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MARINE *modelling* **INTERNATIONAL**

AUGUST 2016

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Polar 8 Icebreaker 'Nanuk'



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A Cuban modellers
scratch build

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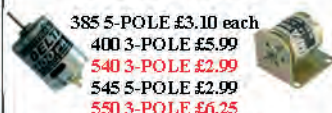
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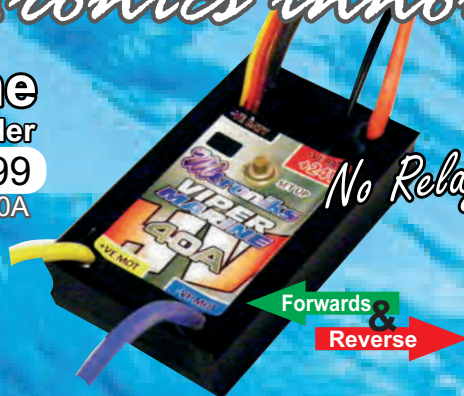
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POLAR 8 ICEBREAKER 'NANUK'

It is quite popular for modellers to build models of working full size ships as a 3D replica of the completed ship. The Canadian government had made plans to build a new fleet of ice breakers, but due to the dreaded financial cutbacks now being felt over the world the project was cancelled just before building began. As the plans were available to The West Island Ship Modeller's Club based in Montreal, Canada, it was decided to build a model of this now scrapped full size project. The result is a stunning model and will act as a lasting reminder of the ill-fated project.

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MESSAGE FROM THE ENGINE ROOM

EDITORIAL CONTACT



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

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

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

HI EVERYONE,

As model boaters we are used to assessing sailing conditions and thinking about what will happen if something goes wrong. This is clearly not the case when some members of the public come to the interface between land and water. A few days ago my wife and I decided to have a stroll at Swanbridge near Penarth. Just off the coast is Sully Island, which is joined to the mainland by a causeway at low tide. It is an exceptionally pretty spot.

As the road enters the beach area there is a digital clock clearly giving the times that the causeway is uncovered. This showed only 9 minutes remaining so we walked along the coast road instead. On return to the main carpark there was great excitement as the causeway had just been covered by the tide and 9 people were still on the island. We now saw the Coastguard in full action. The officer jumped out of his Land Rover and ran to the edge of the water on the causeway. As he did so people began to group where the causeway should be. The Coastguard warned them not to attempt a crossing as the current over the causeway was amazingly strong.

After a shouted conversation the people on the island clearly thought that waiting the 6 hrs 15 mins to the next tide was not for them and so the lifeboat was called out. The Penarth rib lifeboat was launched and appeared around the island about 15 minutes later. By now the tide race around the island was incredibly strong. The rib safely made it to the beach on the island and the stranded people. It took three trips to rescue everyone. What a superb service our coastguard and the RNLI give to the public. I just hope the rescued people made a generous donation to the services!

This month plastic hulls are featured in four of our articles. For

readers interested in fast electric craft then the HK Inception will certainly get the adrenalin going! This is an ABS RTR model which does 50 mph right out of the box which is impressive to say the least. The Sarik Fast Attack Boat, and Sexy Lady also have plastic hulls and superstructures but both travel around the lake at a less hectic pace. Our Cuban contributor explains how he built the 'Yacht of his Dreams' using spare pieces of PVC and other scrap materials. To ring the changes the hull and superstructure of the Quentin Roosevelt are all made from tin, an unusual material, which is crafted to give exceptionally fine detail by René Lefèvre.

Of more general interest there is a further article on Malta's Grand Harbour, the West Island Ship Modeller's Club members tell us how they built a working scale model of an icebreaker, Polar 8 'Nanuk', which never made it to full size production.

Within the regular articles we have Vintage Chatter reminding us of E.D.'s engines and radios, Powerplug explaining how to service IC engines, Waterlines describing the Southampton Docks in the 1950s and Plastic Kit Scene reviewing the most recent kit releases.

I hope you enjoy reading this magazine.

Chris Saunders

MMI



Sully Island, the lifeboat and the rip current clearly visible

MARINE
modelling INTERNATIONAL

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

MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER



RIPMAX TAKES OVER HPI

Ripmax is delighted to announce the completion of a deal which sees the leading European model and hobby supplier taking over the HPI Racing brand and properties and securing HPI Racing for the future. The company will retain the EU based global trading and logistics hub in Derbyshire, UK and will trade as 'HPI Racing Ltd' with all the staff retained. The deal also preserves the world renowned Californian HPI DNA, establishing a new HPI Racing design house 'HPI Racing Design, LLC' run by key HPI USA team members.



JAMES BRINDLEY

This year marks the 300th anniversary of the affectionately known father of UK canals James Brindley. He surveyed and designed the first commercial UK canal which ran from Runcorn – Leith in the North of England called the Bridgewater Canal, he was also involved with building many other canals in the UK during the canal boom. The Inland Waterways Association have organised a number of events to celebrate this event during the year. Further details of Brindley events can be found on the IWA website www.waterways.org.uk. Also at the International Model Boat Show (details see below) will focus on celebrating this Anniversary of James Brindley. Organisers are currently creating a special display to commemorate this and also a special flotilla of model narrow boats on the pool.

THE INTERNATIONAL MODEL BOAT SHOW 2016 VISIT THE ONLY 3 DAY MARINE MODELLING EXHIBITION IN THE UK

Plans are well advanced for the 2016 International Model Boat Show, this annual event is widely regarded as one of the UK's leading

marine modelling exhibitions. Organised by Meridienne Exhibitions the event will take place from Friday 11th to Sunday 13th November at the Warwickshire Exhibition Centre, near Leamington Spa. Visitors are guaranteed a packed hall with over 600 models on the club and society displays, demonstrations plus attendance by leading specialist suppliers. Over 3,000 visitors are expected to attend the show.

Also this year, the Pool Master, Steve Dean will again present 'Steve's Top 10'. This will be a special display of 10 unusual and special models selected by Steve himself from his travels around the country in 2016 – if you have a model which you feel could be a part of this 'Top 10' please contact the organisers. The prestigious 'Society Shield', which is voted for by the clubs and societies themselves, will again be awarded to the best club display in the show.

Book your tickets NOW to take advantage of the specially discounted rates which are only available until 31st October (see www.modelboatshow.co.uk). Social media users can follow all the latest news and updates by following @MeridienneEx (#IMBS) on Twitter or via Meridienne Exhibitions LTD on Facebook.



SOUTHAMPTON BOAT SHOW

Again this year we have been offered discount tickets for visitors to this full size boat show. This show is ideal for modellers to give inspiration to build models of some of the gigantic luxury cruisers!

Clubs & associations ticket offer using promotional code: JG1 £11.00

Website booking: www.southamptonboatshow.com

Telephone booking: 0844 776 7766

Important notes

Tickets are valid ANY DAY including Preview Day on Friday 16th September.

Tickets can be booked up to MIDDAY on the FINAL DAY of the show – Sunday 25th September.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

A single transaction fee of £1.95 applies whether ordering one or any greater number of tickets.

GROUP ORDERS of 10 or more tickets (at the same £11.00 price) can now be ordered by telephone OR via the website using the JG1 Code.

Tickets can be printed at home, delivered by post, or collected at the Show. Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased at short notice can be collected on arrival from the advance ticket box office at the Show entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

When booking you will be asked to select the day you expect to visit. This is merely to help the organiser predict visitor numbers for logistical purposes. The tickets you receive will be valid for ANY single day including Preview Day.

Website step-by-step booking procedure:

Click on 'BUY TICKETS' at top/right of homepage. Enter & submit Promotional Code JG1 which brings up a page with the days of the show listed.

Clicking on the anticipated day of your visit (see note above) brings up the ticket ordering sequence which is straightforward to follow.

Telephone booking calls are charged at 5p per minute from a BT landline. Charges from other suppliers may vary. Offer cannot be used in association with any other offer. Standard terms are available on the Southampton Boat Show website/Visiting/Terms-and-Conditions. **MMI**

DIARY DATES

NEWS OF INTEREST TO THE MARITIME MODELLER

DATES FOR YOUR DIARY

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

AUGUST 2016 MMI DIARY DATES

AUGUST 6

Extreme Footy Series ACT 6

Two Islands RYC, Furzton Water, Lynmouth Crescent, Milton Keynes MK4 1JP. 9 am until 4 pm. Second visit to Furzton Water for the XFS, great venue sailing between the two islands. Email: peter.shepherd@sailfootyuk.com Website: www.sailfootyuk.com

AUGUST 6/7

The Surface Warship Association (Area 4)

Model Boat Weekend at Action Stations, Portsmouth Historic

Dockyard, Portsmouth. 10 am until 4.30 pm both days. Contact: David McNair-Taylor, Email: david.mcnairtaylor@sky.com

AUGUST 14

Chantry Model Boat Club

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

AUGUST 14

Edinburgh Model Boat Club

Annual Regatta (including F/E and I/C). Inverleith Park pond, Edinburgh. Start 11 am usual catering facilities will be available. Contact David Jack, Email: david.jack244@gmail.com

AUGUST 21

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 Heath's RC Model Shop in Hadleigh, Essex on 01702 553700 (10 am-5 pm Tuesday-Saturday inc)

AUGUST 27/28

The Model Boat Convention

The show by modellers for modellers. Haydock Park Racecourse, Newton-le-Willows WA12 0HQ. Club & Trade stands. Opening times 10 am-5 pm both days. Contact: Jean Barlow, Tel: 01492 583433. Mob: 07789 348817. Email: barlow777@btinternet.com Website: www.modelboatconvention.co.uk **MMI**

CHANDLERY

BOOK REVIEWS

THE DREADNOUGHT BATTLESHIP OWNERS WORKSHOP MANUAL

The Dreadnought class of warship was truly revolutionary when first commissioned into the Royal Navy in 1906 with revolutionary big guns and iron clad. Many other navies around the world were designing warships based on the dreadnought but with modifications; trying to dominate the waves. The book has been produced with assistance from the National Museum of the Royal Navy and covers many pictures of the build of Dreadnoughts and exploded diagrams of the inside, together with accounts of life on board.

As this year commemorates the centenary of the Battle of Jutland the Dreadnought class played a key part in the battle. The book also has a section which covers the restoration of the only remaining survivor of the battle HMS Caroline, showing many colour pictures. The final appendix reproduces a report from Sir John Jellicoe's Battle of Jutland to the Lords Commissioners of the Admiralty.



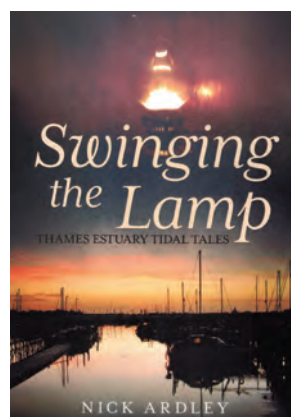
Author: Chris McNab
Pub Date: May 2016
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Format/Pages: Hardback/156 pages
Illustrations: Colour photographs
Dimensions: 27.7 cm x 20.4 cm x 13 mm
Publishers: Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ.
Tel: (+44) 01963 440635
Website: www.haynes.co.uk

SWINGING THE LAMP THAMES ESTUARY TIDAL TALES

For lovers of life on the Thames estuary this book describes in detail the many aspects of the many inlets and creeks. The author Nick Ardley has pure saltwater running through his veins as he was brought up on a Thames spritsail Barge and sailed the high seas on ocean going ships.

The Thames estuary is a world of constant flux. It is an artery of modern commerce and archaeology of past industry which peppers its rivers and creeks. Flooded islands have become the domain of birds nesting on hummocks of salttings and feeding on mud flats. Rotting wharves are festooned with life and the time-worn ribs of barges the perch for cormorants.

Around all of that, man has created new uses for disused lime, cement and brick docks. Boatyards, marinas and waterside housing have emerged like a water-born phoenix from industrial ashes. The book contains many hand drawn pictures, old maps and line diagrams of smacks and barges etc. A vital read for the growing number of modellers building model Thames Sailing Barges.



Author: Nick Ardley
Pub Date: Feb 2016
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Illustrations: 75 Colour photographs
19 mono
Dimensions: 24.8 cm x 17.2 cm x 17 mm
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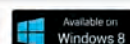
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PLASTIC KIT SCENE

HERE WE ARE OVER HALFWAY THROUGH THE YEAR AND STILL MORE NEW RELEASES KEEP COMING

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



Revell's new German destroyer

REVELL MODELS

German Destroyer Type 1936

Model No.	05141
Scale	1/350
Length	35 cm
Parts	178

Many of this class of destroyer were built for the German navy and used throughout the 2nd World War. They carried 5 main guns, turret mounted, 2 sets of torpedo tubes and mines. They had a top speed of over 38 knots and carried a complement of 323 crewmen. This is a great model that is well detailed with very good moulding; the hull and superstructure is well reproduced.



A well-detailed model (courtesy Revell)

The full armament this class of destroyer carried is included; this even includes the mines carried on the stern. The new style of instructions and painting guide is easy to follow but it is classed as a level 4 model for advanced modellers with model building experience. This is another model that many modellers will be adding to their collections.

Sunseeker Predator 108

Model No.	05145
Scale	1/72
Length	44.4 cm
Parts	117



Sunseeker predator 108 (courtesy Revell)

The Sunseeker boats are the Rolls Royce of the luxury pleasure speedboat, they are built in the UK at Poole, Dorset. Luxury is the word and they have all you could ask for in a boat, cabins, sundecks, bar, sun loungers and a speed of 42 knots! All the rich and famous seem to own one. This model is a re-release from 2008 and that is when I first built this model and I loved the build then.

The model includes all the features of the real boat with full interior detail; sun loungers, bar stools and bar, tinted windows, bathing platform and radar array. It has all the sleek lines of the real boat and much more. So if you want to boast that you own a Sunseeker, make this model and you would be telling the truth.

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

ZVEZDA MODELS

Black Swan Pirate Ship

Model No.	6514
Scale	1/350
Length	11.3 cm
Parts	67

This is another new model from the Zvezda range of snap fit, no glue required, 1/350 sailing ships. It can be used as a wargaming model. It can be just put together and does not need painting as it comes ready moulded in 3 colours; brown, black and white for the sails, but the detail is so good it can be painted as a static display model as a full painting guide is included with the assembly guide. The model is made to be used in the Zvezda Art of Tactics board game 'Armada invincible' (game no. 6504).



Black Swan pirate ship

RMS Titanic

Model No.	9059
Scale	1/700
Length	38.4 cm
Parts	150

Most modellers will know the tragic story of the Titanic's maiden voyage when she struck an iceberg and sank in April 1912, so I will not tell the story again.

I know you will say 'not another Titanic model' but every model is moulded to the manufacturers own ideas. This Zvezda model is moulded in 3 colours, which does help the beginner who has only just started modelling.

The detail of the moulding is very crisp and well reproduced; the hull plating and the decking is very good so the experienced modeller will also enjoy building this model. Instructions are clear and easy to follow and a full painting guide is included.

Full details of these models and the complete Zvezda range of models can be found at www.zvezda.org.ru/



RMS Titanic from Zvezda

BLUE RIDGE MODELS

USS Halibut SSNG-587/SSN-587

Model No.	BRM-350 32
Scale	1/350
Length	31.3 cm
Parts	33 resin plus etched fret

USS Halibut was launched in January 1959. She was a nuclear powered submarine and was the first submarine designed to launch guided missiles (SSGN-587). In 1965 she was redesignated as an attack submarine (SSN-587) after a major overhaul and refit. In June 1976 she was decommissioned and mothballed. More details of the submarine can be found on the Blue Ridge website and on Wikipedia.

This is the latest kit from Blue Ridge Models and is a limited edition model, only 250 kits worldwide; each kit is individually numbered. On opening the box I found all the resin parts fitted securely in a block of foam with the etched fret taped to the box lid, a 16 page instruction booklet is included which gives details of the submarine and details of the options as to which type can be built from the kit. With this secure form of packing you know this is going to be a great model and I was not disappointed.



The Blue Ridge USS Halibut comes well packed



The detail of the Halibut moulding is fantastic

The resin casting of the hull is phenomenal; the detail that has been put into the casting is remarkable with crisp detail of the panel lines and a well-detailed missile bay. The bay has options to be built closed or open with the missile ready on the launching platform. Etched stanchions are included to go around the deck area, which adds to the detail of the finished model.

The parts for two versions of the submarine are included and the assembly instructions are very precise and easy to follow. I have built the model and the details of the build will be in a future issue of MMI.

I would like to thank Brandon Lowe from Blue Ridge Models for supplying the sample kit. Full details of this extraordinary kit and all other Blue Ridge models can be found by visiting:

www.blueridgemodel.com

AIRBRUSH COMPANY LTD

More new paints are now available from this company...

Wilder Nitro Line

Old Grease	
Paint No.	NL 36
Contents	50 ml
Grease	
Paint No.	NL 35
Contents	50 ml

These will be very useful to the marine modeller as they are an enamel based product which can be used straight from the bottle,

or thinned if required; they work best when applied over acrylic finishes.

Wilder Weathering Oils

Black Night	Paint No.LS 01
Medium Grey	Paint No.LS 11

Both come in 20 ml tubes their liquidity is higher than normal artist oils making them easier to apply, they are also fast drying as opposed to traditional oils and dry to a completely matt finish; there are many other colours in this range of oils.

Lifecolor Liquid Pigments

Hulls & Wooden Decks	
Set No.	LP04

Contains six pots of the following:

LPW 16	Fouling Green
LPW 17	Surfaces Shadower
LPW 18	Wooden Deck Darkener
LPW 19	Wooden Deck Shadower
LPW 20	Dried Salt
RE	Remover

This set is ideal for the naval and marine modeller, the great thing about these paints is that you can apply as much or as little as you require, any surplus is easily removed using the liquid remover even after the pigment has dried. Some great weathering effects can be obtained using this set, I have some more new paints from The Airbrush Company but details of these will be in the next issue. For full details of these paints and how to apply them can be found on the Airbrush website together with details of all their products which is very extensive; just visit www.airbrushes.com **MMI**



Latest Wilder paints



The new Lifecolor set

Remove any moulding lines or dark areas on a surface. Using an airbrush. Apply Liquid Pigments with an airbrush or any other tool you prefer. The brushes or other instruments moistened with Remover. It is also possible to move or accumulate the Liquid Pigments on a surface by spraying it on paper and apply on the model. Use with the sponge (chipping). Moisten the sponge or similar in the Liquid.



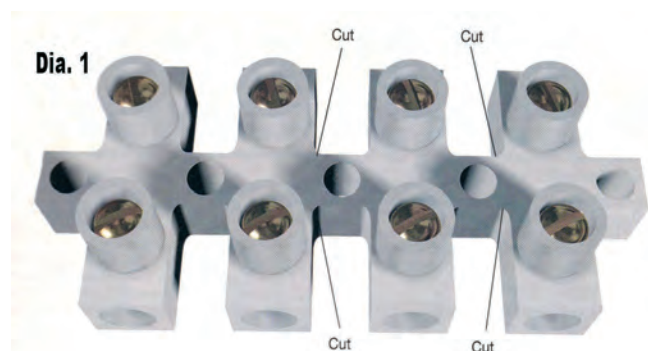
Great effects can be achieved

SCALE SCENE

IAN DESCRIBES AN EASILY MADE RUDDER ARM AND HAS SOME THOUGHTS ABOUT WEATHERING BOATS

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

I had several handy tips leftover from the last two months articles. However, as I want to move on to other things, I thought I would show you the one I have tried and found to work well



Cut Choc Block connector as per the text



See text

EASY RUDDER ARMS

In the past I have described how to make rudder arms from the brass pins from 3 amp plugs. The following idea is a little easier to make (less filing certainly) and works well, especially if you need multiple rudders on a particular model. Use a strip of choc block connectors, 5, 15 amp etc. depending on the size of your installation. Cut one pair of terminals off the strip as shown in the first diagram and make the connecting bits into slots as in the second diagram.

In the original, the arm was made from ply which was a tight fit in the slots. I used some GRP circuit board material (without the copper), as I had it handy, but ply would work ok as long as you waterproof it well.



The completed rudder arm as per text

The rudder arm is glued into the slots as shown. File some flats on the rudderpost and secure with the two screws. Cut the bottom part of the plastic cover of the connector off down to the brass, which could act as a bearing onto the rudder tube. If felt necessary, the arm can be further anchored with a pin or wire down through the screw covers as shown.

SOME THOUGHTS ON THE WEATHERING OF MODELS

In the past there have been several articles on weathering model boats. I've written a couple and I believe there was one quite recently. However, I'm not going to go over old ground here, it's just that it is a subject that comes up often at the lakeside, especially when people know I write for the mag. Just so you know I'm not the font of all knowledge!

Anyway I'm not going to write a 'how to' article, more a 'things to consider if you are contemplating it' sort of thing.

FIGHTING TALK

Well, I hope this section doesn't offend anyone, but it has to be said. Whilst, unlike yesteryears, most people accept that the majority of ships are not glossy and use matt or semi-matt paints on their models. But many models are still finished with a pristine un-weathered appearance and you will have heard the "my model is finished to represent the appearance of the ship as completed" comment before.

Well I'm sorry, having lived near a shipbuilding area (sorry ex-shipbuilding area) for much of my life and having had a job at one stage which took me into several of the major yards, on both the Wear and the Tyne, I can tell you that real ships are never 'pristine'. They are born rusty, they are launched rusty and even after fitting out and commissioning will still have some rust on them. So in my opinion if you have spent many hours faithfully reproducing a ship in miniature, the least you can do is give it a realistic finish.

DOWN TO BUSINESS

As I said I'm not going into technique here, but I have a few little tips that help me. Of course don't take these as gospel, as what works for me may not work for you. Firstly, I always use matt paints, as the open pored nature of these makes them especially suitable for weathering. Many quite realistic effects can be achieved with matt paints without the need for extra painting work; in fact some types of effect are very difficult to reproduce any other way. I mainly use Humbrol matt paints with matt or satin lacquer as needed. The reasons for this will become apparent in the next sections.

PAINT DENSITY

The one main fault that strikes me about many otherwise well painted models is that no allowance has been made for apparent paint density. By this I mean that light reflects from the relatively small surfaces of a model in a slightly different fashion to the light being reflected from the various surfaces of a full sized ship. Colour appears to fade with distance and it is because of the relative distances from which model and full size ships are normally viewed that some model paint finishes look a little 'toy like'.

Just to illustrate that point, if you were to view a newly painted model of a ship to say 1:24th scale from a distance of 2 metres (just over 6 feet) that would equate to viewing a full size ship from around 43 metres (150 ft). Although this is still fairly close (in full

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size terms) it is far enough for a subtle, but noticeable change in apparent paint density.

