

NEWS, VIEWS & REVIEWS FOR THE MARITIME MODELLER

MARINE

SEPTEMBER 2016

modelling INTERNATIONAL

www.marinemodelmagazine.com

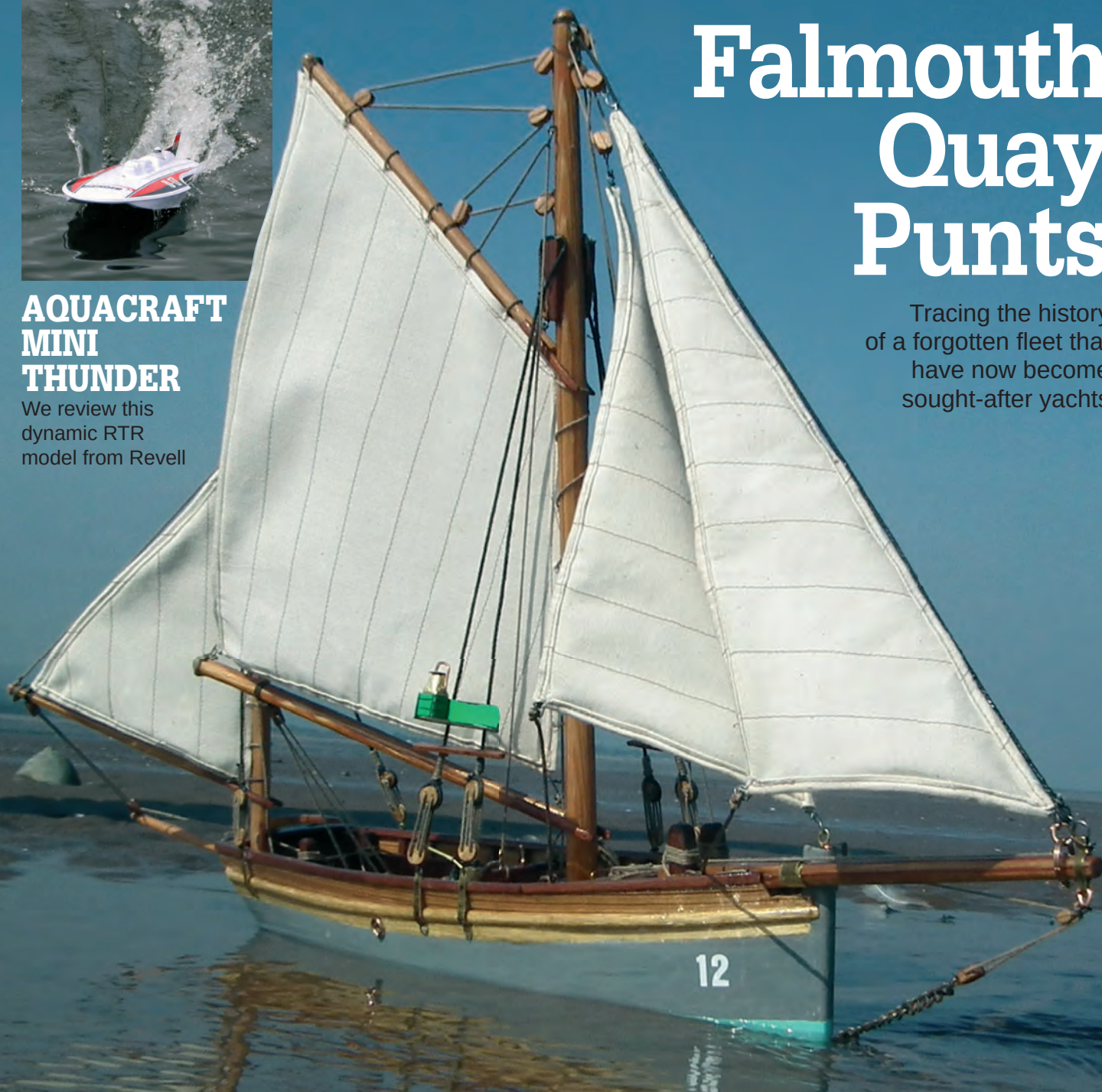


AQUACRAFT MINI THUNDER

We review this
dynamic RTR
model from Revell

Falmouth Quay Punts

Tracing the history
of a forgotten fleet that
have now become
sought-after yachts



MOTOR BOAT AND BUTTY

The building of a
Sarik Vac Form model,
motorised and R/C'd

TRAPLET Issue 354 £4.75



9 771746 859085

Just Arrived!



