37
HMS Pegasus plan set 1:84 800mm	\$25.13
Mercury plan set 1:84 800mm	\$25.13
Cutty Sark, construction plans, Scale 1:78	\$31.00

This is just a selection of over 1000 plans available

R/C Equipment

Tamco 2 Channel 2.4GHz combi	\$34.95
Hitec Optic 5 (2.4 GHz) combi	\$119.99
Hitec Optic 5 channel (2.4 GHz) combi	\$72.50
Maerklin 6 channel Transmitter and Receiver Set	\$49.95
Tamco 2 Channel 2.4GHz combi	\$34.95
Viper Marine 40 amp speed controller	\$54.99
Planet 5 Transmitter and Receiver Set	\$47.14
FR30HX 30amp speed controller	\$47.14
15HVR 15amp speed controller	\$39.99
Viper Marine 25 amp speed controller	\$39.99
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Proportional Drive Sail Winch	\$30.09
Viper Marine 20amp speed controller	\$29.99
Viper Marine 15amp speed controller	\$22.99
Viper Micro Marine 10amp speed controller	\$22.99
Viper Marine 15 Plug Play speed controller	\$22.99
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Full range of R/C installation equipment available

Sound Modules

Petrol Diesel Engine with Horn	\$45.72
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Sub Dive Alarm	\$37.62
Air Horns	\$37.62
Large Ship Horn	\$37.62
Old Steam Whistle	\$37.62
160th Guns Sals	\$37.62
Tug Boat Air Horn	\$37.62

Motors

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Schottel drive unit 50mm dia prop	\$79.90
Schottel drive unit 70mm dia prop	\$95.94
541212 low drain motor for large props	\$115.95
Mauchou Low Drain 55s	\$9.99
Mauchou 54	\$7.43
Electronice 355/14 low drain	\$55.96
Motor mount for MFA 600/550 Motors	\$45.00
385 Motor 6 to 16.0 Volt with mount	\$8.56
540 Motor 6 to 12.0 Volt with mount	\$10.38
RE800 Motor 12.0 Volt with mount	\$27.49
RE850 Motor 12.0 Volt with mount	\$27.49
Motor mount for 540/550 550 and 600 Motors	\$27.75
MFA 540 Motor and 2.5:1 Gearbox 4.5-15V	\$19.33
MFA 540 Motor and 6:1 Gearbox 4.5-15V	\$19.33
MFA 385 Motor and 2.5:1 Gearbox 4.5-15V	\$17.56
950 series 385 Motor and 6:1 Gearbox 4.5-15V	\$17.56
951 series 551 Motor and Gearbox 2.9:1 6volt	\$9.00
800165 Belt Drive Reduction Unit 1:1	\$40.90

Rudder Assemblies

33 x 22mm Rudder Assembly	\$4.50
80 x 41mm Rudder Assembly	\$5.34
35 x 26mm Rudder Assembly	\$4.54
45 x 35mm Rudder Assembly	\$4.54
55 x 45mm Rudder Assembly	\$4.54
45mm x 30mm Rudder Assembly	\$4.54
55mm x 30mm Rudder Assembly	\$5.33
67mm x 44mm Rudder Assembly	\$5.43

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Jon Michel is an interesting project where a commercial kit, in this case the Caldercraft Alte Liebe, is converted into a 'Gentlemans Tug'. The builder John De Broske calls himself an impressionist model boat builder; he builds a model in the style he would like to own as a full size version! The advantage with the model is that he can take it home in the back of his car and does not have any mooring fees.

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MESSAGE FROM THE BRIDGE

EDITORIAL CONTACT



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

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

GREETINGS ALL,

I had an interesting telephone call the other day from a well known UK model trader who has spent some time in hospital, and it was noted that in the waiting/social rooms most of the reading material was based on women's magazines. He asked if we could make an appeal to MMI readers if they have any surplus MMI magazines could they be donated to your local hospital waiting rooms to help spread the news of our hobby and perhaps it may inspire new people to explore our hobby?

This month's free plan is of a specially designed ship to carry heavy objects for the power industry called Aberthaw Fisher, which should make an interesting model to build. Other build features are the Jon Michel, a tug based on the Caldercraft Alte Liebe kit to produce a Gentleman's Tugboat; another is HMS Ceres a light cruiser built during the First World War. We also have the build of the Thames Sailing barge Westmorland.

In this month's extended Meeting Point we have coverage of the Intermodellbau 2016, Messe Westfalenhallen, Dortmund, plus other reports from the UK, don't forget we are always keen to publish reports from events from around the world. For the IC enthusiasts in Powerplug we have a Q&A session on all matters around nitro and petrol powered boats.

Normally we publish factual articles of full size boats and ships in MMI to inspire the experienced scratch build modeller to consider a different or perhaps a first model to be built of the vessel, but this month we publish an article on the full size square rigger Wanderer; after reading this article I am not sure how many modellers would be keen to build her? Speeding things up in this month's Livewires we have a report on the MPBA Speed Records (SAWS) event when one fast electric model was recorded at 84 mph! Reducing the scale to 1/1200 and 1/1250 in Waterlines we cover the RN Fleet Carriers

of the 1930s and 40s. Some of the other regular feature articles include Scale Scene with some more hints and tips, Plastic Kit Scene with some of the latest plastic and resin kits and Vintage Chatter describing the start of Britain's fledgling R/C industry.

Have a good month and you never know I may see you at an event during the summer.

Barrie Stevens
MMI



Editor's pic of the Month: Taken by Kim Belcher at the West Midlands Lifeboat Rally of Mike Gunn's Severn Class 17-21 RNLB David and Elizabeth Acland

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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



SEDGEMOOR MBC

This very active and well-organised club situated in the South West of England on the Somerset Coast at Burnham on Sea has an ideal stretch of water on the Apex Lake where the club caters for most specialities in our hobby. They have sections for most competitive boats like Yacht racing, Scale Steering and Fast Electric racing.

New for the 2016 season is the 'Club Class' for fast electric racing and is designed for any Ready-To-Run (RTR)

or Almost-Ready-To-Run (ARTR) R/C Fast Electric boats which has a hull length of 500 mm or less and a retail price of no more than £125.00. The boat will require a safety loop to be fitted and a number plate to enter a race.

Within MMI over the past few months we have reviewed some of these boats, which could be suitable for this class. Likewise in the yacht racing last year the club introduced the Small Yacht Section for any smaller yacht which has a hull length of 800 mm or less, many are ready to run 'out-of-the-box' models.

The racing rules for these yachts is all very relaxed, if you like really competitive yacht racing the clubs IOM Yacht series is for you! The club's excellent website gives full details with the rules etc., which could inspire other clubs to use the many RTR boats now available from importers. For further details visit:

www.sedgemoormbc.webeden.co.uk

OMRA

The Offshore Model Racing Association will be holding their seventh round of the 2016 championships at Weymouth on the 2nd and 3rd July for AA to E classes. The venue is an ideal location for spectators situated at the end of the Pleasure Pier on the Weymouth seafront.

JULY EVENTS AT THE NATIONAL MARITIME MUSEUM GREENWICH...

Burrells Wharf & SS Great Eastern

This strenuous walk over rocky terrain will examine the launch site of Brunel's great ship and look into the reasons why it took two months too get the leviathan into the water. Along the way we will see other slipways and possibly both eel traps and the remains of a ship, while the Old Royal Naval College and the Royal Dockyards at Deptford provide a backdrop on the opposite bank of the river. Dates: 9th July 2016, Times: 11.00-14.00, Venue: Location will be confirmed on booking, Admission: £15 adult.

Jutland 1916: WWI's Greatest Sea Battle

As part of the National Maritime Museum's commemoration of World War One, this new exhibition marks the centenary of the largest naval battle of the conflict – the Battle of Jutland. Involving a total of 279 ships on 31st May 1916, the North Sea bore witness to 'Der Tag', a major clash between the British Grand Fleet and the German High Seas Fleet. Both sides suffered heavy losses in ships and men, but despite being the biggest naval surface engagement to date Jutland was one of the most keenly felt disappointments of the war, with neither side achieving a decisive victory.

Jutland 1916: WWI's Greatest Sea Battle takes visitors through the lead-up to the battle, the action during, and also uncovers stories of the aftermath, from the incredibly personal accounts of the sailors and their families, to the broader views of the nations and navies on either side of the conflict.

The Museum is located a short walk from the Cutty Sark DLR, and Maze Hill and Greenwich train stations. The closest tube stations are North Greenwich (to change to local buses) and Canary Wharf (to change to DLR), both on the Jubilee line. For updated information prior to visit please visit our website: www.rmg.co.uk or phone 020 8858 4422.



SAD LOSS

It is with regret we have to announce the untimely loss of one of MMI's contributors Tom Gorman. Tom had been a model maker all his life. He started making model locomotives then moved on to model ships. His real passion was scale model merchant ships and from his vast experience became one of the MPBA's (Model Power Boat

Association) 'A' class judges. He has made models of the new ships built for the Rix Shipping company and one of the last Tom made was the Lerrix, an oil products tanker. Apart from writing build articles Tom also wrote books sharing his modelling experiences with fellow modellers. Our condolences are extended to his family and friends.



ANOTHER SAD LOSS

Brian King, one of our most talented model-makers, died on 6 June at the age of 90 following a short illness. Brian was a professional engineer who began work as an apprentice at Lagonda Motors and who, after several jobs in industry, including that of works engineer for

a large manufacturing company, became an engineering lecturer at Carshalton Technical College. Brian had many interests. He was a keen photographer, in earlier years doing all of his own processing at home. He was also a competent water-colourist and a talented woodcarver, sculptor, potter and bricklayer! He indulged briefly in full-size sailing in a Mirror dinghy he built himself and also spent many hours piloting a light aircraft. In addition he had a thorough knowledge of electronics and valve technology and in the 1950s built his own television and several radios and hi-fi amplifiers. Brian concentrated initially on modelling RNLI lifeboats but later turned to major Royal Navy warships, specialising in Victorian battleships. He was awarded a record number of Model Engineer Exhibition gold medals, won several MPBA national championships and nine medals, including three golds, at Naviga world championships. Brian was also a contributor to MMI. Our condolences are passed to his family and friends. **MMI**

DIARY DATES

NEWS OF INTEREST TO THE MARITIME MODELLER

If you know of any confirmed Maritime related events and you would like us to include them please let us know either by e-mail 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.

JULY 2016 MMI DIARY DATES

JULY 2

Extreme Footy Series ACT 5

Abington Park MYC, Wellingborough Rd, Northampton NN3 3HN. 9 am until 4 pm. The boating lake in Abington Park is an ideal venue for XFS as it is close to shore, stadium racing for aficionados of City Centre Footy Racing. Email: peter.shepherd62@gmail.com Website: www.sailfootyuk.com

JULY 3

North Somerset Modellers Society 21st Annual Model Show

To be held in a New Venue at: THE Helicopter Museum, Weston Heliport, Locking Moor Road, Weston-Super-Mare, North Somerset BS24 8PP. From 10 am to 5.30 pm. Free parking, restaurant, helicopter flights, raffle for a helicopter flight. Contact: John Annegarn on 01934417742 or Email: john.annegarn@sky.com

JULY 3

Chantry Model Boat Club

AMBO Thames Barge Championship. Lake 7, Bluewater Shopping Centre, Greenhithe, Kent DA9 9SF (on Town Square Crescent). All models sailed except IC. Good parking nearby. Clubhouse and toilets. 9.30 am – 3 pm. All shopping centre facilities nearby. Email: info.chantrymbc@gmail.com or chantrymodelboatclub.co.uk

JULY 9

Six Metre Open @ Two Islands RYC

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

JULY 10

Chantry Model Boat Club

Steering and Navigation challenge. Lake 7, Bluewater Shopping Centre, Greenhithe, Kent DA9 9SF (on Town Square Crescent). All models sailed except IC. Good parking nearby. Clubhouse and toilets. 9.30 am – 3 pm. All shopping centre facilities nearby. Email: info.chantrymbc@gmail.com or chantrymodelboatclub.co.uk

JULY 10

Stevenage Model Boat Club Open Day

Fairlands Valley Park and Sailing Centre, Six Hills Way, Stevenage, SG2 0BL. There will be have a go boats for the young and not so young all clubs are welcome. Start 10 am till 4 pm. For more details please contact Jeffrey email: happy.holmes@ntlworld.com

JULY 10

Kirklees Model Boat Club Annual Open Day

Visiting clubs, trade support, free car parking, refreshments, large raffle. All types of models on display both static and on the water, free sailing all day, No IC or high performance fast electric. Something for everyone. 10 am to 4 pm at Wilton Park, Bradford Road, Birstall, Batley WF17 8JH. Contact Stan Reffin at kmbc2015pr@gmail.com Tel: 0113 2675790.

JULY 10

Bournville MYPB Open Day

The Boathouse, Valley Parkway, Bournville Lane, Birmingham B30 1QS. Open to all scale/semi-scale R/C model boaters. 10 am – 6 pm. Contact Rob Fowler, Email: rob4boats@yahoo.co.uk.

JULY 17

Mini Ship (1/1200-1250 scale) Show

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

JULY 17

Chantry Model Boat Club

Club 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. 9.30 am – 3 pm. All shopping centre facilities nearby.

Email: info.chantrymbc@gmail.com or chantrymodelboatclub.co.uk

JULY 23

MYA Midlands District Footy Championship

Birmingham Model Yacht Club, Sutton Sailing Club, Monmouth Drive, Sutton Coldfield B73 6JL. 9 am until 4 pm. Birmingham MYC kindly agreed to hold the Midlands District Footy Championship as their open in 2016, the club members are most friendly and have some great facilities with a long heritage of footy racing. Email: peter.shepherd62@sailfootyuk.com

www.myamidlands.weebly.com

JULY 23/24

Plymouth's Millfields Model Expo

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. All modelling specialities will be catered for with traders. For more information contact Ray Lee: 01752 249612 or Email: rceverything@hotmail.com

JULY 24

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)

JULY 31

Mini Ship (1/1200-1250 scale) Show

Welton Village Hall (near Lincoln LN2 3LU) – 31st July 2016. 10 am – 3 pm. Contact Tim on 01522 524672

JULY 31

King Lear Model Boat Club Open Sail Event

All boaters 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. We hope to have a BBQ and have hot drinks available on the day. Further information can be obtained from Ian Harrison, Tel: 0116 2677138 or by Email at kinglearmbc@ntlworld.com For up to date information please visit our website at: www.kinglearmodelboatclub.co.uk **MMI**

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Nobody has all the answers, however in this Powerplug we'll attempt to relate some useful feedback on some topics any IC boater might encounter on his/her hull



POWERPLUG

AN IC BOAT Q AND A SESSION IS ON TAP THIS MONTH

AUTHOR: RICK EYRICH CONTACT: reyrich99@gmail.com

As is the norm with this column, this lowly scribe attempts to mix the layout of this space to avoid putting off readers who might take one look and say: 'Geez, same old powerboat stuff!' So, with that in mind, this month's Powerplug is a question and answer segment that covers several different issues on both nitro and petrol-engined boats. Both common and some unusual glitches and cures are included; plus, we have the normal tips and tricks to round off the article. Enjoy...

Question: Can IC marine engines run backwards; and if so, what would cause the motor to do so?

Answer: Yes, in certain circumstances both nitro and petrol boat engines can run backwards due to a handful of situations or problems with the type of motor mounted in your hull. If a nitro engine has a limited amount of what's called spark advance, it will be relatively easy to start-up the engine with an electric starting



Ignition problems on gas boats can occur when the engine's crankshaft/flywheel small locating key is sheared due to a shunt or a sudden kickback of the engine due to water or fuel in the combustion chamber

unit. You'll know it is rotating incorrectly as it will run badly and potentially do damage to your hull's flex-cable propshaft should you drop the boat in the water.

The same could also be said of a backward-spinning petrol two-stroke marine power plant; yet this could be caused by a couple of different situations. A badly-misaligned ignition module or a failed secondary spark unit could induce the chances of a sudden reversal of your gas boat's engine, as could the sudden shearing of its nearby flywheel-aligning key.

As I've talked about in past Powerplug columns, an after effect of some gas hull shunts is that the sudden impact on the still-running vessel can cause a flywheel key to shear which will cause a suitable situation for a reverse start-up. Replacing the broken half-moon shaped key involves removing the flywheel/rotor and digging out the leftover soft-metal key, cleaning up the crankshaft and crankcase and installing a fresh key; plus, you'll likely have to re-adjust the flywheel/coil gap spacing to ensure the engine ignition timing is up to spec.

Question: I'm about to put together my first large gas boat. Should I use an onboard water pump on the engine to cool it properly?

Answer: It really depends on how/when you intend to use the completed boat. In most situations, the sport-running gas boat modeller will benefit from an onboard water pump setup especially when landing the vessel in limited shoreline conditions. Since they require no forward motion to cool the hull's power plant and/or exhaust, a water pump-equipped marine craft doesn't demand a 'serious' launching technique; plus, as long as the hull's water pickup is capable of drawing-in water (even sitting still) you can easily maintain a gas boat's cooling system via its vacuum-operated water pump unit.

Plumbed into the engine's crankcase housing the vacuum pump (made mainly by Walbro) can generate ample cooling water for most sport-style petrol marine engines. In most cases the water pickup for the pump unit is mounted on/near the hull's transom/bottom edge or its rudder's bottom edge.

The average Walbro pump's crankcase pressure levels can transfer a lot of water into your motor's cooling jacket and exhaust system header/pipe junction. On racing-capable gas hulls the normal hull bottom or rudder blade water inlet may be the best overall arrangement for cooling water as you'll be mainly concerned with providing cooling water during high output power from the motor.

Question: *Some of my fellow boaters prefer to use 'white' petrol/camping fuel in their petrol-powered hulls. I've heard that this fuel works well in model aircraft. Is it safe for gas boats as well?*

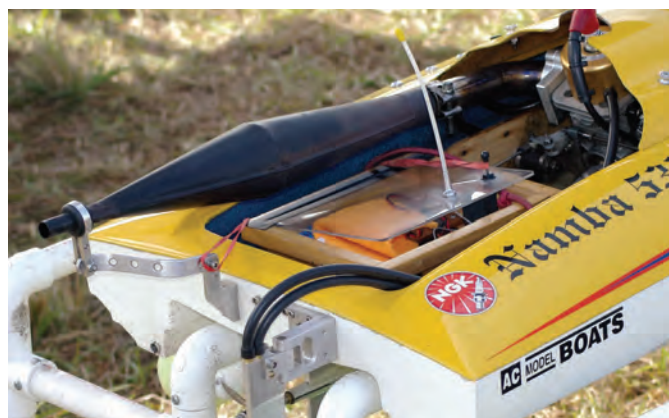
Answer: Yes, the white gasoline or lantern-style fuel, sold through most hardware/outdoor store outlets, has been used as petrol-engine boat fuel. Clear as water, the low-octane fuel has a much less potent smell than regular pump gasoline and it comes in a steel can that helps keep it fresh and minimizes its odour.

It has been widely talked about how clean this fuel burns in two-stroke engines as it doesn't create a lot of carbon build-up in a cylinder's combustion chamber and/or exhaust ports. As for oil content, between eight and ten ounces of a quality two-cycle lubricant is used in the fuel. Many boaters store the mixed fuel in a plastic fuel jug to ease its transfer into their boat's onboard fuel cell.

This white petrol does cost more than pump gasoline and of course you'll need to closely monitor the engine's spark plug condition once you do make the switch to ensure that the new fuel and oil combination is supplying the correct burn/lube ratios inside your power plant. There are a number of online forums/video detailing the use of this unique fuel as well.

Question: *I've been using short sections of old heavy-duty garden hose as my engine header to exhaust pipe coupler with fair results. Should I be concerned about coupler failure and instead switch to the regular silicone-based connecting hoses used on most nitro boat exhaust systems?*

Answer: If you were not having any sudden blowouts of the garden hose coupler hoses I'd say stick with what's working for you, you sure can't beat the price! Now if you were to decide to use a higher nitro content fuel or change your boat's exhaust system components you may have to consider upgrading to either the silicone hose connectors or install one of the aftermarket aluminium or steel O-ring coupler assemblies that will supply cooling water to your hull's header/pipe junction.



Any number of materials can be used to join an engine's header/tuned pipe, so the connection's working temperature/vibration/stress levels will all factor-in what coupler will hold up on your boat

Question: *Can applying too much expanding foam floatation into a hull's inner bow area of my new deep-vee cause the deck/hull to separate once the foam spreads out?*

Answer: Yes, should you mixed/pour an excessive amount of the expanding foam inside the semi-enclosed portion of your boat the result could be a split/cracked and possibly ruined fibreglass or wood boat. Another possible glitch when working with this popular



Using the right floatation material, premix oil and linkage connectors can greatly enhance engine and control reliability once you've combined them on a certain marine craft

material is that it can easily migrate into your hull's radio box, engine rail and exhaust pipe areas.

This will likely require some cutting/scraping work to clear the unwanted floatation material away from the areas especially where any fasteners and control linkages must be routed through the inner hull/transom zones of your new boat. A hacksaw blade or a longer snap-blade knife works fairly well to carve out this type of foam as will having a shop-type vacuum cleaner to remove the residue completely from the work area.

Question: *I've held off updating my boat's old surface-frequency transmitter/receiver setup to a newer 2.4 GHz system, however, they have now become almost mandatory at the lakes and events I attend on a regular basis. Do I need a really high-tech/feature 2.4 system Tx/Rx combination for my nitro monohull or would a basic unit be more in line for me and my limited hobby budget?*



In the process of switching from an older surface radio unit the boater must use a 2.4 GHz setup that is capable of handling a hull's required trim adjusting modes

Answer: There are multiple answers for this particular question. If you have a small fleet of IC powerboats a 2.4 GHz radio that features a multiple boat setting mode would allow you to store each hull's throttle/rudder trims, thus allowing you to use a single hand controller for all of your boats. Systems with advanced servo endpoint and stick position modes can be very useful if you prefer to alter your controls to better suit either new hull components or changing lake conditions via the transmitter.

Finally, with more and more hulls being shaped from carbon fibre and other higher-strength composites, many of the current 2.4 GHz radios are capable of getting incoming signals through the carbon-shaped hulls, which can be a problem with other surface radio systems.

Question: *When gluing together my new IC catamaran hull, what adhesive is best to ensure that the deck/hull joints will stay together once the boat's out on the water?*

Answer: Many adhesives are fine for joining a fibreglass, carbon or all-wood hull together, but whatever glue you do choose must be waterproof and/or fuel proof to ensure that once you've bonded the components together they'll remain that way for a long time.



Choosing the right waterproof adhesive for a deck/hull joint will also demand the right pre-gluing steps to end up with a tight, reliable connection

Question: Looking through some older model boating magazines I saw several photos of IC marine craft that had been constructed with propshaft stuffing tubes made out of a series of brass tubes made into a telescoping unit. Do today's nitro/petrol boats demand this type of stuffing tube layup or can you simplify its makeup to a single or double length of hobby-grade brass tubing with a Teflon cable lining to support/guide the propshaft?

Answer: On many of the early power craft their propshaft was nothing more than a modified/squared-off heavy-duty steel cable used on the first-generation yard tool trimmers, so they spun slightly off-balance and could easily develop a lot of stress, through vibration, to the hull's stuffing tube.

Epoxy resin, with or without a filler compound added to it, can create a very strong deck/hull junction as can some of the latest polyester adhesives designed mainly for marine/underwater usage.

Yet, no matter what bonding agent you've chosen, the preparation of that new deck/hull joint can be just as important as the type of glue you chose; so, sanding, cleaning and checking the entire glue areas for any misalignment must be done to give your adhesive the best overall chance to hold the boat together for a long, long time.

To help keep everything inline, the use of the multi-tube brass stuffing tube setup, soldered together and strongly glued into the boat's keel was the only real safety option. Today's multi-strand, tightly-wound purpose-made drive cables can spin up much more smoothly and when combined with the before-mentioned Teflon lining material, the average IC boat's propshaft assembly will weigh only a fraction of the old setup and have a lot less stress/vibration as well.

Question: Is castor oil still being used in nitro boat fuel and is it used as the main lubricant or just as a slight additive to the main oil mix found in many IC boat fuels?

Answer: Castor oil can be used/found in both nitro brand and custom gas boat two-stroke motors and in both manufactured and homemade boat fuels. Mainly found/made by model aircraft related companies that still market small bottles of quality/hobby-grade castor oil with the idea being that the modeller can add an ounce or two of the lubricant to whatever fuel he/she uses in their model boat engines.

Both petroleum and synthetic-blend two-cycle oils can have castor oil added to their makeup and this is mainly done to improve the fuel's total cooling ability as it passes through the power plant's inner workings. Castor oil can pull a lot of excess heat out of an engine via the outgoing exhaust gasses. On the downside this oil can sometimes create a lot of carbon build-up on/inside the engine's combustion chamber and outlet port openings that will demand a regular removal by the boater.

Also, when you do decide to add a bit of 100% castor oil in your boat fuel, always remember to give the container a good long shaking prior to transferring the fuel to your hull tank as castor can settle in nitro/petrol fuel a bit quickly especially when it's stored in a cold floor space.

Question: I still like to paint my IC hulls rather than use gelcoat coatings on the boat's outer surfaces as the 'colour', but recently it has become more and more difficult to purchase fuel proof paint in any form. If you do manage to locate fuel proof paint there's usually only a few colour options for sale. What are some possible alternative paints I might try on my boats that are fuel proof finishes?