Models painted with the more heavily pigmented paints such as black, dark blues and red etc. seem to suffer the worst from this effect. The trick is to do some test pieces, introducing a very small amount of matt white to the main colour until the effect is right. What you are trying to do is 'cut' the density of the main colour very slightly without unduly lightening it.



It's not only steel hulls that rust. Rust leaching through a wooden hull



An example of hull fouling as described in the text



A heavily weathered model of the Maggie May. Looks a bit over the top until you see the next photo

THE AGEING PROCESS

Every devout warship modeller knows that if you have used matt paints to achieve that nice light grey colour, you have to protect the finish very quickly with lacquer, otherwise it soon discolours with handling and water staining. There you go, instant ageing!

If you sail your model for a couple of weeks (or longer depending how grungy the water is) before any other weathering or lacquering is attempted, and don't wipe down the hull but let it dry naturally, a very realistic effect can be achieved.

If you continue this ageing process until the hull is slightly dirtier than you really require and then gently wipe down the whole hull with a cloth which is only just damp, the effect can be improved as the soiling is thinned and spread over the whole hull area and is forced into the 'pores' of the paint. This simulates very effectively the natural weathering on paintwork caused by the action of sun, wind and saltwater and if you add only a small amount of rusting in the appropriate places, (look at as many photos of real craft as you can) a very subtle effect can be achieved. That of a still relatively clean and new ship but with that slightly 'used' look.

Don't forget that the waterline will need attention too! (See one of the included photos). This is an area very often forgotten about and could be in the form of rust stains, oil streaks or brownish green weed growths. Once again check out as many full size vessels (or photos) as you can.

Upper works on a model can be treated in a similar fashion to the hull as, although they are not subject to the same amount of soiling as the hull, they still pick up dust and other airborne dirt. Every so often during the 'ageing' period, brush the dust off with a soft bristle paintbrush using a light 'scrubbing' action. This removes most of the dust but forces a small amount into the pores of the paint every time you do it. After a time you can use the same brush lightly dampened to spread the soiling. When everything is the way you want it, you can then spray on your lacquer to seal and protect the finish from further soiling.

THE REAL THING

We are talking rust here! I'm not going to talk technique or realistic placement here, just rust. Real rust doesn't come in only one shade, but can vary from a bright orange to a deep rich red/brown mahogany colour. Despite the advancements in model paints, I still think the only way to simulate rust is to use real rust!

There are a couple of methods of producing different shades of rust which I have picked up over the years which work well in conjunction with matt paints. But despite evidence to the contrary produced by your car, rust doesn't appear overnight. You have to plan ahead and have a little patience.

Now at this point I am going to be a spoilsport and leave you hanging. If enough of you are interested in how I make useable rust 'paint' and the techniques for applying it please do email me and with the Editor's permission all could be revealed! **MMI**



Now that's what you call rusty!

Even with a lot of careful maintenance any gas hull will eventually require an engine rebuild that can include something as minor as new rings and gaskets to a total replacement of its internal components



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POWERPLUG

A TWO-PART POWERPLUG BEGINS WITH THE BREAKDOWN OF AN AVERAGE GAS BOAT ENGINE

Through the actions of shunts, over use/rpm situations and just a lot of normal on the water runtime, the average gas boater will sooner or later find him/herself having to tear down/rebuild the marine-style two-stroke engine that powers the owner's hull.

Over time, the various ball bearings on the power plant's crankshaft, connecting rod and piston rotation points will demand replacement as will their retaining clips, shims, seals and gaskets, plus the cylinder, piston and crankshaft themselves might be in need of updating as well.

Due to their design specifications each current builder of gas boat engines has their layout/component differences, so you'll have to closely breakdown your hull's petrol power source to avoid problems.

In this column we will overview the basic disassembly of a common two-cycle engine, not unlike the units found on many of today's high-output gas hulls, then we'll talk about its actual reconditioning process in both this Powerplug and next month's space.

Overall, the rebuilding of almost any gas boat engine is fairly simple once you know the various steps and hopefully we'll cover the majority of these methods over the next two issues of MMI.

ENGINE OUT

Okay, let's assume you've fully detached your boat's petrol energy source from its motor mount, throttle linkage and whatever shutdown/fuel input arrangement you prefer to run in your vessel. If the engine was still in a good running condition when you removed it, you should be able to proceed with its tear down by first cleaning the entire unit thoroughly including its fuel and ignition components to ensure you end up working with a gunk-free motor on your workbench.

The same 'clean room' idea should be carried-over to your workbench zone and your tools as having the most debris-free area possible is important on these small engines. Even the tiniest bit of steel, aluminium, etc. material can easily contaminate your engine's bearings, seals and other high-cost components once you've reassembled the power head.

A clean, thick cotton towel makes an excellent secondary work surface, however be sure to clear your towel through 'She Who Must Be Obeyed' before you sit your boat's engine, parts, tools and cleaning materials on the chosen cloth.

In recent years the use of either Latex or reinforced-fabric gloves has become commonplace in all kinds of repair/service situations and as you'll likely encounter some strong solvents and sharp edges while rebuilding your petrol engine I recommend using some kind of gloves during the process.

Having used both types of 'rubber' and fabric gloves, I've mainly used the disposable medium-grade Latex ones when I'm at the workbench. Besides being very light on your hands, these gloves also keep your digits as clean/grease-free as possible and give you a bit of cut protection as well.

Fabric gloves will give you additional finger/hand protection, but they can collect gunk more easily than the throw-away Latex gloves which could end up letting unwanted material into your power plant.

One trick I sometimes employ with the Latex gloves is to actually use two pairs as adding that second layer of material gives you some backup protection should you encounter a very sharp edge or fastener inside your motor's main cases. Buying the medium-grade/thicker medical-style Latex gloves will usually give you a good IC engine work glove and they are available in a non-Latex form should you have any allergic problems in your doctor's files.

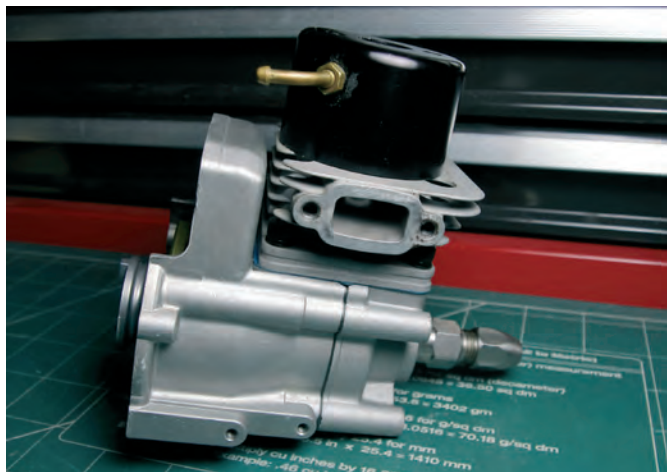
TEAR DOWN TIME

Having had the job of working on engines like today's petrol marine units, I've developed my own system/steps for tearing down these motors and they should also work for most modellers. Your goal will be to first detach any remaining parts that could impede your access to the power plant's cylinder-retaining bolts/nuts and these bits can include its external ignition coil/spark module, carburettor/manifold, exhaust header/cooling ring and whatever motor mounting brackets are still affixed to the engine's main cases.

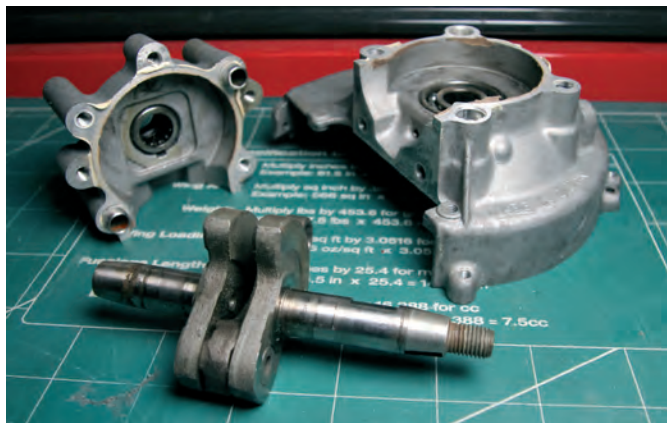
If this is the motor's first-ever rebuild, you could encounter some



Buying a used gas boat motor could involve giving it a tear down to make sure everything inside is within the engine's stock specifications



Removed from the hull, the engine's power plant's external bits, including its spark, fuel and other systems must be detached before you can totally breakdown the unit



Totally apart, you can now check/inspect every part of your engine and make up your part's list to get the motor back in shape

corroded, locked-up screws, bolts and nuts, so be prepared to breakout the penetrating fluid and some special tools to help you remove the locked fasteners. This could include such things as hardened-tip screwdrivers/Allen wrenches, six-point style box-end wrenches, locking pliers and if possible, a good hand impact driver that's capable of holding any size tip/socket and extension needed to reach the offending fastener deep inside your engine.

When combined with a small hammer a hand impact driver can easily break loose most rusty screws or nuts, plus when you're trying to loosen a really stuck, soft-metal screw like those found on many current gas boat motors, you can avoid stripping-out its head with a quick, solid blow of the hammer and driver.

Once all of the varied case/cylinder components are free of the engine you can remove the cylinder's retaining bolts/nuts and slowly free up the cylinder and cooling jacket combination by breaking its sealing gasket on the main crankcases.

In some cases this thin gasket can become almost like an adhesive, locking the two parts together without any fasteners present! Under normal circumstances the boater can separate the cylinder by lightly tapping it with a plastic-tipped hammer as this should 'crack' the fibre gasket, however you must be sure to support the cylinder with your free hand as you tap/release it from the crankcase.

The reason for this cradling is that you'll avoid rotating the cylinder as it comes free of the cases, which could end up damaging the piston, its sealing rings and the lining of the cylinder bore in the process. Allowed to rotate enough, the ends of the rings could lift free of their grooves and contact/hook-into the cylinders port openings thus breaking the thin rings and/or scratching the cylinder bore/lining as well.

After slipping the piston fully free of the cylinder bore you can then inspect the piston, rings and connecting rod small-end bearing, as well as the actual condition of the cylinder's inner surfaces. If there are any noticeable marks, grooves or heavily-discoloured areas on the cylinder bore or around its series of intake/exhaust port openings, you'll likely need to replace or upgrade the cylinder with a stock replacement unit, an aftermarket/high-output cylinder or one of the various knock off cylinders made/sold by many online engine suppliers.

Moving to the piston/connecting rod checks, again if you detect any scarring on any part of the aluminium piston's outer surfaces it will require replacement along with the piston rings themselves.

As for the piston's small retaining pin, needle bearing/shims and locking clips, they are all suspect during a good engine rebuild and the modeller should consider replacing them if the piston is removed from the connecting rod end.

If you remove the piston's support bearing and see any marks in the rod's inner rotation zone this could indicate other problems with the engine. Made by such things as spark pre-detonation, water compression after a crash and excess wear on the connecting rod's 'big' end/bearing location you can get small, thin marks on the rod's piston-mounting bearing opening and this will mean the replacement of the crankshaft assembly and its main bearings that support the shaft itself.

Should you have to proceed to this level of engine rebuild it will again require the same process as removing the cylinder, any remaining parts including drive couplers, flywheel/rotors, ignition modules and whatever fasteners that actually hold the two-piece/matching case halves tightly together.

Depending on your power plant's design, the main cases may simply slide apart once their screws are out, or you may have to use a small puller tool to help separate the two case halves.

Your soft-faced hammer may again be a big help with the puller, but again, only use a light tapping method on the strongest edges of the cases to prevent breaking-off any required mounting brackets built into the aluminium housings. Some engines use a fibre gasket while others are designed to be sealed by a thin layer of flexible sealant, so it's possible to encounter a big difference in the joint strength between your motor's main case halves.

The two engine/crankshaft bearings and their separate seals can also create some case separation friction as you're slowly splitting the housing, which means you should use the puller tool and avoid using screwdrivers, a putty knife and other damaging tools to pry apart the aluminium cases.

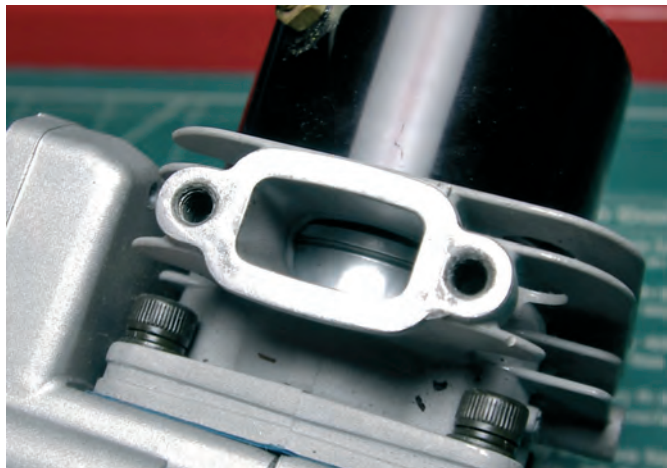
Once the two crankshaft case halves are fully apart, you'll need to closely check for any shims present on either side of the crankshaft/bearing faces as it's quite easy to miss/overlook these tiny round shims; however, their presence is very important to provide the correct spacing for both the crankshaft and the alignment for the connecting rod/piston as they move through the entire piston stroke.

When shims are found, they should be placed, along with the rest of your engine's parts on that clean towel on your workbench, plus

you can document their location via whatever method (camera/cell phone, pen/paper, etc.) to help ensure they go back together as designed.

CLEAN-UP AND REASSEMBLY

In past Powerplug columns your lowly scribe has detailed almost all of the ways to clean up IC boat engine parts, including the use of ultrasound technology. Regular automotive parts cleaners can usually handle the majority of your motor's finishing/cleaning chores, so go back a few issues and you'll find a host of parts washing techniques in those MMI columns.



Made up of a hard coating the cylinder liner must be scratch free and show no signs of a sudden piston seizure as this would cause serious problems if left as-is



Due to bad fuel, water ingestion, etc., you might find small indentations in the connecting rod's upper/small end opening which would need replacing to avoid piston bearing failures

Next, depending on your motor's layout you'll likely have to clean/inspect some different pieces that these engines use to keep their workings working! These items can include case-locating pins, crankcase/cylinder pressure fittings, gasket/sealant surfaces and the openings for the ball races and seals on the cases themselves.

Due to their lightweight/compact layout, a petrol marine engine's case halves



Often over-looked any crankshaft shims, bearing supports and crankcase locating pins must be reinstalled as they came off the engine during its disassembly

can become stained, oxidized, etc., through normal use and/or saltwater contact. Some automotive or household compounds and the aforementioned ultrasonic option can clean up aluminium, but in extreme cases the parts and even the motor mounts may need a more intense cleaning procedure while the motor is disassembled.

Back only a few years ago your available sources for extreme aluminium case corrosion was either a sand or bead-blasting machine and while these air-blasting tools could easily remove any surface contamination from the pieces they could also cause you problems due to their abrasive nature.

With their very narrow gasket and seal-mounting surfaces an aggressive sand/bead-blasting session could remove too much material from these sealing surfaces and you'd end up with an air leak on your reconditioned power plant.

If your cases, cylinder or header parts do require some heavy-duty clean up you have the option of using today's newer 'media' materials that include glass beads, walnut shells and soda delivered via either air or water spray guns which are all readily available from some tool sellers/suppliers. A regular-output air compressor can handle a home grown media job, or it's also possible to farm-out this type of work to many automotive or machine shop outfits that use these cleaning tools.

THIS MONTH'S SILLY SEGMENT

After the sale of a new small nitro hydroplane its owner made a return call to the hobby dealer he'd purchased the pre-built hull from. Following the boat's first day at the pond, the modeller had read and applied all of the boat manufacturer's post-run guidelines and then put up the vessel supposedly ready for its next lake day.

Before loading up the powerboat he'd put a new glow plug in the hull's engine and then found that the motor was locked up. Fearing he'd let moisture rust up the hydro engine's inner surfaces he'd not checked anything before he entered the shop, so the hobby dealer was the first person to lay hands on the boat.

Knowing that the customer had previously flown many glow-engine aircraft he removed the glow plug and discovered the gremlin, an idle-bar equipped glow plug had been used and this was contacting the motor's piston dome. Idle-bar glow plugs are sold, so if you have recently bought any surplus glow plugs online, check them all closely before using them in your IC boats.



Outwardly these glow engine plugs look the same, however the centre one has an idle-bar which would damage your boat's nitro motor due to its raised electrode design



Stay tuned for next month's column as we'll continue/finish the process of rebuilding a normal petrol hull power unit on your own workbench

CORRECT COMPONENTS

Clean cases and still in-spec limits cylinders and crankshafts mean that you're now ready to match up whatever new parts will be required to reassemble your engine. Crankshaft main bearings fall into the range of a 'regular' ball race unit; so, you'll normally be able to find these small bearings from a host of sources.

Like many engine parts the amount of money you spend on these races will help determine their fit, clearances and available service life inside your engine. A good bearing house can detail you on their range of whatever size bearing you need for your motor, plus there are also speciality races sold for most petrol marine engines as well. Ceramic ball races have become very popular for many gas boat engines and such well-known companies as the US-based Boca Bearings can provide you with these type races, as well as any number of steel bearings for a current petrol craft motor.



Knowing your boat's suffered an engine failure can make that walk back to the car a long one, but with only a few tools you can breakdown/repair most petrol marine motors yourself



Matching-up your new crankshaft main bearings for a certain engine can be done through a regular/local bearing dealer or via an online company like Boca Bearings

Finally, without the correct replacement gaskets for your engine the whole tear down/assembly of the unit could be in danger of failure once you get the motor back in the hull. Due to their shape/size, cylinder, case and the intake/exhaust gaskets must be a precise match to their mating surfaces both when they are positioned and after you've tightened their securing fasteners.

Cylinder base/crankcase gaskets are usually very fragile, so you must carefully inspect them for any signs of breakage or flaws as they come out of the package. Some providers will carefully package these gaskets in cardboard-backed shipping envelopes or boxes and I recommend you replace all of your engine's sealing gaskets when you're reconditioning its internal pieces.

With that we'll stop and I will complete the project engine's total rebuild in next month's column. Talk to you next time. **MMI**

Overall, your goal will be to choose bearings that match the engine's OEM crankshaft/case openings, plus are of the correct width to avoid any binding with either the crankshaft or the rubber seals used on each outer area of the installed races.

Moving to the seals themselves they will need to be sourced from an outlet that is up to date with these special parts. If you're working with any of the Zenoah based R/C boat power plants using the stock/OEM crankshaft seals will create the best possible case pressure once you've completed your rebuild, plus these seals will normally be a good fit without being extremely difficult to install into their openings. Old/new stock seals might be suspect as they can harden enough to cause mounting or pressure leak gremlins if used on your project motor.

Now if you are refreshing a custom/high-output engine you'll likely want to contact its manufacturer directly to get your seals, bearings, etc., as they could be difficult to source without causing glitches as you re-do the power plant.

Finally, without the correct

TRICK OF THE MONTH

Although many gas boaters run their hull's Walbro carburettor engines in a basically-stock form, you can modify the fuel-mixer's main housing to upgrade its available fuel/air volume ratios.

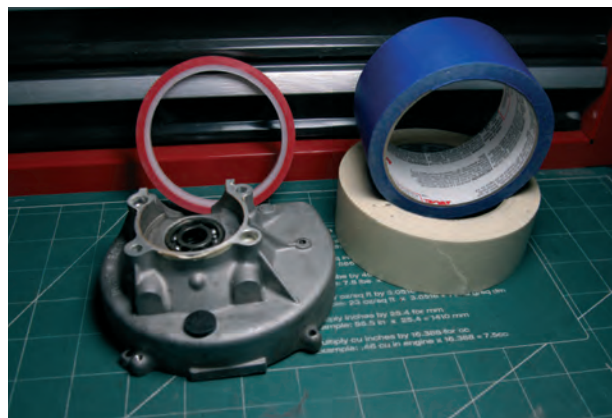
Machining the Walbro's aluminium body's venture opening can be done by either a speciality gas boat engine seller or via a machine shop that can handle this type of small job. In either situation the Walbro's brass fuel inlet will have to remain intact to ensure the fuel enters the engine properly, however beyond that, you can vary this carb as you desire.

TIP OF THE MONTH

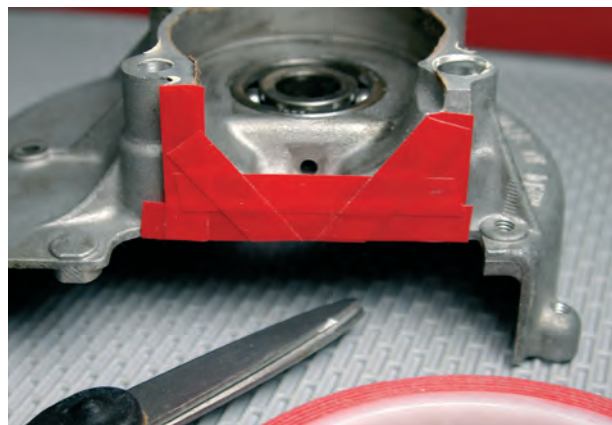
As a follow-up to my mention of the possible damage to engine parts during an air-delivered media cleaning, you can greatly increase your chances of avoiding this malady with only the introduction of some masking tape.

Covering any/all basket, seal or bearing surface with a layer of masking or vinyl trim tape will help prevent sand/bead/etc. media erosion on your aluminium engine parts. I've used a low-tack masking tape for this chore as it doesn't leave any serious leftover adhesive on the parts once you've cleaned them.

For really tight areas or when masking a small opening, a flexible fine line masking tape (sometimes called pinstripe tape) is an option, but you'll need to carefully clean the spots to be covered as this style of masking material demands a smooth, grease-free surface to stick properly.

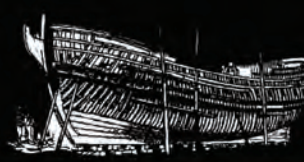


Should you decide to use an air-delivered cleaning media on your engine parts protecting their gasket/seal areas with masking tape will prevent leaks on the reconditioned parts



Covered with a vinyl tape this engine case gasket area must be thoroughly cleaned before taping to stop lifting of the masking as the air or water-delivered media hits the aluminium

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Full range of R/C installation equipment available	

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This is just a selection of a huge range of 3, 4 and 5 blades props in stock	

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FR Series Heavy Duty Speed Controllers Variable frequency microprocessor system.

All our FR Series controllers have the following feature, making them the smoothest, most reliable controllers around. Just ask the 1000's of people who use them!