Length - 699mm

Cajun Commander Air Boat

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

Our Price **£215.00**



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

Our Price Only **£34.00!**



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

Our Price Only **£22.00!**



SPECIAL OFFER
Tornado 50Amp ESC
Forward & Reverse
Waterproof
Electronic Speed Controller.
6-12 volts fitted
with tamia plug
bullet connectors
and switch
Now Only **£29.99!**

2.4GHz & 27MHz Receivers

SPEKTRUM RECEIVERS IN STOCK

AR400 4 Ch 2.4GHz **£22.00**
AR610 6 Ch 2.4GHz **£29.99**
MR3000 3 Ch 2.4GHz **£51.50**
Planet R4M & R4Ms **£16.99**
Planet R7M **£19.99**
Planet 6CH Receivers still available
PLEASE CALL FOR PRICE
Radio Link 6CH Receiver **£15.00**
Futaba R2006 4CH 2.4GHz **£39.99**
Futaba 617FS 7 Ch 2.4GHz RX **£63.99**
Futaba 2 Ch Am 27mhz **£21.99**
Futaba 2ch Am 40mhz **£21.99**
Futaba R202GF 2 Ch 2.4GHz **£23.50**
TAMCO 4CH 2.4GHz RX **£15.99**
TAMCO 3CH 2.4GHz RX **£14.99**
TAMCO 6CH 2.4GHz RX **£15.99**
Saturn 6CH 2.4GHz RX **£19.50**
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**OVERLANDER 7.2 VOLT
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Fast mail order - Overseas postage at cost

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Winch Drum Servos**

Torque: 6KG
Size: 40.5x20.2x38mm

Special Price Only

£12.50 Each!

GREAT VALUE!



FULL RANGE

Tamco 2.4Ghz 6 Channel Combo
Superb Quality

Only **£45.00**

Transmitter & Receiver
Additional RX £15.99



NEW! Futaba T2HR

2 Channel 2.4GHz Radio
Complete with 2 Channel

2.4GHz Receiver

Only **£47.50**



Futaba 4YF 2.4GHz Combo
Includes transmitter, receiver
& switch harness
Excellent Quality

Only **£86.99**



Radio Link T4U

4 Channel 2.4GHz
Radio Complete With

6Ch 2.4GHz Receiver.
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Spektrum DXE

NEW! DSMX 6 Channel Set
INCLUDES AR610 RECEIVER

VERY EASY TO USE

FULL RANGE - TOP QUALITY

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2.4GHz Systems

Saturns Full Range 2.4GHz Combos

X4 4 Channel £38.99

X6 6 Channel £53.99



Futaba 6K Combo Set

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

Futaba Quality at only

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Summer Special!

60A Forward & Reverse

Waterproof Marine ESC

4.8-16.8v RRP **£86.99**

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Mini/Midi 1250MG

Metal Geared Servo

Torque 6V: 3.5KG Speed 6V 0.12

Length 31mm x Width 16mm x Height 25mm

NOW ONLY **£6.50!**



TOP PRICES ON HIGH QUALITY

7.2 VOLT BATTERY PACKS

2000MAH ONLY **£8.99**

2400MAH ONLY **£9.99**

2500MAH ONLY **£10.50**

3000MAH ONLY **£11.99**

3300MAH ONLY **£12.50**

3800MAH ONLY **£15.99**

4500MAH ONLY **£19.99**

5000MAH ONLY **£22.99**

Lead Acid Batteries

6 VOLT 1.0 AMP - £4.99

6 VOLT 1.3AMP - £4.99

6 VOLT 3.4 AMP - £5.99

6 VOLT 4.5 AMP - £5.50

6 VOLT 7 AMP - £7.45

6 VOLT 12 AMP - £12.50

12 VOLT 2.1 AMP - £6.99

12 VOLT 3.4 AMP - £11.50

12 VOLT 4.5 AMP - £12.99

12 VOLT 7 AMP - £9.99

6V JELLY CHARGER - £8.99

12V JELLY CHARGER - £8.99

2-6-12V JELLY CHARGER - £14.99

NEW LOW PRICES!



Waterproof

Electronic Speed Controllers

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

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

15AH 12-24 V ONLY **£29.99**

20AH 6-12 V ONLY **£24.99**

25AH 6-12 V ONLY **£28.99**

40AH 6-12 V ONLY **£44.99**

RV11 4.8-9.6V RRP **£57.99**

OUR PRICE ONLY **£24.99!!**

FUSION AQUAPOWER 280AH Only **£34.99**

MTRONIKS G2 HYDRA 15AH BRUSHLESS

RRP **£45.99** - NOW **£34.99**

MTRONIKS G2 HYDRA 30AH BRUSHLESS

RRP **£54.99** - NOW **£41.99**

MTRONIKS G2 HYDRA 50AH BRUSHLESS

RRP **£79.99** - NOW **£59.99**



Mains Chargers

Fusion NX86 - 4-8 Cells Ni-CD / Ni-MH,
Variable charge rate, 0.5-5amps. Mains
operated, Peak detection. **£24.99**

Fusion NX87 - 6-8 Cells Ni-CD / Ni-MH, TWIN
5amp output charger. Peak detection on both
outputs. **£24.99**

Ethos LX418 Pro - Charge rate
0.4-4amps 1-12cells ni-cad / ni-mh
Li-Ion / Li-Po 1.4, cells lead acid 1-12volts
integrated balancing port mains or 12v opera-
tion. **£49.99**



NX-20

Overlander Mains Powered
Peak Detection Fast Charger

- 4-8 cell 4.8v-9.6v

- NiMH & NiCD

Fitted with Tamiya connector
and mains lead.