Answer: Automotive paint with an epoxy topcoat is one way to finish your outer hull spaces as this combination can create a fairly good fuel proof coating. Epoxy paint will normally be a two-part

TIP OF THE MONTH

As a previously owned IC boat owner, I'm very aware of how difficult it can be to get together all of a hull's various paperwork, manual's etc. when trying to sell it. One method I learned about many years ago was to always try to group together a boat's paperwork in an extra-large sealable kitchen bag. Also, keep any additional items in a clearly marked cardboard box with some index cards with extra tech info as well.

This technique can help make or break the boat's selling process, as many boaters may not jump at the deal with only a bare hull present. So, consider this method of gathering information for when you're ready to let someone adopt one of your boats.



Kept together in either a large sealable kitchen bag or a cardboard box, a used hull's setup, manual and engine/radio manuals can be a deal-breaker when you're selling the boat



Since fuel contact is always possible on an IC boat using a fuel proof finish on your marine craft will ensure no staining on your freshly-coated vessel



Combining an automotive finish with an epoxy topcoat this race boat's finish/decals can holdup to fuel slippage, especially with a few coats of wax present on the boat

SILLY SEGMENT OF THE MONTH

Following the purchase of a large, ready-to-run gas monohull, a modeller soon appeared at his hobby dealership with the vessel. The complaint by the boat's owner was that the vessel ran great the last time he'd made it to the pond then following his usual service work to the hull the boat's 26 cc power plant had refused to start.

With some basic working knowledge of small IC engines the boater had noted that after removing the spark plug, no fuel residue was seen and no amount of choking of the carburettor's inlet would introduce any fuel mixture to the engine's combustion chamber.

After giving the RTR hull a quick look over, the hobby shop owner decided to remove the carburettor via its twin Allen head screws and after moving it away from the cylinder's intake manifold, the non-starting gremlin was found. A small piece of reinforced paper towel was clogging the carb's ability to move fuel into the cylinder as the rag, added by the owner to keep debris out of the engine, had been sucked-into/past the inlet and had blocked fuel flow into the cylinder.

Removing the compressed towel, bolting-on the fuel-mixer and re-purging the carburettor got the boat's engine running again after only four yanks of the starter rope. Result, happy boat owner!



Sucked-into the engine's intake manifold, this piece of heavy-duty paper towel was put there to keep debris out of a gas hull's engine, but unless it's removed before attempting to start the power plant, it can end up ruining your day at the pond!

product, which means you'll need a suitable spray gun and safe area to apply it as well. Rattle-can automotive and epoxy coatings are also available, so you can generally find them at auto parts houses and some hardware outlets.

Some IC boaters use auto engine paints as they normally are fairly fuel-resistant, but colour choices can be limited in this range of finishes.

Once you have applied your chosen colours to the outer hull/hatch areas some additional fuel contact protection can be formed by both polishing and heavily waxing the finish, and we'll be discussing this very subject in detail in an upcoming Powerplug column.

Question: On occasion my boat's throttle linkage will get very difficult to work smoothly. I keep both the rod ends lubricated and the link arm itself running correctly from the servo to the carburettor's throttle shaft lever arm. Any ideas?

Answer: Without seeing your boat's throttle arrangement I can only recommend checking the rubber sealing grommet's condition and/or exchanging your linkage ends to ball joint-style connectors. An old/stiff rod grommet can sometimes cause the linkage to bind up as can the lack of oil or grease inside its yellow area. Try running the control system and see if the grommet works smoothly with the rod/linkage. If there's still a problem after you've lubricated the grommet then replace it.

As for the suggestion of the switching-out of the linkage's end connectors, these will provide the most bind-free junction between your throttle servo and carburettor arm and also give you the ability to adjust each connector easily on the linkage. For larger nitro/petrol boats, choosing the biggest strongest ball joint you can locate is recommended to holdup to the stresses found on the boat's larger/stressed control rods.

Question: With the limited space for mounting hardware on my new gas outrigger hull, I need to know the actual/best placement point for the propeller strut, rudder bracket, etc. Nobody at my boating site or hobby shop has a similar boat. Where can I find some information on the boat's transom layout specs?



Positioning all of the required drive/control gear on a new hull may demand some feedback from either the boat's builder or anyone online with the same boat in his/her fleet

Answer: When in doubt, I'd attempt to locate/contact the outrigger's builder, as the folks who designed and built the marine craft will be able to help you pinpoint the hardware's best mounting locations. Online forums can sometimes be a great help with this type of IC hull question, even to the point of showing the right placement points via good

images (not phone photos).

In past Powerplug columns your writer has attempted to include images of different IC hull transom setups to help the modeller determine the best spots for the control/power parts, so checking past issues of MMI could yield some help for those in the process of bolting-on components. Talk to you next time. **MMI**

TRICK OF THE MONTH

On the same theme talked about this month concerning the joining of a new deck/hull combination there's another technique to the usual spring clamps or tape used for this chore. Following a serious shunt at a recent race event, I witnessed a racer who had to do a quick re-glue of his monohull's deck/hull seam and his chore was done using five-minute epoxy and short pieces of regular PVC plumbing pipe.

Yes, you read that correctly. Instead of spring clamps or duct tape our modeller secured the damaged hull joint via a couple of PVC pipe 'clamps' made by simply cutting a slot along the pipe's length. Asked where he got this idea the racer replied he'd seen it done on a woodworking TV program and thought it would also work well on his boats.

Different diameter sections of this basic plastic water pipe would serve as clamps for whatever bonding you might encounter at either the lake or back home on your workbench. So, you might consider using that bit of leftover plumbing material on your next IC hull build.



Simple deck/hull clamps can be formed from leftover sections of regular PVC pipe with a cut along their lengths, which will then provide a strong clamping force along the new deck/hull seam

SCALE SCENE

IAN HAS SOME MORE HINTS AND TIPS FROM WAY BACK WHEN

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

Last month I promised you some more hints and tips and here they are. Firstly, another version of a strip cutter for cutting strips of thin wood for deck planks. I showed a rough and ready plank stripper last month, but this version is a bit more sophisticated! Hopefully the diagram will give the basic idea, but a bit of explanation won't go amiss.

When I first saw this idea the front plate was glued to the main block and a razor blade was fixed to it with drawing pins. Although this did work quite well it was obvious that the tool could be improved and made even more useful. The thickness of the front plate controls the width of plank that can be cut and the height of the rebate and the position of the blade determines the depth of cut. By putting bolts through both the main block and front plate, and providing the front plate with vertical slots, adjustable cutting depth can be achieved. Variable plank widths can be achieved by using wooden spacers between the main block and front plate. Or you could use washers as long as you don't over tighten the bolts.

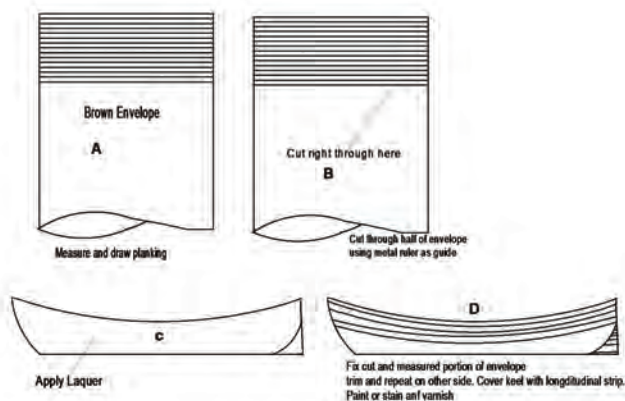
Having said all that, the tool is so easy and cheap to make that you could make a new one every time you wanted different plank sizes. I substituted a Davids razor plane blade for the double-edged razor blade and found it to be more robust. If you are just going to make a tool for a one off job and don't need it to be adjustable, use small screws and cup washers to secure the blade instead of the original design's drawing pins.

Safety Note: don't forget you are dealing with a sharp razor blade, take all necessary precautions. Perhaps tape over the exposed part of the blade during use.

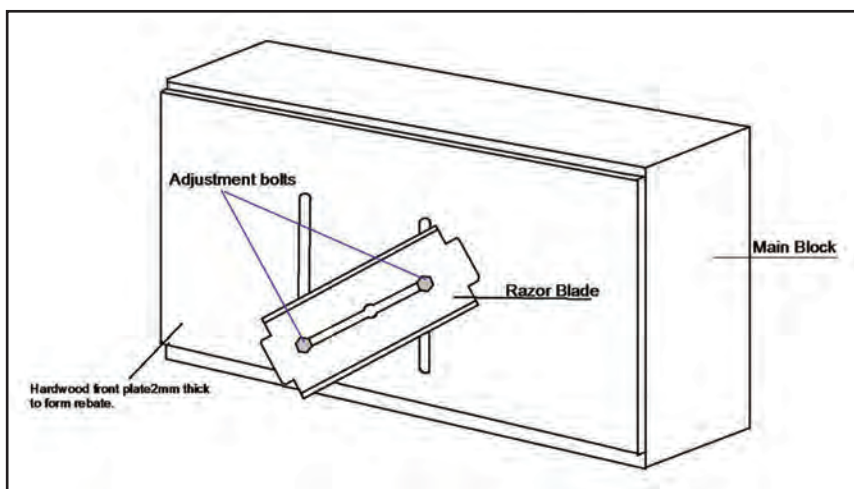
BROWN PAPER PLANKS

Here is a simple method of simulating planking on small vacuum formed lifeboats and dinghies as supplied in many kits. It can be a bit fiddly at first but is really easy once you get the hang of it, very effective too.

Use a brown paper envelope, a steel straight edge and a modelling knife with a new sharp blade. Simply mark out horizontal lines to coincide with the required planking. Then carefully cut along the lines only half way through the envelope, i.e. only the top layer of paper as in A and B on the diagram. When you have enough



Paper planking



Adjustable plank slicer

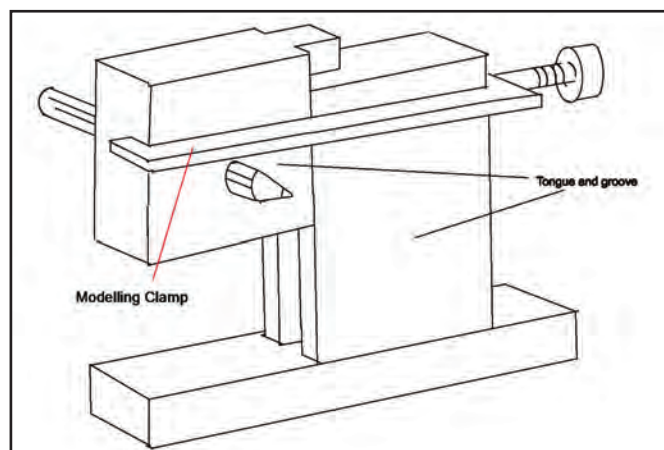
planking make the final cut go right through the envelope and remove the pre-cut planking.

Apply clear lacquer to the boat hull and carefully apply the portion of envelope to one side. When completely dry repeat on the other side. The planking will need trimming and I found it easier to complete and trim one side before applying the other side. It's up to you whichever you find easiest. When dry and secure, paint or stain and varnish as required. I have used this method a couple of times it works well even on small boats. The double skin of the envelope makes it easy to handle the 'planks' without tears or going out of line.

T&G WATERLINE MARKER

A while back I did a piece in Scale Scene about marking waterlines and showed some ways to make devices for marking waterlines easily. Well I forgot this one! This is an elegant yet simple version of the waterline marker and certainly much better than simply using wooden blocks with a pencil held on with rubber bands. The diagram should be self-explanatory and it is simplicity itself to construct.

It is made from tongue and groove wood which is easily obtainable and you should be able to get an offcut from a local Joinery shop or wood merchants. It is simply held with a modellers G clamp, which serves both to clamp the two moving parts together and if pushed down (or up) against the pencil, will hold that firmly in place too.

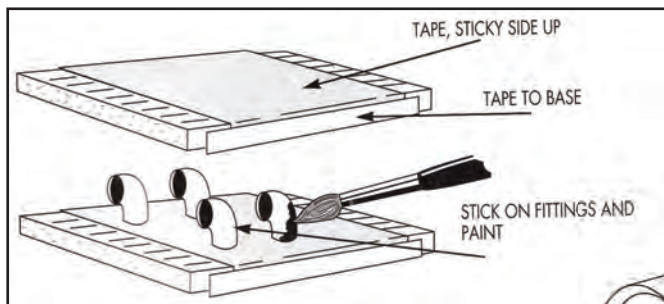


Adjustable waterline marker

STICKY PARTS (NO COMMENTS PLEASE!)

Here is a simple but very useful and effective tip for holding lots of small and difficult to hold parts when painting. Prepare a piece of scrap wood by covering one side with low tack tape such as Scotch Magic Tape or Masking tape. The tape has to have the adhesive side up, so you will need to find a way of holding the tape to the wood. I usually just overlap the wood at either end and use tape on the edges to hold it all together as per the diagram. You could use double-sided carpet tape, but this is really too sticky, so you will have to 'de-tack' it by pressing it against your trousers or similar lint free cloth.

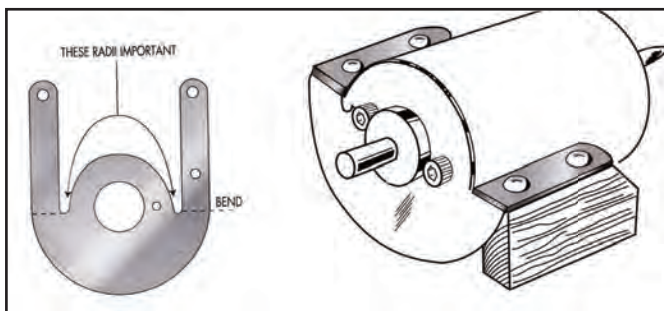
Stick the fittings to the base and spray or hand paint as required. When the paint is dry, the fittings are easily removed from the sticky tape. An added bonus of this method is that the bases of the fittings are paint free, which makes for more reliable gluing to your model.



Sticky fittings holder

CHEAP, EASY MOTOR MOUNT

I have made this type of motor mount several times over the years and it is simple to make with just hand tools, a drill, a junior hacksaw and a couple of files. Make the mount as shown in the diagram to suit the dimensions of your motor. I usually use 1.5 mm aluminium sheet, which has a good balance between strength and 'bendability'. The radii as marked on the diagram are important to prevent the lugs from cracking. The completed mount can be screwed to wooden bearers and fixed to the hull as required. Simple!



Simple motor mount

CHEAP AND CHEERFUL SAIL WINCH

Now here is one for the sail enthusiasts, especially if you are building a big scale schooner or similar large yacht. Big powerful sail winches can be costly and if you are not building a racing yacht and don't need the precision of a high quality commercial type, then there is a more economical way of doing things.

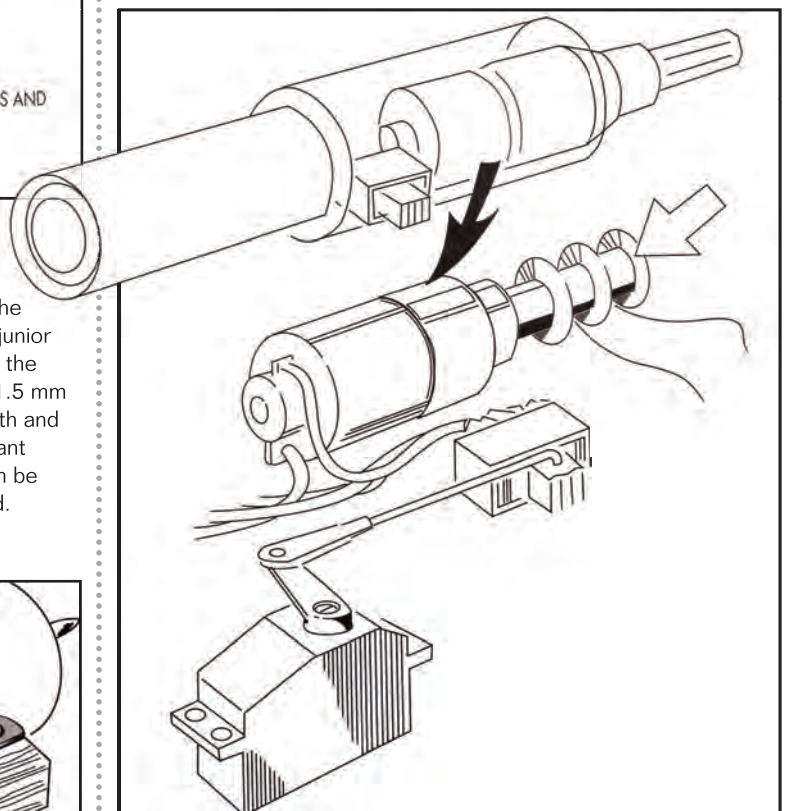
There are quite a number of cheap, cordless screwdrivers around. In fact Hobbyking do a 6 V one for under £7. This is quite small but has a rated 1.1 ft/lb of torque, which is useful. Also a quick search through eBay will turn up many items, new and used. The illustrations show the basic idea, obviously all screwdrivers will be different internally, but the basic principle would be the same.

All you need to do is strip the screwdriver and mount some pulleys on the output shaft as winch drums and connect the

forward reverse switch to a servo as shown. The other option for switching, and probably the best way, is to use two micro switches to achieve forward reverse movement. Limit switches could be fitted operated by the sheeting lines. Depending on the size of the donor screwdriver, the finished winch should be able to handle quite big sails and should be ideal for scale/semi-scale schooners and the like.

I should just say that all of the hints and tips I have shown you over the last couple of months especially have all been tried at some time or another and do basically work. However, often I have just given the basic outline of something, such as the sail winch idea here, and left you to flesh out the idea and I'm sure people will have come up with improved versions.

I have been into R/C modelling for a long time now and I am still finding out new things and learning new techniques. So, to that end I am asking readers to let me have their favourite tips or homemade tools. Even just a quick way of doing a certain job will be useful. So please do contact me on the email address in the header of this article if you have anything you would like to share. **MMI**



Screwdriver sail winch



Small cordless screwdriver from Hobbyking (see text)

PLASTIC KIT SCENE

I HAVE SOME NEW AND VERY INTERESTING MODELS THIS MONTH...

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



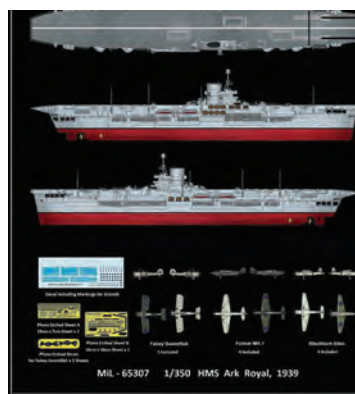
Merit HMS Ark Royal (courtesy Pocketbond)

MERIT MODELS

HMS Ark Royal

Model No.	65307
Scale	1/350
Length	69.6 cm
Beam	8.2 cm
Parts	550

HMS Ark Royal was commissioned in December 1938 and was in constant action from the start of the Second World War. From Norway to the South Atlantic and the Mediterranean she was there. She was heavily engaged in the hunt for the German battleship Bismarck and it was Fairey Swordfish aircraft from the carrier that managed to damage the Bismarck's steering with torpedoes; leading to her eventual destruction.



Ark Royal details (courtesy Pocketbond)

1/350 scale models that are available from any manufacturer. As far as I know it is the first time a Royal Navy plastic aircraft carrier has been produced in this scale. It is a very well detailed model; the hull is moulded in two parts with the flight deck in one piece. The parts come on no less than 31 sprues and there are four photo etched frets for added detail to the model. The aircraft for the flight deck are 5 Fairey Swordfish with P/E parts, 4 Blackburn Skua and 4 Fulmar MK1; all these should look great mounted on the deck. The kit includes decals for the carrier and the aircraft and a full, colour painting guide.

This is a great new model that fills the gap in range of 1/350 scale models and will be wanted by many modellers of Royal Navy vessels in this scale.

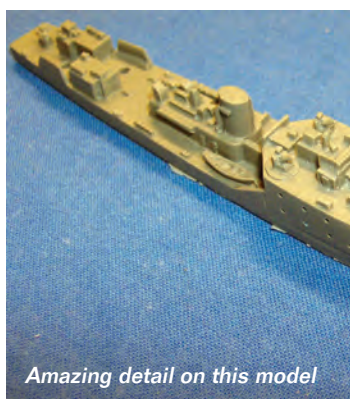
Full details can be found by visiting www.pocketbond.co.uk



Flyhawk aircraft set



The detail of the moulding is very finely reproduced



Amazing detail on this model



HMS Blackwood from MT

FLYHAWK MODELS

WW2 Royal Navy Aircraft 1

Model No.	FH 1129
Scale	1/700
Parts	138

plastic parts, plus P/E parts and decals

This set contains 4 Hawker Sea Fury, 6 Fairey Fulmar and 8 Fairey Swordfish aircraft. The detailing of all these aircraft is fantastic and is enhanced with the use of P/E parts on some of them. Decals are included with the set for all aircraft; these are well reproduced. A colour painting guide for the aircraft is on the reverse of the box. These will be of great use to modellers who want to add extra aircraft to any of their Royal Navy aircraft carriers in 1/700 scale. This is marked as Set 1 so there may well be more sets to follow in the future.

Further details of this set and the complete Flyhawk range can be found at www.flyhawk.com

MT MINIATURES

HMS Blackwood F78

Royal Navy Type 14 Class

Frigate	
Model No.	MTM037
Scale	1/700
Length	13.4 cm
Parts	1 resin hull and 3 white metal fittings plus decals

HMS Blackwood was a Type 14 anti-submarine frigate. She was commissioned in August 1957 and was decommissioned and broken up 21 years later in 1976. She carried a crew of 140 and was armed with 2 Limbo MK10 anti-submarine mortars and 40 mm Bofors guns and had a top speed of 27 knots.

The detail on this model is terrific; all the detail is cast on the one-piece hull, which includes the very small anti-aircraft guns that are mounted on either side of the rear of the bridge. The only parts to be added are 3 white metal components and the P/E railings and masts, and of course the decals. Once painted this model reveals the fine detail of the moulding. With very few parts to add it means you can concentrate on the painting straightaway. The assembly guide includes a colour picture of the finished model.



The Polaris class submarine

the front line of Britain's nuclear deterrent during the Cold War years. They could remain at sea indefinitely with the exception of the need to replenish food supplies. The last submarine was decommissioned in 1996.

This model shows the size of the real submarine when compared against other 1/700 scale submarines; it is huge! It comes moulded in black resin with optional white metal parts depicting the periscopes up or down. The detail of the missile launch tube area is very well reproduced. A coat of paint, a little weathering and dry-brushing and the model is finished.

This is the way to build up a collection of finished models very quickly. There is nothing worse than building a small model that takes months to complete; this one can be done in the time it takes the paint to dry.

I have been informed that a further three warships and two submarines will be added to the growing range of models that are available from MT Miniatures, so keep looking on their website for the latest news. When they are available I will be giving details here in my PKS articles. MT Miniatures has also informed me that they have moved and their new address is:

MT Miniatures, Unit 25, The Craft Centre, Storridge Road, West Wilts Trading Estate, Westbury, Wiltshire BA13 4HU. Full details of all their products can be found at www.mtminiatures.com

REVELL MODELS

Battle of Trafalgar Set

Model No.	05767
Scale	1/225
Length	40 cm
Parts	269

HMS Victory was the flagship of Admiral Nelson during the Battle of Trafalgar. It was on the deck of this ship that Nelson was shot and later died, but not before he had won the battle against the French fleet in October 1805. This gift set comes complete with a detailed scale model of HMS Victory; 6 pots of paint, glue and brush are all you need to complete the model in a basic finish. The set also comes with a bonus 60 x 42 cm Victory poster.

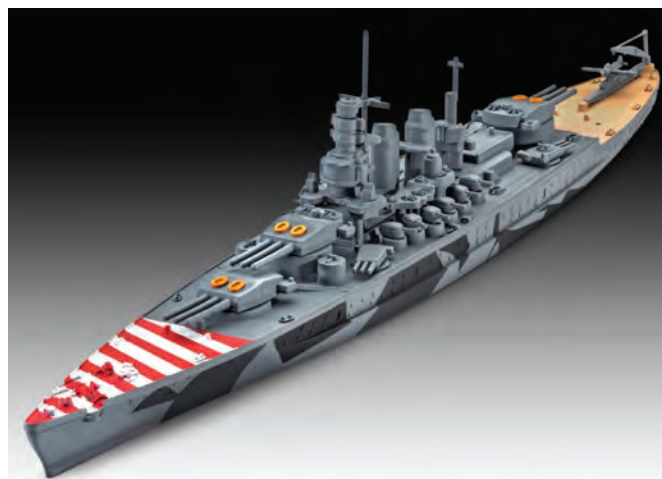


Trafalgar gift set
(courtesy Revell)

Polaris Class Submarine

Model No.	MTM040
Scale	1/700
Length	18 cm
Parts	1 resin and 2 white metal

The Polaris-class nuclear submarines first entered service with the Royal Navy in July 1968; they were in



The battleship Roma in 1/1200 scale (courtesy Revell)

RN Roma Italian Battleship

Model No.	05821
Scale	1/1200
Length	20 cm
Parts	40

The Italian Battleship Roma was commissioned in August 1942. She was a Littorio-class battleship and was heavily armed with nine 15 in guns, triple mounted in three turrets. She also had a large number of secondary and AA guns. In September 1943 when the Italian armistice was announced she and many other Italian warships headed towards Malta to surrender but were attacked by German aircraft who launched guided bombs at the ships; the Roma was struck and sank taking many of her crew with her.

Another fine little model in the growing range of 1/1200 scale models from Revell. For its size it has lovely detail showing its full armament and includes two catapult-launched aircraft.