- ★ Unique selectable frequency mode, low, high or variable frequency now on all our controllers.
- ★ Low frequency for best low speed control and low noise.
- ★ High frequency for smooth, efficient high speed operation.
- ★ Electronize variable frequency system low speed - low frequency increasing to high speed - high frequency.
- ★ Digital signal processing for super smooth 'glitch' free operation and fast response. No extra filters required.
- ★ Motor stops if signal is lost. (as our's controllers always have).
- ★ Screwdriver speed range adjustment, 25 - 125% of transmitter range.
- ★ Switch on and go neutral set up. No repetitive switch on sequence.
- ★ Continuous current ratings. No exaggeration! No battery limit!
- ★ Thermal overload and peak current protection. (motor short or stall)
- ★ 75 amp. (240 amp. peak) rated MOSFET's for rugged performance.*
- ★ Non-encapsulated serviceable design, no accident write-offs.
- ★ 6 to 24 volt battery range. (5.5 volt min.)

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

30 amp. FR30HX Speed Controller

A heavy duty controller for the most powerful boats.

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



FR30HX (30 amp. 6 to 24 volt) £43.65

15 amp. FR15HX/HVR Speed Controllers

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

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



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

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

12 amp. FR12X/VR Speed Controllers

A cost effective replacement for the older 43X controller.

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



FR12X (12 amp. 6 to 24 volt) £28.95

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

Motors

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



Motor Type 653-33 (Fast patrol etc.)

High Power Medium Speed, 6 to 8V £8.75

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

Motor Type 653-17 (Fast patrol etc.)

High Power Medium Speed, 6 to 12V £17.95

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

Motor Type 543-24 (Modern scale)

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

Medium speed, 6 to 12V £17.45

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

Motor Type 543-17 (Modern scale)

Medium speed, 6 to 12V £17.45

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

Motor Type 543-12 (Traditional scale)

Very low drain, 6 to 12V £17.45

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

Motor Type 365-14 (Small scale)

Very low drain, 6 to 12V £5.15

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

IMPORTANT

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

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

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

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

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

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

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

Export orders are despatched by airmail at no extra charge.

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

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

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

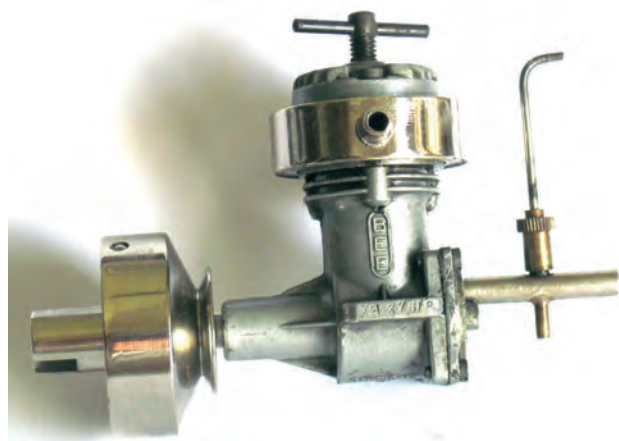
(PART 36)
AUTHOR: DAVID WIGGINS

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

Hello again. From last month's introduction to Britain's first range of multi-channel radio control equipment I'd like now to move on to the E.D. concerns better known post-war model engine product range.

THE FAMOUS E.D. DIESELS

It must have been obvious to E.D. founder and owner Jack Ballard that the market for very expensive radio control sets c1949-59 was never going to be enough to keep E.D. afloat on its own. At some point the decision was made to go into, and attempt to dominate, British model engine manufacture in order to provide the company with a steady 'bread and butter' income. Meanwhile the radio control side provided the prestige and glamour, including publicity coups like the first R/C crossing of the English Channel with 'Miss Eedee' in the summer of 1951.



An example of a second series marine 1 cc E.D. Bee – the '300,000 Engine'. The acetate fuel tank is missing

Yet again, Mr Ballard was fortunate to attract a talented designer this time in the shape of the hydroplane enthusiast Basil Miles. It is for Mr Miles' successful and durable engine designs that the E.D. name remains best known to today's collectors.

Beginning with a small range of simple 2-stroke compression-ignition 'diesels' simply named Mk:I, Mk:II, Mk:III and Mk:IV etc. the engine range grew bit by bit until it encapsulated all sizes from 1/2 cc up to and including 5 cc. The latter was then reckoned to be the limit of compression ignition design.

From the little 0.46 cc E.D. 'Baby' through the simple, side port induction, 2 cc 'penny slot' and 'Competition Special' duo up to the costly 5 cc 'Miles Special' racing engine the company had all sizes and classes covered. Though they never quite dominated



*Part of the first E.D. engine range
advertised in 1950*



The biggest and smallest – the 0.46 cc 'Baby' with the firm's top of the range 5 cc 'Miles Special'



*The spec' sheet for the 5 cc E.D./
Miles 'Special'*

the engine field, as they had hoped to do (Frog, Mills, Amco & Allbon etc. all held a fair share of the early market for British diesels), they were nevertheless the most popular modellers choice in the marine field.

This was because, right from the start c1950, and almost uniquely, E.D. made the correct call in manufacturing water jacket and flywheel sets for all their designs while others dithered or incorrectly judged that the model aircraft user was the only market worth chasing. Boaters supported the firm that supported them and E.D. reaped the sales reward accordingly.

Some of the earliest E.D designs racked up truly

massive sales that went way beyond the dreams of any competitor. The reliable and simple 1 cc 'Bee' (pictured), for example, achieved in excess of 300,000 sales as early as the turn of the sixties. A slightly bored out Bee – the 1.46 cc E.D. 'Hornet' – the bigger 3.46 cc Mk:IV (later the 'Hunter' and a firm favourite of early R/C enthusiasts), and the 'posher' ball raced 1.49 cc Fury and 2.46 cc 'Racer' engines also sold in large numbers and still sell well today.

There simply isn't room to illustrate the entire E.D. marine diesel range so I've had to be selective and have chosen 5 in all beginning with the '300,000 engine' – a 1 cc Bee in series II form, and the biggest and smallest engines in the firm's range these being a 0.46 cc Baby and 5 cc Miles Special pictured together.

The compression locking levers seen on my cylinder heads are later E.D. items added for practicality – otherwise all three engines are original, the Baby even including its tiny acetate fuel tank.

If you look at the specification for the 5 cc 'Miles' you'll see that E.D. claimed that this fine high-speed diesel was exclusive to



An original, mid 1950s, E.D. colour flyer for the engine range

them. That is a somewhat dubious claim. Basil sold his hand built diesel and glow plug 'Miles' racing engines direct to the marine community and seriously fine engines they were too. It has always been unclear exactly where the joint venture E.D./Miles product was manufactured but, bearing in mind the numbers sold by a mass-market firm like E.D., I think it most unlikely that Miles could have serially hand built this particular product even though the crankcases carry his name.

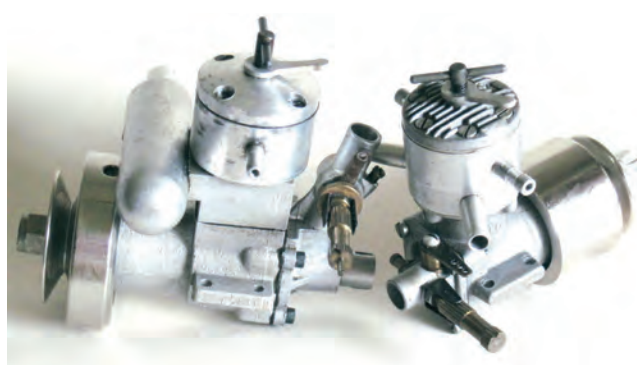
THE LATER ENGINES

Even greater longevity was accorded to the ball raced Super-Fury, Racer and Hunter trio as much later on in E.D.'s history and under different ownership altogether, they evolved into 'Super' versions some equipped with the first 'Lindsay' tuned exhaust 'pipe'. At the same time the 5 cc 'Miles Special' was heavily 'redesigned' into the Viking and Sea Lion duo.

Along with some other collectors I don't much care for the later engines and, as I bought them with my own 'hard earned' back then, I feel able to say so. Some unsatisfactory material choices were made with nylon substituted for carburettor bodies, blackened steel used for the flywheels and soft alloy for the water jackets all replacing durable brass to reduce cost. The steel flywheels rusted, seawater corroded the jackets in as little as a season and the nylon carb's often vibrated out. Basil Miles would not, one imagines, have been amused.



A brace of original users booklets for the early E.D. Mk:II (2 cc) - aka 'penny slot'



Some later E.D. diesels, a redesigned marine 'Racer' and the first 'Sea Otter'

We customers weren't either, though we mostly grumbled but persevered. It is necessary to add some flexibility when describing the later E.D. marine diesels it being possible to find hybrid examples with brass flywheels and alloy jackets. The Racer pictured is one such.

AND LATER DESIGNERS

Various designers, owners and 'names' popped in and out of E.D. from the 1970s onwards with Dick Oberg and George Fletcher being two of the better known. Engines like Fletchers 1 cc side ported 'Cadet' and the little 'Pep' are not really part of the early E.D. story as told here. I seem to recall being told that some engines were imported from Europe and just 'rebadged' as E.D. products illustrating that the firm's best days were well over by 1975 or so.

An exception to my dislike of the later engines is Geo' Fletchers first 'Sea Otter'; a specialist (double ended drive), marine engine that was well received even as glow was replacing diesel on the boat scene. I emphasise the word 'first' as the poor old Otter soon

got the 'cheapo treatment' from E.D. as well, but a Mk:I Sea Otter was a very pleasant engine and I still have mine.

Introduced, as you see, at about £6.50 in 1962 it offered chaps like me the chance to own a specialist marine diesel for a lot less money than a Taplin-Twin cost. Whilst simple and maybe a bit limited in its low speed running capability the first Otter carb' was an integral part of the back plate casting making it immune to vibration. The first flywheels were of brass and of generous diameter making for easy first time cord starts. The Otter also featured a decent exhaust stack and associated manifold for easy 'plumbing'. The E.D. sales blurb calls the latter a 'silencer' but, wisely, I won't and you'll need an effective silencer if you're going to run one on today's ponds.

Well guys, my times up yet again. Enjoy the pictures and I look forward to seeing you in next month's MMI. **MMI**

IT'S HERE !
The engine that you asked for

ED SEA OTTER
3.46 cc. DIESEL MARINE

This worthy addition to the comprehensive range has been made in response to thousands of requests for high efficiency water-cooled engine. After long research and development E.D. designers and engineers have perfected this superb marine engine to power your model boats.

- ★ VARIABLE SPEED CARBURETTOR with rotary drum valve fitted with operating lever for either Hand or Radio Control.
- ★ The CRANKSHAFT runs in twin heavy duty ball races, so reducing friction to a minimum.
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MEETING POINT

REPORTS FROM RECENT EVENTS IN THE UK

THE MIDLANDS LBES MEETING AT NEW HOUSE FARM, KNIGHTCOTE, SOUTHAM – SATURDAY 14TH MAY BY KIM BELCHER

This was the second year running that the Lifeboat Enthusiasts' Society held their Midlands Meeting at this venue, the home water for the Knightcote MBC. This means that it becomes something even more worth attending, as a lot of those that attend are also keen model lifeboat builders.

The day started well, as the entrance to the farm, on a very small lane, was marked by coloured balloons and an RNLI poster. Then members marshalled us to our parking positions in the farm complex, a good example being Frank Halliday who even made sure that some were close to their gazebos and the water's edge around the pond – absolutely no 'jobs worth' here! What a refreshing change to some events we attend.

The day was free sailing and during the afternoon guest speakers gave presentations in the small conference centre that has been beautifully renovated and is known as Monks Barn. This year Peter Woolhouse started with 'The Private Acquisition of RNLB Mary Gabriel, a 37 foot Rother Class lifeboat', and that was followed by 'yours truly' on 'The Launch and Recovery of the new Shannon Class lifeboat at Dungeness'. Added to this there was the local RNLI shop, a gazebo for the Stratford RNLI selling plants, the local Air Ambulance (Warwick and Leicestershire) gazebo and Sue and Adrian Clutterbuck had their LBES gazebo with literature, books, marine figures and photos.



The wonderful location and pond, with clubhouse on the left and 'helmsmen' in front, then the 'trade' and club gazebos, finishing with King Lear MBC on the right



Jeff Carter stands back, alongside his Trent, while Alan Turner helps Mike Gunn put his 1/12th scale Tamar class lifeboat on the water

Throughout the day the St. John's Ambulance were in attendance – just in case! There was a large barn with model railway layouts belonging to the Warwickshire and Leamington MRC that could be visited and also a small tractor museum. This venue has it all.

Sue and Adrian organise this, along with the host club – Knightcote MBC – who jointly sponsor this event along with John Elliott, a member of King Lear MBC. To all of these we are deeply grateful, as their time and money invested make for a truly enjoyable and worthwhile day.

To my knowledge some ten MBCs were represented, to a greater or lesser degree, along with a number of LBES members who make model lifeboats, but do not belong to a local club. The clubs were – the hosts, Knightcote, then King Lear, Northampton & District,



In control – Alan Turner, Alan Poole, John Owen, Jeff Carter, Derek Nelson, A.N. Other and Rob Smith. The LBES is in safe hands!



An early photo-call – Rob's Severn class 17-29, John's Arun class 52-11, Alan T's Tyne class 47-015, Colin's Solent class 48-014 and Mike's Tamar class 16-05 – all at 1/12th scale



Out on a shout! John Owen's 1/12th Arun class 52-11 RNLB Elizabeth Ann, based on the Falmouth lifeboat, with Alan Turner's 1/12th Tyne class 47-015 RNLB Hetty Rampton, the current lifeboat at Ramsgate



Members of the King Lear MBC watch and record fellow member Mike Gunn's Shoreham based Tamar class 16-05 and Black Country Rob Smith's current Falmouth Severn class 17-29 models



Jeff Carter of the Black Park MBC explains the complete refurbishment he is undertaking of this second-hand 1/12th scale Trent class lifeboat based on 14-02 RNLB Esme Anderson, based at Ramsgate



A good selection of RNLI based models from all ages and of many different scales on the King Lear MBC stand – an attractive and informative display

Droitwich, Barry, West Wales, Black Park, MBA-Dover, Derby and Alva-ton Pirates. The lifeboat Classes seen were those of the Severn, Trent, Tamar, Tyne, Mersey, Brede, Arun, Solent, Waveney, McLachlan, 47 foot Watson, 41 foot Watson, 'Queen' (ON40) a steam lifeboat, a lifeguard jet-ski, and also a large scale RNLI MB Talus tractor (T114). These were joined on occasions by a US Coast Guard cutter ('spam can' – Waveney type) and a TID tug.

Some three quarters of these were at 1/12th scale, with some larger and quite a number smaller – a great selection and fabulous display, with most going on the water. A lot of this was down to Knightcote MBC Secretary Derek Nelson, who kept us all up to speed with what was happening or about to happen, using the PA system – we were well informed throughout.

At the close of the day the Knightcote MBC Chairman, David Pledge, said that he had made the decision that for him the 'lifeboat of the day' was the model of the Solent class 48-014 based at Montrose RNLB Lady MacRobert, belonging to Northampton and District MBC member Colin Tarry, for which he got a large box of Maltesers!

Finally, we must pay special thanks to the ladies of Knightcote MBC, who brought the tea and coffee table outside to serve us

and provide free biscuits with each drink, and their colleagues who made sandwiches and hot lunches in the clubhouse. Just sign up to the LBES (john_francis@mli.org.uk) and get their superbly printed Newsletter three times a year and become eligible to attend this wonderful day out for yourself next year – the date is Saturday 13th May 2017 – put it in your diary now.



Knightcote MBC Chairman, David Pledge, presents Colin Tarry from Northampton & District MBC with his prize



Just one of four Brede class lifeboats here on the day, this award winning one belongs to Jeremy Garner of the Droitwich MBC and is 1/12th scale



After the afternoon talks, all back on the water for a final photo-shoot; here eleven gather together with no untoward damage caused



Colin Tarry's 'prize' Solent class lifeboat 48-014 RNLB Lady MacRobert, also at 1/12th scale

BRYN BACH PARK OPEN DAY – 14TH MAY 2016 BY CHRIS SAUNDERS

The day began rather cool and overcast, which is not good news when venturing to the 'Heads of the Valleys' area as it is colder and wetter than most places. On arrival the display area was already well set up with displays from Cwmbran Modelling Society, Barry Model Boat Club, Cardiff Marine Modellers, Margam Park Marine Modelling Club as well as the home team's large gazebo.

Despite the chilly conditions the lake was soon in full use with models of almost every design and size being sailed. The wind was good for the sailboats but regularly abated to give calm conditions for the scale craft. As the day went on the sun came out and things warmed up. This brought out more visitors to view the displays and watch the activity on the water making it a successful exhibition.

The café, on the site, was a warm haven during the morning and served food throughout the day. Together with toilet facilities this makes Bryn Bach Park a very good venue for the Open Day. Everyone agreed it was a good day and Bryn Bach Park Model Boat Club is to be congratulated on a well-organised event.



The home team's display



Ken Hawker's Island Panther built on a Models By Design hull and superstructure, and powered by twin Robbie Water Jet Thrusters. The crane was from Max Mouldings



Kevin Wooley's refurbished Sunseeker, called Devon Princess of Ipswich, made an impressive display on the lake



A Fire Rescue Boat of American design. Tony Owens purchased it ready made and has customised the lighting and fittings. He has also added functioning water monitors

FURNESS MBC OPEN DAY 2016 – 15TH MAY 2016 BY BERNARD HOLDER

Whilst on holiday at Windermere Carol and I visited the Furness MBC Open Day on 15th May 2016. We were met by club Treasurer David Jacques who very kindly outlined the day's programme. The open day is attended by club members, other clubs in the area and is an annual event. On the day just over 38 modellers took part and boats were on the water throughout the day, excellent!

The club also laid on a superb complimentary buffet organised by Maggs Brown and Barbara O'Connor. The weather on the day was bright and sunny with a gentle breeze, which was welcomed by the yachtsmen. The park is set in the centre of Barrow in Furness and covers some 42 acres of land. Also on the day there was a charity run whose competitors at the bridge were covered in pink dust as they passed, including my car!



'Bill's Haulage' – scratch built by Bill Whidbourne



Tarroo Ushtey Isle Of Man tugboat



David Jacques scratch built Fishershill boat



Boats on display table



Yachts sailing on the water

At the rear of the club house there was a large fun fair and an area with large kites flying plus the children's play area. Later in the day the miniature Furness Model Railway Club trains were in operation offering the public rides.

As mentioned the day's programme was very well organised and participating was very relaxing. At scheduled times the yachts took to the water for heats, then scale boats followed by I/C and fast electric boats. The quality of the scale boats was very eye-catching in terms of standard of build and detail. Some were partial kit and scratch built, and others scratch built.



Club Treasurer David Jacques and German kit Alfa submarine

Throughout the day members of the public came to the display tables and entered into conversation with the boaters. Carol and I did a camcording of 47 mins; copies of which, plus photographs have already been sent back to the club. The camcording is a good reflection of the day's activities.



Dalton towing tug



Mike Martin's Pilot boat



Good starts!

36" NATIONAL CHAMPIONSHIP 2016 AT GUILFORD ABBEY MEADS – 21ST MAY 2016 BY ROGER STOLLERY

What a fantastic championship! The wind blew hard on Guildford's Abbey Meads water, straight down the lake and was strong enough to give some exciting planes off the wind, as well as wipe outs in the strongest gusts. Close racing throughout the fleet was thoroughly enjoyed by both competitors and spectators alike, as much as the battle for superiority at the top.

The GMYC race team set a simple two lap beat and run course with a windward mark, spreader and leeward gate that took about 13 minutes. The wind-shifts in the 8-20 mph winds gave plenty of opportunity to demonstrate skipper ability, both tacking on the beat and gybing on the run.

18 races were sailed with Dave Andrews, sailing a RAPTOR 5, kicking off with 3 wins in the first four races, only interrupted in Race 2 by Martin Houlton and his special, beautifully moulded, narrow RAPTOR 6 design. Then Peter Stollery sailing his 33 year old swing rigged TAXACHUN found his form, winning the next 4 out of 5 races, only interrupted by Dave winning Race 7. At the lunch break Peter was top of the leaderboard with 17 points followed by Dave with 21 and Peter Moore sailing a Martin Dovey designed SABORA with 31.

After lunch the gusts became stronger and most skippers changed down to a smaller suit of sails. Dave's sail change was slow and he started Race 8 a whole windward leg behind the fleet, but such was the speed of his new set up, he pulled past all but the two Peters to finish 3rd. For the next 6 races he remained unbeatable, except in Race 12 when Peter Moore got his second win.

The dull greyness of the day turned to drizzle, which became more persistent and heavier as the afternoon wore on. After Race 16, RO Roger Stollery called all skippers together to ask them whether they wanted to continue racing, as there was three quarters of an hour left before the official end of racing. However, it was agreed by all to sail a further 2 races, each of which was won by the one of the two Peters.

At the prize giving, the smile on Dave's face was a picture, as he was quite delighted to have won his first 36" national championship. The winning competitors thanked the race team



Swing rigs 48 and 12 versus conventional rigs off wind



48 TAXACHUN versus 13 RAPTOR 5



Dave Kent 90 gets the best start



100% concentration at the start



Hairy moments at the downwind gate!

of Roger, Hugh McAdoo, Martin Crysell, John Townsend and Alan Viney for running a very good championship. 36" Class Captain, Alf Reynolds, who had a few technical problems during the racing, on receipt of his 'Guildford traditional last prize', said that he would love to bring the class here again for further events. As well as the prizes for the top 3, every competitor was pleased to take home a specially commissioned GMYC mug.

These boats are built to the 36" class 'box' rule, which is very simple; the hull, keel and rudder just have to fit into the special measurement box, 37 x 9 x 11 inches. There is plenty of opportunity to experiment with design and what is really good about this rule and the more recent Footy 'box rule' is that good designs stay competitive for a long while.

The current designs from designer/builder Martin Houlton are the RAPTORs weighing in at 8 pounds. His latest RAPTOR 6 has only a 7" beam as opposed to the full 9", but it still displaces 8 pounds. Although quick off the wind it suffered from a lack of power to windward in the strongest gusts. The Austin/Stollery swing rigged TAXACHUN designed in 1983 is still very competitive at 10 pounds despite its age and well used sails.