Military Ship Paint Set

Set No.	39073
Contents	6 x 5 ml paint pots



These paints are from their Aqua Colour acrylic paint range and the set includes the following colours:

1 x 57 Grey matt, 1 x 374 Grey silk, 1 x 76 Light grey matt, 1 x 371 Light grey silk, 1 x 09 Anthracite matt, 1 x 97 Metallic brass.

Revell Model kits are available from all good toy and model retailers. For details visit www.revell.de/en, @RevellGermany or facebook.com/revell
MMI

Revell new ship paint set

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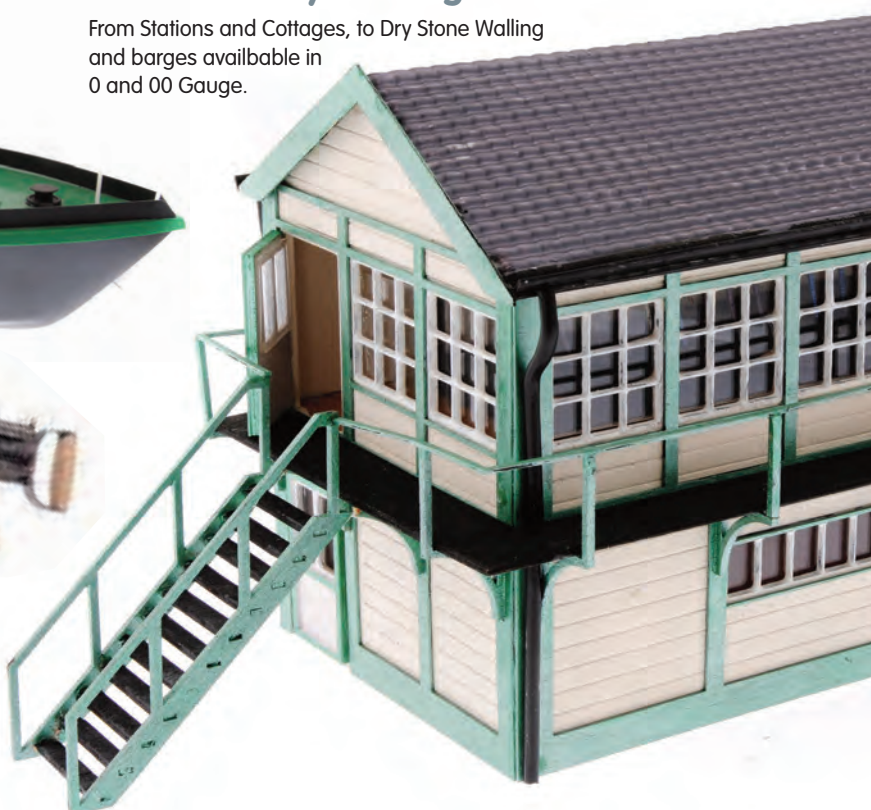


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LIVEWIRES

IAN CLEARS UP A 'RIGGER QUESTION AND REPORTS ON THE MPBA SPEED RECORDS (SAWS) EVENT'

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

Well I did say at the end of the last Livewires that if anybody had any questions to email me. Well I did get a question, but not one I was expecting. It was from an old customer of mine who said he had bought a couple of my rigger kits back in the late '90s and his question was about rear sponsons on riggers.

He said that whilst my early riggers had rear sponsons, he had noticed my later designs and many modern riggers didn't have them and he was wondering what the reason for this was. So I am having a go at explaining that here. The second part of this month's offering is a report on the 2016 SAWS event.

REAR SPONSONS, ARE THEY NEEDED?

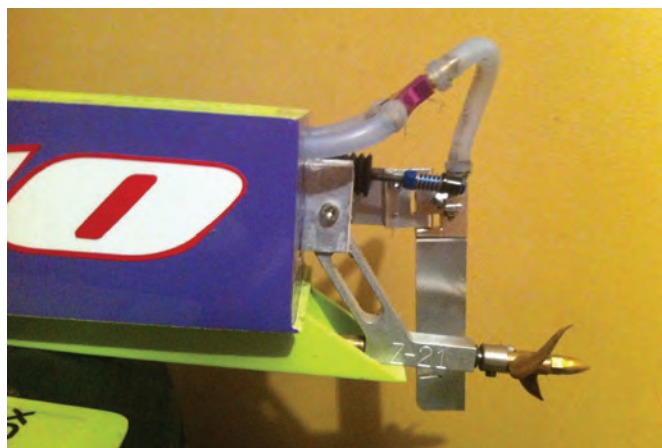
My earlier rigger designs all used full sized rear sponsons, but to be quite honest I couldn't decide whether they really improved the running of the boats or not at the time. Of course the set ups were different back in the days before brushless motors. Many riggers in the UK were using geared 540 brushed motors and this facilitated the use of bigger props than we use now on direct drive.

Although most of my later designs, including the new Talisman, no longer have rear sponsons fitted as a matter of course, I have sometimes fitted them as a purely cosmetic fixture, because to my mind riggers do look much better with them on. The various photos and the diagrams show varying styles of rear sponson.

So, are they worth fitting and are they really needed? Well yes they can be helpful in certain situations. For example, if you are running direct drive with a small prop, the rear sponsons can help the boat get fully on plane quicker by helping to lift the rear of the boat during acceleration.

The same effect occurs during cornering when the boat scrubs off some speed in the turn and the prop starts to sink, the rear sponsons can help by supporting the back of the boat and not allowing the prop to submerge too much and load up the motor. This of course does have several benefits:

- 1) It means that the current draw does not rise too much, protecting both battery and motor.
- 2) It can mean that as the prop is not having to heave the back of the boat up onto the plane at every corner, you will be able to accelerate away quicker.
- 3) It is quite often possible to reduce lap times by throttling down during cornering!



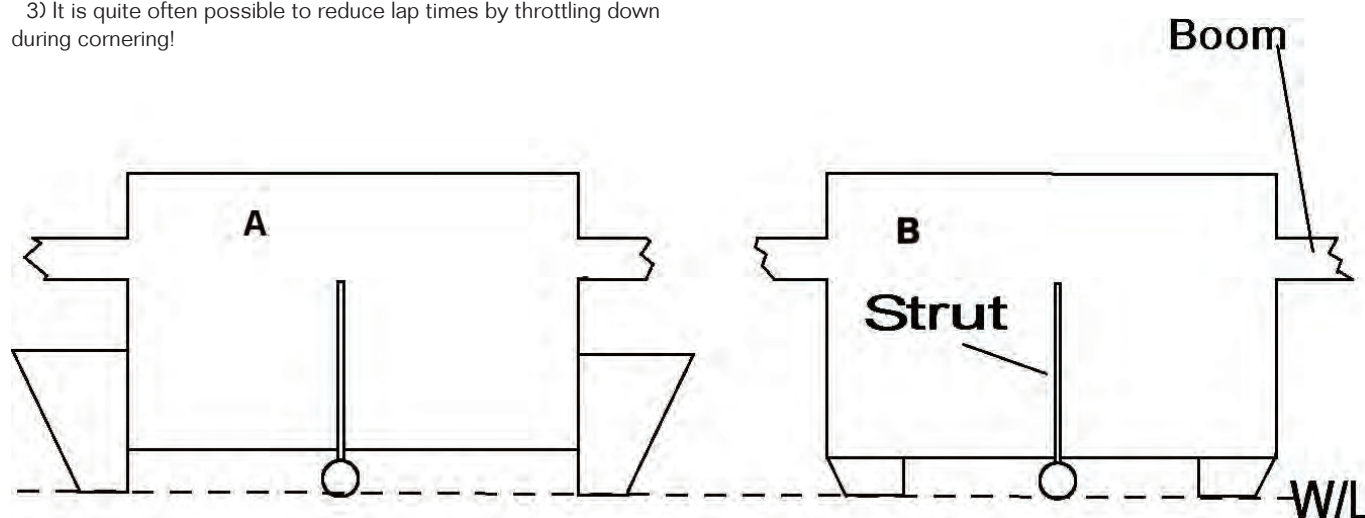
JAE rigger, note the extended 'ski ramp' mentioned in the text



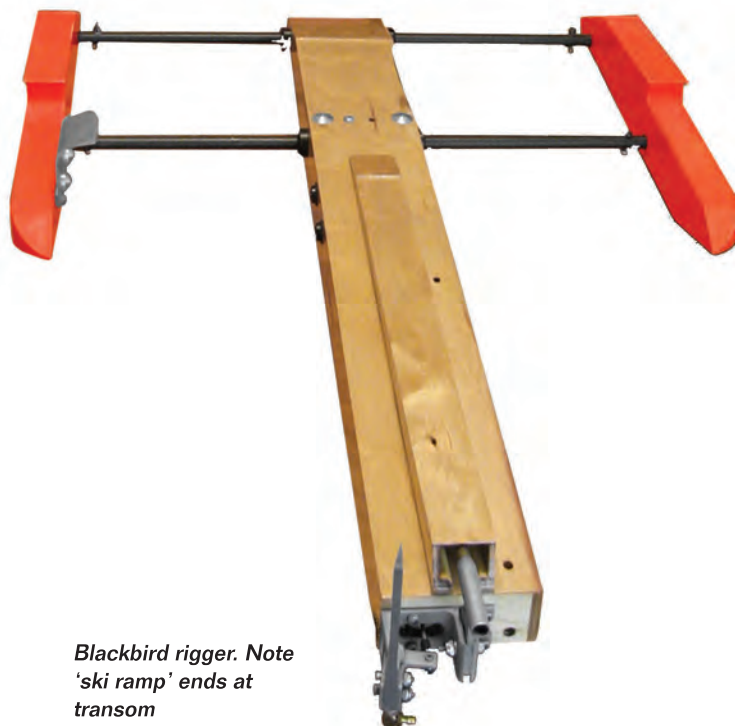
The back end of an unknown make of rigger, with oddly configured rear sponsons and a 'ski ramp' and wings!

How does point number 3 work I hear you asking? It's simple if you think about it, if you have a boat which consistently slows in corners because it drags its back end, the temptation is to keep the throttle wide open coming off the straight in an attempt to carry the speed through the corner. This approach does work sometimes, but not all of the time and inevitably, things will go wrong at some point; spinouts, flips and crashes are the usual results.

If on the other hand you are confident in the ability of your boat to carry its speed through the corners because the prop will not over immerse, you can often reduce the throttle opening at the end of the straight coming into the corner. The boat should stay



Basic rear sponson configuration (see text)



Blackbird rigger. Note 'ski ramp' ends at transom

on the plane round the corner without losing too much speed, thus allowing you to corner in a more controlled fashion and then accelerate smoothly and quickly back up to full speed. You will be able to steer a tighter line, much of the risk of spinning out, flipping etc. is greatly reduced, you will usually lap much quicker and you will probably enjoy the experience of racing more!

If all these benefits are available just by adding rear sponsons, why don't all riggers use them as a matter of course? Well naturally nothing's that simple. Not all boats will need sponsons whatever the conditions. With boats which run large props, such as those with geared drives it is often found that the prop itself supports the back of the boat perfectly well in most conditions without the need for the rear sponsons. Even with small props, if you are lucky, you can find that the design and set-up of the boat is such that the boat doesn't 'tail drag' in most conditions.

I have been lucky with my designs in as much as they seemed to take the transition from large prop to small prop without the need for extra sponsons. Although I must admit that the smaller of the two early 12-cell riggers (the original Talisman) did respond to the fitting of small wedge type rear sponsons under the rear of the tub as in diagram B, rather than full sponson as in diagram A, with a small improvement in cornering ability in flat calm conditions.

The way I generally set up rear sponsons, if I use them, is to fit them so that when the rigger is travelling normally in a straight line, the sponsons don't touch the water so as not to cause drag. When the rear of the boat sinks down for whatever reason, the rear sponsons then come into play providing lift and support. Phew sounded a bit like a Bra salesman there!

Another way of achieving similar results to rear sponsons is the 'ski ramp'. If you look at the photos you will see why it is called that. Basically it is a sloped box covering the prop shaft as you can see. The idea is the same as with the rear sponsons, to help to get the prop on plane as quickly as possible. How well this works when cornering I'm not sure, but the basic idea certainly works on some designs but not on others.

One of the photos shows the ski ramp on a Blackbird IC rigger. As you can see, the ramp ends at the transom but the popular JAE designs use an extended ramp which projects past the transom (see photo). The idea behind this is simple, as you all know, a three point hydro runs on three 'suspension' points; the rear edges of the front two sponsons and the prop. Extending the ski ramp beyond the transom allows the rearward suspension point to be the rear of the ski ramp thus removing the need for the prop to provide lift as well as forward propulsion.

At least that is the theory; whether it makes that much difference in practice I'm not sure. The designers of the JAE range of riggers certainly think that it works and it certainly seems to for those designs. I have tried them in the past without any obvious improvement to my designs.

So to answer the question why do most modern FE riggers run without rear sponsons compared with earlier designs? I guess one of the major factors is the reduction in weight of modern boats due to the lighter weight of LiPo cells. As an example, a Hydro Two 12-cell pack (14.4 Volts) of NiMH cells would weigh well over a kilo, whereas a 4S (14.8 Volt) LiPo pack will be less than half the weight, with much better capacity and, as a bonus, much lower cost. So the lighter weight means that less effort is needed to get the boat up on the plane and keep it there.

THE MPBA FES SAWS EVENT 2016

This was held on the 24th of April at Dearnford Lake, near Whitchurch in Shropshire, where it has been for the last few years. Last year the weather was not conducive to setting records as it was windy and the water was rough. Unfortunately it was the same this year, with choppy water and a strong breeze. However, like last year we managed to set a new record and break some old ones, one dramatically so! There weren't as many entrants this year as last; I think they must have seen the weather forecast!

As usual I travelled down with my mate Keith Mallam and a goodly selection of boats. I had brought my little 14 inch mini cat in an



My little mini tunnel going for it in the rough



Rob Physicks' L4 mono, L2 cat and mini cat



Keith Mallam's L4 and L6 cats with my L3 rigger and L4 cat in the background

attempt to increase the miserable 15 mph I had set for the class record in rough water last year. Also the new Talisman rigger, set up for the L3 class with a nice meaty TP motor installed and my Apparition cat with 3200 KV motor for the L4 class.

Keith had brought his Hydro 1 race boat set up to run in L2, his L6 rigger and both of his ProBoat cats. The Mystic 29 which is the current MPBA champion in the Cat class, and set the L4 speed record in 2015, was again set up for the 4-cell L4 tunnel class, whilst the Blackjack 29 was set up for the L6 (six cell) class.

As I will explain later, we mainly had good luck, coming back with three records between us, but there were bits of bad luck too, more later... At least all the boats came back in one piece, a bit of a miracle considering the weather.

The wind was a bit changeable for the first part of the day and there were windows of opportunity where the water wasn't quite as rough, but it never flattened out enough to be really suitable for record-breaking attempts.



Keith's L6 and L2 riggers



Paul Upton Taylor's battered and much modified 84 mph L6 rigger



The huge NEU motor in Paul's rigger

Poor John Croyden seriously damaged one of his boats when it clipped the end of the jetty. The boat ended up minus the point of the bow and with all the internals, motor cells etc., having broken free and moved to the front of the boat! I don't think anyone else suffered major damage but there were lots of little breakages in the rough water.

I lost a good prop when, attempting to go faster with my L4 cat late in the day. The breeze dropped momentarily so I went for it. But as soon as the boat got to the end of the course, the wind got up again and whipped the water into a miniature version of the North Sea! The boat had an immense cartwheeling moment and when it landed it was right side up but with no drive!

When the rescue boat brought it back I was expecting all sorts of damage but all that had happened was that I had lost the prop. On its first run earlier in the day the boat had broken the existing L4 tunnel record by 7 mph with a conservative Octura X640 prop. I knew that there was more to come from the motor so I had fitted my 'good' prop, a de-eared and cupped X642. Unfortunately this is the one that disappeared!

Having had his 2015 record broken, Keith went about regaining it, but ended up only 0.6 mph short of the new record. He did make up for it later by breaking the L6 tunnel record by 0.3 mph!

I did run my little mini tunnel and although I knew it to be quite a bit faster than last year it was defeated by the rough water. As it was bouncing around so much I had to use less than full throttle just to keep it right side up. But nevertheless did manage to break the old record by a little. I didn't manage to get a run from my L3 rigger as it lost the shaft with another good prop. That TP motor has ferocious torque!

There was a new record set for L2 tunnel by Rob Physick at a decent speed for the conditions and David Harvey managed to increase the L3 rigger record by 4 mph. The star of the show, however, was undoubtedly Paul Upton Taylor with his scruffy old

RESULTS FOR RECORDS DAY 24/04/2016

Mini Tunnel 3S

Ian Williams	17.14 mph new record (old record 15.873 mph)
Rob Physick	11.31 mph

Mini Mono surface 3S

Martin Harvey	26.5 mph
---------------	----------

Mini Rigger 2S

David Harvey	25.27 mph
--------------	-----------

Tunnel L2

Rob Physick	34.49 mph new record (no old record)
-------------	--------------------------------------

Tunnel L4

Ian Williams	47.94 mph new record (old record 40.816 mph)
Keith Mallam	47.31 mph

Tunnel L6

Keith Mallam	48.91 mph new record (old record 48.88 mph)
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Rigger L3

David Harvey	50.59 mph new record (old record 46.53)
John Croyden	37.68 mph
Peter Lockhart	35.01 mph

Rigger L4

Peter Lockhart	48.07 mph
----------------	-----------

Rigger L6

Paul Upton Taylor	84.26 mph new record (old record 59.68 mph)
Keith Mallam	61.05 mph
Rob Physick	57.47 mph
John Croyden	56.92 mph
Peter Lockhart	56.00 mph

Mono Surface L3

John Croyden	47.07 mph
--------------	-----------

Mono Surface L4

Rob Physick	42.73 mph
-------------	-----------

Mono Surface L6

Peter Lockhart	46.53 mph
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Please note that this is not a complete list of competitors. I have only included boats that registered a time. Sorry to those I've missed out.



Compare and contrast 2. Paul with the rigger in 2016. Same boat totally different appearance



Compare and contrast 1. Paul Upton Taylor with the rigger and Wilkinson trophy in 2014

L6 rigger. He managed to increase the old L6 record by 25 mph, a good achievement at the best of times, but given the conditions, nothing short of miraculous!

I called the boat 'tatty' and if you look at the photos you will see what I mean. This is because the boat is quite old now and has been modified (and repaired) many times. It started life as a JAE rigger built for the 6-cell Hydro 2 oval racing class and gradually morphed into its current form. I have included two photos of Paul with the Wilkinson Sword Trophy, one from 2014 and one from this year, and although it's the same boat, you can see the considerable difference in appearance.

Another photo shows the huge motor he has shoehorned in. It is an American NEU motor 1527/1d 2300 KV motor controlled by a Castle Creations Mamba Monster XL ESC. The boat runs a 2.5 mm wire drive and the record run was done using an ABC 1514-17-45 (2) CLL prop.

Given the fact that the conditions weren't great, the boat was very stable and there is definitely more to come given better running conditions. I think Paul may need to build a new boat, but with the setup he has I don't see why he can't get nearer to the magic 100 mph mark. We may need a bigger lake though!

Despite the weather I think everyone enjoyed themselves (until it started to get really cold) and it was pleasing to note that even given the conditions most people managed to increase performance over last year's event, even if they didn't manage a record.

I would once again like to thank David and Martin Harvey for all their hard work in organising and running the event.

One final thing, The Editor and I were talking recently about the speeds that electric boats were achieving and given the fact that many waters used by FE boaters are in public areas and will inevitably have ducks, swans and other water fowl on them, it would be a VERY good idea to take another person with you if you are testing or even just fun running. That way they can spot the wildlife for you and perhaps prevent you hitting a bird.

At the speed some of the boats are going, you probably won't have time to dodge a bird and neither will the bird itself. One or two dead birds and it won't take long for there to be a public outcry. It wouldn't be long before councils were forced to limit or even ban the use of model boats on many of the lakes we use. So please do think about it and do be careful! **MMI**

VINTAGE CHATTER (PART 35)

IN THE BEGINNING – BRITAIN'S FLEDGLING R/C INDUSTRY

AUTHOR: DAVID WIGGINS

Hello there. It's some time now since our Editor suggested I write a short introduction to the post-war beginnings of the British model trade specifically relevant to the very first commercially made engines and radios of E.D. Ltd. Let's begin with their radio control gear...

Electronic Developments (Surrey), Ltd was the 'baby' of a man called Jack Ballard and, just like most other British post-war model start-ups, it was financed with a gratuity paid to him after leaving the armed forces in 1945. Best known today for its famous range of collectable and still very usable model diesels (see next month), the firm was, as the name suggests, actually founded to design and manufacture Britain's first commercial multi-channel radio control equipment and this it successfully managed to do quickly becoming the leader in its field.

POST WAR RADIO CONTROL DEVELOPMENT

In this endeavour Ballard was fortunate to find and employ the man who quickly established himself as Britain's principle expert in R/C design – a German/Jewish émigré called George Honnest-Redlich. I won't labour the point in what is of necessity going to be a very short piece but George's arrival in England had been somewhat unusual in that it is said he arrived by light aircraft 'crash landing' in a farmer's field in order to escape the Nazis. Having arrived he modified his surname by adding the 'Honest' before the Redlich in order to 'sound more English' and moved into the UK radio industry right away.

George was obviously well read in the R/C electronics art (such as it was then), and, via US journals like 'Grid Leaks', he knew of the rapid strides being made towards multi-channel control in the United States by innovators like E.L. Rockwood who was using a resonant reed system.

Under George's direction E.D. Ltd manufactured a small, ready-wired range of both single but, especially, multi-channel radios the latter using the still experimental electro-mechanical reed/relay system. The firm's first multi-channel set offered just 3 'channels' – a hand built, 3 spring steel reed comb (illustrated), was used to trigger 3 small electro mechanical 'relays' – and the set could be used in either a large aircraft, yacht or power boat to give right (relay:1), left (relay:2), and sequential speed control of engine throttle using the 3rd relay.

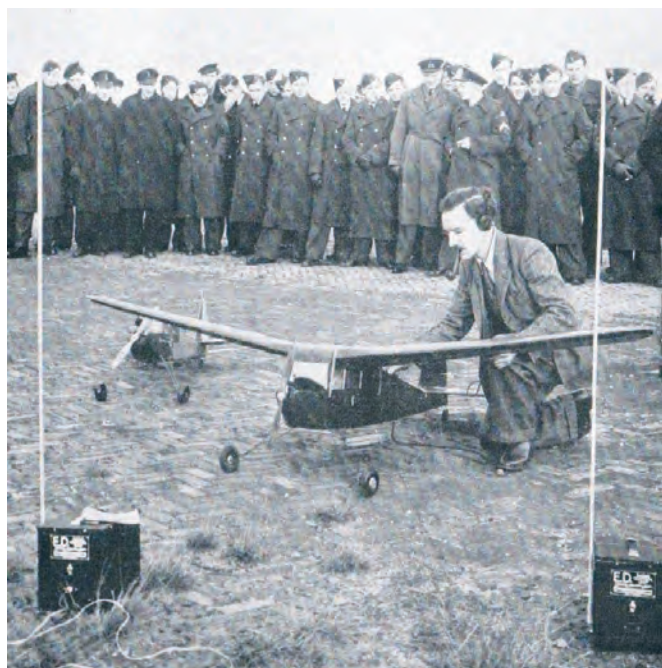
Especially notable is that all the minute windings for the companies 'bleep' relays and reed units were hand wound in house. In some respects E.D. had little choice as all electronic component supplies were scarce post-war.

To anyone new to R/C today this will all seem unbelievably primitive but, c1949, it was the most advanced control system available outside of the United States and it was hugely expensive (see Advert – over 20 pounds for a receiver only in 1955), to both purchase and keep operating.

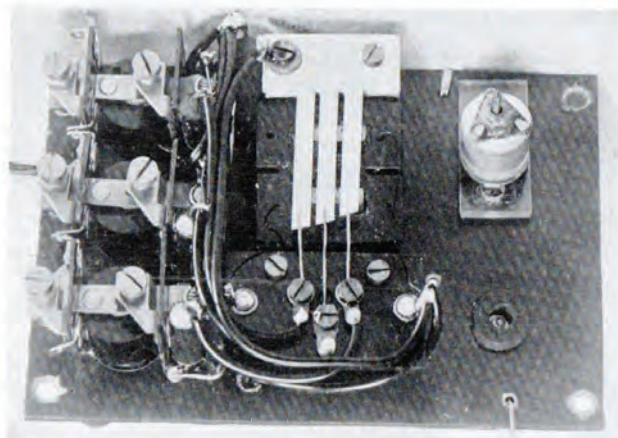
Single channel radios like the 'Boomerang' were a bit less expensive but offered just the one 'on off' remote controlled switching action allowing sequential rudder only.

It cannot be stressed too highly that, immediately post-war, a readymade R/C set of any type let alone one with modulated (AM), multiple channels, was both a frighteningly expensive purchase and a major challenge to set up, adjust, keep tuned and working and to use. No wonder it was all bank managers and retired army officers then!