The latest rigs have big jib areas and equal booms, compared to the one third jib area swing rigs, but the jury is out as to the merits of each, as the ragbag of 30-year-old TAXACHUN sails was not a fair comparison in this fleet of beautifully made Houlton sails. **MMI**

Results:

- 1st Dave Andrews, Hampton Court, RAPTOR 5, 26
- 2nd Peter Stollery, Guildford, TAXACHUN, 30
- 3rd Peter Moore, Bournville, SABORA, 37
- 4th Dick Jobbins, Eastleigh, RAPTOR 5, 60
- 5th Martin Houlton, Solent, RAPTOR 6, 73
- 6th Dave Kent, Dartmoor, RAPTOR 5, 73
- 7th Martin Hunt, Hampton Court, RAPTOR 5, 88
- 8th Rob Walsh, Fleetwood, TAXACHUN, 103
- 9th Alf Reynolds, Chelmsford, RAPTOR 5, 139
- Novice Bowl – Dick Jobbins

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BUILDING VERONICA

Designed by: Richard Chesney

Building Veronica tells the story of how to build a radio controlled model of the famous Thames Sailing Barge, a versatile and economical cargo vessel that plied the Thames Estuary and surrounding waters throughout the 1800's and deep into the 20th century. But it is much more than that. It shows the traditional skills of boat building craftsmanship that can be used to construct a working model of just about any sailing vessel.

Plan product code: MAR3584 **£39.50** + p&p

Woodpack product code: WP3584 **£61.99** + p&p

DVD product code: DV513 **£9.95** + p&p



WOODPACK AND PLAN AVAILABLE

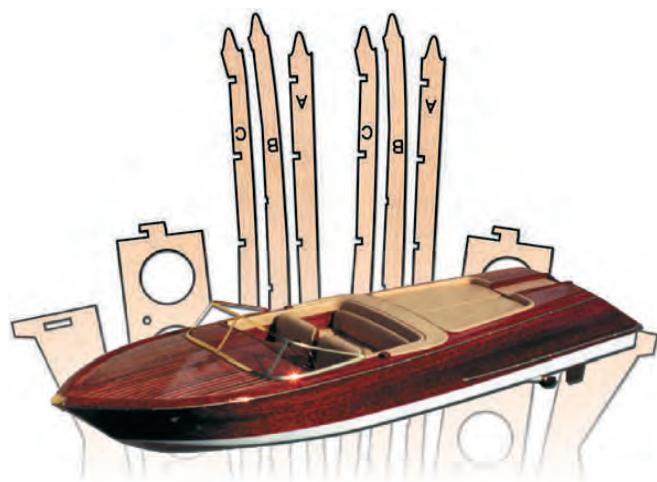
RIVA AQUARAMA

Designer: K J Laugere

Shown on a two sheet plan, giving all frames templates and some construction data. Power by twin 400 motors driving twin shafts. Scale appearance with sparkling performance! Designed by J.J. Laugere.

Plan product code: MAR2552 **£16.50** + p&p

Woodpack product code: WP2552 **£55.99** + p&p



WOODPACK AND PLAN AVAILABLE

PILOT BOAT

Designer: Richard Webb

Semi scale river patrol boat model length 630mm and 190mm beam designed for construction from styrene sheet. Single motor and shaft. Ply sheet could be used.

Plan product code: MAR3062 **£16.50** + p&p

Woodpack product code: WP3062 **£53.99** + p&p



WOODPACK AND PLAN AVAILABLE

VOSPER MTB 379

Designer: Barrie Griffin

Affectionately known as the Royal Navy's "Little Ships", the Motor Torpedo Boats of the Coastal Forces served with distinction throughout the Second World War. The Vosper Type II 73' boats entered service in 1943, and armed with 18" torpedoes, a QF 6-pounder gun, a 20mm Oerlikon cannon and two .303 machine guns the squadrons headed out to raid the enemy coast and hunt shipping and submarines in the North Sea and English Channel.

Plan product code:

MAR3505 **£13.50** + p&p

Woodpack product code:

WP3505 **£68.99** + p&p



WOODPACK AND PLAN AVAILABLE

THAMES LIGHTER

Designer: Barrie Griffin

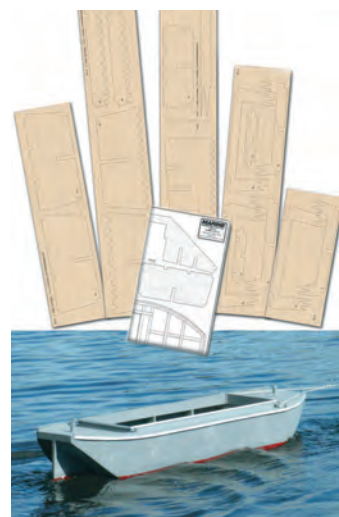
The Thames Lighter is an unpowered towage barge used in many ports to distribute various cargoes.

Plan product code:

MAR2552 **£13.50** + p&p

Woodpack product code:

WP2552 **£21.99** + p&p



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PUG THE TUG

Designer: Hal Harrison

A small twin electric powered tug. Size 380mm long by 140mm beam for twin 385 motors. Simple balsa and card construction.

Difficulty ●○○○

Product code: MAR2480

RRP: £16.50 + p&p

NOW: £14.85 + p&p



AS PATROL BOAT

Designer: Clive Halliwell

Semi scale model using either a balsa/ply hull or commercial alternative. Design based on modern patrol boat and has freelance weapons fit to choice at nominal 1:48th scale. Length 690mm beam 130mm single electric motor.

Difficulty ●○○○

Product code: MAR2960

RRP: £11.50 + p&p

NOW: £10.35 + p&p



JENNIFER ANNE

Designer: Eris Kennedy

Near scale Murray River Paddle steamer using electric drive to simple fixed paddles. Timber construction for a model of 600 mm length and 240 mm beam to be built in balsa and ply.

Difficulty ●●○○

Product code: MAR3229

RRP: £16.50 + p&p

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CRACKERBOX

Designer: Paul Williams

A simple to build 'scale' fast electric 500mm loa by 185mm beam for six cells and sports or racing as a one design Based on an American class boat.

Difficulty ●○○○

Product code: MAR2478

RRP: £16.50 + p&p

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FISHER 25

Designer: Don Hancock

A scale motor yacht. Model 560mm loa by 210mm beam at 1:13.5 scale plan shows all frames side and plan view and model may be built as a static boat with two function radio.

Difficulty ●●○○

Product code: MAR2302

RRP: £13.50 + p&p

NOW: £12.15 + p&p



FAIRWAY DREDGER

Designer: Jim Pottinger

Double ended dumb barge with crane and grab. At 1:32nd scale model is 670mm loa and 210mm beam. No model construction data.

Difficulty ●●●●

Product code: MAR2834

RRP: £11.50 + p&p

NOW: £10.35 + p&p



RYMARALEE

Designed by Jim Pottinger

Two sheet plans for the 1988 steel Seine Net fishing boat at 1:30th scale 800mm loa and 240mm beam. Alternative fishing arrangements shown but no model construction data.

Difficulty ●●●○

Product code: MAR2837

RRP: £18.99 + p&p

Now: £17.09 + p&p



MOTOR TUG CHARLOCK

Designed by Jim Pottinger

This 1960's River Thames Motor Tug was used for lighter age work hauling barges up and down the Thames. The stumpy funnel is to allow easy access under the bridges over the Thames. Length 60.9cm Beam 10.7cm scale 1:30.

Difficulty ●●●○

Product code: MAR3480

RRP: £13.50 + p&p

Now: £12.15 + p&p



HMS HORNET

Designed by Charles Sells

Single sheet plan for 1893 built RN torpedo boat destroyer. At 1:48 scale hull is 880 mm length and 100 mm beam. Model construction shown on plan.

Difficulty ●●○○

Product code: MAR3260

RRP: £13.50 + p&p

Now: £12.15 + p&p



SCAFFIE ROSE

Designed by Jim Pottinger

Two sheet plans for 1:12 scale Moray Firth scaffie full details of original but no model construction. Model size 648 mm length 220 mm beam.

Difficulty ●●●●

Product code: MAR3236

RRP: £18.99 + p&p

Now: £17.09 + p&p



SNAPDRAGON

Designed by Mike Howell

A mini 40 class racing trimaran design 1.2m length and beam intended for home building in balsa planking or cut from blue foam and covered in glass cloth. Plan shows all frames for both central hull and floats rigs and dagger boards and rudder profiles.

Difficulty ●●○○

Product code: MAR2394

RRP: £13.50 + p&p

Now: £12.15 + p&p



PACER

Designed by Chris Reid

Semi scale land yacht length 900mm and cross width 560mm. Uses standard RX and servos for steering and sail control. Construction in balsa and ply shown on plan.

Difficulty ●●○○

Product code: MAR3009

RRP: £11.50 + p&p

Now: £10.35 + p&p

KEY TO DIFFICULTY RATING

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

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

●●○○ Two ratings mean that some previous experience with kit or plans is desirable, or if you are a novice, some advice from an experienced modeller will be required.

●●●○ Three ratings mean that the plan involves methods that require a lot of knowledge and several previous models should have been completed before tackling this one.

●●●● Four ratings mean that the plans are for the most experienced modellers only and that advanced techniques will be required to complete the model.

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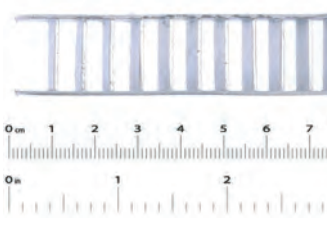
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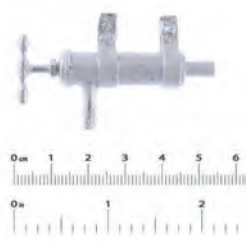
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THE YACHT OF HIS DREAMS

ALEXIS ESPINOSA DE LA ROSA'S
R/C MODEL OF A MOTORISED
YACHT MADE IN PVC



The 'Yacht of his Dreams' ready for launch

My advocacy of ship modelling seemed to have made little or no effect on my friend Alexis. Much as he had always kept up with my draft designs and shared my interest in various kinds of ship models, he had never decided to make one.

INTRODUCTION

One good day I invited him to see model ships sailing in the reservoir at the National Zoo, a spot where speed and airboats are a common sight and the place most favoured by the rather small number of Cuban radio-controlled model ship makers in Havana.

Alexis brought with him an autogyro fitted with floats and a small

electric plane engine and thus turned into an airboat. His 'mosquito' was no match for the fuel-driven models, handcrafted or otherwise, as it was too slow. In the end, for lack of a fuel engine for a speedboat, he decided to make an R/C model with a good finish of a stylish up-to-date design. At last my endless attempts to make him embrace model ship making had not been totally fruitless.

My friend liked both the friendly atmosphere that exists among model ship makers and the beauty of the reservoir, and even if he had neither the materials he needed nor the experience to use them, he could count on my help and that of other friends to settle on a project.



Autogyro with pontoons built by Alexis



Alexis flying his Autogyro designed around a Cobra helicopter

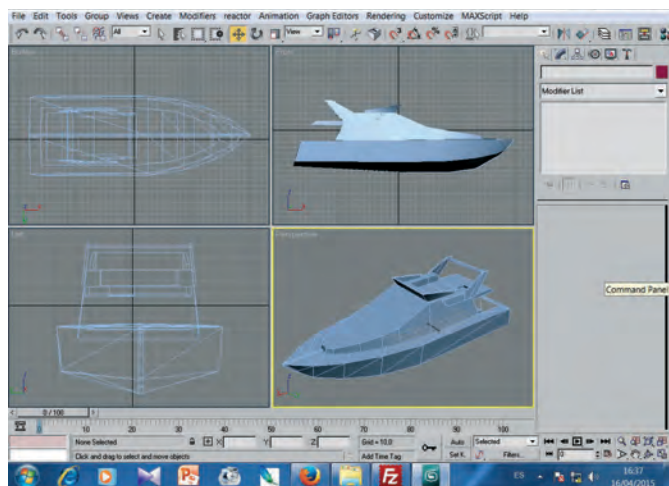


Alexis's 'mosquito', with a cockpit made from a PC mouse, the landing gear from an autogyro fitted with foam floaters and a small electrical plane engine. Notice the electronic elements protected inside a plastic bottle

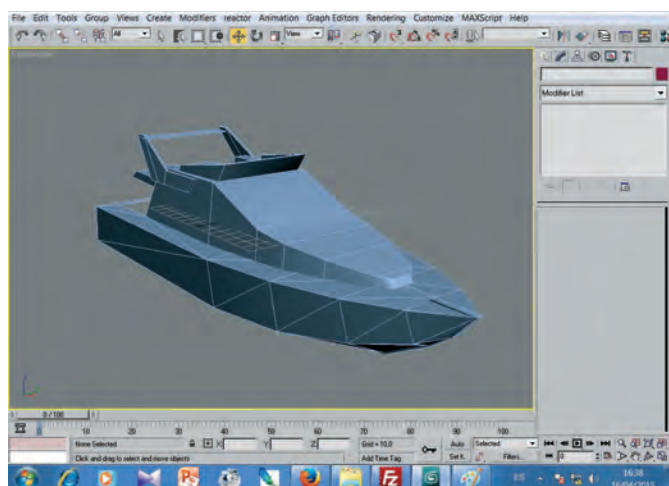
AN IDEA BEGINS TO TAKE SHAPE

Initially, Alexis asked me to show him some plans, but none was to his complete satisfaction. Eventually he chose the design of a small Czech model (Colek) and made his own version of the deck and the cockpit, based on different original modern vessels, in order to make the yacht of his dreams.

First, Alexis used a 3D design program and the said Czech model as a reference to make the templates. These templates would eventually give shape to his boat. He printed them on paper and glued them onto cardboard before he started to work on the PVC. The PVC was scrap, which came from the trimmings of a factory making window and door frames. Even if the shape of the hull was not complicated, the job was a bit difficult because it was his first experience.



Design of his model in 3D design program



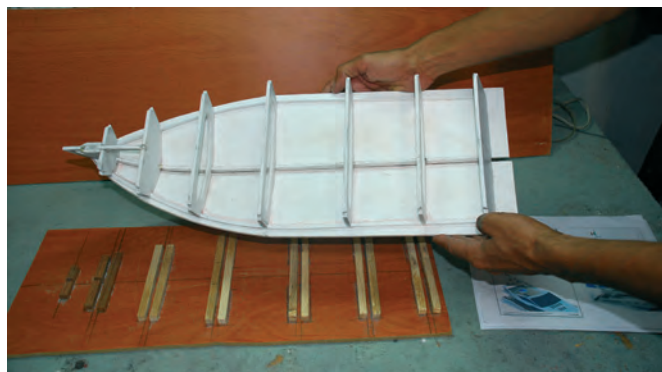
The completed design



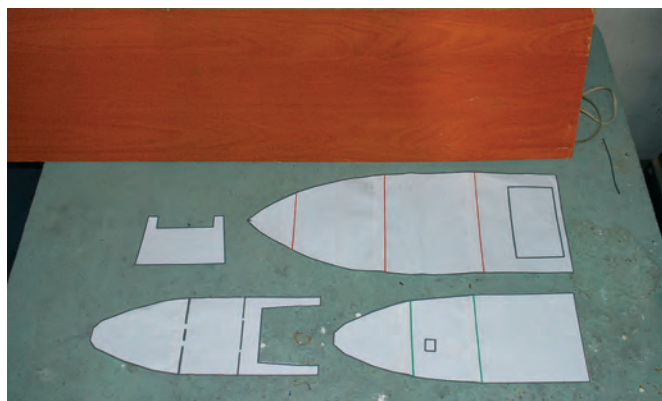
Czech model hull used as a reference



ABOVE & BELOW: Hull construction



ABOVE & BELOW: Frames plans



RECYCLING MATERIALS

Using a window angle iron for support, Alexis assembled a 6 V electric engine that he recovered from an old piece of equipment. He also recycled a computer hard drive to get the ball bearing that he needed as the rolling element for the gearbox. The nipple attached to the base of a motherboard proved useful to set up the blades of his handcrafted propeller, made from a 2 mm thick sheet of bronze that he had at home. Not surprisingly, recycling was the order of the day to make up for the shortage of materials.

Alexis kept PVC sawdust, which he mixed with white glue or paint to make the malleable filler that he used to finish a steering wheel, which was built around the balance wheel of a watch.

Since the said wheel was flat, he first plated it (and made it thicker) with cyanoacrylate repeatedly sprinkled with PVC dust, and used a lathe to obtain the desired finish. He also used the lathe to make the horn and shape the LEDs for lights. The types of glue that

he used to make his model were Plinex, carpenter's white glue, cyanoacrylate, and shoemaker's glue.

Little by little my friend's model started to take shape, not without some tips and advice from me. He says that one of the main difficulties he had was the lack of information, since there was no model plan to indicate how to fit and take apart the cockpit, the deck, etc. He simply worked on and made additions as further information turned up, mainly from images found online.



Resistance used in his first speed control



The handcrafted 35 mm two-bladed propeller



Painting the hull

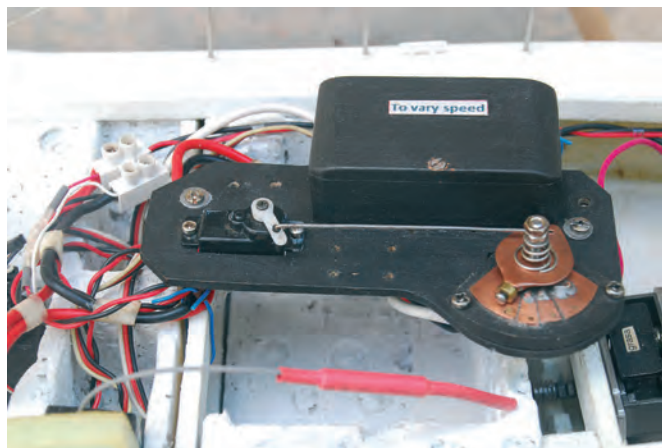


Windows in preparation

THE HANDRAILS AND OTHER SOLUTIONS

The handrails can be said to have been the most difficult element to make. He had tried several ways to attach them, from spot welding to copper plates, but to no avail. The solution was to work as a blacksmith, or rather, a silversmith, heating until the rod was red-hot; then hammering the edges flat against an anvil and

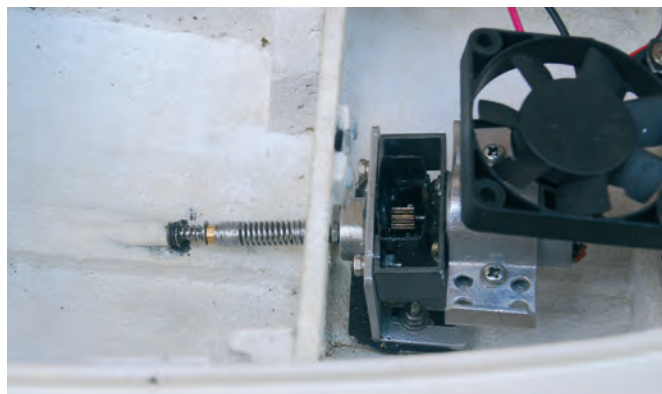
then gradually bending it to shape. This was followed by soldering and filing for a good finish.



These are the contacts of the adjustable three-speed drive



Making the cockpit (a part of the floor in the stern) was another problem, for there was very little room underneath for the servo



A fan helps cool the engine. A ball bearing taken from a PC hard drive, intended to improve the running, was mounted together with a 3:1 gearbox



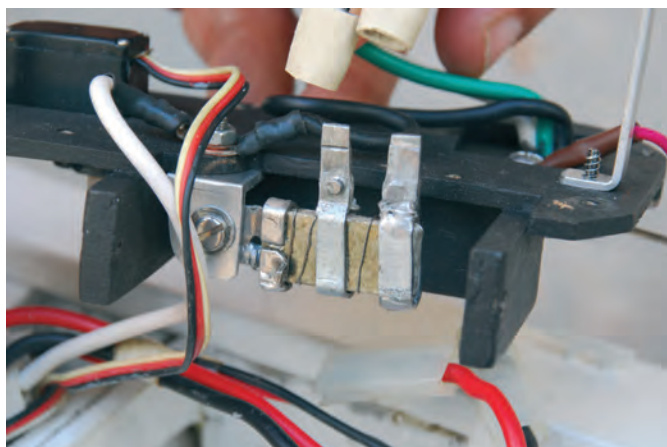
The handcrafted coupling between the engine and the axis of the propeller was made of a spring welded on both ends

Making the cockpit (a part of the floor in the stern) was another problem, for there was very little room underneath for the servo. This part was supposed to be detachable, and he could not figure out how to make it so. According to the design that he had chosen, he had to find a way to achieve a watertight joint properly attached to the deck.

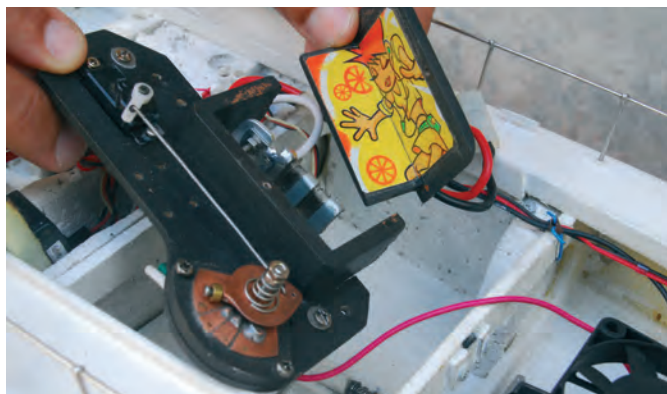
Finding a solution took some time: he achieved the right sealing using thick grease, in the style of the watertight box of the HMS Unseen of the article published in the MMI Submarine Special.



A locknut on the coupling used as a universal joint; another small spring on a metallic washer and a rubber washer prevent water from getting in through the axis of the propeller



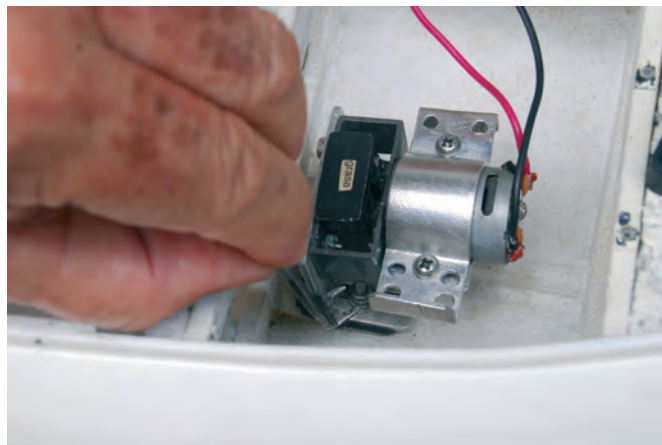
The resistor of the mechanical gearshift allows for three speeds



The adjustable-speed drive, disassembled. The wooden lid covering the resistor has a metal plate made of a soda can to protect it from the heat



The anchor is one of the details that he had not thought of including at first



One special handmade tool for tightening the engine mount



Interchangeable flags from various countries.