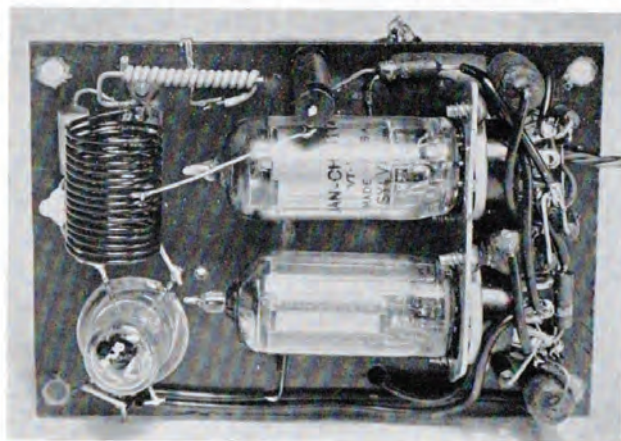
R/C then was a long way from becoming the every man's choice that it is today which is why specialist organisations like the International Radio Controlled Models Society (the IRCMS), were set up to try to demystify and clarify how R/C worked to the



E.D. radio engineer Mr George Honnest-Redlich demonstrates E.D. gear c1949/50



Three-channel reed receiver. Only the "adjustable" components are mounted on top of the panel, the three relays, reed assembly and beehive tuning condenser. The three-valve receiver is mounted below the panel. In this particular case the detector valve was a 957 acorn. For use on the French 144 Mc band the tuning coil is then the only component to be changed. Weight and size of this receiver is well within the medium-sized plane range.



The first 3 reed, 3 valve, 3 relay multi-channel receiver. A British 'first' for E.D. Ltd

ordinary modeller. I can perhaps best illustrate the complexity of the first R/C sets by saying that, during the early fifties, E.D. Ltd were the only concern competent enough to manufacture an acceptably dependable multi-channel control in the UK all the others (Tele-Commander, Pathfinder etc.), limiting themselves to the much less complex single channel (on-off), carrier wave technology.



ABOVE & BELOW: A trio of original E.D. 1950s radio gear documentation

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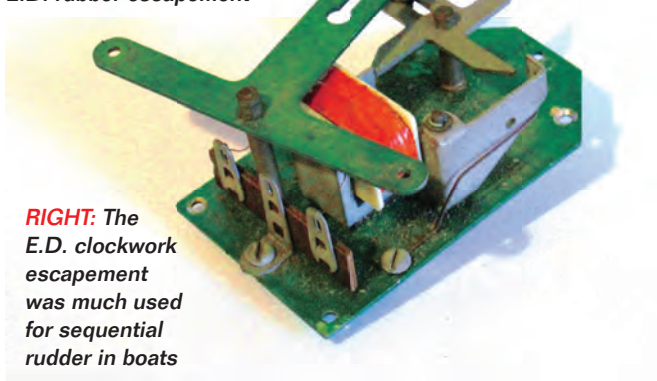
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ABOVE: A mint/boxed 1957 Transitrol receiver and a boxed E.D. rubber escapement

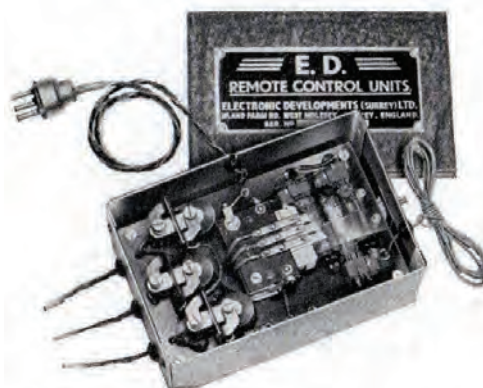


RIGHT: The E.D. clockwork escapement was much used for sequential rudder in boats

To handle one of these very early radios today is to enter into another world. Huge and heavy ground standing, high voltage, 'valve' transmitters with 8' high ex-army tank antennae and hand held control boxes with a multiplicity of keys, oscillator, wave-meter and 'tone' adjustments all to be made before every flight or sailing session, wide bandwidth receivers permitting one model operation only and with a huge number of dirt prone moving reed and relay contacts to clean and adjust, masses of short lived high and low

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A self-contained transmitter housing all batteries and with 8-foot sectional monopole aerial is supplied with a general purpose hand control box for three channel operation.

The receiver uses standard hard valves throughout with an average life of 3,000 hours.

Receivers are pre-tuned to the transmitter and once installed, there is no necessity for any further adjustment.

The receiver output will operate either escapement or electric motors.

Size 4 1/2" x 3" x 2 1/2"

Weight 9 1/2 ozs.

Range 1,000 yards approx.

voltage batteries, and a clockwork or rubber escapement or electric 'screwed rod' actuator for each service. Easy it was not!

And yet – within a decade of starting from scratch at the end of the War up to say 1959/60 massive leaps forward were being made by the company as they and designer Redlich introduced the first hand held 'multi' transmitters (Black Prince, Black Arrow), and the first partly transistorised (hybrid) receivers (Transitrol, Airtrol), and, bit by bit, they increased the number of reeds from 3 to 8 bringing true multi-channel capability to the R/C flying field (left/right rudder and/or aileron, up/down elevator and faster/slower throttle – almost full aircraft control), and pond at last.

Unlike the engine range (see next month), every single E.D. radio was designed and engineered by George Redlich – a hugely talented man who went on to own and run both REP (Radio & Electronic Products Ltd), and Ariel Electronics after his time with E.D. ended. Bearing in mind that his own REP firm took over the lead (Quadratone, Sextone, Octone and Dekatone etc), in British multi-channel from E.D. it is staggering to realise that this man dominated British radio control manufacture for so long.

Truly, George Honnest-Redlich can be said to have pioneered multi-channel control in the UK and his book, 'Radio Control for Models' (Harborough Publications 1950 priced 8 shillings and sixpence – my own copy is illustrated), sought to 'spread the word' and to share his first designs within the British R/C community.

I own very few original E.D. radio items but am able to illustrate here some original documents, as well as a mint/boxed and unused 1957 'Transitrol' receiver plus a couple of their escapements one each rubber and spring powered the latter being much used in boats.

Well guys, my times up I think. Enjoy the pictures! Next time we continue with this little potted history of E.D. Ltd to look at some examples of their model diesel engine line. Until then, adieu! **MMI**



George Redlich's seminal 1950 book on R/C with an E.D. Tx on the cover

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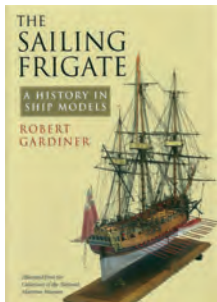
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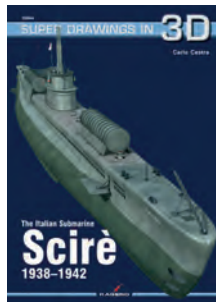
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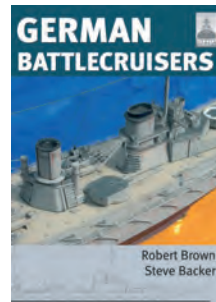
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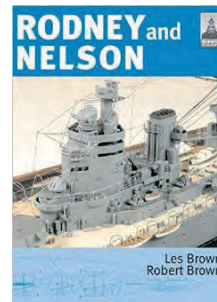
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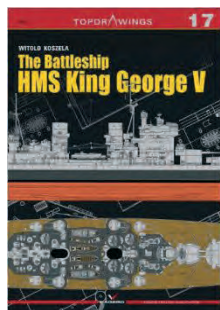
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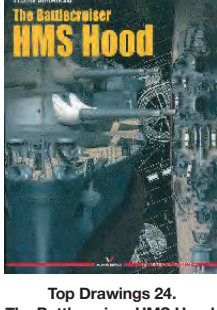
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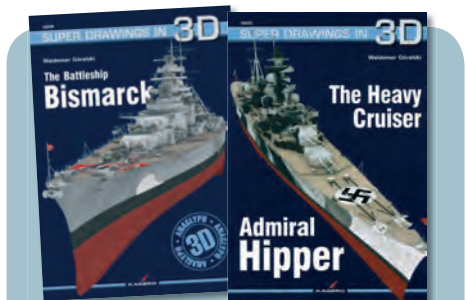
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BOOK REVIEW AND NEW PRODUCTS

THE MEDWAY QUEEN CLUB

The Paddle Steamer Medway Queen was used as a restaurant and nightclub on the Isle of Wight from 14th May 1966 until late in 1974. It built up an enviable reputation in the 1960s as the place to go and was host to numerous special occasions such as wedding receptions and celebratory parties. The history of the club was closely intertwined with that of the marina and, in the 1970s, with the paddle steamer Ryde Queen which was moored in the next berth.

The MEDWAY QUEEN CLUB

50th Anniversary 2016



Richard Halton

This year marks the 50th anniversary of the club (14th May), so that's the excuse for the book. It covers a period in the ship's history that we thought we knew about until the research got up to speed! This book concentrates on the human side of the story in the words of those who were there. Musicians, staff, management and visitors have all contributed memories and photographs. Mark Ridett, son of the owner at that time, has helped enormously and has written the Forward.

All thanks to the Isle of Wight press and an amazing response from those who remember 'The Boat' as it was known. Proceeds from the sale of the book will be donated to the Medway Queen Preservation Society.

Editor: Richard Halton

Pub Date: May 2016

RRP: £7.00 plus p&p

Format/Pages: hardback/64 pages

Publisher: Richard Halton 21 Lakeside, Earley, Reading RG6 7PG

www.medwayqueen.co.uk



The completed stern drive fitted in position

MERCUISER BRAVO ONE STERN DRIVE

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To learn more, go to www.shapeways.com/shops/marine go to 'contact designer' (top/centre of the page), leave your email address, and you will receive a complete parts list with drawings and recommendations on where to buy and how to build.



The size of the stern drive fits in one hand!

LINKSPAN MODELS

This new model kit manufacturer situated in the UK has been developing a range of kits that would be of interest to many modellers. One of the first kits is the ferry Free Enterprise V/Pride of Hythe, at 1:96 scale the completed model is 122 cm long with a beam of 20 cm. The kit includes a glass fibre hull, laser-cut styrene superstructure parts, etched brass detail frets, resin cast and 3D printed fittings, vac-formed lifeboats and funnel cap. Prop shafts and brass propellers, and sufficient wood strip and brass wire are also included together with detailed plans and drawings. For further details visit www.linkspanmodels.co.uk **MMI**

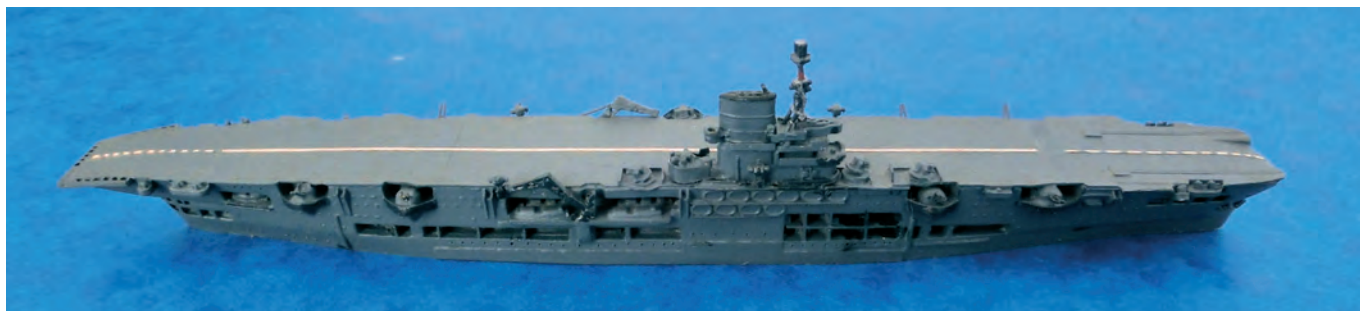


Linkspan's Free Enterprise V/Pride of Hythe

WATERLINES

AUTHOR: KELVIN HOLMES CONTACT: khwaterlines@btinternet.com

RN FLEET CARRIERS OF THE 1930S AND 40S – KELVIN DESCRIBES AND COLLECTS THE RN'S FLEET CARRIERS OF WW2



This month we look at the seven large fleet aircraft carriers which provided the backbone of the Royal Navy's (RN) carrier fleet during the 1940s. By way of an introduction, the RN's first aircraft carrier was a conversion of the 'large light cruiser' HMS Furious. In early 1917 she was given a flight deck forward; towards the end of 1917 a further flight deck was fitted aft with taxiways either side of the superstructure and funnel. A more extensive conversion adding a full flight deck took place between 1921 and 1925.

Tonnage was 28,500 full load and aircraft capacity 33. She was re-armed in 1939 giving good service until 1944 when she was retired. Next came HMS Argus; she was the former liner Conte Rosso converted to a flush deck carrier circa 1917. She was given bulges in 1925-26 and after a further refit in 1936-38 withdrawn from front-line service. Full load tonnage was 17,000 with about 20 aircraft embarked.

During the early 1900s two battleships were under construction for the Chilean Navy in Great Britain; Almirante Latorre, the more advanced of the two joined the Grand Fleet as HMS Canada whilst the incomplete Almirante Cochrane was purchased in 1917 and taken to Portsmouth dockyard for conversion to a 26,880 ton carrier. The ship entered RN service as HMS Eagle in 1923 carrying 21 aircraft. She was sunk by the U73 in August 1962 in the western Mediterranean.

HMS Hermes was the first RN carrier designed and built from the outset as an aircraft carrier. She was launched in 1919 and completed in 1924 – a little more haste and she could have beaten the Japanese Hoshio as the first in the world. On just 13,000 tons, initially she could carry about 20 aircraft but this was reduced to 15 when a second lift was installed; by 1939 this was down to 12, which usually were all torpedo-bombers. HMS Hermes was overwhelmed by aircraft from the IJN carriers, Akagi, Hiryu and Soryu, in April 1942.



HMS Formidable depicted by Argonaut



Wiking listed this model as HMS Illustrious but it more accurately represents with Implacable or Indefatigable

Argonaut 1/1250 model of HMS Ark Royal

Two more 'large light cruisers' – HMSs Courageous and Glorious – were converted to aircraft carriers in 1924-28 and 1924-30 respectively. On a full load (post-conversion) of 26,500 tons they could carry 48 aircraft. As carriers, both were very successful, however, HMS Courageous was lost to submarine attack (U29) in September 1939 and her sister-ship to the gunfire of the battle-cruisers Gneissau and Scharnhorst in June 1940.

This group of six ships, which are further described in Waterlines Revisited #1 (a free download from Traplet), represented the end of the first phase of to some extent experimental construction – all the lessons learnt were reflected in the next ship HMS Ark Royal and the subsequent 'Illustrious' class comprising HMSs Illustrious, Formidable and Victorious (First Group), HMS Indomitable (Second Group and my father's ship in 1945-46) and HMSs Implacable and Indefatigable (Third Group). The three groups represented an evolution of the design as described in the table opposite.

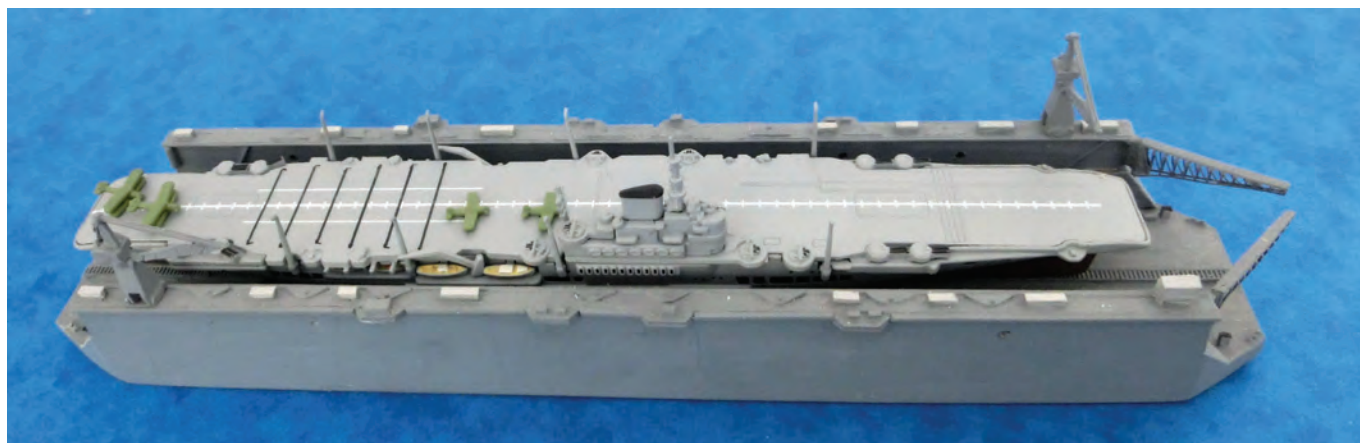
Designed within the constraints of the London Naval Treaty, which limited her to a maximum displacement of 23,000 tons, HMS Ark Royal (actually 22,000 tons) featured huge upper (568 ft by 60 ft by 16 ft) and lower (452 ft by 60 ft by 16 ft) hangars serviced by three lifts and was able to accommodate, in theory, 72 aircraft. When fully loaded her displacement rose to 27,720 tons. The long flight deck initially permitted simultaneous landings and take-offs, the latter facilitated by two BHL accelerators (later often referred to as catapults). A portable barrier could divide the deck into two and arrestor gear was fitted. In fact heavier and larger aircraft



Atlas full model HMS Ark Royal in a plastic sea



Neptun 1/1250 HMS Indomitable



Kriegsschiffe full-hulled model of HMS Illustrious in Mountford's Southampton drydock converted to AFD 11

Ship	Builder	Laid Down	Launched	Completed	Fate
Ark Royal	Cammell Laird	9/1935	4/1937	11/1938	Sunk 1941
Illustrious	Vickers-Armstrong	4/1937	4/1939	5/1940	Scrapped 1957
Formidable	Harland & Wolff	6/1936	8/1939	11/1940	Scrapped 1953
Victorious	Vickers-Armstrong	5/1937	9/1939	3/1941	Scrapped 1969
Indomitable	Vickers-Armstrong	11/1937	3/1940	10/1941	Scrapped 1955
Implacable	Fairfield	2/1939	12/1942	5/1944	Scrapped 1955
Indefatigable	John Brown	11/1939	12/1942	5/1944	Scrapped 1956

required rather more flight deck (and hangar space) and indeed following trials typically about 60 aircraft were carried.

A heavy anti-aircraft gun armament of sixteen 4.5" guns supplemented by six multiple 2pdrs (6 by 8) and eight multiple .5" (8 by 4) was fitted.

HMS Ark Royal served with the Home Fleet, in the South Atlantic in 1939, the Home and Mediterranean Fleets in 1940 and with the Gibraltar based Force H in 1941 from where she deployed in the hunt for the German battleship Bismarck in May when her Swordfish damaged the German ship leading to its ultimate destruction. Sunk by U81 in late 1941 she was never fitted with radar although the aircraft homing beacon is prominent in pictures and models. Aircraft embarked included in 1939-40 26 Swordfish and 24 Skuas, in 1940-41 30 Swordfish, 12 Skuas and 12 Fulmars and in 1941 36 Swordfish and 18 Fulmars (this info and similar below mainly from www.fleetairarmarchive.net).



HMS Ark Royal circa 1937



Neptun model of HMS Victorious



A camouflaged HMS Formidable



HMS Indomitable with Howe and Victorious probably with the British Pacific Fleet



HMS Illustrious post-war with the modernised bow



HMS Implacable of the Illustrious class – Third Group

For the next class, also bound by the Treaty, the design imperative shifted from aircraft capacity to an ability to withstand attack from 1000 lb bombs. Thus the 456 ft by 62 ft by 16 ft hangar was made an armoured box and the 3" armour of the hangar roof extended the length and breadth of the flight deck. Two lifts were installed fore and aft just beyond the ends of the box. The first of a new accelerator type, the BHIII, was installed in HMS Illustrious and these were fitted in the remainder of the class and the later Colossus class. At 36 hangar aircraft capacity was rather less than

that of HMS Ark Royal.

The First Group of the Illustrious class (displacement 23,307 tons, full load 28,619 tons) were built to this design although prior to completion the decision had already been made to modify the fourth ship, HMS Indomitable (24,680/29,730 tons), adding a lower half-hangar aft with thinner side armour but increasing aircraft capacity to 48; she was also some eleven feet longer. The upper hangar (416 ft by 62 ft) was reduced in height to 14 ft although the smaller lower hangar (168 by 62 ft) was 16 ft high.



HMS Victorious with Albacores on deck

For the final pair (Third Group) the hull was lengthened again (by a further twelve feet) and both upper and lower hangars increased in size to 456 ft by 62 ft and 208 ft by 62 ft respectively for a loss of 2 ft of internal height (14 ft vice 16 ft) on both. Only six additional aircraft (for a total of 54) were carried as the forward half of the lower hangar was mainly used for accommodation and storage. Indeed the lower hangar was only served by the aft lift.

As the war progressed greater use was made of deck parking and outriggers such that the first four were handling 54 aircraft and the last two over 80. For the first two groups gun armament on completion comprised sixteen 4.5" dual-purpose guns, six multiple 2pdrs (6 by 8) and eight single 20 mm. In the third group the 20 mm were increased to 37 in HMS Implacable (27,000/32,110 tons) and 40 in HMS Indefatigable (27,700/32,800 tons). Construction of the last two was delayed as priority was being given to the building of escort vessels.

On completion in 1940 HMS Illustrious deployed to the Mediterranean where in November her Swordfish carried out the attack on Taranto that sunk one Italian battleship and severely damaged two more. The following January she was heavily damaged by air attack eventually making her way to the USA for repairs. With the work lasting until November she operated thereafter mainly with the Eastern Fleet until 1945 when she then joined the Pacific Fleet.

Post-war she was modified altering the flight deck fore and aft (see picture) after which she served as a trials ship, troop transport and in 1952 as an operational carrier embarking Fireflies and Dutch Sea Furies. She was laid up in 1954 and scrapped three years later.

During her wartime career aircraft embarked (additional source Warship Profile #10) included in September 1940 15 Fulmars and 18 Swordfish, in September 1942 25 Martlets (US Wildcats), 6 Fulmars and 15 Swordfish, in July 1943 28 Martlets and 18 Avengers, in January 1944 24 Corsairs and 21 Barracudas, in May 1944 24 Corsairs and 18 Avengers, in June 1944 42 Corsairs and 15 Barracudas and from November 1944: 36 Corsairs and 16 Avengers.

HMS Formidable served initially in the East Indies and Mediterranean where she took part in the Battle of Cape Matapan in March 1941 where her aircraft which at that time comprised

some 33 Fulmars and Albacores torpedoed two Italian warships. Badly damaged by air attack off Crete in May she too went to the USA for repairs. These were completed by December after which her career took her to the Eastern Fleet (1942) Force H (1943), Home Fleet (1944) then the Pacific Fleet in 1945. By July 1944 she was carrying 16 Corsairs and 24 Barracudas. Post-war she was assigned to 'unmaintained reserve' in 1947 and was sold for scrap in 1953.

On completion in 1941 HMS Victorious, typically equipped with 33 Fulmars and Swordfish, joined the Home Fleet moving to the Pacific in 1943. The following year was split between the Home and Eastern Fleets after which she too joined the Pacific Fleet where her air group comprised about 50 Corsairs and Avengers. She was placed in reserve in 1947 although re-activated the following year. Commencing in 1950 she was virtually rebuilt at Portsmouth dockyard when she was fitted with an angled flight deck, modern radars and two BSIV steam catapults.

HMS Indomitable followed a similar career pattern to her sister-ships namely the Home Fleet (1941, 1942-43, including Force H), Eastern Fleet (1942, 1944) and Pacific Fleet in 1945. Aircraft embarked included in November 1941 9 Sea Hurricanes, 12 Fulmars and 24 Albacores, in August 1942 31 Sea Hurricanes and 24 Albacores, in February 1943 40 Seafires and 15 Albacores, in June 1944 24 Hellcats and 24 Barracudas and in December 1944 29 Hellcats and 21 Avengers. She was modernised in 1950-1951 and served until 1953; she was scrapped in 1955.

The last pair was assigned initially to the Home Fleet moving to the Pacific Fleet in 1945. In May 1944 HMS Indefatigable was carrying 24 Seafires, 21 Barracudas and 12 Fireflies and by November 40 Seafires, 21 Avengers and 12 Fireflies. In August 1944 HMS Implacable was equipped with 24 Seafires and 24 Barracudas increasing by March 1945 to 48 Seafires, 21 Avengers and 12 Fireflies. HMS Implacable went into reserve in 1950 but was used as a training ship from 1952 to 1954 and scrapped the following year.

There were plans to modernise her as per HMS Victorious but this was abandoned when the costs of this project increased way beyond budget. HMS Indefatigable had a similar post-war career to her sister ship leaving service in 1954 and going for scrap in 1956, both restricted by their small hangar heights.

WATERLINE MODELS

The first small-scale models of HMS Ark Royal were probably those by Bassett-Lowke (in 1/1200) and Wiking Modelle (in 1/1250). Since then the ship has been issued in 1/1200 by Superior (in the USA – www.alnavco.com) and Ensign (UK) and in 1/1250 by Argonaut (AR-94) and Neptun (N1114). There was also an excellent Airfix 1/1200 version and finally the 1/1250 full hull version from Atlas.

For the Illustrious – first group there are generic class models from Eaglewall, Ensign and Superior plus specific models AR-95 HMS Illustrious, AR-1075 HMS Formidable and N1112 HMS Victorious. The latter ship, post-modernisation, has been produced by Mountford, Skytrex Triton and Anker. A full-hulled HMS Illustrious is available in the 'DeAgostini Kriegsschiffe' range. HMS Indomitable is N1112a, HMS Implacable Hai 300 and HMS Indefatigable N1111.

Finally, Wiking Modelle's plastic Illustrious in fact depicts a ship from the third group. Plenty of scope for a variety of deck loads too and all the aircraft needed can be found at www.magisttermilitum.com (Magister Militum, Unit 4, The Business Centre, Morgans Vale Road, Redlynch, Salisbury SP5 2HA. Tel: 01725 510110).