The Styrofoam is intended to keep everything in its place to prevent, for instance, the battery from corroding

For the windows he used see-through plastic airbrushed with diluted black paint to make the dark tone semi-transparent, a design inspired by other pleasure boats. He added a flange to fix it to the deck, thus preventing any water from leaking into the hull. Alexis did not have an adjustable speed controller, so he decided to make a mechanical one using a resistor.

He made the radars from damaged electronic condensers, which had swollen up on the top when they were damaged and, therefore, had the shape that he needed. The rudder was coated with several layers of PVC dust and cyanoacrylate using the same method as for the ship's wheel.

The seats were made from PVC and foam. He managed to simulate the wooden floors of the cockpit and the deck using plastic trimmings from a sliding door. For the fire extinguisher he used a (Russian) thermal condenser, the hose was an earphone cable, and a handcrafted rail was made from copper wire.

At first he did not intend to include an anchor, but since many of the models that he saw had one he decided to position one at the bow. Similarly, he added other minor elements such as bitts, guides, horns, etc., as well as flags from various countries. These details are what make a small model ship look great.

THE DREAM COMES TRUE

I was confident of the finish and completeness of his model for I was familiar with the good quality of his autogyros and had kept track of the whole process. This included the preparation of every detail, including handrails, stairs, windshield wipers, the fire extinguisher and the paintwork. I took as much pride as Alexis did in the making of his model and shared the joy as the end of his work drew near.

A first model always has a special meaning for its owner and their friends. I had followed the development of this model from start to finish and so I would not pass up the opportunity to be with Alexis on the morning of Sunday 12th April 2015 for the first launching at the reservoir of the National Zoo of Havana, Cuba.

When we arrived there, Alexis's model caused a sensation. As usual, he started with a dry-check of the servos, the rudder and the



When we arrived at the reservoir of the National Zoo, Alexis's model caused much interest

engine. This gave us an opportunity to assess the handcrafted three-speed adjustable drive, wire layout, the way the computer fan cooled the inside, and the proper adjustment of the detachable cockpit.

Once on the water, the model performed wonderfully, sailing for almost a whole hour. However, when running at the top of its three speeds, its progress was a bit out of proportion to its scale. When we took it out of the water we noticed that the speed control had become overheated and was giving off some smoke, although not enough to spoil such a positive experience.

Alexis spent a few more hours of work to make a new speed controller, but it was not until he came up with a third version that the model started to work reliably, efficiently and with zero overheating.

I found it very pleasant to be there with my friend during the planning, manufacturing and happy conclusion of his first project, and also see that he could make the yacht of his dreams despite the scarcity of resources and some other difficulties. My thanks to MMI for letting us share this experience. **MMI**

Launching on 12th April, 2015. When running at the top of its three speeds, its progress was a bit out of proportion with its scale. An unusual flag advertises the website www.modelismocubano.com



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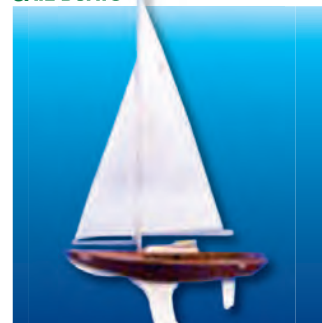
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AUTHOR: KEVIN GOOM (kevin.goom@videotron.ca)

POLAR 8 ICEBREAKER 'NANUK'

WEST ISLAND SHIP MODELLER'S CLUB MEMBERS BUILD A WORKING SCALE MODEL OF AN ICEBREAKER, WHICH NEVER MADE IT TO FULL SIZE PRODUCTION

HISTORY

In 1985, the Canadian government announced plans to build a fleet of icebreakers to help the Coastguard assert sovereignty over Canadian arctic waters. Some say it was in direct response to the unauthorised transit through the Northwest Passage by the US Coastguard icebreaker Polar Sea.

They were to be large vessels (37,000 tons, 167 m in length) capable of navigating in 8 ft thick ice, with nuclear, diesel or gas turbine propulsion, or some combination of these, providing around 100,000 hp. Crew was anticipated to be 116, and she was to be equipped with two helicopters, two landing craft and perhaps two hovercrafts.

In 1990, the Progressive Conservative government spending cuts and a \$1.3 billion price tag resulted in the cancellation of the project just prior to the commencement of building at the Versatile Pacific Shipyards in British Columbia.

The West Island Ship Modeller's Club (www.wismc.ca), based in Montreal, Canada, was fortunate enough to have obtained a set of detailed plans drawn up by the marine architects German and Milne.

A decision was made to embark upon a Club project to build a detailed and fully functional 1:100 scale model. At 1.67 m in length, with a weight of around 32 kg, launching and retrieval is certainly not a one-man task. To our knowledge, this model is the only physical example of this particular design. She is currently displayed in a local hobby shop window, looking for a more permanent home. We christened her 'NANUK' for no other reason than it seemed to fit the intended use in Canadian Arctic waters.

HULL

Traditional plank-on-frame construction was chosen, all plywood frames were left in place for structural integrity.

The hull was made in two sections, enabling it to be built simultaneously by two people. Each section was planked using basswood strips, and terminated at a watertight bulkhead where the two sections were to be joined using threaded inserts and bolts. An additional advantage of the split hull was to enable disconnecting them to aid in transportation. In practice, we never did this, but instead enlisted the help of those with strong backs and large vehicles.



Ready for planking



Basswood planking of the rear hull section in progress



Bare hull faired and primed



*Polar 8 Icebreaker
'Nanuk' on the water*

SUPERSTRUCTURE

The superstructure was built primarily from 3 mm polystyrene sheet with internal wood strip reinforcement in strategic areas. This material was chosen for reasons of ease of construction, and also to minimise above deck weight in order to maximise roll stability. In the event, she turned out to have more than adequate lateral stability, so a heavier superstructure would not have been a problem. The superstructure was constructed as three separate modules, the bridge and main accommodation, the two stacks and the hanger. Each element can be removed, providing good access to the running gear, motors, batteries, ballast and electronics.

EXTERNAL DETAILS

The foredeck had various equipment for mooring, winching and anchor handling. Amidships, the lower deck carries lifesaving equipment comprising four lifeboats, two motor barges and another motor boat. Four cranes are fitted for loading and offloading. The aft-deck carries a die cast Sikorski CH-124 Sea King helicopter with motorised rotor.



Foredeck



The bridge and main accommodation

Despite the use of a large sealed lead acid 12 V battery, a significant amount of cast lead ballast was required to trim her out to the design waterline.

The colour scheme and other markings are typical of those used on other Canadian Coastguard vessels.



Deck mounted boats and cranes



Aft bumper



Flight deck and hangar

*Central section of
superstructure*

The forward accommodation superstructure is composed of 8 decks, some with external walkways and stairways, all equipped with handrails. The main mast mounted above the bridge is equipped with operating signal lights, rotating radar screen and stationary radar domes. One of the LED lights was programmed to continuously flash four different messages in Morse code. Only one of our Club members was able to decipher the messages.

The machinery module carries the mizzenmast with ensign hoist and additional radar dome. The flight module has opening hangar doors, the warning lights and the flight control tower. A heavy bumper is mounted on the stern, designed to facilitate pushing of vessels which have become stuck in ice.

PROPULSION

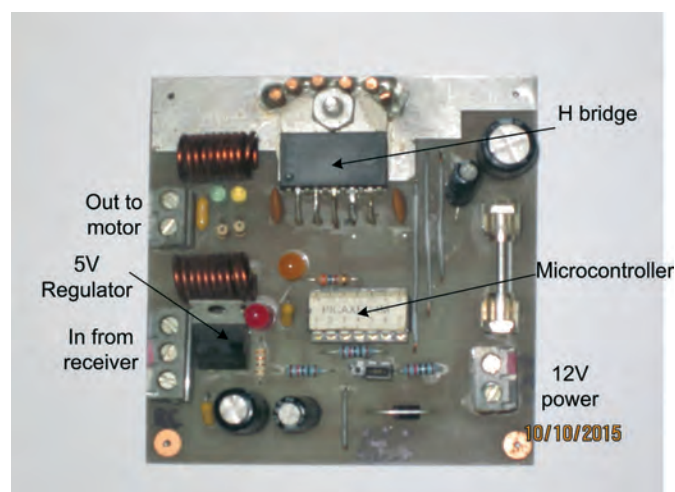
Propulsion faithfully followed the original design, with two outboard propellers and a larger Kort nozzle on the centreline, each being hand made to scale from brass for the propellers and machined aluminium for the Kort housing. Pitch and chord were chosen somewhat arbitrarily. By this I really mean that a very experienced modeller built what generally 'looked right', and in the event turned out to be 'what worked right'.

Each propeller was driven by its own direct drive slow speed brushed DC electric motor via a double Cardan joint. Homemade speed controllers (ESC) were fitted; based on a Picaxe-14M microcontroller and an LMD18200 H-bridge. Although these units have proven to be quite adequate, it was concluded that it was not worth the time and trouble of making them, and we would now chose to use commercial units.

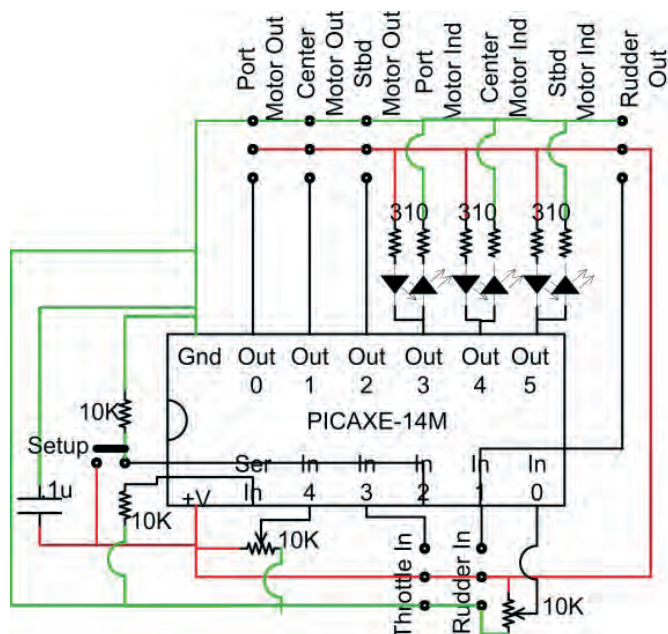
Electrical power is provided from a 12 Ah sealed lead acid battery. This permits operation for many hours; although we have never sailed her for long enough to fully discharge the battery to determine her actual endurance.



Kort nozzle flanked by two open propellers



Speed controller (three required)



Mixer circuit schematic

The rudder is to scale, and we felt that this alone would not be sufficient to provide good manoeuvrability, particularly at slow speed. We elected to employ mixing of the rudder control with the speed and direction of the two outboard propellers. Commercial mixers and programmable radios did not provide the flexibility and functionality that we wanted, so it was decided to make a custom mixer based on the PICAXE-14M microcontroller. Functional requirements were:

- 1 User adjustable amount of rudder to differential propeller speed.
- 2 'Opposite sense' mixing in reverse to make it more intuitive.
- 3 Use adjustable amount of centre propeller speed in reverse operation.
- 4 Forward and reverse indicator lights for each motor (primarily for troubleshooting).

Sea trials would be used to tune the two adjustments on the mixer circuit board.

ON THE WATER

Nanuk's maiden voyage was at our regular sailing venue, a small bay located on the north shore of the Saint Lawrence River near Montreal. This presented a number of challenges. The site is not exactly 'user-friendly' for launching even smaller craft, let alone this large and heavy model. Furthermore, reeds, submerged rocks and lily pads had all to be negotiated en route to open water.

Once away from the shore, her sailing characteristics exceeded our expectations. She accelerated easily and smoothly up to a top speed a little over scale. The choice of propeller geometry and propulsion motors was just about perfect. Turning on full rudder was quite sharp, even at full speed. The initially programmed mix of rudder and outboard propellers was close to perfect, and needed only a small adjustment on the mixer circuit board.

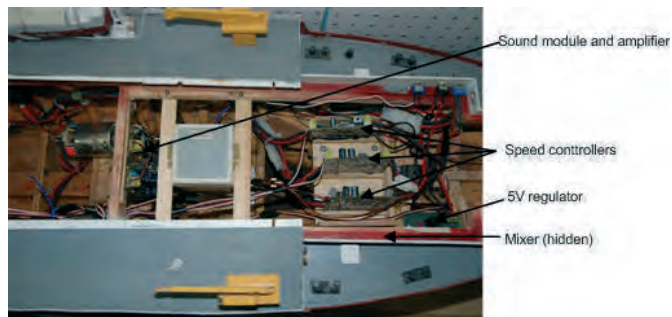
The turning circle at lower speeds was exceptionally tight, and at zero throttle she turned almost in her own length. No adjustment to the centre to outboard propeller mix was required. Although somewhat more sluggish, turning in reverse was simple and effective. It is amazing that such a large and heavy vessel can be so easily controlled with a simple 2-channel radio. We were glad to have decided to omit the complexity of bow thrusters.

CONCLUSIONS

The many West Island Ship Modeller's Club members who contributed to this project are very proud of the end result. She is certainly a testament to the varied skills of all involved. Not only does she handle well, she looks great and portrays what could have been if construction of the full sized vessel had not been cancelled.



ABOVE & BELOW: Internal Electronics



Due credit is extended to the marine architects German and Milne who were the source of detailed drawings, without which this venture would not have been possible.

Although not sailed very often these days, she has received considerable attention and admiration at such major events as Classic Boat Festival and Tall Ships on the Quays events, both held in the Old Port of Montreal. **MMI**



Maiden voyage on the Saint Lawrence River



Sailing at scale speed



Turning in her own length



Many hands make electronics work



Proudly displayed at the Montreal Classic Boat Festival



AUTHOR: JEFF HEATH

Hobby King Inception on the water

HOBBY KINGS INCEPTION HYDROPRO

HOBBY KING RAISES THE BAR ON 'OUT THE BOX' PERFORMANCE



The boat and the Graphene LiPo boxes

I've been lucky enough to get my hands on a Hobby King Inception Hydropro; their flagship out of the box ready to run high speed boat. It came in a very large package 1.2 m long.



The boat is well protected by the polystyrene blocks

Inside the shipping package was the box containing the model boat. Removing the lid I could see there was a solid polystyrene block at each end that held the boat at mid position in the box, also lots of air bags and bubble wrap that made it a damage proof delivery.

Removing the boat from the box I could see we have a beautifully finished model, high gloss yellow and black decals and graphics with the name Inception Hydropro prominent all over the boat together with a number of other sponsored decals. In all it looked a beautiful presentation and a credit to Hobby King.

In the box was a stand that I recommend you put together first as it will give you a firm platform to put together one or two things to get this boat ready for the water. The polystyrene block at each end contained a transmitter that was already bound to the receiver in the boat, which saves you a lot of fuss binding it. Also there were two props, one for running on 6-cells, and one for 4-cells. You will also find a rudder and turn fins that you will have to fit.

REMOVING THE HATCH

The first thing I noticed was the clever 3 point locking system that holds the hatch on, a great improvement to other boats I have seen. The inside layout was very neat. A tray fitted to the bottom of the boat had sections to hold the batteries, a water-cooled 90 A speed controller and a receiver; all pre-fitted by Hobby King. I could see there was a large out runner brushless motor fitted but have no information on its KV. It looked big enough and was connected to a 5 mm flex shaft so we expected a lot of power. I liked the upgraded water-cooling pipes and spring supports at points where they were likely to kink. Altogether this was a very neatly laid out craft.



Everything taken out of the box. As you can see there is not a lot to fit yourself



Under the hatch everything is neatly laid out; note the spring supports on the upgraded water-cooling pipes to hold them away from the motor

transmitter and connect your boat batteries (not supplied), for this review Hobby King sent me 2 x 3-cell 5000 mAh Graphene batteries. These are new to me and I thought I should read up on them before charging.

What I found I will write up later but they seem to be a new standard in batteries. When your batteries are connected the rudder servo will centre, now clamp the rudder to the servo rod in a straight line. Next check that when operating the throttle trigger the prop turns to the left (anti clockwise) when looking from the back of the boat and the rudder is turning the boat in the right direction, I'm sure all works fine but always check.

Next remove the flexi-shaft to give it a good coat of waterproof grease. I found this had already been done by Hobby King but do this at regular intervals as a dry shaft will cause damage and affect performance. Last, but important, add as much flotation as you can inside the boat, the bubble wrap or airbags that came in the box will do fine as the boat will still float if disaster strikes.

READY FOR THE WATER

On taking it to the lakeside and placing it on its stand, it drew a lot of attention from the public and club members alike. The boats I have set up and run in the past are very upgraded Pursuits, Genesis, Fire Dragons and Apparition so this boat has a lot to do to join this company. Putting it on the water my son Dave Heath acted as the throttle man, we were about to see what Inception could do.

Leaving the bank for the centre of the lake we were ready for our first high speed run. Opening the throttle it jumped on the plane and streaked off down the lake; a wow from the crowd and a big smile on our faces. It ran very clean and fast in a straight line and hugged the water well on full speed in long turns, but it was noticeable

PUTTING IT TOGETHER

First fit the rudder but don't clamp the rod from the steering servo yet, next attach the turn fins. The picture on the box will give you a good idea of the best angle but from the transom the right one should point at 20 to the hour and the left one at 20 past; these help to stop the boat sliding out in high speed turns. Remember these are very sharp and a little protection over them while in transit is a good idea.

Then fit the prop that matches the number of cells you intend to run the boat on; they are marked 4S or 6S. Next take the transmitter supplied with the boat and fit 4 AA batteries (not supplied). Switch on the



Off we go to the centre of the lake



Full throttle down the lake



Showing off with a fast pass in front of the club members and members of the public

that this boat is very light and easily affected by breeze and water conditions.

The tighter the turn, the more flighty it became; no doubt we were coming to the edge of its performance. One or two more fast passes for our own excitement and to please the crowd, and then we drew it to the lakeside. Well pleased we took it home.

The following week we took it back to the lake for more photos and video with the intention of starting the review. There was a light breeze and a small ripple on the water just the right conditions for some high speed boating. It had got around to club members that we were testing something special, so we did a number of high speed passes and turns and it all looked good.



At the lakeside. Can looks get better than this – every inch a stunner?

Riding on top of the water the boat was often leaving the surface for some 2 m at a time. Then on the bottom turn of the lake it dug in and hooked. All seemed intact but we could see that the boat was out of trim so we brought it back in slowly and took off the hatch. We found that one of the batteries had broken free from its tray and we now had 2 batteries on one side of the boat, the loose one had touched the motor and it had burn marks up the side. This could have been disastrous if it had burnt through the battery case. Although the battery tray had two Velcro straps one had snapped, the other then came undone; time for a little home improvement.

I added adhesive Velcro to the length of the battery tray and to the underside of the batteries. I repositioned the batteries, did up the Velcro straps and added a cable tie; nothing was going to come loose this time. After a few more runs it spun out again which was not surprising as we were driving it very hard. This time all looked good but we found we had power but no steering. Once again the hatch remained on.

On retrieving it we found the force of the spin had snapped the rudder extension bracket. I think it's made of polycarbonate and had it been fixed to the hull with breakaway nylon bolts and also a brake away bolt on the rudder this damage would not have occurred. With these points addressed you will have a very classy sports boat. When you take it home from the lake wipe it off and place it on a shelf over the fireplace, as it's also good to look at, until next time on the water.

CONCLUSION

In conclusion I was very impressed with this boat and with some teething troubles fixed I am sure Hobby King has a winner. I have no doubt it reaches the speed claimed by Hobby King. You'll be at the top end of fast boats with Inception but remember; thrills and spills go together with high-speed boats. When you graduate to this kind of boat you must be a very competent driver with radio controls. There is an age recommendation on the box of 14 years plus. I know under 14 years that could handle this and I know 54 year olds I would not let within a mile of it! This is a seriously fast boat and must be treated with respect.



Things don't get much better than this – a powerboat on song

The issue of 3rd Party Public Liability Insurance must also be addressed as any accident with this craft can have serious consequences. You also need to have special consideration for other lake users. This has been a very enjoyable review to work on. It's a great boat and I like it.

WHAT I HAVE LEARNT ABOUT GRAPHENE BATTERIES

The review model was supplied with two 5000 mAh 50C Turnigy Graphene batteries. They came impressively packaged in graphite black boxes fitted with the lids held down with magnetic catches. Inside was a thick layer of plastic foam with a rectangular cut out in the centre. A black velvet drawstring bag was tucked into the cavity in the foam and this contained the battery. This also looks very high quality being also in graphite black. I almost expected there to be a gold watch in such dramatic packaging!



The packaging for the graphene batteries – they certainly look special

The batteries themselves are a great step forward in LiPo battery construction. The limiting factor with the ordinary LiPo batteries is internal resistance, which is governed by the ease of flow of electrons through the cell structure. The new miracle carbon based material called Graphene can be formed into a single layer only 0.335 nm (0.000000335 mm) thick and is both structurally very strong and allows electrons to flow through very freely, making it ideal for high current cell construction.

The significant reduction in internal resistance resulting from using Graphene gives the batteries more punch for acceleration and a higher full speed current. There is also less heat produced within the cells and so more of the capacity can be used for propulsion. These advantages were obvious in the outstanding performance of our Inception.

Getting less hot during use the Graphene cells require only a short cooling time before being recharged. Here again the lower internal resistance is an advantage as the cell can be recharged more quickly. With the ability to withstand a 4C charge rate (20 A) we were able to get back on the water in just over 15 minutes. Very impressive! I think they will become the standard for those who race competitively, not only for their punch but also for their quick turnaround time.

Overall Length	1060 mm
Hull Length	950 mm
Beam	260 mm
Weight	6300 g (without battery)
Motor	Water-cooled brushless out-runner (included)
ESC	90 A water-cooled brushless (included)
Servo	High torque standard size (included)
Speed	80+kph (50 mph)
Hull Material	ABS
Propeller	2 x 2 bladed for 4 or 6-cell (metal)
Included:	

Inception Hydropro brushless powerboat, 2.4 GHz digital radio control (system RTR version only), CNC aluminium alloy rudder, stainless steel turn fins and trim tabs, 5 mm flex shaft, P1.4 x 60 mm two blade propeller for 4S LiPo, P1.4 56 mm two blade metal, 1 propeller for 6S LiPo, Plywood boat stand.

Required:

2 x 11.1 V 5000 mAh 40C LiPo packs

or

2 x 7.4 V 5000 mAh 40C LiPo pack

Plus: LiPo balance charger and adapter, 4pcs AA alkaline batteries **MMI**



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AUTHOR: CLIVE HALLIWELL

SARIK FAST ATTACK BOAT

THIS IS THE THIRD REVIEW OF SARIK'S RANGE OF MODELS, NOT ALL BY ME, BUT MY PERSONNEL FAVOURITE, GREY WITH GUNS!