For further reading 'British Aircraft Carriers – Design, Development and Service Histories' by David Hobbs (2013) is strongly recommended; also 'Task Force 57' by Peter Smith for an account of the British Pacific Fleet in 1944-45. **MMI**



HMS Indefatigable post-war



HMS Indomitable in camouflage

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WOODPACK AND PLAN AVAILABLE

WEE NIP

Designed by: Graham Bantock
Fits Strathclyde 70 Class and also features in Traplet Video showing construction and trimming/sailing tips. Modest cost and simple rig makes it ideal club or school project.

Plan product Code: MAR2966 Was £16.50 / **Now £12.37**
Woodpack product code: WP2966 Was £29.99/ **Now £22.49**
Video available separately: Product Code DV504 - **£9.99**

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WOODPACK AND PLAN AVAILABLE

CHOUPETTE

Designed by: Bernard Retif
Choupette. A chine hulled open launch for steam power. Designed as a first model to enable rapid construction of the most practical hull for steam operation.

Plan product Code: MAR2560 Was £13.50 / **Now £10.12**
Woodpack product code: WP2560 Was £77.99/ **Now 58.48**



WOODPACK AND PLAN AVAILABLE

SG&K 22' GENTLEMAN'S RUNABOUT

Laser cut wood pack for this very attractive runabout, designed for river use hence the flat bottom which was to help reduce wake.

Plan product Code: MAR3509 Was £16.50 / **Now £12.37**
Woodpack product code: WP3509 Was £15.99/ **Now £11.99**



WOODPACK AND PLAN AVAILABLE

BARB'S BOAT

Designed by: Clark Salisbury

A modern sports runabout boat designed for simple construction with a laser cut woodpack available (WP3550) or a set including both plan and woodpack (SET3550). Easy access to the motor, battery and running gear. The seating can accommodate 4 passengers of suitable doll size to give a scale authentic look. BEAM: 30 cm LENGTH: 64 cm SCALE: 1:6

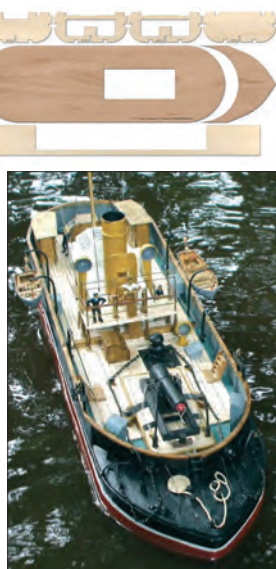
Plan product Code: MAR3524 Was £13.50 / **Now £10.12**
Woodpack product code: WP3524 Was £32.99/ **Now £24.74**



WOODPACK AND PLAN AVAILABLE

HMS CRANE

Designed by: C Halliwell
The Flatiron Gunboats were a product of the "Fortress England" movement and were designed to protect the harbours and coastal areas. With a relatively low silhouette they were difficult to locate from long distances by enemy warships. This relatively simple design, a 2 sheet plan, can be made as detailed as the builder requires but the basic hull construction can be made easier with a laser cut woodpack of the frames and deck.
BEAM: 16 cm LENGTH: 58.8 cm SCALE: 1:48
MOTIVE POWER: Twin electric motors
Plan product Code: MAR3524
Was £13.50 / **Now £10.12**
Woodpack product code: WP3524
Was £32.99/ **Now £24.74**



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VICTORIA

Designed by Clive Halliwell
Semi scale Princess Class river gunboat. Balsa and ply construction. Model 765mm length and 150mm beam with electric motor. at 1:48th scale so can use available commercial fittings
Difficulty ●○○○
Ref: MAR2900
RRP: £11.50 + p&p
Now: £10.35 + p&p/s&h



RCNS WHISTLER

Designed by Eris Kennedy
Semi-scale Canadian Restitouché class destroyer at 1:144 scale 780 mm length and 90 mm beam for 280/380 electric power balsa and ply construction.
Difficulty ●○○○
Ref: MAR3111
RRP: £11.50 + p&p
Now: £10.35 + p&p



BLITZ

Designed by Hal Harrison
A semi scale model of a proposed class of light cruiser for the German Navy in the Second World War. Balsa construction. 2 sheet plan.
Difficulty ●●○○
Ref: MAR3420
RRP: £13.50 + p&p
Now: £12.15 + p&p



MARIE JOSEPH

Designed by Andre Moreau
A freelance Brittany Coast fishing boat, drawn to 1:16 scale. Model size is 87cm length and 15cm beam.
Difficulty ●●●○
Ref: MAR2389
RRP: £13.50 + p&p/s&h
Now: £12.15+ p&p/s&h



BLUEBIRD 11

Designed by Jim Pottinger
Cruising motor yacht built 1938 by G L Watson the last of three for Sir Malcolm Campbell. Two sheet plans show all hull lines and super structure. For experienced modellers as no construction information is included.
Difficulty ●●●○
Ref: MAR2904
RRP: £18.99 + p&p
Now: £17.09 + p&p



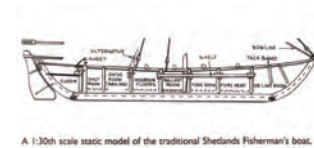
FLYING PHANTOM

Designed by Jim Pottinger
Model size 765mm loa by 200mm beam. Two sheets plans of full size data frames and outline. No model construction details.
Difficulty ●●○○
Ref: MAR2310
RRP: £18.99 + p&p
Now: £17.09 + p&p



BLOODHOUND

Designed by Barrie Griffin
Built for the Royal Navy by Vosper in 1937 for short range work due to her limited accommodation. An ideal relatively quick build project.
Difficulty ●●○○
Ref: MAR3382
RRP: £13.50 + p&p
Now: £12.15 + p&p



SHETLAND SIXTERN

Designed by Bryce Robertson
A 1:30th scale static model of the traditional Shetlands Fisherman's boat with plan on one sheet giving a number of sketch details of fittings. Sail also included.
Difficulty ●●○○
Ref: MAR2288
RRP: £18.99 + p&p/s&h
Now: £17.09 + p&p/s&h



PACIFIC BUCCANEER

Designed by Jim Pottinger
Detailed plans on two large sheets for the 1996 Ulstein built anchor handling and towage ship. Main plans at 1:66th scale 945mm loa and 218mm beam with additional data suited to experienced modeler. No model construction information.
Difficulty ●●●●
Ref: MAR2849
RRP: £18.99 + p&p
Now: £17.09 + p&p



WHY NOT?

Designed by John Spencer
A ply chine One Metre class yacht easily and cheaply built. Designed for club racing at low cost. Excellent club project as plans shows all hull panel templates full size as well as the usual fin and rudder profiles.
Difficulty ●●○○
Ref: MAR2401
RRP: £18.99 + p&p
Now: £17.09 + p&p



POCAHONTAS

Designed by Andy A Team
Reconstructed lines of the classic 1936 Mclass design by W.J. Daniels. Body sections shown full size with reduced lines for planking and building notes.
Difficulty ●●●○
Ref: MAR2489
RRP: £13.50 + p&p/s&h
Now: £12.15 + p&p/s&h



PRIDE O'FIFE

Designed by Findlay Drynan
Scale model steam trawler for electric power on two sheets, the second of which gives all hull lines.
Difficulty ●●○○
Ref: MAR2396
RRP: £18.99 + p&p
Now: £17.09 + p&p

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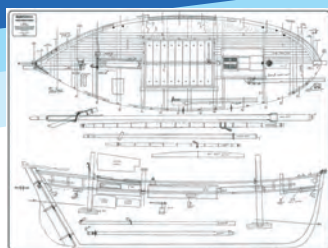
KEY TO DIFFICULTY RATING

To help you choose the right plan, we have rated each one from one to four, which reflect the difficulty or the amount of experience you will need to understand the drawings.

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

Traplet Plans & Parts Shop Introduce

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



Manx Nobby

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

Plan (3 sheets)

Product Code: DAP005 - £19.99 + p&p

Hull

Product Code DAH005 - £125 + p&p

Plan & Hull

Product Code: DASET005 - £132 + p&p



Ibbex (Brixham Trawler) - David Alderton

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

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

Plan (4 sheets)

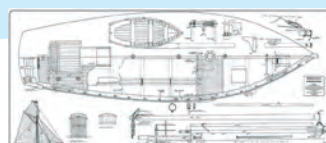
Product Code: DA004 - £19.99 + p&p

Hull

Product Code: DAH004 - £113 + p&p

Plan & Hull

Product Code: DASET004 - £124 + p&p



Hilda 2 (Bristol Channel Pilot Cutter) - David Alderton

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

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

Plan (4 sheets)

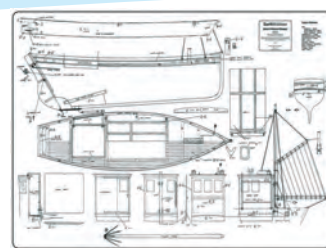
Product Code: DA003 - £14.99 + p&p

Hull

Product Code: DAH003 - £125 + p&p

Plan & Hull

Product Code: DASET003 - £132 + p&p



Lindy Lou (Mevagissey Fishing Boat) - David Alderton

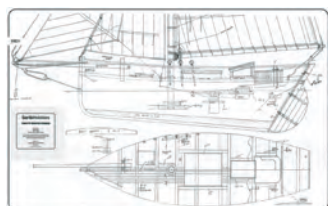
Lindy Lou was built in Looe, Cornwall in 1947 by Curtis & Pape, where she fished the local waters. She later moved to Mevagissey and is now used for charters out of Falmouth.

Plan (1 sheets)

Product Code: DA007 - £14.99 + p&p

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Katie (Gaff Rig Pilot Cutter) - David Alderton

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

Plan (3 sheets)

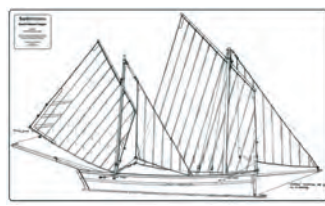
Product Code: DA001 - £14.99 + p&p

Hull

Product Code DAH001 - £101 + p&p

Plan & Hull

Product Code: DASET001 - £108 + p&p



Small Katie (Mevagissey Lugger) - David Alderton

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

Plan (3 sheets)

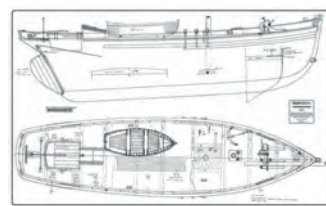
Product Code: DA002 - £14.99 + p&p

Hull

Product Code: DAH002 - £50 + p&p

Plan & Hull

Product Code: DASET002 - £57 + p&p



Marguerite (Bristol Channel Pilot Cutter) - David Alderton

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

Plan (4 sheets)

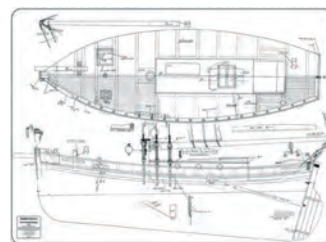
Product Code: DA008 - £9.99 + p&p

Hull

Product Code: DAH008 - £115 + p&p

Plan & Hull

Product Code: DAHSET008: £120 +p&p



Breeze (Bristol Channel Pilot Cutter) - Dave Alderton

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

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

Plan (3 Sheets)

Product Code DA006 - £14.99 + p&p

Hull

Product Code DAH006 - £125 + p&p

Plan & Hull

Product Code: DASET006 - £132 + p&p

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Aberthaw Fisher with heavy load on top of the roadway, the two 50 ton derricks have been removed at this time. The two yellow painted boxes aft of the superstructure are covers over the top of the two forward elevator rams (photo courtesy Mike Griffiths)



ABERTHAW FISHER

THIS MONTH'S FREE PLAN MAR 3748 IS OF AN INTERESTING AND UNUSUAL VESSEL USED TO TRANSPORT LARGE HEAVY OBJECTS FOR USE IN POWER STATIONS

AUTHOR: JAMES POTTINGER

With her sister ship, Kingsnorth Fisher, the Aberthaw Fisher was designed specifically to transport heavy indivisible loads such as transformers and stators associated with the construction of electricity generating stations. Ordered by James Fisher & Sons Ltd of Barrow-in-Furness and on long-term contract to the Central Electricity Generating Board they entered service in 1966.

These twin-screw ships with bow thruster are fitted with a large hydraulic lift in the main cargo hold, which works from the hold bottom to the vehicle deck level. After bottoming out at the bottom of the hold the loads could then be moved aft on rails to be stowed in the main hold further aft. When the lift is in the down position it is closed by a rolling hatch cover, when open it is stowed under the forward end of the large tilting platform which is capable of vertical movement by means of hydraulic rams at the forward and after



New Generation, formerly Kingsnorth Fisher, this shows the shape of the main Samson posts and cross beam, also access ladder to the top of the extension built on to the forward bulkhead of the superstructure (photo courtesy Brian Brady)



Another view with heavy transporter vehicles on the roadway (photo courtesy Brian Brady)

ends, and which has a separate adjustable link span with the outer end able to span the gap between the ship and quay.

The wheeled motor transporters carrying the loads could be pulled up the ramp and hence on to roadway by wire cable led to a winch positioned inside the superstructure at the forward end of the bridge deck (not shown on the plans).

The main lift is raised by four 15" diameter hydraulic rams, and the 110 ft tilting platform is supported on two pairs of 16" diameter rams having stroke of 16 ft at forward end and 15 ft at after end.

Hopefully this plan will appeal to model makers who would prefer to try something out of the ordinary and a more unusual type of vessel. The various unique features could make for an interesting and perhaps challenging model.

The Kingsnorth Fisher built by Hall Russell & Co Ltd Aberdeen, both taking their names from power stations.

Inspection of the lines will show a relatively shallow hull, and for a powered model afloat it may be advantageous to add a measure of extra depth in the hull whilst still basically conforming to the shape to ensure adequate stability in the water. Apart from that caveat the shaping of the hull should not present any problems whatever method of construction is favoured.

MAIN PARTICULARS OF THE SHIP

Length o.a 284 ft
 Length b.p. 260 ft
 Breadth moulded 53 ft
 Propulsion by twin screws, with propellers coupled to electric motors with current supplied by generators each driven by an 1100 bhp diesel engine
 Speed, trials 11.5 knots
 Aberthaw Fisher built by Ailsa Shipbuilding Co Ltd Troon, yard no 522
 Launched 18/2/1966
 1990 National Power plc (managers James Fisher) renamed National Generator
 1992 James Fisher & Co Ltd Barrow
 1996 Benguela Concessions Cape Town, (converted to mining vessel) renamed Moonstar.
 1997 Moonstone Diamonds (South Africa) Pty. Ltd. Cape Town
 10/2000 to Alang, India breakers



Aberthaw Fisher with two heavy loads on trailers with the lorry attached resting on the roadway, proceeding underway on the Clyde (photo courtesy Paul Stratthdee)



Aberthaw Fisher under way with transporter vehicle on the roadway, the starboard guide post and ramp hoisting posts are evident aft (photo courtesy WSSPL)



Aberthaw Fisher with a large load positioned on the forward end of the roadway. The roadway, the adjustable roadway after guideposts and ramp hoisting posts are prominent on the after deck (photo courtesy WSSPL)

To gain access to inside for the power plant the whole bridge deck assembly could be made to lift off, this would result in a fairly long propeller shaft. Otherwise an opening could be made in the deck in the area of the raised trunk deck with suitable seal under the long tilting platform.

Securing chains are fitted to control the longitudinal or lateral movement of the roadway when it is in the raised position (see scrap detail inset on Sheet 1). The top ends of the lifting rams are attached to the roadway by means of extended brackets on each side at the forward end and a pair of rams are also positioned at after end under the roadway proper. Any lateral movement during upward movement at the after end is controlled by the vertical roadway guideposts. The level of the extended link span is adjusted by hoists attached to the pillars at each side at the stern. **MMI**



Typical of the indivisible heavy loads handled by Edward Beck & Son Ltd of Stockport. Here seen backing up the ramp and hence on to the roadway, a wire cable from the winch at forward end of the bridge deck assists (photo courtesy Edward Beck)



Here we see the winch cable attached to the rear of the transporter truck (photo courtesy Edward Beck)



Stern view of Aberthaw Fisher, the after ramp in the raised position (photo courtesy Edward Beck)

MEETING POINT

RECENTLY VISITED EVENTS AND EXHIBITION REPORTS

2016 VIDELO GLOBE AT FRENESHAM POND SAILING CLUB – 9TH APRIL 2016 BY ROGER STOLLERY

12 Footy competitors from all over the country, along with Lark and Phantom dinghy sailors descended on FPSC for a day of open meetings in fresh and variable south-easterly and later easterly winds. Although it was sunny it was cold, particularly for those who capsized. The radio sailors did not have that problem, but these little 1 foot long boats were struggling for control in the strong gusty conditions and were down on their smallest rigs in the strengthening afternoon breeze.

One strong gust completely destroyed the club's gazebo, but fortunately it did not damage any of the boats or rigs. Such is the reliability of modern radio equipment that on average only one boat did not finish in each of the 16 races completed.

Racing Footys is a great deal of fun, because they are incredibly nippy, can turn on a sixpence and are marvellously responsive, weighing only about the same as a jar of marmalade! Sometimes quick reactions can cause the odd collision, but competitors know this and enjoy the immediate response of correction with a quick penalty turn. The amount of fun generated by this class is inversely proportional to its size!

By the end of the afternoon there were quite large waves and in one collision before the start of Race 14 Mike Ewart's rig clashed with David Wilkinson's rig and pulled it right out of the boat!

Wherever you were in this fleet of Footys there was always good competition to be found. In the morning the honours were shared between David Wilkinson sailing his ICE and Peter Shepherd sailing his FAT BOY SLIM with four wins each, but at lunchtime 'Mr Consistency', Peter Jackson, was top of the leaderboard with a score of 20 ahead of Peter Shepherd 23 and David 26.



Footys and dinghies about to start



Mike Ewart 36 takes the rig out of David Wilkinson's 46



David Burgoine 35 wins the start



Peter Jackson under perfect control in the gusts

All this was to change in the afternoon as the icy wind blew stronger and more parallel to the control area shoreline giving a true beat and run in big waves round the sausage shaped course with a windward mark, spacer and leeward gate. In these conditions and with his smallest rig Peter Shepherd was unbeatable with a run of seven wins. Peter Jackson continued to be consistent, but a run of seven seconds was not enough to beat his club mate.

At the prize-giving Peter Shepherd was presented with the beautifully made timber globe trophy and thanked Race Officers, Roger Stollery, Bryan Stichbury and the FPSC Model Yacht Group for running another good event. He hoped that next year the entry would be even bigger. Even at this event the Footys had more entries than either of the dinghy open meetings and of course the radio sailors got more racing!



Very strong gusts as Keith Parrott 31 and John Burgoine 35 approach the orange gate marks, whilst the 'Phantom' dinghies wait for their start beyond

The Novice Trophy presented to the top skipper who has not finished one of these open meetings on the podium, was presented to Sid Sims, who sailed well throughout the event to finish sixth and was seen going downwind at an astonishing speed in the big waves. His boat, like the winner's had a beautifully made balsa hull powered by a lightweight swing rig with 3 mm carbon spars and bin bag sails.



Winner, Peter Shepherd



3rd John Bourgoine

Results:

- 1st Peter Shepherd, Abington Park, Fat Boy Slim 19
- 2nd Peter Jackson, Abington Park, F Plan 27,
- 3rd John Bourgoine, Birmingham, Ice 42
- 4th David Wilkinson, Cotswold, Ice 45
- 5th Mike Ewart, Two Islands, Ice 52
- 6th Sid Sims, Birmingham, Fat Boy Slim 82
- 7th Keith Parrott, Frensham Pond, Ice 82
- 8th Graham Whitehead, Frensham Pond, Ice 93,
- 9th Frank Wood, Frensham Pond, Ice 95
- 10th Steve Hill, Frensham Pond, Supabug 103
- 11th Colin Robertson, Charne, Ice 135
- 12th Mike Hyland, Portsmouth, Carbon Footprint 168

M&S DISTRICT MARBLEHEAD INTERCLUB 2, GAMES 4 AT EASTLEIGH & DISTRICT MODEL BOAT CLUB – 17TH APRIL 2016 BY ROBERT HOBBS

On the 17th April Eastleigh & District Model Boat Club hosted the 4th Games and Inter Club Marblehead event at the Lakeside Eastleigh on a fantastic spring day, the sun was shining the birds were singing and 14 hopeful skippers from 5 clubs arrived in time for the 09:45 briefing. The wind was light varying from North East to North with a few holes, but blowing more or less down the length of the lake. OOD Robert Hobbs and his team of Danny Wilson, Mick Croxson, Robin Ancliffe and Alfred Flitney set a port rounding course of two long triangles.

Sixteen races were sailed with breaks between each set of four. We sailed one fleet of 14 yachts with the observing being undertaken by the host club members, which ensured that the skippers could concentrate on enjoying the cut and thrust of each race. There were two general recalls due to mass collisions at the pin end in the light airs and the remainder of the racing was conducted in a professional and sportsmanlike manner with any incidents being resolved quickly and amicably on the water. All the race equipment and the dinghy, used for buoy movement and yacht rescue, were arranged by Chris Wilson.

The racing produced an outstanding performance by Roger Stollery just amassing 21 points for the 16 races with 3 discards.

Skipper	Club	Yacht	Score	Number of Wins
Roger Stollery	Guildford	Uproar	21	First 7
Dick Jobbins	Eastleigh	Constellation	42	Second 3
Chris Wilson	Eastleigh	Scimitar	45	Third 0

Racing finished at 16:00 the results were calculated and the site tidied up and the top three skippers were presented with a bottle of wine and a potted Begonia each to take home. Roger Stollery thanked Robert and his team for running an excellent interclub event in a really friendly atmosphere.

There were 7 race winners and 9 designs of Marblehead taking part which is not bad for a class that was suffering from support a few years ago and is now flourishing with the continuing success of the Games series and a really good website,

www.marbleheadsailing.wordpress.com. This event usually demonstrates the biggest variety of designs than any other Marblehead event, not least because prolific local designer/builder, Chris Wilson always has something new and unique on show.

This year his 'SCIMITAR' design with its 'dreadnought' wave-cutting bow was fully tuned and going really well. John Cleave launched his new Stollery designed UPROAR at the event with a very clever unique swing rig by Graham Bantock from the 1990s. It is a cantilevered wing mast where the geometry of the yard fitting creates the automatic over-rotation necessary to give a really good airflow entry to the mainsail. One or two technical difficulties prevented John from showing its true potential until the last race, which he won easily.



John Cleave launching his new UPROAR 'SHUNT'



More of Chris Wilson's hull designs, with the latest one with a very full bow looked very interesting, but not yet finished



Designer/builder Chris Wilson's 'Dreadnought' bow on his 'SCIMITAR' performed very well

INTERMODELLBAU 2016, MESSE WESTFALENHALLEN, DORTMUND – 19TH TO 23RD APRIL 2016 BY KIM BELCHER

I first went to the Intermodellbau at Dortmund, Germany in 2010. Since then I have returned in 2012, 2013, 2014 and 2015. This year would, therefore, be my sixth visit and I was going to be visiting with Alan Poole, my good friend and the Secretary of the MBA-Dover. Having flown out on the Tuesday evening, easyJet from Luton Airport, we were ready for an early start on the opening day of the Show – Wednesday.

For those that have not been, it is a multi-discipline event with obviously marine modelling (Hall No.5), then model railways of all scales, static plastic kits and figures, radio controlled trucks and diggers, fixed wing aeroplanes, helicopters and quadcopters and motor racing, as well as buildings and architecture.



Alan stands and waits patiently as we arrive for an early start on the opening day of the Show



Siegfried Neumärker's cardboard model of the offshore, deep-sea working vessel, Simon Stevin, at a scale of 1:600



A further part of Siegfried Neumärker's display – all of these models are researched, created and printed, then built by him



The main part of the display of the Belgium MBV Model Boat Display Team, headed by Simon Weemaels. This year it was the turn of the Liberty Shipyard Kaiser in Richmond, California, 1944. Simon is in the white shirt to the right



Looking back at where I was previously, getting there before the crowds. All around the displays are information sheets detailing what is in front of you



A close-up, showing the detail and painting technique used on these 1:96 scale tugs

Added to all this is the vast number of trade stands and new technology, alongside the latest engineering machinery and 3D printers. Was I going to be disappointed – I think not!

As you entered the vast model boat hall (No.5) you came across the cardboard models. Now over the last few years I have been won over to this type of marine modelling. The Germans are so, so good at it. I spoke to my old friend Willi Hoster and also Phillip, Robert and Siegfried Neumärker. It is his models that I am featuring this year, as he, like others, makes and prints his own designs. He told me the overall time to make each one is divided into thirds – one to research the vessel, another to set-up the software and print it onto card and the final third to actually construct. His models are to a scale of 1:600, but most make them to 1:250.



Fabrication, fabrication, fabrication. The arc welders turned up on Friday morning – though I missed them!



There are dozens and dozens of stands like this one, which is a local club – Schiffmodellbau Phoenixsee Dortmund, visit their website www.schiffsmodellbau-phoenixsee.de, press translate and enjoy.

I have shown his model of offshore vessel 'Simon Stevin', flying under the flag of Luxembourg and built in Spain. She lays oil and gas pipes, does deep-water mining and is a fall-pipe vessel, working at depths down to 2,000 metres and is one of the largest vessels of her kind in the world.

I have also shown his SS Rotterdam, MSC Poesia – a cruise ship, the Maersk container ship 'Emma' and the Queen Mary 2. Go to www.kartonbau.de and visit the ships section and see some of the many other builds there.



Silver Star opens her pneumatically operated stern hatch to reveal the 'tochter boot'

My next 'port of call' was the stand built and manned by Simon Weemaels and his team. A Belgian model boat display team who build 1:96 scale working dioramas of key WW2 harbours and also landing beaches in Europe. This year it was 'Liberty Shipyard Kaiser – Richmond, California in 1944'. Radio controlled boats sailed around the harbour and when I went back on Friday – having taken my photos for this article – they had added four areas with 'arc welders' fabricating boat parts. Very effective and I now just need to see their depiction of Brixham Harbour, UK and I will have seen all seven of them. Maybe next year?



One gentleman takes the opportunity to explore the wealth of plans and construction photos of this early sailing ship build on the Arbeitskreis Historischer Schiffbau E.V. stand



Daniel Scislo's wonderful little sunken tug diorama, based on the 1/72nd scale Lindberg kit – see the text for full build details



An in build model of USS Robert G. Bradley FFG-49, a frigate at 1:48 scale, making it 298 cm in length. So far 4,600 hours of work has been completed by Thomas Matzer!

I can't help looking for the lifeboats and this time Michael Rüetzel and his team had their fleet of 1/10th scale DGzRS lifeboats to study. However, there was a superbly built 1/25th scale model of 'Hermann Marwede' the largest lifeboat in the German lifeboat fleet (46 metres). This had been scratch built from plans by Reiner Zapatka. It had taken 8 years to build – in all there were three boats to build – the main vessel, then its 'tochter boot' (daughter boat) and a RIB. She is powered by Graupner Speed 900s from a 16.8 Volt LiPo battery source. It has a sound system of original recordings featuring: start up, run, ship to shore radio, helicopter sounds, hydraulics, pumps and 'sea sounds'. Impressive!

Something Alan drew to my attention on the second day was a small diorama of a sunken tug. It was very novel. It was built by Daniel Scislo, who was not there at the time of my visit, but has since been in touch providing the wealth of detail that follows. The wheelhouse and superstructure are from a Lindberg 1:72nd scale tug, the hull and deck being scratch built from Evergreen plastic extrusions and sheet, likewise the rotten boardwalk wood is from Evergreen. The water is Envirotex, a reactive polymer compound off eBay in the USA. The waves are 3D gloss super heavy gel acrylic medium from Reeves (UK). The rust colour is from 'true-earth.com' and water based. The seashells were made by his wife from Fimo clay.

The real boat can be seen on YouTube – it's from the Arthur Kill ship graveyard by Jersey Drone and well worth a visit to view. Thanks Daniel.

The I.G. Yacht – Modellbau group had their luxury boatyard and marina on show again. Throughout the Show one of the large radio controlled boats – Silver Star – would move around the marina, open its stern, pneumatically operated, hatch and reveal the stowed 'tochter boot', then berth and tie up. A pretty impressive model and stand all round.



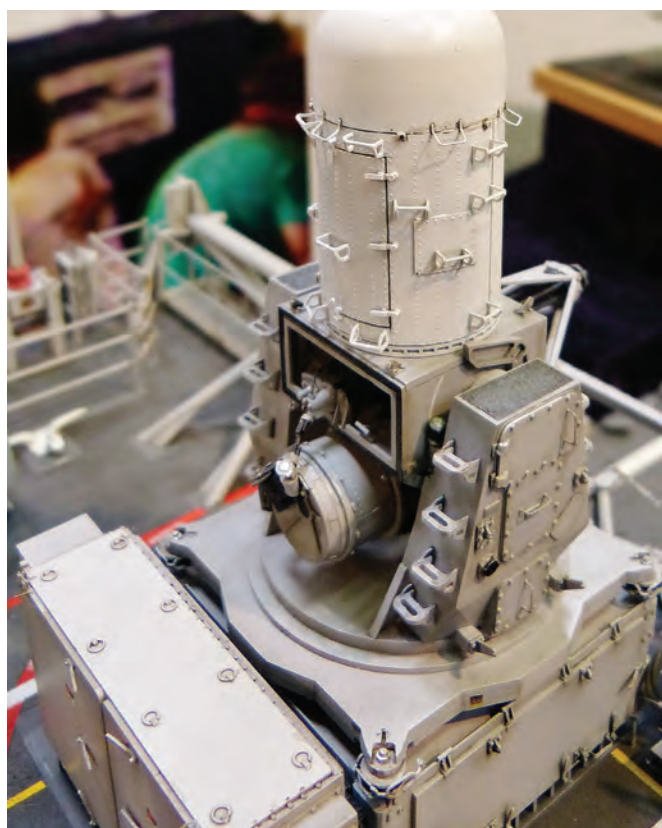
Crew working on the satellite dish on top of the superstructure amidships



Ventilation, steps, doorway and communication detail around the funnel room enclosure



Stupendous detail and paintwork to the area behind the funnel room enclosure, sporting a naval Gatling Phalanx Close-in Weapons System [CIWS] gun base



Further fine detail on the top section of the M61 Vulcan Phalanx CIWS 20 mm, six barrellled, radar-guided, naval Gatling gun

However, the star of the Show was quite definitely, for me, the stand by Thomas Matzer and his two Austrian colleagues, Michael and Richard and their two German friends Frank, along with Stefan, Ralph and Sven. The whole Interessen Gemeinschaft Scale Navy stand had been put together by the group and represented the hold entrance on an aircraft carrier. Either side of the doorway were glass shelves displaying figures, small dioramas and aircraft paraphernalia. Inside was a small pool, at waist level, where a crane lowered boats into the harbour, which even had a sunken and rusting car!

But for two days I had missed all of this as one's eyes were immediately drawn to the back wall and Thomas Matzer's 1/48th scale scratch built model of the Oliver Hazard Perry-class frigate USS Robert G. Bradley FFG-49, at 298 cm in length. This was an 'in build' model – just what I like – and the areas that had been completed were of the highest standard I have seen anywhere. The painting technique was just like that employed by the military modelling guys.

So far Thomas has spent some 4,600 hours working on it. I shall let the photos speak for themselves. Space dictates that I cannot show this model off to its best – maybe the Editor will allow a couple of pages in a future issue to do a small article on it?

Walking around the Show across the opening three days it was good to bump into old friends and acquaintances. There was Ian and Bob from Bryn Bach MBC, Jason and Nigel from Manx MBC, Ray from the Tamiya Trucking Group and members of the Peterborough MBC. They display each year and have their stand next to Ron's Deans Marine trade stand.



Is that real? The flight deck and bay entrance at the stern of Thomas Matzer's USS Robert G. Bradley frigate. Let it inspire you!



Reiner Zapatka's, 1:25th scale scratch built from plans, DGzRS lifeboat Herman Marwede with the stern helicopter pad, tochter boot and RIB

Well, as Alan and myself flew home Friday evening, two others from the UK arrived for Saturday and Sunday – Paul and Lee from the Southern Model Boat Display Team. It really is worth the visit. If you think the attendance is low in my photos that's because I take them very early or late in the day, to miss the crowds. There are some 18,000 visitors to the Show daily.

My lasting memory of this visit though, will be the walk into the town centre after our evening meal on the Wednesday, sitting down at an outside bar amongst hundreds of locals and watching the last 32 minutes of the football game between Hertha BSC and Borussia Dortmund! We saw the last two goals scored by the Dortmund side who won 0-3. Alan was enthralled, but he enjoyed the beer more!



All aight, Hermann Marwede entertains the visitors on the large indoor pool



A well-detailed and smart model of HNLMS Snellius IA-8021, a hydrographic survey vessel of the Royal Netherlands Navy. The figures just add the finishing touch



Something different – a colourful shot of a beautifully finished fishing vessel; I tried to get details and failed. Any information out there!

THE WEST MIDLANDS MODEL LIFEBOAT RALLY, DUDLEY WATER SPORTS CENTRE, DUDLEY – SUNDAY MAY 1ST 2016 BY KIM BELCHER

As I travelled up from the South East around midday on the Saturday and got onto the M42 motorway heading north, the weather forecast proved correct, rain, turning to snow, turning to heavy hail stones! By the time I reached Dudley everywhere was white – yet in the south it was glorious sunshine! Ominous for Sunday's Rally...

Early Sunday there were still remnants of snow in the gullies and it was pretty cold, with intermittent drizzle continuing through the day. I set off from my host's house down to the Dudley Water Sports Centre (a very modern and well equipped facility) and there we met up with the other organiser John. Both he and Rob have been organising this event for a few years now and on this occasion they had provided wedges of various cakes, tea and coffee through John's wife Jo, a BBQ through their very good friend John Whitehouse and a small jazz trio to entertain during the afternoon.

We set-up inside and outside while the local diving club (Dudley Dolphins) used the water. Tables were put out for those that had indicated they were coming and the large harbour and marina complex was floated and moored into position. Sue and Adrian Clutterbuck arrived and put out their stall inside the Clubhouse with LBES literature, books, and lifeboat photos for sale and model figures. We were set to go!

However, the weather forecast seemed to put most folk off attending – a great shame. Those that supported on the day were Marie, Graham and Mike Gunn from the King Lear MBC, Alan and



Divers from the Dudley Dolphins discuss whether it will be worth staying to claim salvage rights later on!



Marie and Graham from King Lear MBC prepare their 1/12th scale Solent (48-016) and Waveney (44-015) Class lifeboats, entertaining on the water most of the day



Alan Turner passes on sagely advice regarding patience and speed to Cohen as he prepares the 1/16th scale Model Slipway Tamar lifeboat 16-24, based at Porthdinllaen in Wales. Mike Gunn is in the distant background



Karl expertly controls the author's recently acquired 1/20th scale DGzRS German 9.5 metre class lifeboat Gillis Gullbransson, navigating the entrance to the harbour and marina

Mary Turner with young Cohen, Ian Purdy from Derby (Derby MBC and Alvaston Pirates MBC), three members and a 'rivet counter' from Sandwell MBC (at Dartmouth Park in West Bromwich), Karl and Maria who visited from last year and yours truly from MBA-Dover.

Throughout the day there were many forays onto the water by the intrepid few that came. Sausage rolls and burgers flew off the BBQ, thanks to John W. and Rob. Jo's cakes, teas and coffees kept us warm and the Jazz Trio made it very homely. A few of the locals turned up and watched, likewise members from the Dudley Dolphins.

There were three 1/12th Severn Class lifeboats present, an Arun, Solent and Waveney Class, also at 1/12th scale, a Tamar Class at 1/16th scale and a German DGzRS 9.6 metre lifeboat. I had my 1/72nd scale Airfix Severn Class kit conversion to radio control on display in the clubhouse, with the electrical items surrounding it – this initiated a lot of talk amongst fellow modellers and the visiting public. Towards the middle of the afternoon Alan and Cohen put their fast electric boats on the water.



Ian Purdy gets gently sea-sick on the floating jetty as he puts his 1/12th scale Severn Class lifeboat 17-19 RNLB Earnest and Mary Shaw through her paces



Taken from the first floor balcony of the Clubhouse, Ian's 1/12th scale Severn Class model of RNLB Earnest and Mary Shaw pushes on through the water, courtesy of some very powerful brushless motors – just like the real boat



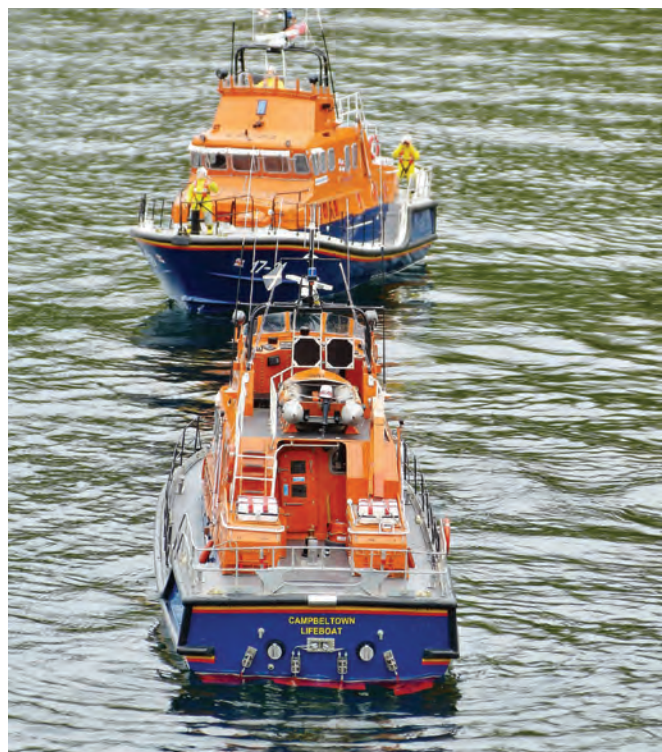
Not to be outdone – Mike Gunn gives his 17-21 RNLB David and Elizabeth Acland model a taste of full throttle. On water as vast as this most other modellers were safe – just!

Again, I shall let the photographs speak for the day, but I will add some detail here on Ian Purdy's superb 1/12th scale Speedline Models Severn Class lifeboat based on 17-19 from Campbeltown and what makes it 'go' so well. The power to each shaft is by a J.Perkins 'EnErG' brushless motor R670 (C50-20) with 720 (kV) rpm per Volt used, creating 1,200 Watts of power; not cheap, but look at the way she pushes through the water in the photos.

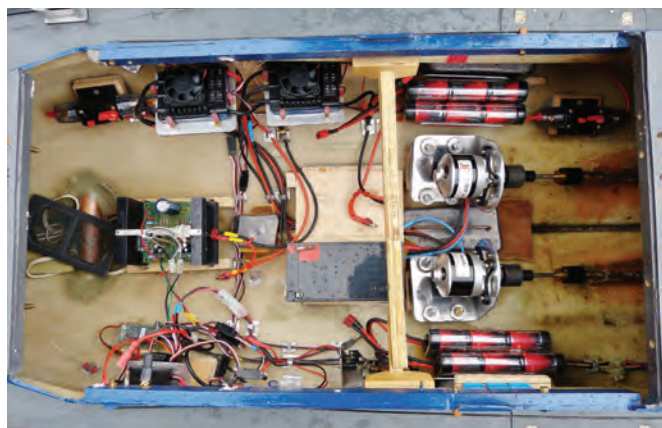
The control for these was via two 120 Amp Fusion ESCs and the power supply was 14.4 Volts using NiMH battery packs. However, due to the sheer power, he has altered the End Point Adjustment (EPA) on his Tx to give just 85% of full throttle. There were 12 Volt circuit breakers on each ESC and motor supply, the type used by people for their high-end hi-fi systems in their cars; Ian acquired these through eBay.

There is a superb sounding sound system linked through the ESCs and even with all of this going on Ian has still been required to add lead weights (with handles!) low down along the centre line to ballast the model to the correct waterline.

Well, as they say, 'a good day was had by all' and over £40 was raised for the RNLI. Our grateful thanks go to John and Rob for their organisation and efforts to make this all possible and likewise to their other two main helpers, John Owen's wife Jo and their friend John (Whitehouse). It was advertised in the Diary Dates of MMI and elsewhere, so please look out for it in 2017 and support it, whatever the weather! **MMI**



17-19 and 17-21 rendezvous – a realistic pose



The sturdy interior layout of Ian Purdy's Severn Class lifeboat, with the powerful EnErG brushless motors and one of the lead ballast weights between them, the circuit breakers either end on the top row (starboard side) and the two Fusion 120 Amp ESCs



Well catered for! John Whitehouse in his chef's whites, being ably assisted by Rob Smith (just visible in SAR orange), keeping up with demand for hot sausage rolls and burgers – the rain did not win!

The new RLNI HQ's All-Weather Lifeboat Centre opening its doors to the public for the first time on the Saturday morning, with Building 'A' on the left and Building 'B' on the right



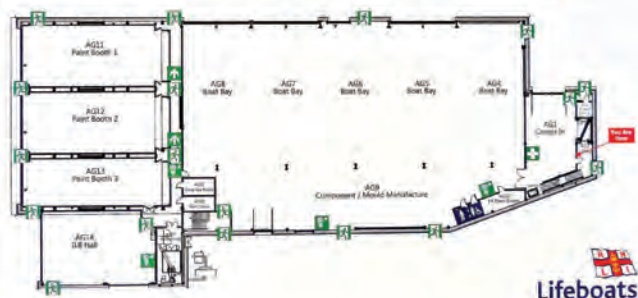
AUTHOR: KIM BELCHER

MMI VISITS

MMI VISITED THE ROYAL NATIONAL LIFEBOAT INSTITUTION HQ'S NEW, ALL-WEATHER LIFEBOAT CENTRE (ALC), AT ITS OFFICIAL OPENING WEEKEND IN AUGUST 2015

Being a model boat builder whose main interest is in 1/12th scale radio controlled modern lifeboats, a member of the Lifeboat Enthusiasts' Society and also on the RNLI staff as an Educational Presenter (Volunteer) for schools and colleges in the South and South East of England, I could not miss the opportunity to visit this superb new facility that the Royal National Lifeboat Institution (RNLI) has at its HQ in Poole, Dorset.

Building A Ground Floor



A floor plan of Building 'A'



In the second boat bay (AG5) Bembridge's Tamar class lifeboat 16-17 undergoing a forward bulkhead reinforcement build and some stern driveshaft upgrades

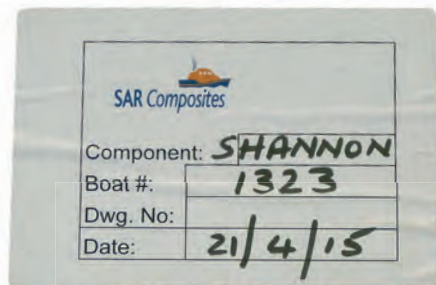
It gave me another chance to see the boats up close and personal, whilst at the same time allowing me to share the experience with the readership of Marine Modelling International, wherever you are reading this in the world.

The RNLI had planned and promised to provide every all-weather lifeboat crew in the United Kingdom with a 25 knot lifeboat by the year 2019. This meant that they would be required to build 50 of their new Shannon class lifeboats to enable 'their next phase of saving lives at sea' a reality.



The reconditioned five-bladed Tamar propellers and the old sacrificial anodes waiting refitting

All of this was against a backdrop of inflation, financial austerity, tight schedules and timelines, to say nothing of the requirement to meet the highest build quality in their boat construction. They went ahead and planned for their own new on site building to do all of the aforementioned, plus have the facilities to maintain all of the current



LEFT: A close-up of the delivery label for 13-23



In Building 'A' bays (AG7 and AG8) two new Shannon class boats – Operational Numbers 13-22 and 13-23 respectively



Shannon class 13-22 with its three portside bow spray rails and stern ones fitted. Looks just like one of my lifeboat models in the workshop – all blue and grey!

AWL fleet too. This meant a build of six Shannon lifeboats every year.

To make it happen they cleared a large area of the existing site opposite the main HQ building that houses the crews' training facilities, accommodation, offices and restaurant. The new building would be called the All-Weather Lifeboat Centre (ALC) and would bring every stage of the lifeboat building process under one roof, ensuring that they are fully equipped to build the next generation of lifeboats.

The key features would be:

- Two boat halls with flexible bays for manufacturing and maintaining lifeboats
- A component manufacturing area
- A launch, recovery and boat storage area
- A paint preparation area with a built in extraction system and heat curing facility

- A workshop for supporting the inshore training fleet
- Office facilities
- Tools and equipment storage
- A visitors' viewing area

It is planned that there will be an annual saving of more than £3 million once the Centre is fully 'up and running'. This is the first time this has been done in the Institution's 191 year history. The project has also created another 90 jobs locally.

It was officially commissioned on Friday 21st August, 2015 when some 500 people attended the ceremony. Their Public Relations

department said, 'Celebrations about what the RNLI has achieved so far and its future as a lifesaving charity will continue over the weekend when the RNLI will host its Open Weekend. The RNLI's 2015 Open Weekend gave everyone a rare opportunity to tour the world-class boatbuilding factory, and the charity's unique training facilities – the Sea Survival Centre and RNLI College. Visitors had the opportunity to meet the RNLI people who crew the lifeboats, who lifeguard the beaches and who work locally and globally to reduce coastal fatalities.'



The stern quarters of 13-23, giving vital data for the model builder into the measurements and angles. Note the stainless steel datum marker screwed to the vertical corner – how often do we see that detail on a model?



Detail, detail, detail! I've already had a request from a German modeller for this set of shots, so he can understand the RNLI plans and build better



Further detail – the boat hook protection nacelle, engine room breather inlets, survivor cabin outlets, window profiles and the boat's centre of gravity stainless steel datum mark for lifting purposes. They look like they came from Macs Mouldings!



The Lifeboat Enthusiasts' Society stand on the first floor of Building 'A' with my 1/16th scale in build FCB2 Shannon prototype model and Shannon class photographic display



The middle section of our display with Jeff Carter's 1/20th scale Waveney class lifeboat 44-016, from Ramsgate in Kent, in the foreground. Dominating the middle of the photo is John Owen's Arun class lifeboat 52-11

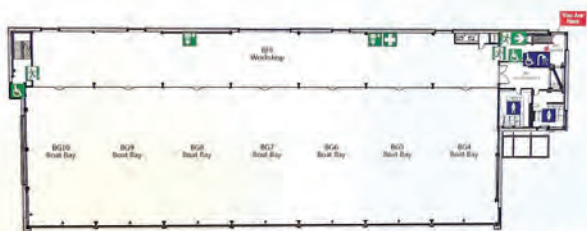


The far end of our display and the 'Black Country' trio from the West Midlands. Rob Smith's Westland Sea King helicopter and Severn class lifeboat, John Owen's lighter coloured Atlantic '21 RIB and Alan Turner's Tyne class – all at 1/12th scale. Jeff Carter's Atlantic '21 was allowed in too!

Another smaller event also took place after the Commissioning, when a few of our Lifeboat Enthusiasts' Society members were presented with a special Vellum as a way of recognition for their support and commitment over the last 50 years.

The award also recognised their funding of the new RNLI Archive and Library, which allows the RNLI to properly preserve historical documents and books. The RNLI Chief Executive, Paul Boissier, said: 'The Lifeboat Enthusiasts have worked with our archive to preserve the history of the RNLI for our successors. They've shown tremendous enthusiasm for this painstaking work and I'm incredibly grateful. We all contribute to saving lives at sea in different ways, and the Enthusiasts are the guardians of the RNLI's heritage.'

Building B First Floor



Lifeboats

Floor plan of Building 'B'



Just like a Speedline Models lifeboat kit with its nickel-plated etched brass frets, the deck and wheelhouse of Shannon class 13-19 sits in its dedicated bay – BG4



Various preformed templates and fittings for the engine room



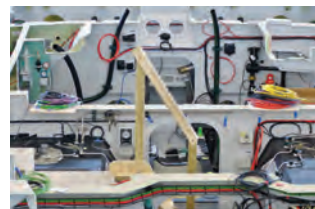
Below the upper floor level engineers can work on the external aspects of fitting the Hamilton HJ364 water-jet units, each capable of absorbing 770 hp of pressure



Designated bay BG6 awaits its new Shannon hull for fitting out in this custom built set-up



Bay BG7 has the hull of Shannon 13-21 in place with most of the electrical wires and hydraulic cables routed



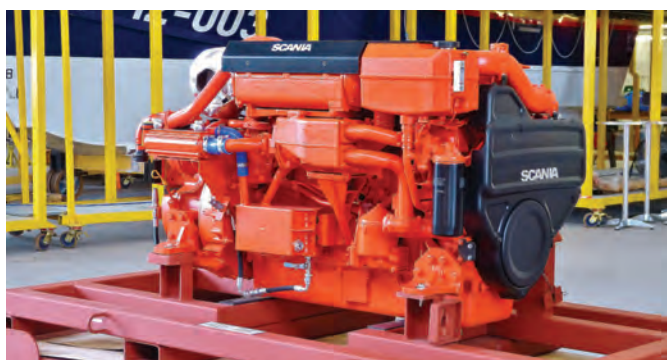
A close-up of the work done on 13-21 so far



Hovercraft H-001 'Molly Rayner' part of the RNLI's relief fleet looking a bit deflated! A superb subject for a lifeboat model with a difference!



A fast response 'E' class Mk II lifeboat (sometimes known as the Tiger class) E-08 'Dougie and Donna B', based at Chiswick on the River Thames, awaits being worked on in bay BG8



One of two Scania 650 hp marine diesels waiting to be fitted to a new Shannon class lifeboat sits in bay BG9



The final bay – BG10 – holds a Mersey class 12 metre lifeboat 'RNLB Doris M. Mann of Amptill' 12-003, being one of those with an aluminium hull. Note the different customised tread area material used around the deck of the bay



A 16 metre Tamar class lifeboat 'RNLB Baltic Exchange III' 16-09 from Salcombe in Devon on a four post Wise boat hoist



Once the doors and hatches have been given a 'dry' fit to their respective boats they are placed on these trolleys, off the floor, to keep them in pristine condition – awaiting the final fit



The customised and dedicated tool, materials and work areas behind each designated bay



Continuing along one of the workbenches on the first floor area behind each designated bay

So there we have it, a blend of the old with the new – I shall let my photographs give you a 'flavour' of the weekend, when we also met many marine modellers from clubs throughout the UK. **MMI**



The 'B' class Atlantic '85, its launch and recovery trailer, and Mike Bigland (Talus MB4H Hydrostatic) tractor. The four-person crew would soon entertain the visitors



Shannon class lifeboat 13-04 RNLB Storm Rider – named by the younger RNLI members of the Storm Force club – being stopped forcefully by dropping the water jet buckets and creating a forward rush of water!