The first photo below shows the contents of the box, plenty of 'bits', plus spare sheet. There is one A4 page with instructions on one side and a photo of the completed model as built from the kit (i.e. there is plenty of scope for additional fittings etc. if you wish). There is no plan, as such, but all the bits are readily recognised; it is not a complicated vessel!

SCALE

There is a suggested scale of 1/35, but after much measuring and doodling I decided to pursue my build at 1/48th, I leave it up to the prospective modeller. It did mean the life raft canisters supplied had to be abandoned, becoming too large (for my scale), they are now in with my spares for a possible future model!



The contents of the box



The main bits cut out, but not trimmed

TO BEGIN

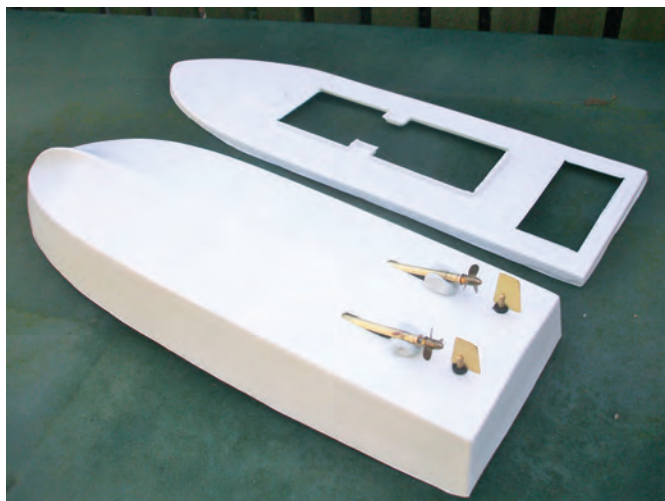
I started by trimming away the excess around the hull. The instructions suggested trimming the deck first, but as the deck is designed to fit down over the hull; my reasoning was that if you practice on the hull, any slight imperfections could be covered over by the deck fitting down over the hull! Either route will suffice (Steps 1 & 2).

The method used with this ABS material is to score the line with three or four light strokes of the knife blade and then bend the plastic and snap it off, giving a clear break. The difficulty is that the excess goes right around the hull, and the deck, so it is hard to bend. So every few inches I cut in at right angles to the hull to allow short lengths of the 'flange' to be bent back and forward, until they snap off.

This whole phase of the build is cutting, trimming and sanding of all the cut edges, but it does not take too long to produce the basic model shape.

HARDWARE (STEP 3 IN THE INSTRUCTIONS)

At some stage, usually at the start of the build, or earlier, the modeller needs to decide what is going into the hull. If you intend to fit radio control a single motor/prop assembly and rudder is the simplest solution with a battery and relevant R/C bits. For my model I intended to fit twin motors/props and rudder assemblies. This in turn created a small problem; I needed to be able to carry out maintenance to the twin rudder tiller arms. The quarterdeck is cluttered by two 'boxes', but this allowed me to produce a hatch that would give access to the tiller arms etc. and be quite discreet, generally covered by the two boxes.



My version, twin props and rudders



All the hardware installed

I usually fit the two motor/mounts, rudder servo, ESC (electronic speed controller) and Rx (receiver) on removable shelves, screwed down to blocks of wood secured down to the hull, allowing everything to be removed, maintained or changed etc. Other people will have their own ideas.

ARMAMENT

The gun is quite simple, with gun turret and two lengths of tube to fabricate the barrel (more later...). The two 'boxes' shown are not really mentioned. Perhaps these are a pair of small missile launchers, or a pair of updated 'Mousetrap' type anti-submarine ahead-throwing rocket launchers, whatever you want! If you install your missile launchers, angle them outboard by a few degrees, or your first salvo is likely to destroy your mainmast assembly!

STEP 5

I cut away the superstructure as suggested, but did not open up the two hatch openings. Having cut out the access area in the main deck I was left with two 'shelves' protruding into the opening. I glued and screwed blocks of wood on to these shelves, allowing me to fit screws to hold down the superstructure securely, but remove it for maintenance. (Step 7) A couple of the photos will show this, you of course can do your thing!



Arrangement to secure the superstructure whilst out at sea!

FITTING THE DECK (STEP 4)

With most of the 'just installed' hardware removed, to be refitted later, I finally fixed the deck down to the hull. Rubber bands were utilised, as suggested, until I was quite happy that things were OK, and then strong tape was applied whilst the poly cement was run around the joint.



Finally fixing the deck down to the hull, utilising rubber bands and tape, as suggested



Fitting the low bulwark (spray/kick strips), around the bow

STEP 6

I could not see how these items fitted, so ignored them and instead made simple bulwarks from the spare plastic sheet provided. Spray/kick strips, or low bulwarks (Step 10). See relevant photo for my suggestion for fixing the strips.

WINDSCREEN (STEP 11)

Because I changed the scale, the windscreen supplied did not suit; the final photo should show my version, utilising spare clear plastic from the box. If you are building as supplied, fit the windscreen as suggested.



Bow shot as built with the box contents fitted

BRIDGE WINDOWS

Being a review, I had time restrictions and therefore simply painted the windows in; the more adventurous could cut out the openings and glaze the windows.

DINGHY (STEP 9)

To speed up the build, and give me the chance to fit thwarts etc. later, I covered the dinghy with a 'canvas' cover with straps and rope.

AN ASIDE

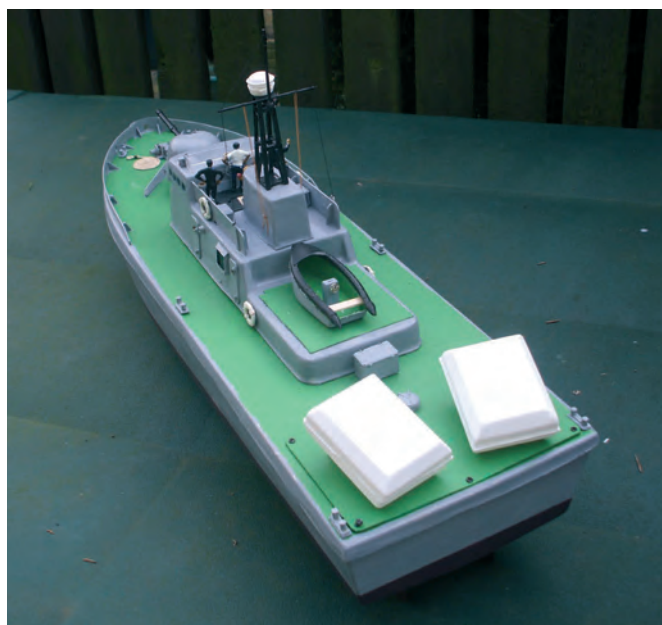
Because of some spare time, waiting for a chance to get the model on to the water, I finished my dinghy as a RIB (Rigid Inflatable Boat). Another simpler solution would be to fit the dinghy upside down!

THE GUN (AGAIN)

The items supplied are ideal for the newcomer, but after building the gun straight from the kit I wanted to enhance mine somewhat. The result should be visible in the picture at the start of the article.



Stern shot, from the box



Adding more details. The modified gun; hatches and lockers, small winch, intake grilles etc. Note the RIB (see text)

IN CONCLUSION

It is a relatively simple build for the patient newcomer, but with scope to add plenty of additional fittings and become a nice little warship! **MMI**



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SPANISH FRIGATE MENDEZ NUNEZ

AUTHOR: PATRICK BONIFACE

A VISIT TO LONDON BY THIS SPANISH FRIGATE GIVES PATRICK AN OPPORTUNITY TO GET SOME USEFUL PHOTOGRAPHS

As she slowly made her way past the pilothouse at Gravesend the weak spring sunshine caught the cold grey steel of the Spanish frigate Mendez Nunez. For a brief moment the warship gleamed as she proceeded up the River Thames to her ultimate destination of West India Dock.

Méndez Núñez visited London ahead of taking part in the large-scale naval exercise Joint Warrior off Scotland. The Spanish have rarely taken part in this NATO led exercise and with her distinctive appearance and capabilities she made a significant contribution to the manoeuvres.

The Méndez Núñez is the fourth member of the Álvaro de Bazán class (also known as the F100 class). These ships were designed around the impressive capabilities of the American Aegis combat system and its associated AN/SPY1 radar, similar to that used on Arleigh Burke class guided missile destroyers and Ticonderoga class cruisers in the US Navy, as well as the Japanese Kongo class cruisers and Norwegian Fridtjof Nansen class frigates, which are extremely similar to the Spanish ships.



Stern view of Mendez Nunez on the River Thames



Bow shot of the warship



Close up view of radar and antenna on hangar roof



Sikorsky Seahawk helicopter; the ships main anti-submarine weapon system



Detail shot of hangar doors and roof



Stern view of Mendez Nunez at West India Dock



Doors in rear of hangar on starboard side



The important Aegis style radar arrays on the stealthy forward mast



Tidy but small quarterdeck area



Bow detail looking aft



Mendez Nunez is armed with a medium calibre main gun and vertical launch silos for 48 missiles



ABOVE & BELOW: The main gun is the American 5 inch/54 Mk45



Bridge and superstructure details plus another angle on vertical launch silos



Harpoon anti-ship missiles port and starboard positioned amidships



Flyco operations sited in flight deck on starboard side

The ship's secondary armament consists of two 20 mm machine guns and a pair of Mk32 mod 9 torpedo tubes positioned amidships. Her principal anti-submarine weapon system, however, is her single Sikorsky SH-60B Seahawk, which can be armed with torpedoes and mines.

Her propulsion is a conventional CODOG (Combined Diesel and gas turbine) arrangement with a pair of LM2500 gas turbines and two Bazan Bravo 12 diesel motors driving two shafts. Maximum speed is 29 knots and each of the five ships of the class has an un-refuelled range of 4,800 miles at an economical cruising speed of 18 knots.

The original contract for four ships was worth €1,683m but they



Rear of flight deck looking forward

ended up costing €1,810m. As of 2010 it was estimated that the final vessel, F-105 would cost €834m (~US\$1.1bn) and as a consequence only five of the projected six ships were built. Two ships Roger de Lauria (F105) and Juan de Austria (F106) were cancelled but a new fifth ship was later added and was given the name F105 Cristóbal Colón. **MMI**



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MALTA'S GRAND HARBOUR

KELVIN GIVES AN OVERVIEW OF THE HISTORY OF THIS MAGNIFICENT HARBOUR

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

The history of Malta's Grand Harbour and its dockyard is inextricably linked with that of the Royal Navy (RN) and even after the withdrawal in 1979 RN warships have been frequent and welcome visitors.

For this article we go back much further using mainly original postcards to illustrate changing times and ships. What remains more or less constant are the imposing stone bastions, which provide a backdrop to most pictures from any era. These date from the time of the Knights of St John and no doubt Captain Martin of HMS Northumberland was mightily impressed when he sailed into Grand Harbour on September 5th 1800.

The Maltese islands were annexed by Great Britain in 1814 and three years later one Hamilton Fulton suggested that breakwaters were needed at the harbour entrance. This project was abandoned, although in 1830 work began on Bighi Hospital, which is still visible today (at least in 2010) and where this writer's appendix may still reside. Many of the pictures were taken from Valetta's Upper

Barrakka Gardens (an 'X' on the map near the Custom House) looking out across the harbour towards Senglea.

The first drydock – No. 1 at the head of Dockyard Creek – was completed in 1848. By 1858 this 256 ft dock had been given a 270 ft extension which was known as No. 2 or the Inner Dock. At this time the idea of a pair of breakwaters was revisited but it was not until 1903 that the project began with the work finally completed in 1909.

With Dockyard Creek being rather narrow the Navy decided to expand into the adjacent French Creek with the Somerset drydock (No. 3, 477ft) completed in 1871. This was followed by the Hamilton drydock (No. 4, 538 ft) in 1892. In 1900 the numbering system was rationalised with No.1-2 becoming No. 1, Hamilton (which was enlarged in 1905) becoming No. 2 and Somerset keeping its original number.

In 1899 it was decided to build two more drydocks at the head of French Creek and on completion in 1906 these became No. 4



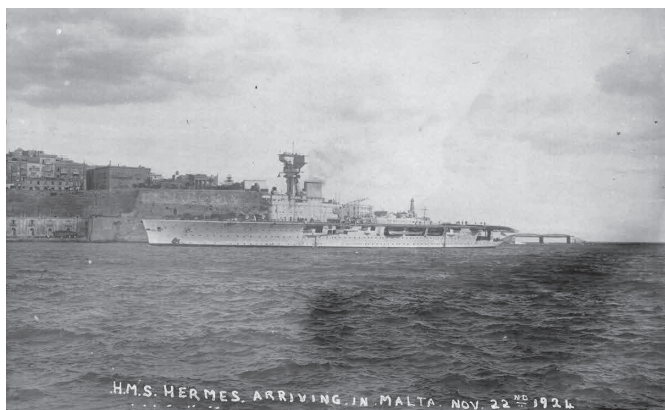
The Royal Yacht Victoria and Albert with pre-dreadnought battleships probably in 1903



Dghajjes (singular 'dghajsa') at Senglea waterfront with a couple of liners beyond; date about 1904



A cruiser moored in the harbour in the early 1920s; the Queen passed away in December 1925



A view looking towards Valetta, in the distance the pair of bridges joining the breakwater to the city



Vessels laid up in the 1920s

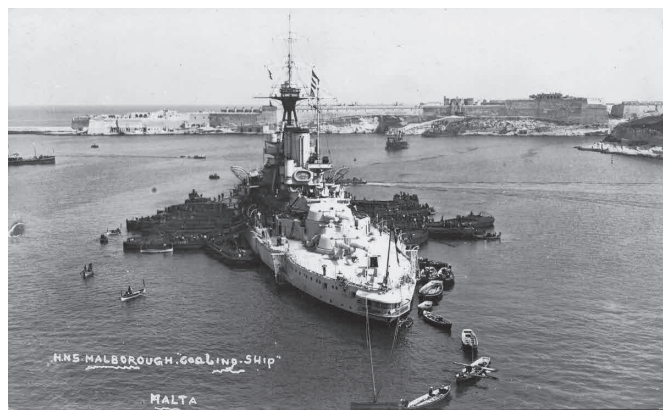
(inner and outer sections, total 770 ft) and No. 5 (550 ft). These are all visible on the map. No more drydocks were constructed until 1980 when the huge China dock (1170 ft) was built at the entrance to French Creek. In more recent years No 7 (318 ft) was built on Manoel Island and No 8 (943 ft) at the head of Marsa Creek.

As already mentioned a decision was finally made re the breakwaters and the Royal yacht Victoria and Albert arrived on April 16th 1903 to permit King Edward VII to lay the foundation stone for the Ricasoli breakwater. This was the era of coal-fired warships and in July 1910 the cruiser HMS Barham set a record by loading 112 tons of coal in 63 minutes.

By now the Mediterranean Fleet had tripled in size so with larger ships in the main harbour smaller vessels began to use Sliema Creek and Lazzaretto Creek, the upper reaches of which were sometimes called Gzira Creek. The original Lazzaretto buildings, which formed the base for the RN's submarines during WW2, are still there (again 2010).

Shortly after WW1 it was decided that more drydocking facilities were need so Admiralty Floating Drydock (AFD) VIII was towed out from the UK arriving on 27th June 1925. This was originally a German floating dock, Kiel Nr VIII (742 ft), taken over by Britain after WW1. A new mid-section was built at Chatham in 1922-24, the dock being lengthened by 240 ft (to 982 ft) thereby increasing its lift capacity to 65000 tons. Towing was undertaken in sections and when assembled at Malta the drydock could handle any current RN warship. Unfortunately the dock broke apart and sank after near misses from Italian bombs on the 21st June 1940 and was finally scrapped in 1948.

In 1924-26 the flagship of the Mediterranean Fleet was HMS Queen Elizabeth with a squadron of three other QEs and four of the Iron Duke class including HMS Marlborough and the last coal fired RN battleship HMS Benbow. By 1924 the RN had their first purpose built aircraft carrier HMS Hermes and she visited Malta from 22nd November 1924 until 5th January 1925 and again in March/May for a short three-week refit after which she returned to the UK.



About 1925 and the ship's company attempt perhaps to beat HMS Barham's record



The three funnelled County class cruiser dates this picture to the late 1920s

In 1930 the former light battlecruiser HMS Glorious was re-commissioned as an aircraft carrier and reached Malta in July; she spent most of the 1930s with the Mediterranean Fleet. On October 9th 1939 she transited the Suez Canal en-route to the Indian Ocean never to return succumbing to the heavy guns of the battlecruisers Scharnhorst and Gneisenau in June 1940.

In 1926 the RN completed the two prototypes for the A to H class destroyers which provided eight full flotillas of nine, plus seven for the RCN, the last to be launched being HMS Impulsive in March 1939. During the 1930s the 3rd flotilla of such vessels could be seen in Sliema Creek.

In December 1939 the Mediterranean Fleet comprised the battleship HMS Malaya, aircraft carrier HMS Argus, Cruiser Squadron 3 of HMSs Arethusa, Penelope Capetown and Galatea; 21st destroyer flotilla of seven D class and the 1st submarine flotilla of nine boats of which only the submarines were based in Malta.

The role of Malta and the Mediterranean Fleet during WW2 has been well documented elsewhere; the surface warships of Force K were first based in Malta in April 1941, and at Lazzaretto in January 1942 could be found the famous 2nd Flotilla of thirteen U class submarines.

With war's end the RN re-established its presence at Malta and a significant newcomer was the submarine depot ship HMS Forth, which arrived in 1948 usually mooring in Msida Creek. The ship spent twelve years in the Mediterranean including providing relief for Greek earthquake victims in 1953 and was the Headquarters ship at Port Said in 1956 for the Naval Officer-in-Charge during the Suez Crisis.

With AFD VIII beyond economic repair AFD 35 (855 ft long, 55,000 ton capacity) was brought from India arriving in May 1948. Moored initially in Dockyard Creek she was moved round to the usual FDD berth once the remains of AFD VIII had been cleared. This move happened in October 1949. Sold by the Admiralty in 1961 she remained at the berth until 1965 (subsequent career: Yokohama 1966-71, Hong Kong 1971-95, scrapped).



Looking down from the Upper Barrakka Gardens with AFD VIII visible on the far left



HMS Glorious and a good view of the Ricasoli breakwater during the 1930s; the merchant ship's funnel colours suggest she might belong to an Italian company called Citmar



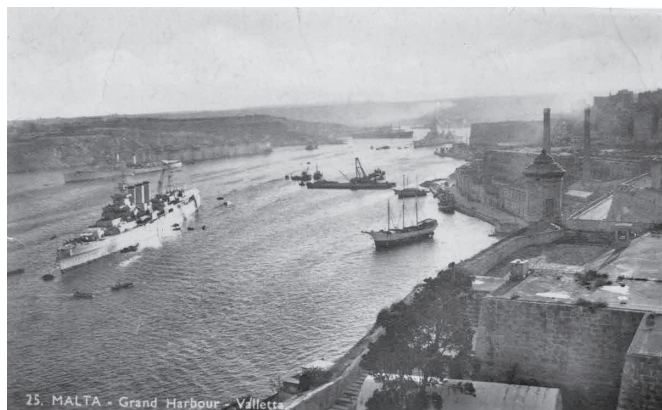
HMSs Revenge and Resolution, plus a third battleship drydocked in AFD VIII; also visible the repair ship HMS Resource and two County class cruisers.



The presence of AFD 35 and the two light fleet carriers suggests this view dates from the early 1950s (Alfred Galea Zammit & Co)



A-I class destroyers moored in Sliema Creek, again 1930s



The cruiser in the foreground with 'B' turret removed is probably HMS Devonshire, which was converted to a training ship in 1947 and scrapped in 1954 (Alfred Galea Zammit & Co)



Entering the harbour is a Dido class cruiser (2nd group) three of which were transferred to the RNZN and one to Pakistan. Given their deployments and transfer dates this may be HMS Bellona in 1947. The white and the black hulled cargo ships both belong to the Tirrenia Line, which did and still does operate services across the Mediterranean including calls at Malta



The repair ship HMS Ranpura was in Malta from 1953 to 1958

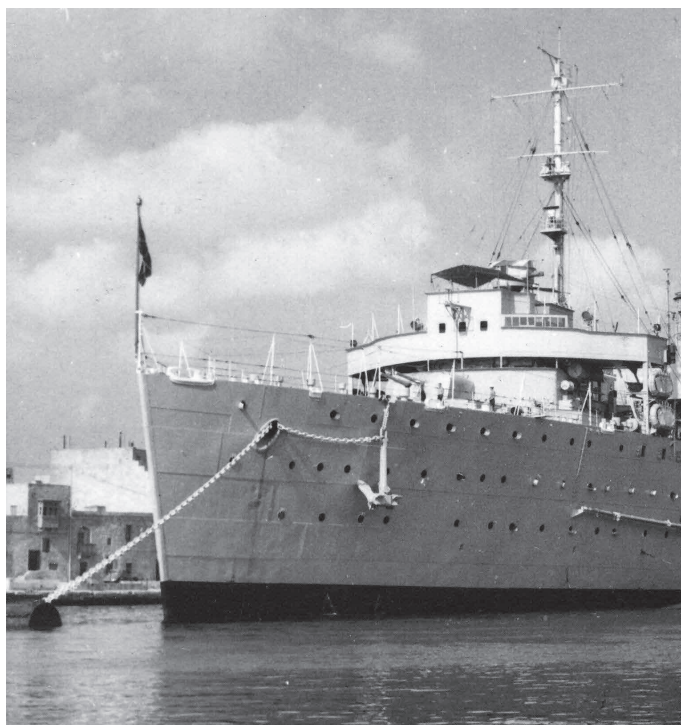
Another permanent Grand Harbour resident had been Crane Lighter No.4 (aka Clive), which was on station from 1927 to 1964. The Navy had always deployed repair ships to Malta and the two best-known post-war, both former liners, were HMS Ranpura (at Malta from 1953-1958) and her replacement HMS Ausonia (1958-1964). The dockyard, comprising the two creeks, jetties and five drydocks, was sold to commercial operators Baileys in 1959, but the contract was rescinded in 1963 when the Malta Drydocks Corporation was established, the managing agents being Swan Hunter & Wigham Richardson.

Malta gained her independence in 1964 (joining the EU in 2004) assuming full control of the dockyard in 1968 and the Royal Navy officially departed on April 1st 1979 when HMS London sailed. In fact the last RN warships based in Malta – four Ton class of the 7th Mine Countermeasures Squadron – had already departed 10 years earlier. HMS Battleaxe visited in 1986 to celebrate the 44th anniversary of the Pedestal convoy. In Malta these days you may well see an RN warship although cruise liners and luxury yachts as illustrated in MMI 341 (August 2015) are more common.

For more information about the dockyard today visit: www.maltashipyards.com where you can download a free pdf. For further reading 'The Malta Grand Harbour and its Dockyard' (1994) and 'A Century of the Royal Navy at Malta' (1999) both by Joseph Bonnici and Michael Cassar are highly recommended. **MMI**



The huge China drydock photographed in 2010; measuring 1170 by 195 ft with a handling capacity of 300,000 DWT



HMS Forth moored in Msida Creek in the mid-1950s



Port Auckland departs Grand Harbour; completed in 1949 she was scrapped in 1979



A floating drydock built at Malta in 1976 for the Libyan government



Map of Grand Harbour



WATERLINES

SOUTHAMPTON DOCKS IN THE 1950S - KELVIN RECALLS THE DAYS BEFORE CONTAINERS

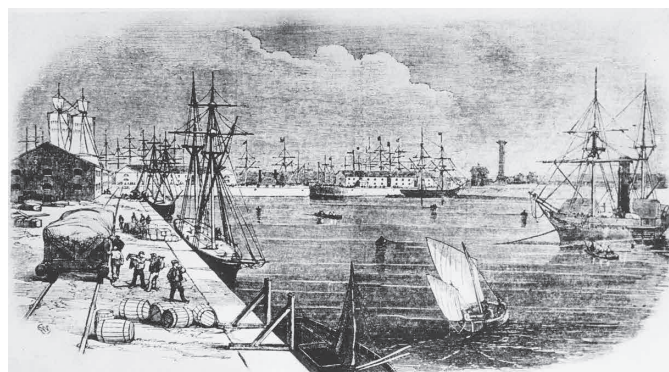
AUTHOR: **KELVIN HOLMES** (khwaterlines@btinternet.com)

If you had visited Southampton docks in the late 1950s as a guest of the British Transport Commission you would have been presented with a 25 page booklet in spiral binders with 17 actual black & white photographs plus a pull out plan of the docks at a scale of 640 ft to the inch – a lovely souvenir and of course a snapshot of the docks at their peak.

The entire plan is rather too large to include in this article but please email for a free jpg copy. Since those days the advent of containers and cruise ships has enabled the docks to re-invent themselves but for this article it's back to the 1950s.



Laying of the foundation stone 1836 (BTC/ABP)



The inner dock in 1852 (BTC/ABP)



Aerial view of the docks in 1956 (BTC/ABP)

Construction of the original docks in Southampton to the east of Town Pier (later re-named Town Quay) commenced in 1838. The first dock called the Tidal Dock (later known as the Outer Dock) was opened in 1842 with three drydocks completed between 1846 and 1854. By this time a second non-tidal dock (the Inner Dock) had been added. A fourth drydock near the entrance to the 'Outer Dock' adjacent to berth 29 was completed in 1879. The large Empress Dock with 3,800 feet of berths was opened in 1890 shortly after which work started on drydock No. 5, which was opened by The Prince of Wales (later King Edward VII) in 1895.



Queen Elizabeth at Ocean Terminal; beyond is the troopship Empire Orwell (ex Pretoria, 1936) (BTC/ABP)



First class customs hall in the Ocean Terminal – nothing to declare eh? (BTC/ABP)



A P&O trio of Corfu, Chusan and Stratheden in the Western Docks (BTC/ABP)



Brisbane Star at the new Cold Store on berth 108 (BTC/ABP)



Union Castle's Edinburgh Castle at 102 Berth (BTC/ABP)

Within a few years further expansion was in hand with the Trafalgar drydock (No 6) completed in 1905 and the adjacent the White Star dock (re-named 'Ocean Dock' in 1922) completed in 1911 after which the builders returned to the drydock which was lengthened by 22 ft, the 'altar' walls cut back and the entrance widened by 10 ft, the work being completed by 1913. In 1922 a 30 ft notch

was cut at the head of Drydock 6 which increased the effective length of the dock to 912 ft. This period of development gave us the familiar form of what in later years became known as the Old (or Eastern) Docks as illustrated in the plan.

With no space for a new drydock, London & South Western Railways (later Southern Railways), who owned the docks, decided to procure a floating drydock to be located at Berth 50. During the early 1930s the docks were extended by infilling the bay down to Millbrook (creating the Western or New Docks) and a new drydock (No 7 – King George V Dock) was built (with space set by for a second) making the floating drydock redundant (eventually towed to Portsmouth in 1940 becoming AFD XI).

No. 7 was opened on 26th July 1933 when the Royal Yacht Victoria & Albert with King George V and Queen Mary onboard broke a red, white and blue ribbon stretched across the entrance as she sailed into the dock. First use of the dock occurred in January 1934.

During the Second World War the docks suffered 69 air raids and although the quays remained largely undamaged 23 sheds and warehouses were destroyed and many others damaged. In 1946 it was decided to build a new Passenger Terminal at berths 43/44 in the Ocean Dock and a remarkable new building – The Ocean Terminal – was opened in 1950. It closed in 1980 and was finally



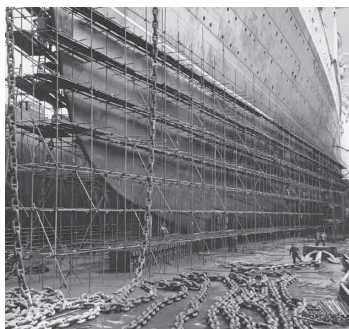
Edinburgh Castle discharging cargo at 102 Berth (BTC/ABP)



This was almost certainly November 1958 when the Arundel Castle of 1921 (nearest the camera) was about to be replaced by Pendennis Castle. Third along is Pretoria Castle (1948), then the Queen Mary. Queen Elizabeth is in the KGV drydock (BTC/ABP)



Royal Yacht Victoria & Albert opening the KGV dock in 1933 (BTC/ABP)



Queen Elizabeth in the KGV dock (BTC/ABP)

demolished in 1983. Would that it had survived a few more years until the cruise liners began to take hold.

In the Western Docks at berth 102 a new two storey terminal was built for Union Castle coming into use in January 1956. The old cold store at berth 40 had been destroyed in 1940 so a new one was built at berth 108. This was christened by the arrival from New Zealand of the Brisbane Star in July 1958 (closed 1981). The old passenger facility at berths 105/106 was reconstructed on behalf of P&O-Orient re-opening in 1960 (since modernised this building is now the Mayflower Cruise Terminal). The Inner Dock (closed in 1963) was filled in during the 1960s with the Outer Dock re-fitted for ferries as the 'Princess Alexandra Dock' (re-named 1967) losing drydocks 1-3 in the process.

The Empire Air Mail Scheme was established in 1934 and led to regular long distance services using, initially, Short S23 flying boats from March 1937 based at Hythe. The first trans-Atlantic proving flight to Newfoundland took place in July. Thereafter the flying boats operated from various berths including 101 then 107-109 in the Western Docks. Operations were transferred to Hamworthy in Poole Harbour during the war and included Imperial Airways/BOAC's three Boeing Clippers.

Post-war it was decided to build a new Marine Air Terminal at Berth 50 making use of the old drydock dolphins. This opened in March 1948 with BOAC using the facility until

Ship	Built	Line	Model
Victoria & Albert	1901	(Royal Yacht)	Carat-020
Arundel Castle	1921	Union Castle	AL79 is sister-ship Windsor Castle as modernised
Homeric	1931	Home Lines	HM 257
Athlone Castle	1936	Union Castle	LJ L18, CM-KR 442
Brisbane Star	1936	Blue Star	LJ M32
Dunera/Dilwara	1936	British India	LJ L11, AL 95
Stratheden	1937	P&O	AL90
Queen Mary	1938	Cunard	M494, Triang/Hornby 703, CM154, CSC2
Queen Elizabeth	1939	Cunard	M 493, CM153, Triang/Hornby 702

Waterline Models of featured pre-war ships



Preparing for an evening departure – United States at the Ocean Terminal (BTC/ABP)

November 1950 followed by Aquila Airways until 1958, operating mainly Short S25 Hythes (converted ex RAF Sunderlands) & Sandringhams (civil version of the S25) and S45 Solents (BOAC's Boeing Clippers had been returned to US in early 1948 and never visited Berth 50). The site was used by the RNR as HMS Wessex from 1964-1994.

The wonderful aerial view of the entire docks old (east) and new (west), was taken on 25th July 1956. The three liners in the foreground are the Nevasa, Homeric and Dunera. Stratheden is at Berth 40 with the floating crane alongside. In the Ocean dock may be seen the Queen Elizabeth and Iberia. The Air Terminal at Berth 50 is just about visible. Dilwara is in the Trafalgar drydock and in the distance in the Western Docks are Carnarvon Castle, Queen Mary,

Athlone Castle and the United States.

As can be seen in the tables there are 1/1200-1250 models of all bar two (the Corfu & troopship Empire Orwell) of the ships mentioned plus elements of the docks themselves with Triang's venerable Ocean Terminal and Mountford's Trafalgar dock and floating crane. For the troopship a repaint of CM-90 or Mercator-530 is required, these being models of her sister-ship Windhuk as completed in 1936.



Map

For more information on the docks past and present check out the World Ship Society Southampton branch newsletters which may be downloaded from www.sotonwss.org.uk **MMI**

Ship	Built	Line	Model
Edinburgh Castle	1947	Union Castle	CM-KR 50
Pretoria Castle	1948	Union Castle	AL 151
Carnarvon Castle	1950	Union Castle	AL 177a
Chusan	1950	P&O	AL125
United States	1952	US Lines	CM-KR-71, CS-004, HM-388, M-906, Triang/Hornby -704
Iberia	1954	P&O	AL185a. LJ L42 (sistership Arcadia)
Nevasa	1956	British India	AL 223
Pendennis Castle	1958	Union Castle	CM-KR 51

Waterline Models of featured post-war ships

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 **BELGIUM**

*The Quentin Roosevelt
in 1:75 scale
constructed in tin*



Photo : René Lefèvre

QUENTIN ROOSEVELT

RENÉ LEFÈVRE ADDS A FRENCH DISPATCH BOAT TO HIS FLEET

AUTHOR: **ERIC BAUTHIER**

A TIN CONSTRUCTION

This model is a French dispatch boat named Quentin Roosevelt. Forgotten by all, it seems, this ship is the most recent model in the René Lefèvre fleet. It is clear that he has deliberately omitted some of the finer details to make it radio-controlled and easier to transport to the lakeside. However, let's admire its quality of manufacture...

The Aviso, a kind of dispatch boat or 'advice boat' we're looking at, left the French dockyard of Rochefort on April 14, 1918. It measured 50 metres long, 8.80 metres wide with a draught of 3.90 metres. With its displacement of 585 tons, it was powered by a triple expansion steam engine of 1100 hp. This was provided with a double coal boiler; shown by the height of the funnel, which would not be the case for a diesel engine.

First called the 'Flamingo' during its commissioning, it was renamed the 'Quentin Roosevelt' at the end of 1919 in tribute to the son of president Theodore Roosevelt who joined the French Air Force.

Throughout its career, the ship was used for multiple functions: fisheries vessel, auxiliary patrol, escort, research ship, minelayer, anti-submarine surveillance, carrier of troops and equipment. It even participated at the battle of Dunkirk in May 1940.

Two months later, the ship was seized by the British and from then on decked out with the White Ensign. Its name was now preceded by the prefix 'HMS'. Henceforth it was used for training Belgian Royal Navy sailors. This navy was created in September of the same year by the lieutenant of the State Navy, Victor Billet, as Belgium was still occupied. Many sailors from the Marine Corps, (the Navy at the time), together with Belgian fishermen and those from the merchant navy had already joined England to fight the Axis forces. Fifty of them were used aboard the Aviso Quentin Roosevelt.

In June 1945, it was returned to the French Navy and the vessel was assigned to the protection of fisheries. Two years later it was decommissioned as uneconomic and put up for sale as scrap metal in 1950. It was dismantled in 1955.



The original ship



HMS Quentin Roosevelt (317 ft) in one of its various configurations

The armament requirements changed due to its different assignments over time under both the French and English flags. Thus at various times it was equipped with two 75 mm guns, a Hotchkiss 47 mm quick-firing gun, an anti-aircraft machine gun, two banks of anti-submarine grenade launchers and mine laying equipment. It was eventually fully disarmed.

(Source: 'Quentin Roosevelt – Schiff, 1917', German publication).

THE CHOICE OF THE MODEL

The model chosen had to accommodate the newly completed, hand crafted steam engine designed and built by René Lefèvre. This engine had been started over twenty years ago and was now completed. It was an oscillating model, double acting, with a reverse gear, in a V2 format with two 0.5 cc cylinders making an engine of 1 cc, no less! Everything including its boiler, burner and gas tank was installed on a base plate 29 cm long, 65 cm wide and 8 cm high, which had to fit inside the chosen model. Thus, our model maker had to select a relatively small ship, but with a relatively large interior space to contain all the components.

Going through his reference material he noticed two articles signed by Gérard Garrier and published in numbers 93 and 102 of the 'Marines' magazine issues. A few pages were devoted to a small, very little known vessel, the Aviso Quentin Roosevelt, which survives only in a few photos (not often of good quality, by the way).



René Lefèvre, with his model



The hull had to be large enough to accommodate the steam engine

Given that this ship was virtually unknown, it interested René all the more, because, as he said, he prefers to build models that we never see on boating lakes.

Thus, it was necessary to determine a suitable scale to obtain sufficient space to accommodate the steam propulsion unit base plate, described earlier, as well as the radio control system, while making sure everything was accessible. After a few calculations 1:75 scale appeared to be ideal, making the hull 66 cm long. Based on documentation that he collected, our chief engineer then went on a mission to draw the plans.

With its 1 cc engine, the steam plant was not very powerful so it was necessary to build as light a boat as possible. He aimed for a maximum displacement of 2 kilos (2 litres) while hoping to keep below that weight...

THE HULL: FIRST A MOULD

René Lefèvre chose to manufacture the whole model in metal using 0.2 mm thick tin. This material offered the rigidity that cannot be found in other metals of the same thickness (such as copper, brass and aluminium). It is true that our builder has an encyclopaedic knowledge of this type of construction. The tin came from a few biscuit tins stored for this purpose and they proved an ideal material and moreover were free.

This metal was chosen for this project for two reasons: firstly its lightness and secondly the realistic plating and fine details that can be achieved with it. The hull was formed a sheet at a time, each soldered to its neighbour around a previously constructed wooden mould. This mould of the hull was simply a shell made in the traditional way, i.e. using a keel and ribs in plywood, all bordered by white wooden slats. In the case of the Quentin Roosevelt, the rounded stern is reproduced by layering slices of wood. The unit thus obtained is shaped and screwed to the back of the last rib (see later), which makes the extraction of the mould after completing the plating a lot easier.

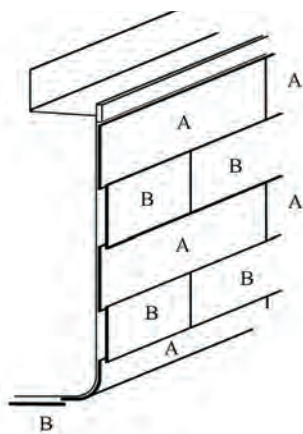


The wood mould which, ultimately, was a shell upon which were soldered each metal panel of the appropriate shape. There are traces of burns caused by this assembly technique

After sanding, levelling and making adjustments to this white wood mould, the locations of the plates that make up the hull were worked out. It was necessary to take into account the positions of the portholes and other appendages. Due to the lack of detailed information on the plating it was necessary, sometimes, to guess the design of some areas while keeping the whole perfectly plausible. Where this was the case, we note that some elements are not always perfect rectangles because the curved parts they had to marry; a form of 'elongated banana' was also sometimes needed.

THE PLATING

Like real ships, the final shell is formed of plates, which overlap alternately. It is thus a question of lower bands and upper bands. Each panel is cut in metal to follow the paths taken on the mould.



The plating of a hull. The lower plate (A) are alternated with upper plate (B) and this, from the stern to the bow

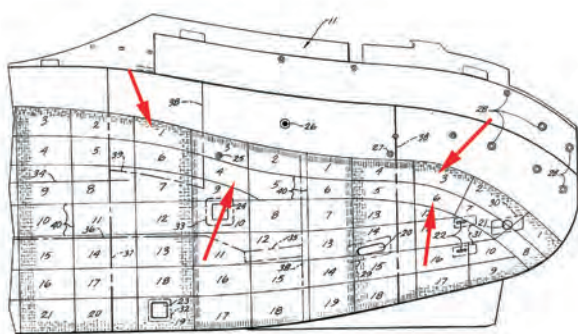
Next came the top panels, firstly point soldered to the under layer and then soldered around the periphery. Those that constituted the bow, as well as the rounded stern and overhang were temporarily omitted. Construction continued until the two half-hulls were ready to be joined to the keel. These parts were removed from the

In reality, these parts are shaped in pairs, i.e. one for starboard, one for port, and are installed simultaneously at the same locations on both sides; from this good symmetry and balance is achieved. Lateral strip covering was then added to the lower plates.

The mould is installed upside down and the sheets are positioned in bands, from back to front, starting at the lower course. They overlapped at the ends and were held temporarily in place. Assembly was then completed using tin solder and an electric soldering iron of 60 to 80 Watts.



Made from soldered tin



Note how some panels take on an unusual shape



Stern and its curved parts



The plated bow



Plating panels are formed using a hard wood pusher by rubbing and pressure in a hard wooden block

mould in order to remove any adhesion due to the extensive soldering already done. They were then replaced. After replacing the rounded stern with a carved wooden block the two halves were soldered together onto the longitudinal strip acting as a keel. For this exacting work remember the golden rule: measure twice and then cut once.

The curved parts were obtained using a hard wood pusher, using rubbing and pressure on curved hardwood blocks. It was necessary to exaggerate the curvatures somewhat and then adjust when on the mould using the same methods and this produced the ideal shape.

The resulting shell was then removed from the mould and the block at the stern was easily removed as it was simply screwed in place. The shell was then returned to the now incomplete mould and the elements of the 'V' shaped bow were formed. The damaging of the original mould was necessary in order to easily separate hull from mould once the bow was complete. The latter was, however, put back one last time to facilitate the drilling of portholes, and the soldering of the strakes reproduced in wire.

The finished hull already provided a certain amount of rigidity, but it still remained somewhat deformable, especially in width. This required the addition, again by soldering, of a set of four stiffeners consisting of crossbars and two angles that ran the length of the central section, the latter being almost straight. Cutting the portholes and fitting them with brass rings of 3 or 4 mm deep channels surmounted by a copper wire followed this.

Finally, excess solder was removed with the cutting, filing and emery paper, until the perfect finish was achieved.

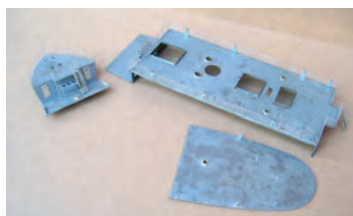
THE DECK

To ensure optimum access inside the hull the deck was divided into three parts.

The quarterdeck: this was the simplest part; it was cut out of a single piece of metal. After adjustment, it fitted perfectly in its place. It was slightly arched, and to give it an adequate curve it was reinforced underneath by metal sections and with wire soldered around its perimeter and from side to side.

The front deck: this consisted of three parts, two horizontal and an intermediate vertical one joined by soldered brackets. It formed a sort of 'staircase with a single step'. It is curved and reinforced in the same way and with the same curves as the quarterdeck.

The central part: to make this third deck it was necessary to shape a model cut out with the interior dimensions of the hull and with the same curves. These two curvatures were in opposite directions making it complicated to sculpt in a single piece of metal. Thus it was necessary to split the structure into separate parts.



The three removable bridges



The underside of the decks showing the reinforcements necessary for rigidity



The installation of the decks

decks. As in all soldering work, the parts were worked on in their final position to achieve the best fit. A number of tips exist on this subject and, in the case of the brackets, René Lefèvre temporarily fixed them in place using small magnets (remember that the construction is in tin). You can find very powerful small magnets in equipment such as the laser heads of obsolete CD or DVD players: and as a good modeller you should never throw anything away!

Finally, a series of holes were drilled into the edges of some of the decks into which were soldered stanchions made from 0.5 mm copper wire. Then wire railings, of a smaller diameter, were installed through the stanchions.

SUPERSTRUCTURE AND FITTINGS

The parts of the quadrangular superstructures had additional components such as the wheelhouse, skylights and other vents. They were first developed flat on paper, traced onto the tin, cut out, openings drilled, bent and then soldered. As for the funnel, the same metal foil was wrapped around a mandrel this time and soldered. It was decorated with a few rungs, strapping, etc.

The deck fittings like capstans, winches, ladders and other minutiae were built by gluing or soldering parts made from aluminium, copper and zinc; it was all according to the materials available in the workshop.

The davits were made in aluminium; some parts were shaped thick plates, while others were fashioned from round bars. The ship's boats could have been simply made from carved balsa and finished by covering them with a tarpaulin. This is not René Lefèvre's way of working! "Why make things simple when you can make them complicated...?" an adage that some modellers know well.

Thus, René preferred to continue this metal construction by manufacturing these boats in malleable aluminium sheet. The Quentin Roosevelt auxiliary craft comprise a whaleboat, a metal motorised canoe, another simpler one in wood, and a skiff. The components were formed on hard wood formers using various techniques such as, hammering, stretching, gouging, cutting and folding. The aim was, of course, to exactly marry the shape of the template. Surplus material was then cut away to obtain the completed shell to which was added a keel, a transom, benches,

The template was made in MDF. There was no need to try to bend this template as the required curves could be sanded; the assembly of panels therefore took place directly on the new template. Around the template a framework was installed. Then followed the forming and soldering of six metal strips laid transversely in a similar way to the plating of the hull, thus forming the deck itself.

Because these strips are fitted edge to edge with no overlap, it is necessary to solder 4 or 5 mm wide reinforcements under each joint. When complete many holes were cut to maximise the heat dissipation from the steam plant that was to be installed. To complete the structure, louvers, skylights, doors, ventilators and windows were added.