The 'B' class Atlantic '85 RIB B-840 'Harold Baines' being put through its paces, to the enjoyment of the visiting public, three times a day

JON MICHEL

AUTHOR: JOHN DE BROSKÉ

'A GENTLEMAN'S TUGBOAT'

JOHN DESCRIBES HOW HE APPLIED 'POETIC LICENCE' TO THE CALDERCRAFT 'ALTE LIEBE' TO PRODUCE A GENTLEMAN'S TUGBOAT

My history of building scale, radio-controlled, model boats is consistent. I research available kits and semi-kits that offer great opportunity for 'kit-bashing' or what some call a 'converted kit'. I enjoy opening that long box asking myself, "Now, how can I make this model a true expression of me – and not necessarily an authentic rendition of the prototype or what the kit builder engineered".

On a more sophisticated level I sometimes call myself an impressionist model boat builder. I bend rules of scale and authenticity to heighten the viewer's sense of awe and appreciation.

THE CALDERCRAFT KIT 'ALTE LIEBE'

In this case I chose the Caldercraft, 1930's steam tugboat kit, 'Alte Liebe', which if my translation into English is correct means, 'Old Love'. My impressionist approach this time led me to the fictional assumption that an entrepreneurial gentleman of means (lotsa cash) acquired the derelict Alte Liebe prototype for restoration of sorts as a tugboat yacht. Hence, the Alte Liebe became 'Jon Michel, A Gentleman's Tugboat'.

No more towing or harbour work just fun. The new scheme for this vessel will be river cruising while enjoying cocktails, dinner and a sunset view. There might even be overnight accommodations for the owner along with a few lucky personal friends. Pardon me for getting a little carried away here. I guess this is my fantasy.

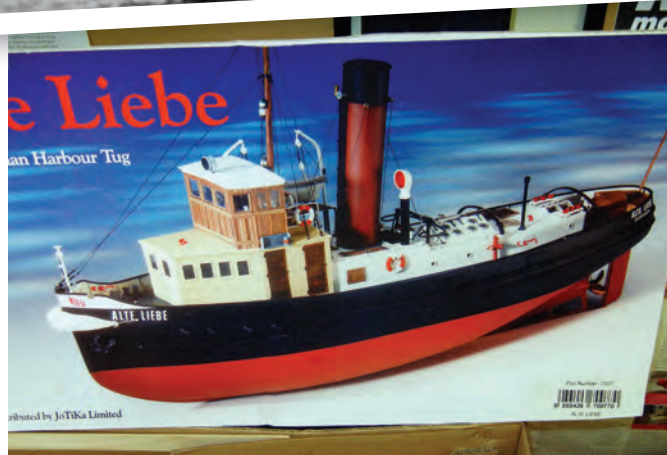
Not so apropos but interesting is that the prototype Alte Liebe has an extensive and still active history. In the kit contents Caldercraft shared the following notes about this tug. "Almost every day for nearly thirty years the tugboat Alte Liebe could be seen in Cuxhaven Harbour under full steam. She was used as a Pilot, Fireboat and Salvage tug. Built in 1931 by the Nobiskrug GmbH shipyard at Rendsburg on an order from Wasserstrabandirektion Hamburg, she was launched on 2nd September 1931 and after further test launches on 12th and 14th November went into service at Cuxhaven on December 6th 1931. The building price was 198,100 Reichsmark.

She was powered by a triple expansion steam engine, built by Christiansen & Myer. The boiler was a single cylinder tube boiler with return flue. Maximum pressure of 14 bar, power output of





*The Prototype
'Alte Liebe'*



Caldercraft's suggested rendition



The Builder/Author's rendition, 'Jon Michel'

the engine was 300 hp at 210 rpm. Alte Liebe is now at Hamburg renamed 'Kirstin', with a complete superstructure change and a diesel engine.

Now, let me share my story of constructing the Alte Liebe as Jon Michel. If one were to assemble this kit as suggested by directions and drawings, the effort would be quite straightforward. This is the standard for Caldercraft. So, to make this manuscript as interesting and informative as possible I will concentrate my narrative and photos on the areas in which I took creative license from the kit. One by one I will expand on the following list of modifications I made.



Illustration of many added and/or altered details

I DESIGNED AND INTEGRATED:

Reconfigured keel and rudder structure for greater strength and believability.

Newly proportioned main deck cabin edifice to accommodate a completely redesigned wheelhouse above.

Hand planking on the main deck for greater realism.

Altered wheelhouse configuration to reflect a more stereotyped tugboat representation.

Plank by plank wanes coating to wheelhouse fasciae and basswood strip decking.

Extensive use of mahogany, basswood and styrene strips and sheets to create the 'yacht' look I was seeking.

Application of super details including life boat interior, rope coils, fire extinguishers, stern deck and wheelhouse wood gratings, crew members, sand (real sand) buckets with handles, open hatches, brass port holes, hinged doors and wheelhouse deck brass railings.

New colour scheme.

Micro painted details of ship fittings and hardware.

Extensive, 26 bulb, 3 V LED running and deck lighting system.

THE NEW KEEL AND RUDDER CONFIGURATION

While examining the hull and keel I decided to strengthen the extension out to the rudderpost base for practical as well as aesthetic motives. There was an indisputable need for greater structural integrity. Hollow brass stock was employed for reinforcement. I also added strength with improved vertical basswood beams. Everything was epoxied into the fibreglass hull. Bondo auto body filler was also introduced to smoothly merge the multitude of joints.



Depiction of altered rudder configuration



The removable main cabin was fitted to the deck after cabin sides were enlarged

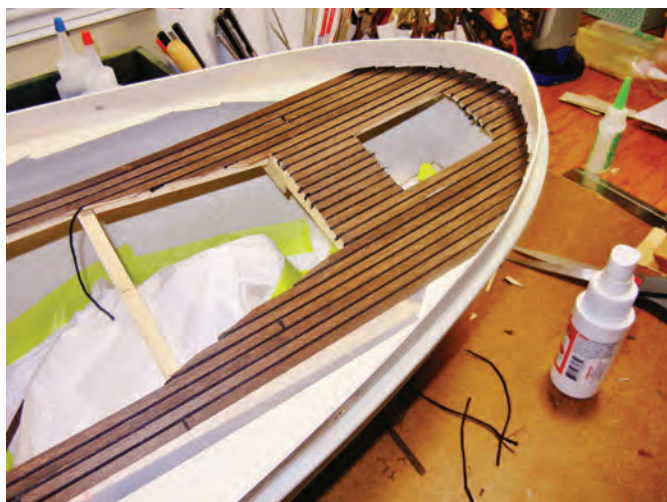
A NEWLY PROPORTIONED MAIN DECK CABIN TO ACCOMMODATE THE MORE UP-TO-DATE WHEELHOUSE

The main deck cabin had to be enlarged for the newly born wheelhouse to fit above. First, I added a splice to the centre of each die cut starboard, port, bow and stern cabin side. This was accomplished by centre cutting respective sides apart and splicing in scrap plywood to attain the desired new dimension. Then, the three pieces for each extended side were placed in the middle of a waxed paper sandwich after 6 minute epoxy glue was applied. The top was weighed down. Once the glue dried, the newly altered sides were peeled away from the waxed paper remaining perfectly flat.

The enlarged cabin sides were next assembled and fitted to the sub deck. The whole 'new' cabin/wheelhouse configuration had to fit unimpaired into the sub deck for overall stability and for easy handling of the completed model. Some sub deck cross braces also had to be resized to accommodate the expanded cabin assembly.

HAND PLANKING ON THE MAIN DECK FOR GREATER REALISM

After the cabin structure was tailored to fit into its cavity, I additionally wrestled with the idea of hand planking the main deck to further the overall look of this model. If one has ever stepped onto a real tugboat, he/she would quickly notice the decks are not as smooth as glass. They are usually quite irregular. Plus ageing, wear and tear makes them look eroded.



The sub deck being overlaid with black stained basswood strips and cotton cord

To capture this phenomenon I decided to use 1/32 x 3/16, basswood strips alternated with black, cotton cord. The cord would simulate the tar-like caulking also seen on tugboat decks. I stained the basswood with a transparent black stain. The staining was done before deck insertion of the strips. This was necessary to avoid glue spots that would prevent the stain from penetrating.

I then finished the decking with several coats of 30 minute, 2-part epoxy resin (sanded between coats) to somewhat smooth out the surface. This process satisfactorily created the realism I set out to accomplish.



Thin birch plywood wheelhouse front curvature being coaxed with rubber bands, ammonia water spray and a paint can

A RESHAPED WHEELHOUSE TO REFLECT A MORE STEREOTYPED TUGBOAT APPEARANCE

In my appraisal, this was the most visually bothersome part of the Alte Liebe prototype. Visually pleasing tugboats I've seen have a wheelhouse with the bow side sporting a distinct curvature. Does anyone know why this is so? Could this be for better visibility when navigating from the interior? Anyway, from the very beginning even before I acquired the kit I just knew the rectangular wheelhouse had to go! It was enlarged in a fashion similar to that of the deck cabin described earlier.

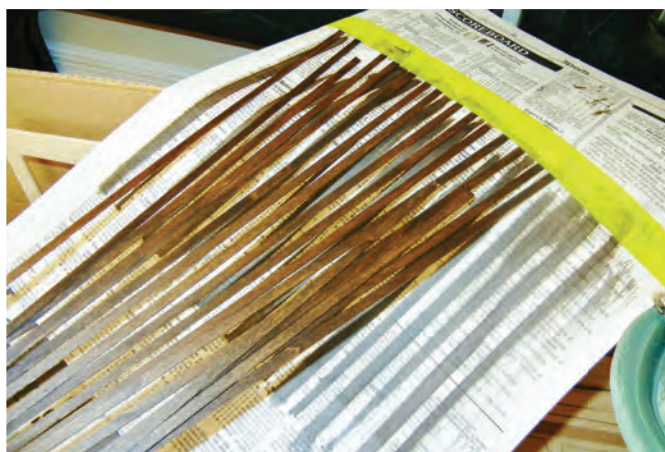


Here can be seen the wanes coating, mahogany veneer and trim being fitted

WANES COATING WAS ADDED TO OUTSIDE WALLS OF THE DECK AND WHEELHOUSE STRUCTURES

This stylistic detail is another trademark of many tugboats. A distinctive, waist high vertical planking of hardwood is often seen on the exterior of tugboat cabins. Again, I would like to know why such a construction method was used. I don't think the reason was for aesthetics as I see it now. This characteristic was probably for structural integrity and/or to make the curved structure possible.

My wanes coating was created by installing 1/16 x 1/8, basswood strips glued vertically to the birch plywood substructure. The resulting panels were then spray-painted. Since the paint somewhat filled the vertical texture of this detail, the basswood strips had to be re-scored with a Xacto knife blade turned backwards.



The deck plank staining process – one example of linear stock used to enhance this model



Linear brass stock was used to fabricate stanchions and railings

USE OF MAHOGANY, BASSWOOD AND STYRENE STRIPS AND SHEETS TO CREATE THE 'YACHT' LOOK I WAS SEEKING

As noted in the materials inventory of this build (located at the end of the manuscript) and as can be seen in respective photos, hundreds of feet of stained/varnished mahogany strips, plastic stock, brass tube and rod and lengths of basswood were fabricated into railings, handrails, cabin/wheel house and wanes coating. This endeavour was also a predetermined concept to add character to this model.

ADDITION OF SUPER DETAILING WAS CRITICAL FOR THE SMART IMAGE I WANTED TO CREATE FOR 'JON MICHEL'

For example, the lifeboat was meticulously given a complete interior including bilge gratings, oars, lines, etc. Fire extinguishers were added to the main cabin area. Fire buckets were painted red filled with real sand and made complete with rope handles. Brass stock was used to create stanchions, railings and portholes.

With the exception of the empty cast metal buckets, none of these items were provided in the kit. Hand painted scale human figures added life, too. Further presence was created by affixing open hatches and doors. In fact, the door into the wheelhouse is hinged and operational. Also, entering and exiting the wheelhouse was made safe for the captain by placement of a wood grating under the door threshold! Carefully coiled and knotted mooring lines established enriched detail as well. "Shove off, we're ready to go!"

A NEW COLOUR SCHEME

A complete new colour scheme for the hull and superstructure were introduced to help transform this vessel from an industrial look to a yacht-like look. The innovative colour scheme was introduced to enhance but not overwhelm other attention to trim work details noted elsewhere. The observer will spot that even the wheelhouse railing stanchion are trimmed in green for colour continuity just like an impressionist artist might accomplish. The top rails are stained and polyurethane covered mahogany.

Super detailing includes these buckets together with real Arizona sand in them!



The bland lifeboat was enlivened with oars, mahogany seats, bilge grates, oar locks, lines and other suitable fittings



Human figures invigorate the model's details



This picture shows how the colour scheme was altered. The 'yacht' look was accomplished with mahogany stained veneers, birch and basswood



The anchor windless was enhanced with several paint colours

deck. Several colours were introduced to this piece of equipment for eye-catching appeal.

MICRO PAINTED DETAILS OF SHIP FITTINGS AND HARDWARE

If one looks closely at respective photos, he/she will soon observe fine touches of colour and detail of fittings. For illustration, take a look at the painted features in the lifeboat like the oars. In addition, note the anchor windlass on the bow

A LIGHTING SYSTEM

A 3 V lighting system was incorporated in the model. A simple loop circuit was installed in the one-piece removable superstructure. This made the lighting completely free of connection to the hull. Most of the 26 running, interior and deck lighting are 3 V, LED bulbs. The LED lights seem to have a realistic scale look. In addition they draw a very small amount of current, so stay bright for a long time.



Jon Michel is ready for a night run with fired up LEDs

ALTE LIEBE/JOHN MICHEL TUG BOAT LOGISTICS LIST

Materials Description	Approx. Quantities
Caldercraft Alte Liebe 1/23 scale	Tug boat semi kit
4 x 12 inch basswood stock	4 ft
Linear plastic, mahogany, basswood	
pine, brass rod, brass tube stock	200 ft
White metal fittings/accessories	1,200
Custom made fittings – various materials	50
Rattle can paint	8 cans
Minwax polyurethane	3 cans
Other bottle/tube paints	10
AC glue	8 oz
Yellow carpenter's glue	8 oz
5/6 minute epoxy	8 oz
30 minute finishing epoxy	32 oz
Black cotton cord (chalking)	40 ft
3 V bulbs – LED and incandacent	14
Fine hook up wire	50 ft
2.4 Two channel radio transmitter/receiver,	
ESC, 3 V battery, 4 switches	1 set
Two 12 V electric motors, shafts, stuffing	
boxes and counter rotating 3 blade props	2 each
Seven cell NiCad batteries	2
Calendar time – 11 Months; Total hours – 355; Hours per week average - 8 Approx.	



Underway on maiden voyage

Finally, it's time for the maiden voyage. The action shots show how a tugboat beautifully ploughs through the water probably not fuel efficient but aesthetically pleasing.

Since the completion of Jon Michel I've convinced myself that kit bashing or converting kits can bring an accomplished modeller to the very close quality of scratch building. I hope the reader can agree.

TWO INTERESTING FOOTNOTES

First, my name is John Michael but recently noticed my birth certificate states, John Michel (no 'a' in Michael). Since both of my parents went to heaven before I noticed this discrepancy, I don't know whether my name is Michael or Michel. So when trying to find a suitable name for the tug, I decided to incorporate this discrepancy. I complicated it further by changing John to Jon.

Secondly, please know that this model does not, I repeat, does not have a smoke generator installed. However, during the maiden voyage, Jon Michel expelled smoke from its stack. HOLY COW A FIRE DURING THE FIRST VOYAGE!

To make a long story short I was using two 9 V batteries in parallel or so I thought. In actuality the batteries were wired in series. The 12 V motor did not like having 18 V running through it. What can I say? The model was retrieved and the motor replaced. All is well.

Shown nearby is a logistic inventory of materials and effort invested. Clearly illustrated is that building a credible commercial kit is extremely different from the ARR (Almost Ready to Run) models that a novice might believe this may have been.

Please note that I can be reached and would be delighted to hear from other model boaters at azjohnde@yahoo.com for model boat building discussions and/or questions. **MMI**



Party Voyage over, we're on the way home



WESTMORLAND

AUTHOR: PETER SIMMONDS

As a boy I was always fascinated by boats of all kinds although I lived in Surrey, miles from any water. After limited success with model aeroplanes I started building model boats. One of the first was naturally an Aerokits Sea Nymph and later a 54" Customs launch from a kit by Keelbuild Model Aero Works from Newcastle, complete with a 7 cc Taplin Twin and an E. D. Boomerang radio-control (a model I still have to this day and one day I will get around to re-building her).

On leaving school I took an apprenticeship as a shipwright and drifted away from modelling as I now had the real thing to work with. Apart from a return to modelling in the late sixties, when offshore racing started, full sized boats have been both my work and play. Now, after nearly 50 years of offshore cruising I am back where I started, with models.

I am just old enough to remember the last of the Thames Barges trading under sail up on the East Coast. I had always promised myself that when I returned to modelling that is what I would build. I had a copy of Edgar J March's book *Spritsail Barges of the Thames and Medway* with a tiny lines drawing of his favourite barge the Kathleen but too small to scale from.

I then came across Underwoods' book which had better drawings of the Westmorland so set to lofting these to 1/24 scale. I sadly happened to be at Hoo on the Medway the day after she was wrecked by catching her forefoot on an obstruction on a falling tide. A sad sight and, although she still sits at Hoo and various attempts have been made to rebuild her, she is now in a very sad state.

THE BUILD

Earlier I mentioned my Customs launch. The kit was built using the Kentrue method. Very simply you build a box, which gives you a rigid structure; fit the frames around the box, skin it in ply and – you have a boat. As a Thames Barge is basically a box for carrying cargo, with a pointed front and a run aft, what better method could you use?

After setting up the keel the box was built with its side forming the combings of what were to become the hatch sides with the bottom of the box running out to the chine line. Frames were set up around the box for the squarer part of the barge with full frames set up on the keel fore and aft where things got a bit more shapely.

Skinning was done with 1/16 ply in one sheet for as far as it would go on each side. I was able to use one solid sheet on the topsides from the stem back to just aft of the main hatch. The bottom was nearly as easy but started from section 1 with a bow block being shaped. From the main hatch aft was a different story.

One of the most attractive aspects of a Thames Barge, I feel, is the transom: finely shaped, each one different and often finely decorated. In order to get the transition from square box to finely shaped transom I used tapered ply planks fore and aft with straps between the planks to form a watertight shape (one also has to admit to the use of a small amount of car body filler when sanding down).

Whilst a number of attempts have been made to get model barges to sail by just using in-hull ballast and the leeboards, none has been

very successful. So, next, before turning the barge over I cut a slot for the keel and a centreboard box was built to cover this when the hull was turned over.

Now there was just the deck which, with the hatch openings already defined was a simple task. The bulwarks at the bow were a bit more tricky. In the end I cut the plan shape out of 1" MDF, laminated two strips of 1/32" ply around the former and, when dry, edge-glued these around the bow section.

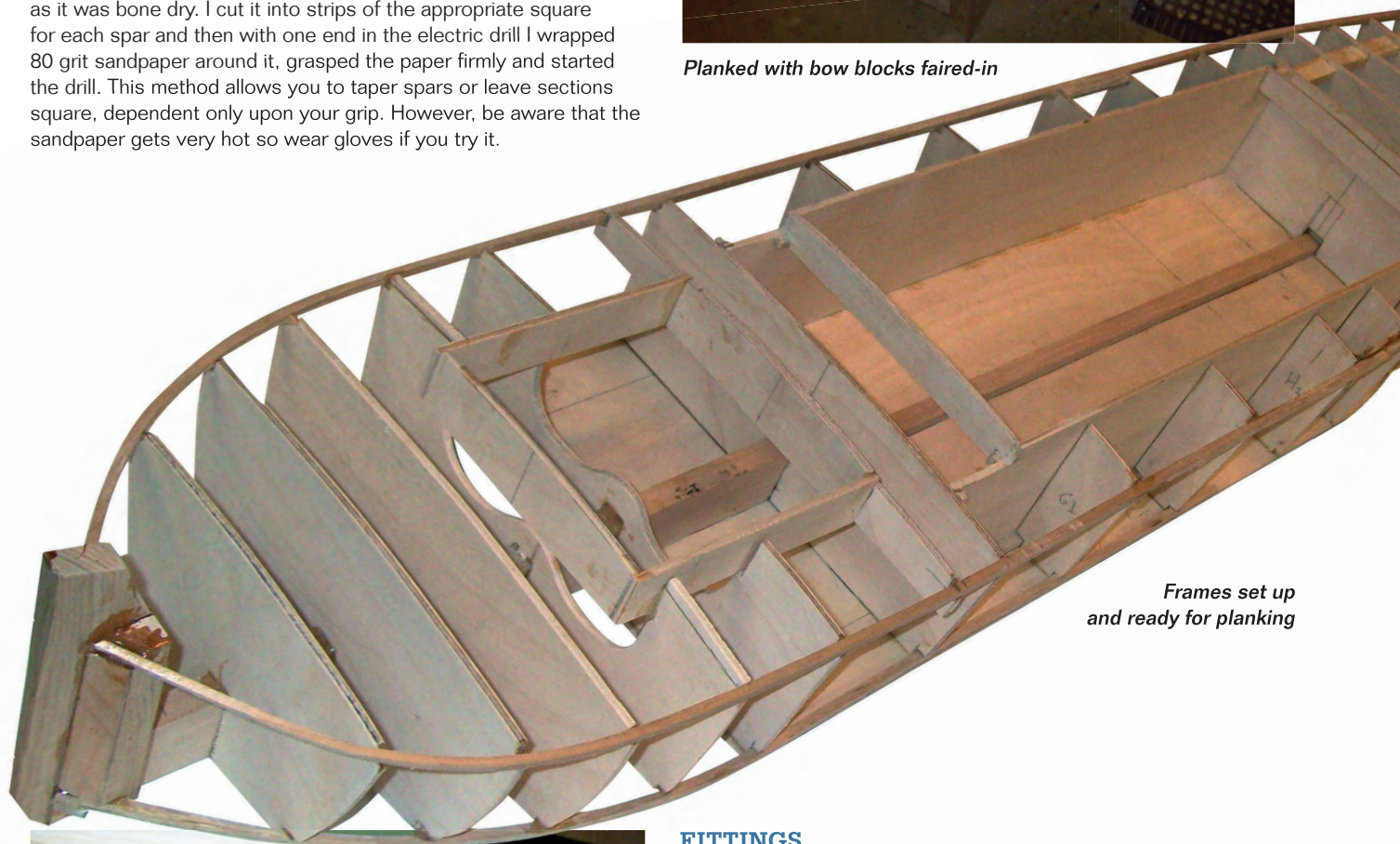
Further aft the bulwarks are relatively straight, and lower, so easy to form out of 1/16" strip. The hatches were made like biscuit tin lids, ribbed beneath to give them the required curve and covered with linen glued on with PVA and then painted to resemble tarpaulin.

MAKING THE SPARS

With the hull complete it was time to think about spars. I had been fortunate to pick up a board of Metacarpi from a timber yard that was closing down. It had obviously been in stock for years as it was bone dry. I cut it into strips of the appropriate square for each spar and then with one end in the electric drill I wrapped 80 grit sandpaper around it, grasped the paper firmly and started the drill. This method allows you to taper spars or leave sections square, dependent only upon your grip. However, be aware that the sandpaper gets very hot so wear gloves if you try it.



Planked with bow blocks faired-in



Frames set up and ready for planking



Planked aft to transom stern

FITTINGS

Next came the myriad of small fittings. Most of the metal ones could be made from the scrap box: copper sheet from an old water tank, brass from a scrap fire surround, etc. The brail and leeboard winch frames were filed from alloy strip with gears from old clock parts. The main anchor winch used gears from the same clock. The ship's wheel, in the distinctive 'chaff cutter' style proved interesting and using brass rod for the rim and copper for the spokes looked reasonably authentic.

The blocks were cut from elm, shaped on the bench sander and drilled with a 1/16 hole but no sheave fitted as none actually had to work. The bindings, which go around the blocks and form the becket, were made from strands of copper wire twisted to form a wire rope and then wrapped around the block.

With the deck fittings and spars made it was time for the rigging. The standing rigging was made from trace wire from the fishing tackle shop. The eyes at the ends were made using more strands from electrical wiring wrapped tightly around the loop and then soft-soldered. With a little care these then look remarkably like a miniature splice.



Hull painted and ready to turn over



Barge finished awaiting sails

MAKING THE SAILS

Now I was really into uncharted territory – sail-making. My wife managed to find an old linen bolster cover at the back of the airing cupboard, so I had the material. Now, hitherto, I had been banned from using my wife's sewing machine but it chose that moment to develop a terminal fault so, thinking ahead, I offered to go halves on a new machine. One problem solved!

I made paper patterns of the sails on the already set-up spars and transferred these to the linen, leaving a 1/2" all round for a double-fold seam. I found it easier to sew-in the dummy panel seams before doing the hems. Then came the tedious bit, the bolt ropes, which were first 'tacked on' by hand using slight tension before being sewn by machine with a zigzag stitch, being careful to pick up both the bolt rope and the sail. At the corners, where an eye is needed, I passed the rope back through the lay of the rope opening it up with a sailmaker's fid.

It is said that barges used their new sails for the first season to allow them to stretch before they applied the distinctive tan-coloured preservative. Just so with Westmorland but in my case, it was because I was rather apprehensive as to what would happen when I did dye them. As it turned out I need not have worried. Using Dylon Terracotta dye and by carefully following the instructions on the packet, I made just the colour I wanted.