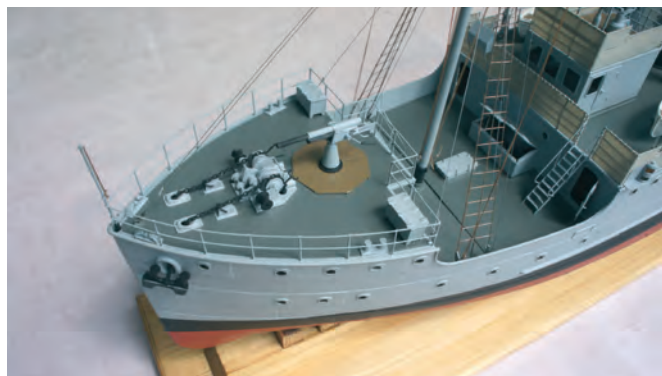
In the hull, a few small brackets were installed as support for the three



René Lefèvre tells us that certain details were omitted in order to make the model easier to transport to the pond side for sailing



Good ventilation is needed for the steam plant. Thus windows and doors are left open



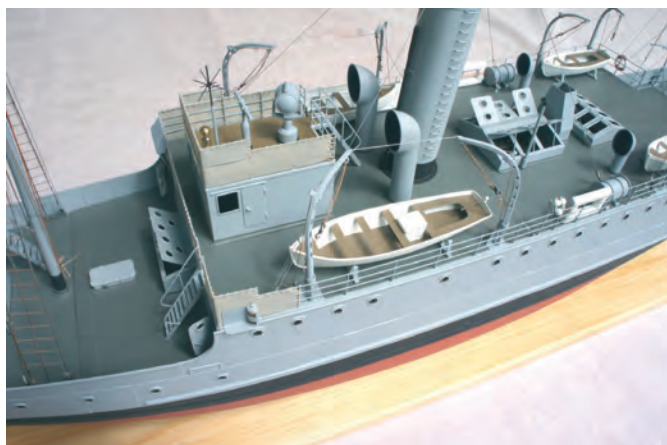
Only metal can be used to form components of such finesse while retaining a certain solidity

and floor. Finally, when everything fitted the parts were glued together using cyanoacrylate type super glue.

As for the clinker boats, they were made in the same way, but they were covered with aluminium adhesive tape. This material is also sometimes used by modellers to make the plating on an existing model hull. As for the ventilators, they have two main parts in aluminium. The upper part, called the pavilion, is obtained by hammering and stamping on a mandrel. The vertical body was a simple tube, also aluminium, flared at the top to accommodate the first item. The whole was glued and filled between the parts and then sanded. A ring was added at the foot and a wire stuck on the edge of the pavilion completed the unit.

THE MAST AND RIGGING

To form the two masts, René Lefèvre used old handles of artists' brushes, which were tapered as required. These were installed in a



A good view of the superstructure



The funnel was made from a curved and soldered sheet of tin



The boats are shaped on hard wooden templates. The arrow shows a first shaping, which with a little patience, will become a beautiful boat



The ship's boats in place



The foremast with rigging

brass base soldered onto deck. All of the different ropes, stained or painted, were made from a lint-free type of sewing thread.

The shrouds with their ratlines, as installed on the front mast, consisted of three ropes, thicker than the others, formed into a loop at the top and tensioned on the model. The ratlines are 0.3 mm wires with one end sharpened to a point to enable it to act as a needle. It was easy, using a pair of pliers, to pass the ratline through the thickness of the shroud. When they have been passed through a few millimetres a spot of cyanoacrylate permanently seals them in place.

After drying, the surplus ends were cut and, finally, the ratlines were painted. Each rope and the other guys had at their base a small functional aluminium adjuster, as it is true that, with time, these wires can become slack. This is the reason some modellers use fine black elastic for these components.

FINISH

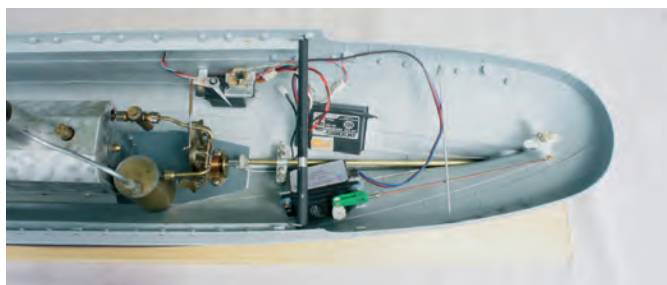
This very beautiful reproduction of the Aviso Quentin Roosevelt was made of tin, which meant it easily corroded. So everything was kept clean as the work progressed. The model was finished with



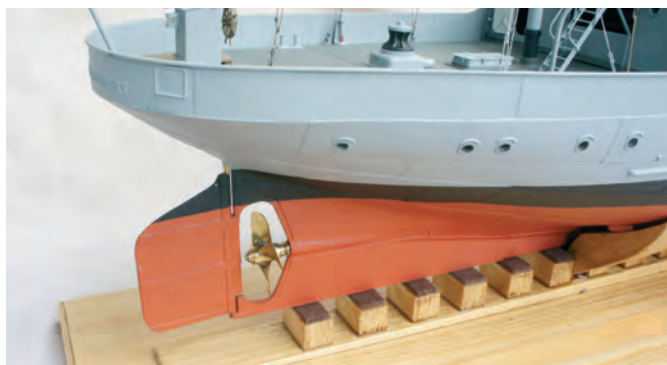
The model just before sandblasting



The equipment inside the hull



From left to right: part of the boiler, engine and its accessories, the servo, which adjusts the speed and the change of direction, the receiver and the steering servo. In the centre is the propeller shaft and its gear



The propeller is also scratch built

a light sandblasting, which provided a very slightly rough surface, which aided the adhesion of the paint.

The model was painted using spray-paints from the Humbrol colour chart and also with a paintbrush for smaller parts. Two layers of satin varnish spray were used for the final protective layer.

THE ESTIMATE OF THE WEIGHT

Ready to be put in the water, the model weighed 1,690 g; the gamble on the maximum weight of 2,000 grams originally envisaged was therefore successful. This comprised the fitted hull, i.e. with its propeller and its rudder (490 g), decks and superstructures in three parts (320 g), the steam engine ready for use (600 g), the radio control unit which includes the servos and the receiver with its individual battery (180 g), as well as the balancing ballast (100 g).

Finally, the passage through the water looked good and gave a very realistic wake. The steam plant gave sufficient power to propel the boat at an appropriate speed for the scale. It is not uncommon to meet examples of warships and tugs that resemble speedboats; which is a shame. Purists are right to deplore this.

TO CONCLUDE

With all the humility that characterises him René Lefèvre tells us this: "I do not claim to have fulfilled plans to make an absolutely accurate model of the Quentin Roosevelt, the ship which has been so often modified during its long career. It is an attempt at reconstruction based on known characteristics in addition to information found on a few documents. I had to interpret and also imagine some barely visible details based on the few available photos of ships which were its contemporaries. I hope to have made an attractive model of a small, little known and sometimes misjudged Aviso: it was called in one publication, 'the most ugly ship in the French Navy'. The fact is, I've found a lot of charm beneath its uncluttered silhouette, if somewhat antiquated, it deserves to be pulled from oblivion. To ensure its future, I also drew plans."

To follow in a future part: the construction of the single 3 cc steam engine that propels the Quentin Roosevelt. Yes, only 3 cc! **MMI**

TECHNICAL SPECIFICATIONS OF THE ORIGINAL

Country:	France
Type:	Aviso
Shipyard:	Arsenal of Rochefort
Flag:	French, Flamingo/Quentin Roosevelt (1918-1940)
Pavilion:	English, HMS Quentin Roosevelt FT 317 (1940-1945)
Su setting bilge:	1913
Launch:	October 27, 1917
Commissioning:	April 14, 1918
Length:	50 metres
Beam:	8.80 m
Draught:	3.90 m
Displacement:	585 tonnes
Powerplant:	1 triple-expansion steam engine, + 2 coal boilers
Power:	1,100 horses
Speed:	14.5 knots
Crew:	53
Armament:	1 canon 75 mm
Range:	1,500 miles at 10 knots or 1 week with 105 tons of coal
Decommissioned:	17 February 1947
Scrapped:	1955

TECHNICAL SPECIFICATIONS OF THE MODEL

Scale:	1:75
Length:	66 cm
Width:	11.5 cm
Draught:	5.5 cm
Motorization:	steam, 1 cm ³
Running weight:	1,690 g



The completed model on the water



AMATI SEXY LADY

THE SEARCH FOR A NEW MODEL

AUTHOR: JOHN GITTINS



The complete Amati Sexy Lady on the water

Recently I was browsing model boat sites on the Internet looking for a new radio control model to sail at club weekends. My requirements were relatively straightforward – a fibreglass hull for strength and durability, a minimal number of fittings to reduce the amount of time repairing the model after sailing it and the model should be a comfortable fit on the back seat of a small hatchback.

With these thoughts in mind I looked at the main Italian Amati website and saw that there was a new addition in their classic section. This was called 'Sexy Lady' and was a Riva type walnut runabout model of a typical Italian water taxi. The hull was described as fibreglass and the illustrations showed the hull with a walnut deck already bonded to it. In addition the leather effect seats, windscreen and various chrome fittings appeared to be included in the kit. The size of the model was 85cm length and 30cm maximum beam. The website stated that the model was suitable for radio control but that no motorising kit was available.

All this seemed to be ideally suitable so I looked at UK websites that import Amati products. Nobody had this new model listed. I then looked at Italian websites and found it listed on SNModels.com who were based in Turin. Helpfully their website was in both English and Italian and PayPal was an accepted means of payment. The carriage charges of 15€ seemed reasonable and, of course, there and no import duties or hidden charges importing parcels from Italy. Everything seemed correct and a Sexy Lady was ordered. The landed cost of the kit was just over £100.



Kit contents

THE KIT ARRIVES

Three days later there was a knock on the door from a courier with a very large parcel. As you can imagine I lost no time in opening it. The first surprise was that the kit was not in a normal colourful box – the hull was covered with bubble wrap to protect it. Taking the hull out I was pleased to see that the wood decks were bonded to the hull and there were two generously sized removable deck parts, one being the cockpit area and seats and the other the sunbathing area aft of the cockpit. These were also fibreglass mouldings, which boded well for the robustness of the model. Inside the hull were two polythene bags containing all the other parts required to complete the model.

However, the one item that I was looking for was not there and that was a plan and instructions for motorisation. The Amati website had a link to download the instructions, so, I followed this and downloaded photos of the kit pieces, but with a complete absence of words.

At this point I realised that this kit did not follow the normal comprehensive building details we have come to expect from this manufacturer. Two options were available; either an outboard motor mounted on the transom or internal running gear. With this model I opted for the normal propshaft and motor arrangement.

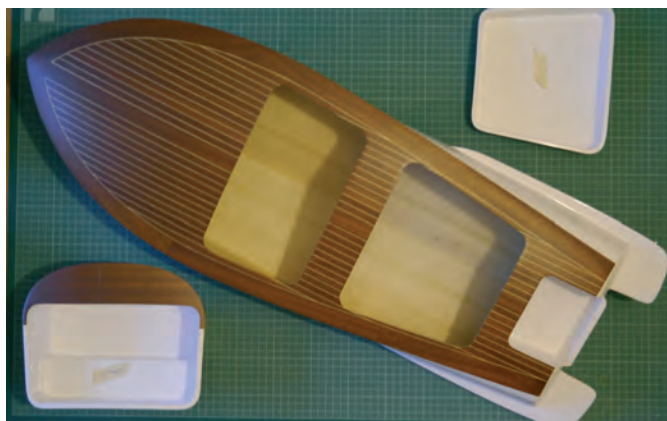
INSTALLATION OF THE RUNNING GEAR

Despite the generous size of the hull it was evident that the space available was limited because the seats extended almost to the bottom of the hull. Bearing this in mind I started by installing the rudder as far aft as possible. For simplicity I decided to use a single motor configuration and settled on a 12 V Graupner 700 BB Turbo which I had in stock. I fixed this in a Caldercraft 700 plywood motor mount and screwed it to a Huco coupling ready to connect to the propshaft.

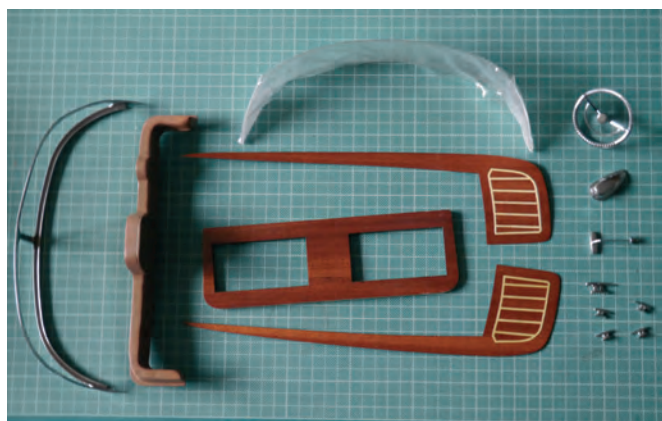
Offering this assembly up to the hull showed that the maximum comfortable propshaft length was 8 inches. A hole was cut in the hull to suit the propshaft and after careful lining up the assembly was fixed to the hull with 5 minute Araldite. In fact this adhesive was used for virtually the entire construction. The power train was completed with a 40 mm brass propeller.

I wanted to be flexible with batteries so restraining bars were glued in place to leave sufficient space for a compact 12 V NiMH battery. This ensured that an 11.1 V LiPo battery, being smaller, would fit comfortably in the same space.

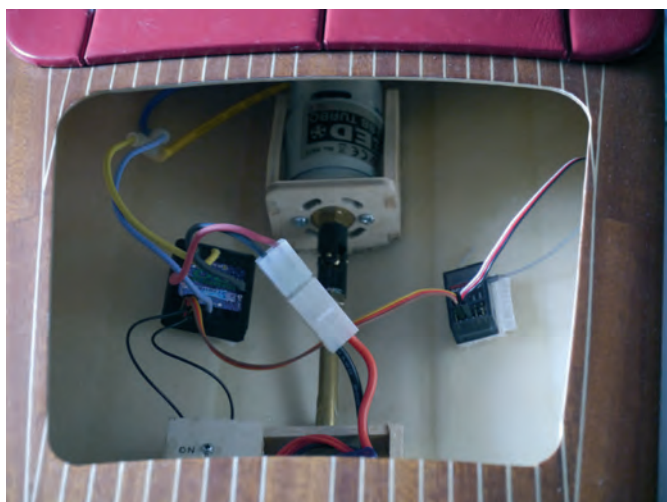
In order to allow total battery flexibility I used a 30A Mtroniks Tio speed controller. This manufacturer's Tio range of speed



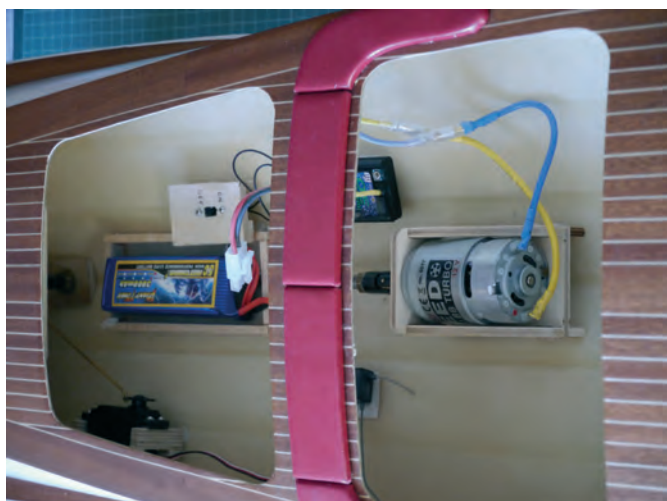
The three fibreglass mouldings in the kit



Contents of wood and hardware packet



View of running gear looking forward



View of running gear looking aft

controllers can be set to be used with NiMH or LiPo batteries. It is important that the speed controller is set to the battery in use and is showing a green led for NiMH or a blue led for the LiPo setting. The electronic set up was completed with a rudder servo and a Spektrum radio receiver.

WOOD AND HARDWARE FITTINGS

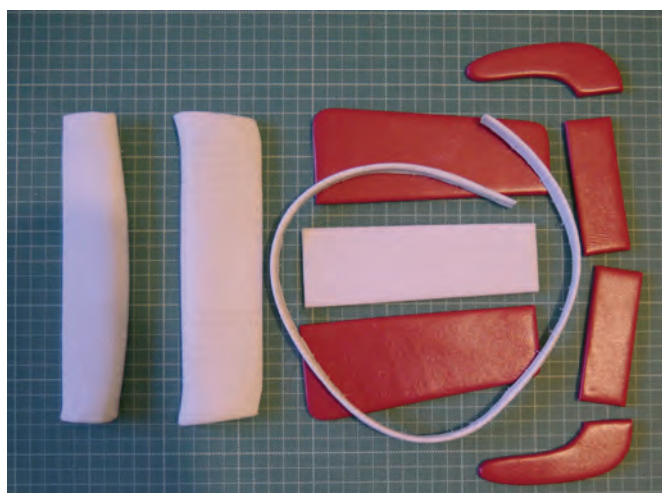
Here I started with the wood parts. First a hole was drilled in the dashboard and the steering wheel was glued in place. Then the cockpit floor was fixed in place followed by the dashboard. Next the diving platforms at the aft of the hull were rubbed down with wet and dry paper to give a good surface for the wood platforms. The wood platforms were then glued in position and allowed to

dry thoroughly. The wood platforms were sealed to ensure that no water could penetrate to the wood and cause it to delaminate. I used Z-poxy finishing resin for this.

The windscreen and its frame were tackled next. This proved to be the most challenging part of the model to build. After a number of dry runs I sorted out a way to clamp it as the glue dried and the model started to look complete. Superficially all that was left were the small chrome deck fittings. These were fixed in place using the illustration on the Amati website as a guide.

SEATS AND UPHOLSTERY

These items were supplied fully finished and only required gluing to the hull. Points to note here are that the hull must be roughened with wet and dry sandpaper before the parts are fixed and an assortment of clamps will be required to hold them in place while the glue dries.



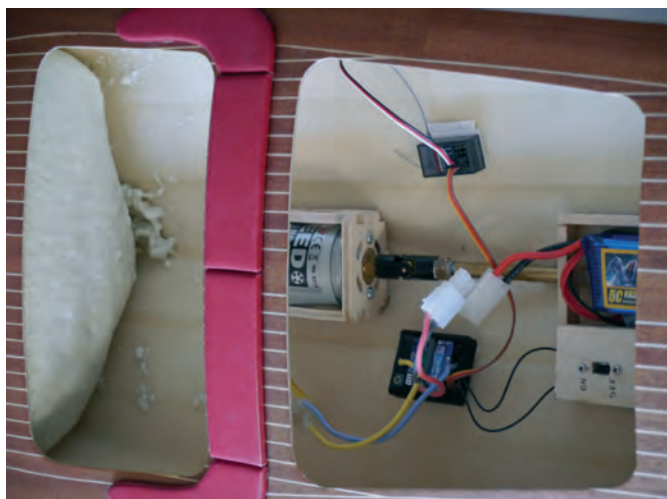
Contents of seat and upholstery packet

FLOTATION TESTS

It was now time for the standard flotation test in the domestic bath. With NiMH batteries the aft diving platforms were exactly level with the waterline, while with the LiPo battery installed the diving platforms were slightly above the waterline. This was ideal and no ballasting was required.

BUOYANCY

With the best will in the world accidents happen when sailing and I considered it was essential that the model had adequate built-in buoyancy. I used self-expanding aerosol foam to fill the bow section, making sure that this was applied carefully and slowly to ensure it did not swamp the running gear. I glued a piece of 25 mm thick expanded polystyrene to the underside of the sunbathing platform. This left the forward cockpit. This would only have to



Internal view showing foam filled bow

be removed if the motor was changed so the solution here was to araldite small wood blocks to the underside of the deck either side of the cockpit opening and screw the cockpit to these using stainless steel screws.

AT THE LAKE

I had to wait for suitable weather for sailing tests. Finally, it was dry on one of the club sailing days. The propshaft was greased and batteries were charged and everything loaded in the car. At the lake the model created a lot of interest from the club members. Comments on its appearance were favourable and then the time came for the maiden voyage.

Sexy Lady behaved impeccably and the photos show it at speed. I had restricted the rudder movement and turns could be taken at speed with no problems. The combination of the Graupner 700 motor with a 3-cell LiPo battery gave an approximation of scale speed. The 3000 mAh battery gives a run time of about 20 minutes on a full charge. After a run the motor is slightly warm but all the other running gear items are cool. I felt that this bodes well for the future running of the kit.

CONCLUSION

Sexy Lady is a very reasonably priced kit and has a build time in the order of 20 hours. Amati are doing themselves a disservice by



She corners well on the water



At the lake

not boxing this kit and not providing a brief instruction sheet giving suggested positions for the running gear items. Having said that, because of the ease of operation and reliability Sexy Lady is my first choice when I am looking for a boat to sail. Hopefully by the time this article is published the kit will be available in UK.

I was so impressed with both the quality of the kit and its on-water performance that I decided to order the sister vessel Bellezza and fit with the outboard option. I hope to update you on this other boat in a future article. **MMI**



The bow lifts nicely at speed

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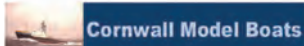


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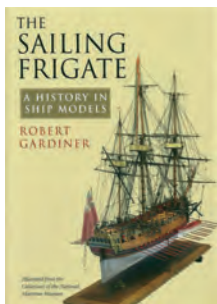
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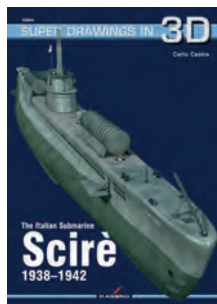
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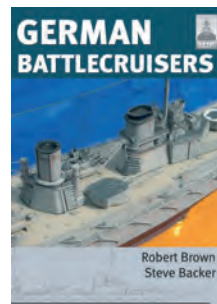
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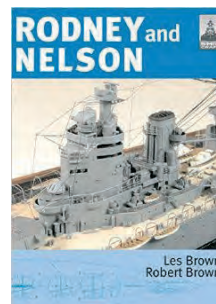
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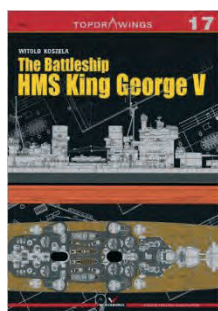
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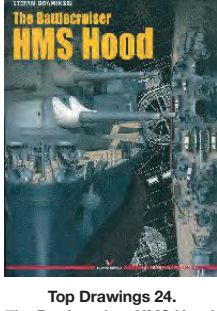
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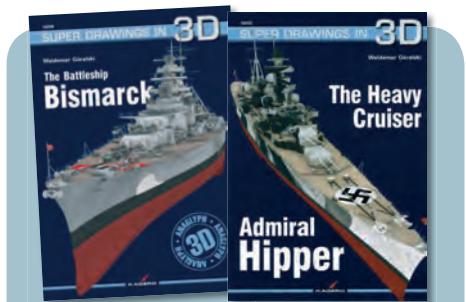
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A detailed model of a three-masted sailing ship, likely a clipper, with a black hull and yellow and red accents. The ship is mounted on a black stand.

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