COMPLETING THE MODEL

Painting was the easy bit. The hull was sprayed with grey primer then matt black. The deck, believe it or not, is garage floor paint! Well it seemed to be about the right texture and colour so, why not? The hatch covers were a colour kindly mixed by an artist friend using acrylic paint and then painted with matt finish clear varnish.

I decided on the then quite new Planet T5 radio using four of its channels to give rudder, two sail servos, one for the mainsheet and



Late evening sail into the setting sun

one for the vang (controls the end of the sprit) and motor control. All the barges that kept trading after the days of sail had engines fitted and, at the build stage I had no idea how she was going to sail, or even if. As it turned out, I need not have worried. She has now completed her second season and sails very well and has even won a couple of barge match races. **MMI**

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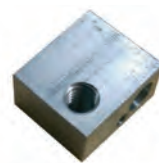
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HMS CERES

AUTHOR: NORMAN HARRIS

DECIDING ON THE SHIP TO BE MODELLED IS THE FIRST OF COUNTLESS PROBLEMS TO BE ENCOUNTERED, AS I CHOSE HMS CERES, A LIGHT CRUISER BUILT DURING THE FIRST WORLD WAR, FOR MY NEXT PROJECT

HMS Ceres leaving Grand Harbour, Malta, in 1935, the base time for my model



One cannot build a scale model of a historical ship simply from her builder's plans. The ship has all sorts of detail that only photographs can illustrate. But although the ship was in service till 1946, very few people then had a camera, so onboard pictures are rather like hen's teeth – rare.

Sources such as the Imperial War Museum, even the R.N. Museum in Portsmouth have only general views of the ship. Scouring the net provided a few photos from various angles. But information about standard fittings, guns and other armament is not too difficult to find, simply time consuming in front of a computer.

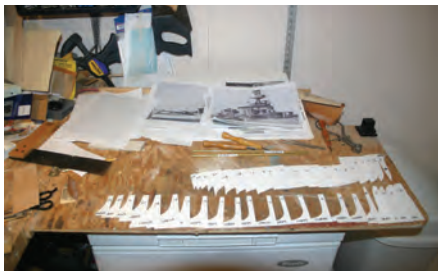
CONSTRUCTION BEGINS

The model started as a single block of basswood. The first step was to make a set of half section templates cut to overall dimensions plus a quarter of an inch. The basic hull plan shape was drawn on both top and bottom surfaces, and the section stations marked. Then the basic hull shape was cut with a handsaw, and the centre sections cut in with great care! I work outwards roughing out each section in turn, and then joining them up to get the hull shaped correctly.

Then the physically hardest part of the job began – hollowing the hull out to around a quarter inch. I took great care and tried not

Commissioned in 1917, she was the name ship of five in her class. One of her sisters, HMS Curacao was run down and sunk by the RMS Queen Mary while on convoy in the Atlantic in WW2. Ceres survived the war only to eventually be scrapped in 1946.

So, choice made, drawings had to be ordered from the National Maritime Museum in Greenwich. That was the only really simple part of the project.



Templates for the hull, cut from picture framing card as traced from builder's original drawings obtained from National Maritime Museum, Greenwich



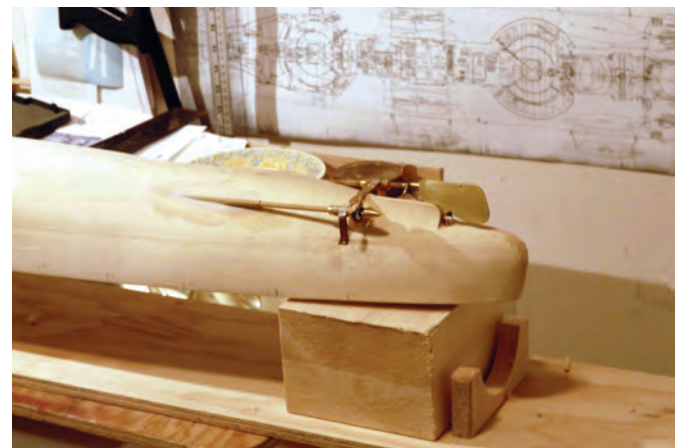
Inside this block of basswood is the hull with the stations marked ready to start carving



Hull shape complete, ready for hollowing out



Hollowing the hull is fairly hard going. I had to be very careful not to take too much out, using callipers and simply feel



It is always tricky fitting the propeller shaft tubes. I clamped the hull upright to the bench and set a drill press to drill through accurately



Fully hollowed and ready to fit ply decks, which will be planked later

to cut corners. Up to a point one can feel the thickness, but it is advisable to use callipers.

Once the hull was completed, the cross members to hold the deck were let in, and set with a good waterproof glue. Careful planning was required for these, as most of the deck needs to be removable for access to machinery etc.

Next step was to bore the hull for the propeller shaft tubes. I made a drilling jig to clamp on to the hull from a piece of wood about an inch thick, drilled and two tubes carefully glued in with epoxy. This was cut to fit the hull just behind the shaft's projected protrusion. With hull then clamped bow down to the side of the bench, it was a simple job to accurately bore the hull with a longer than normal drill bit.

Then the tubes were fitted, set with epoxy, and mountings for motors etc. made up and fitted. Before fitting prop shafts, I fitted vertical tube oil or greasing tubes down onto both shafts. I cut the propeller blades from brass sheet and soldered these to a boss, also made from brass and turned on a lathe, and then shaped the blades with pliers. I then checked the assembly in the lathe for trueness. You have to be very lucky not to need some careful filing!

THE ELECTRICAL EQUIPMENT

Now for the steering, most R/C modellers fit oversize rudders. However, if the model is to be to scale I avoid this. Drilling the rudderpost shaft was basically simple, just drill vertically! The tube was inserted and sealed with epoxy. I like my steering arm well above the waterline, thus avoiding any possible leakage. The servo was mounted and connected with steel rods for reliable steering operation. I had to be careful to make sure the rods cleared any deck beams etc.



Mechanicals and electrics fitted. Note charging lead plugged into a 'to be' hidden socket (under a removable hatch), and main deck cut and ready for planking



Motor launch completed. I habitually make boats early for something to look at while completing the hull

FINISHING THE HULL

So now the basic hull was complete, apart from plating. This was another time when I needed photographs, as the drawings did not show the plating. Working out the width of the plating from photos was fairly simple.

I made the plating from thin card and waterproof glued it to the hull. This was a tricky job, and great care was needed to ensure the plates met correctly at the bow and stern. Then came the portholes. These I made from brass tube, parted off in the lathe, finished off with a file and a small piece of rod drilled just deep enough to hold the porthole.

Eyebrows were made from a larger tube, prepared as for the portholes and simply cut in two. Then these were all fitted to the hull with superglue. I cut thin strips of card, and marked the porthole location on them, from the drawings, to be accurate in locating each one. The anchor hawse holes were drilled, and the external surrounds glued in place with our irreplaceable super glue.

The complete hull now needed painting. A coat of external standard white undercoat was applied and then a couple of coats of colour. I put the red oxide bottom on first, mask off and then the grey. I have found that spray cans of red oxide and grey are in fact ideal, but I like to buy several cans of the grey as they do vary in colour from batch to batch. A marker pen was ideal for darkening the ports. Then a thin coat of epoxy paint was applied over the entire hull, and we were ready for the ballast.

I always have a few ingots of lead, actually melted down from wheel balance weights, easily acquired from a tyre company. The hull was floated and then lead pieces set in place to get the model floating to her waterline. I noted carefully where the ballast had to finally rest. The lost wax system of casting enabled the moulding of the ballast. Temporary bulkheads were made four or five inches apart just below the bridge position, and also aft of the prop shafts, and wax was poured into these compartments. Then plaster of



Ballast test. The model was too long for the bath, thus the tank on our deck. Plating completed from thin card before painting

Paris moulds were made with the wax dummy ballast, and finally the pre-weighted lead was poured.

It pays to make castings slightly heavier than necessary to allow for trimming and cleaning before finally fixing in place. It also needed some trimming when the superstructure was fitted. The ballast should always be fairly easily removable, to allow for possible machinery changes in the future!

THE DECK AND SUPERSTRUCTURE

Back to the bench, and fitting the basic decks. I cut them out of thin marine ply and set them into the hull so the entire plywood deck was flush with the sides of the hull. The C class light cruisers had planked decks. Cutting individual planks and gluing them down is one way, but it is far better to get the boards laser cut. This has the additional advantage of the boards having almost black edges. Basswood again is ideal, being easy to cut but strong enough to handle. The owner of Trillium Balsa in Delhi, Ontario, where I get my wood is also very obliging, and will laser cut thin sheet basswood as narrow as 1/16".



Main superstructure complete. Note much of the structure is ply but the funnels are tin plate



Bridge nearing completion, with guard rails round B turret fitted. The decks are all planked, from 1/32" basswood cut to 3/32" strips



Main armament fitted, with turrets left moveable. Funnel top cover framing now fitted

The bridge and other superstructure were made of light ply. A power socket was mounted in the bridge deck, wired to the electrical system to allow for battery charging without removing anything for access. The plug was simply disguised as a locker. Similarly a locker near the stern was removable allowing a master switch underneath to be slid 'on or off' with a small screwdriver. Everything needs to be kept as light as possible.

Funnels were made by wrapping thin tinplate round a wooden dummy, soldering the slightly overlapped join, and fitting a wood insert at the base and an inch or so below the top. The cowling was then fitted and the completed units glued down on their bases.

Ceres was fitted with 6" main armament. I turned the tapered barrels out of brass rod, and bored them. It was surprising how much weight this saved! The mountings were all made from thin brass sheet, as were the shields. Torpedo tubes were brass tube, with wooden dummy torpedo heads. The two AA guns were brass, but not bored. Anchors were brass, made in two parts, with the stocks epoxied into the hawse holes. Anchor chains were purchased from Model Dockyard in Cornwall, as were the ensign and Union Jack.

MASTS, SPARS AND AERIALS

Masts and spars were all brass tube, all joints soldered. Rigging and aerials were all made from guitar strings. As the entire weather deck has to be removable, it is necessary to attach them with small hooks that can be easily disconnected from the mizzenmast. The after four boats must swing out on their davits, to allow the entire weather deck assembly to slide back from the base of the mainmast tripod. The deck is held in place by the large stern capstan, which screws down onto a cross member below. Paravanes are brass, as are most of the smaller fittings.



Boats carved from basswood. Thwarts and bottom boards all from basswood cut very thin!

For the weather deck to be removable, most of the boats need to be swung out, apart from the two whalers immediately abaft the bridge. So the davits, made from steel rod, have to turn in their mountings. A touch of grease is needed to prevent them rusting in their sockets. The stern winch is soldered on to a screw, which holds the deck down while the fore end is slotted in under the break between weather and foc's'le decks and slotted to fit round the tripod mast legs.

I make searchlights from brass rod, turning the front out deep enough to glue in aluminium foil to give a glass and reflector look. The foil was best cut out with a hollow punch. As hollow punches, the size I wanted, are a rarity, I make them to size on the lathe out of brass, as they don't have to last.

I have found rigging and radio aerials are best made from steel guitar strings (aerials from .007" and rigging from .010"). As the main mast will remain fixed when the weather deck is removed in its entirety, I attach the aerials to the mizenmast yards, which are brass tube. The stern jack staff is again tube, with the ensign on a steel rod to insert into the lower section, in order to be removable when the weather deck is taken off.



COMPLETING THE MODEL

Boats were carved from basswood, as were the bottom boards, thwarts and oars. Care was necessary; otherwise you end up with a boat that would sink! Fenders were glued on, and planking was simply drawn on after painting.

The last major job was fitting the safety rails, and this was probably the most difficult part of the job.

I don't make up the railings and then fit them as this creates several problems, the biggest being to accurately drill for each stanchion. It was simpler to drill and fit each stanchion, and then solder the rails in situ. I use .024" steel rod for the stanchions, .017" for the top rail, then .010" for the lower two. The top rail was soldered on first, making sure all the stanchions were upright. There was some residue solder, which was removed after the lower two rails were in place. Then with the iron, shaken clean, excess solder was removed with just a touch of the dry iron. When all the soldering was finished I cleaned the rails etc. with chemical metal cleaner, which was in turn removed with hot water.

So she was complete and ready for sea trials. I was rather surprised at how stable she was in turning, and very pleased at the efficiency of the rudder. These light cruisers were really oversize destroyers, and destroyers of that era were usually very wet ships with inherent instability. Hard turns at speed were uncomfortable for all aboard. In the case of these C class light cruisers, whoever designed them knew what he was doing. **MMI**



ALL ABOVE: Maiden voyage on Lake Lisgar, Tillsonburg



WANDERER

AUTHOR: TONY JAMES

THE SHIP WITH A JINX – TONY TELLS THE EXTRAORDINARY TALE OF THE FOUR-MASTER DOOMED TO DIE

The 2,800 ton four-masted barque Wanderer was launched from Potter's yard, Queen's Dock, Liverpool in August, 1891, and hailed as the 'ultimate achievement in sailing-ship building'. First of a new breed of massive square-riggers designed to compete with steamers, Wanderer was a classic of strength and beauty. She was also one of the unluckiest ships ever built.



Wanderer in Kingstown

On her maiden voyage she killed her captain and over the next 16 years suffered mutinies, strandings, fires, collisions, dismastings and nearly a dozen other fatalities. In Liverpool, Wanderer's reputation became so notorious that sailors refused to join her and her builder and owner, William Potter, admitted that, "I used to dread every time she put to sea."

It had all started so differently. Wanderer was the ship William Potter had dreamed of and he personally supervised every stage of the build. "I want to make her the strongest and most beautiful ship afloat", he told a Liverpool newspaper and it looked as though he had succeeded. Wanderer had many unusual features including having the crew accommodation and steering wheel amidships.

She was 309 ft in length, 46 ft beam, drew 25.8 ft and carried 4,500 tons of cargo. Her glistening yellow pine decks contrasted with black and white topsides and imitation gun-ports which were sailing ship fashion of the time.

Her notable sheer was complimented by a carved wooden figurehead modelled by the wife of the owner, a lady said to "have a face of singular sweetness." It was Mrs Potter who launched the ship in August 1891 and the Wanderer was towed to Birkenhead to load steam coal for San Francisco.



Model of Wanderer in the Merseyside Maritime Museum



Painting of Wanderer under full sail by an unknown artist



Captain John Brander

Her crew of 36 men and boys was signed on by Captain George Currie, a Nova Scotian, who had skippered another Potter ship, *Wayfarer*, for the past five years and was known as a hard-driving captain. Bad weather didn't bother him. There was plenty of that around in August 1891. Howling south-westerly gales lashed the UK coasts, closed down the Mersey ferries and caused several shipping casualties. William Potter thought *Wanderer's* maiden voyage should be delayed, but Captain Currie disagreed and finally got his way. It was the last voyage he would make.

From the start everything went wrong. As *Wanderer* left Merseyside in a westerly gale, towed by the tug *Wrestler*, the towrope parted and the barque got under sail with great difficulty. At midnight in the Irish Sea the full fury of what was now a storm struck the ship and blew out most of the sails. As she wallowed out of control, upper rigging and spars collapsed and crashed on deck seriously injuring two sailors. Captain Currie was firing distress rockets from the poop deck when he was struck by the falling skysail yard. Taken below unconscious he died soon afterwards. The flares were seen by the coasting steamer *Merannio*, which towed the battered barque into the Irish port of Kingstown.

A local newspaper reported: "The ship excited a great deal of interest among the local population. The coroner did not deem it necessary to hold an inquest into Captain Currie's death and the body was taken ashore and buried. All who had served under Captain Currie agreed that he was a fine and noble gentleman and a good seaman."

Two months later, after essential repairs, the tug *Wrestler* steamed from Liverpool to tow the *Wanderer* home. An eyewitness remembered: "She presented a bedraggled sight in contrast to the proud and magnificent ship which has sailed from Liverpool only a few weeks before."

The superstitious waterfront community was now convinced there was a hoodoo on the ship and only four of the original crew re-joined her after stories spread that she was now haunted by the ghost of her dead master. Indeed, two skippers had already refused the command when 50-year-old Captain John Brander was approached by William Potter, who asked him: "Do you think *Wanderer* is over-masted?" When Brander replied: "No, I don't think she is," Potter asked: "Will you take her on?" "Yes," said Brander. "She looks a fine strong ship."

John Brander was already a legend in Liverpool. He had made record passages from China and Australia and was known to drive ships hard but safely, proving it by sailing *Wanderer* to San Francisco in 113 days, the fastest passage of that Cape Horn summer. *Wanderer's* next two Atlantic crossings were fast and uneventful and William Potter began to wonder if the jinx was finally laid to rest.

But *Wanderer's* fourth voyage, in the autumn of 1894, put paid to that. Carrying over 4,000 tons of salt from Liverpool to Calcutta, *Wanderer* was struck by a violent cyclone in the Bay of Bengal on the evening of December 12, which tore off every shred of canvas and rolled the ship onto her beam-ends until she was almost certain to capsize.

Captain Brander would remember; "No words can describe the fury of the storm, the power of the wind and the madness of the sea. I had been 20 times round Cape Horn but had never known weather anything like as terrible. No one had dreamed it possible there could be so much wind. At midday it was so dark that a man was invisible a few feet away and the sea rose and burst over the ship as if she was a half-tide rock. We fetched axes in case we had to cut away the masts and few ships could have taken such punishment. No man dared venture on deck and for six hours the



Wanderer in Hughli, China



Aboard Wanderer looking forward

crew lay on the floor of the chart-room. At one point we were struck by lightning and I thought that was the end of us."

But the *Wanderer* survived. Slowly the wind and sea subsided and dawn broke on the wreckage of a battered ship. John Brander recalled: "No man had ever seen a vessel in such a plight. All her bulwarks had been wrenched clean out of the deck, there was six feet of water in the holds and most of our standing and running rigging was destroyed. Eventually we hoisted a jury rig and reached Chittagong ten days later. We looked like something only fit for the breaker's yard, but it was a miracle we survived."

After a £10,000 refit in Calcutta, *Wanderer* sailed for Philadelphia with jute but her troubles were by no means over. On passage, two seamen died from cholera, four of the crew mutinied and were put in irons. Arriving in Philadelphia *Wanderer* broke away from two tugs, smashed into a jetty and collided with a ferry doing \$7,000 worth of damage.

The following year Captain Brander left the ship, replaced by Thomas Dunning. On his first day at sea on passage to San Francisco with coal, via Antwerp, Dunning was attacked and injured by a drunken seaman and there was a further mutiny. In mid-Atlantic it was found that the cargo of 3,000 tons of coal had overheated and was about to catch fire. The blaze was contained until the ship reached San Francisco but burst out once coal was removed.

The San Francisco Chronicle reported: "Two days were spent flooding the hold. Black smoke poured from the ship's hatches. Men worked night and day in intense heat while a great crowd watched from the shore, expecting an explosion and a rush of flames. Happily, they were disappointed."

But the *Wanderer's* problems were by no means over. After being unloaded she went aground, damaging her keel. Next day a man was killed falling from a topsail yard. Two days after leaving San Francisco with a cargo of wheat, two sailors refused to work and were put in irons and another jumped overboard saying he intended to swim back to America. He drowned before he could be rescued.

In mid-Atlantic, *Wanderer* was struck by a violent squall which snapped off two topmasts and rolled the ship on to her beam-ends. Three men fell into the sea and were drowned. Docking in Cardiff, *Wanderer* again took charge of her tug, collided with the steamer *Strathmore* and inflicted £3,000 worth of damage. That night a burglar robbed the ship of her three compasses.

Wanderer's next voyage in April 1907 was a short trip to Hamburg in ballast to load coke. The weather was fine and the wind so light that the ship was towed the entire trip by the Liverpool tug *Sarah Jolliffe*. Certain that nothing untoward could happen on so brief and routine a passage, Captain Dunning took his wife along. How could he have known that the stage was set for the final tragedy? At 4.30 pm on a bright spring afternoon, *Wanderer* anchored in the Elbe at Altenbruch Road on 50 fathoms of chain and cast off the *Sarah Jolliffe*, which then returned to England. The *Wanderer* was to be towed up to Hamburg the next morning with the German tug *Lome*. It was fine clear easterly weather with a day-old moon.

Riding lights were lit at 7.15 pm, one at the peak of the mizzen gaff about 20 ft high and the other, on the pilot's orders, not, as usual, from the forestay, but on the starboard fore shrouds about 35 ft up. The lights were burning clearly and an officer and one seaman were on anchor watch. After supper, Captain Dunning checked the riding lights and went to bed about 10.30 pm. The Elbe pilot, who was sleeping aboard, and the chief mate both checked the lamps again at 1 am and noted they were burning brightly. Shortly afterwards, apart from the anchor watch, everyone on board *Wanderer* was peacefully asleep.

But not for long... Around 1.20 am on Sunday, April 14, the 6,000 ton twin-screw steamer *Gertrud Woermann* left Cuxhaven at the mouth of the Elbe on passage up-river to the military base at Brunsbützel with 700 German troops on board, returning from duty in South-West Africa. Aided by the flood tide, the ship was soon travelling at about 14 knots up the dark river. Two pilots were on the bridge with Captain Jacob Jensen and the officer of the watch. A seaman who should have been on lookout in the mainmast crow's nest was in fact making ready the mooring gear, but no one on the bridge knew that.

At about 1.40 am Captain Jensen said he was going below to get his cloak, and left the bridge. The helmsman was on a course of ESE and had just passed to the south of an anchored ship with very bright riding lights – later identified as the Austrian liner *Hagen* – when he caught sight of two distant lanterns dead ahead. He mentioned the lights to the two pilots who told him to alter course to starboard. It then became apparent to the horrified pilots that the ship was not distant but very near. The engines were thrown into reverse and the rudder shifted to starboard but it was all too late.

Captain Jensen, who had run on deck on hearing the telegraph bells, reached the bridge just as the *Gertrud Woermann* struck the *Wanderer* on the port bow. The *Wanderer's* chief mate, John Spencer, later told an inquiry what happened next: "There was a terrible crash and the ship heeled heavily to starboard. I ran out of my cabin on to the deck and saw the masthead and green lights of a large passenger steamer with her bows jammed into our port bow. Captain Dunning told me to see if the ship was going to sink. I said that she certainly was because I could hear water rushing in. He told me to swing out the lifeboat. I went to find Mrs Dunning and told her I would return for her when the boat was ready. Captain Dunning ordered all hands into the boat and a minute or so after we had pulled away the ship rolled over on her side and sank. We were picked up by a tug and landed in Cuxhaven at 4 am. I had a very deep affection for the *Wanderer*. Despite all her accidents and problems she was one of the finest sailing vessels ever built."

When it was found that the *Wanderer* lay in 30 ft of water and

stood no chance of being salvaged she was deemed to be a danger to navigation and blown up. Later a German court of inquiry held that the Gertrud Woermann was completely responsible for the collision and ordered her owners to pay £19,000 compensation.

There is a strange postscript to the story of the life and death of the Wanderer. At the very moment of the collision, John Brander, asleep in his home in Liverpool, woke up from a horrific dream. "In the dream I saw the Wanderer and her anchor lights burning. Then I felt a crashing of her plates and heard the inrush of water. I must have made a terrible noise, because I woke my family and they

rushed into the room to see what had happened. The following day I read in the newspaper a report of exactly what had happened to me the previous night. And working out the time, it exactly coincided with the loss of that fine ship. I have absolutely no rational explanation for what happened but I have been at sea long enough to know that many of the things that happen on the world's oceans are beyond mere human comprehension."

There is a fine model of the Wanderer in the Merseyside Maritime Museum alongside personal diaries of crewmembers who experienced some of her disasters. **MMI**

Last moments of the doomed ship



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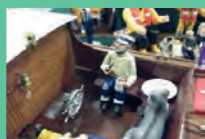
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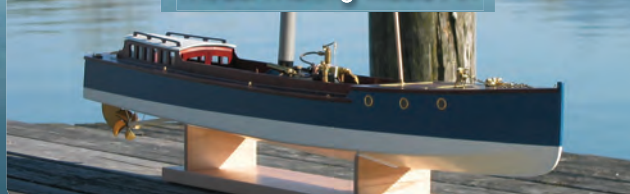
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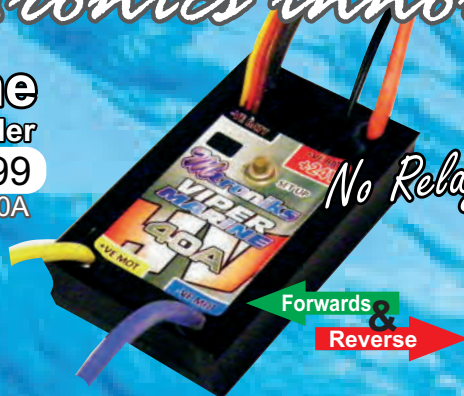
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Marie Felling Single & Twin	£430.00	Dauntless Commuter Boat	£163.00	Albatros	£79.00		
Milford Star	£254.00	George W Washburn	£158.00	Apostol Felipe (Galleon)	£216.00		
Motor Fifie "Amaranth"	£129.00	Huson 24 Sailboat	£112.49	Bounty with Cutaway Hull Section 1:45	£228.95		
North Light	£275.00	Jersey City Tugboat	£251.00	Buccaneer 1:100 Buccaneer price	£84.95		
Resolve	£557.00	Jolly Jay Gulf Fishing Trawler	£128.00				
Schaarhorn	£363.00	Myrtle Corey Memphis River Tow Boat	£232.99				
Sir Kay	£325.00	U.S.S Whitehall	£77.99				
SS Talacre	£275.00						