Bargain Price

Only **£11.50!**

AURA

Ready to Run

Sailboat with

2.4GHz Radio,

Sail Winch &

Rudder Servo

Sturdy ABS Hull

Length: 650mm

Height: 1025mm

(Including Keel)

Beam: 135mm

RRP **£129.99**

Our Price Only

£85.00!



Howes Micro Servo

Torque - 1.7KG

Speed - 0.11 sec

(L) 22mm x (W) 11mm

x (H) 26mm

Only **£3.50**



4.8v-6v

Howes Mini Servo

Torque - 2.7KG

Speed - 0.14 sec

(L) 29mm x (W) 12mm

x (H) 30mm

Only **£4.00**



4.8v-6v



Li-Po Batteries

at Great Prices

7.4v 1000mah - **£8.99**

7.4v 1300mah - **£10.49**

7.4v 1600mah - **£13.49**

7.4v 2200mah - **£13.99**

7.4v 3900mah - **£24.99**

11.1v 1350mah - **£17.99**

11.1v 1000mah - **£13.99**

11.1v 1600mah - **£18.99**

11.1v 2200mah - **£14.99**

11.1v 3900mah - **£35.99**

SERVOS

NEW POWER 3KG STANDARD - **£5.00**

AAS-700STD WATERPROOF STD - **£6.75**

FUTABA 3003 STANDARD - **£8.99**

ACOMS AS17 STANDARD - **£6.25**

FUTABA 3010 6.5 TORQUE - **£23.99**

FUT 3014 WATERPROOF - **£24.99**

HITEC 325 BALLRACE - **£11.50**

FUTABA 3004 BALLRACE - **£11.75**

BUY 4 x 3004 FOR ONLY **£46.00**

ZEBRA/HITEC 135 Feather **£5.25**

HOWES MIDI MG Servo **£6.50**

POWER HD 9g Micro **£3.50**

OR 4 For **£13.50**

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

HIGH POWERED BALLRACED **£7.99**

High Powered Waterproof Servo **£6.99**

SAIL ARM, WINCH &

SPECIALIST SERVOS

HITEC 785 HB SAIL WINCH

WITH FULL ROTATION DRUM

OUR SPECIAL PRICE **£26.99**

HITEC 765BB SAIL ARM

WITH 12 CM LONG ARM

OUR SPECIAL PRICE **£26.99**

FUTABA S3802 SAIL ARM

WITH 12CM LONG ARM **£56.25**

HITEC HS 805BB SAIL ARM HUGE

WITH 20KG TRQ **£32.99**

Metal Geared 17KG

Hi-Torque Servo

Standard Size

Fits All Brands

Was **£29.99**

NOW **£9.99!**

Limited Stocks!



NEW!

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



Dragon Flite 95

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

Our Price £279.99

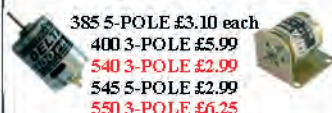
AAS-700STD
Waterproof Standard Size Ball
Bearing Servo

Only £6.75!

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



Electric Motors



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

VERY POPULAR

**Joysway Dragon Force
RTR RG65 Yacht V5**

Superb Racing Yacht which is
easy to transport!
Includes 2.4GHz Radio
RRP £174.99

Only £149.99!

Available without TX-RX
Only £139.99



Length: 655mm
Height: 1338mm

NEW IN!

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

MTRONIKS Hydra 15A & 30A Brushless Motor and Speed Controller Combo

Auto set up - Forwards and reverse - 6.0 to 12.0V Operation
Motor Speciation
KV (rpm/v) - 1100
Power - 120W
Diameter: 28mm - Length: 38mm
Hydra 15A Combo - Only £44.99
Hydra 30A Combo - Only £52.99
Ideal Replacement for 380 - 400 Motors



NEW!



Atlantic II Tug Boat

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

Our Price £229.99

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

4.8 VOLT PACKS

1300MAH FLAT OR SQUARE - £6.99
2600MAH FLAT OR SQUARE - £8.99

6 VOLT PACKS

1300MAH FLAT OR TRI - £8.99
2600MAH FLAT OR TRI - £11.75

9.6 VOLT TRANSMITTER PACKS.

1300 MAH FLAT - £15.00
2600MAH Flat or Square £19.99



HOWES SPECIAL!

Mtroniks Viper RV11 4.8v-9.6v.
RRP £57.99

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

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

RRP £45.99

Our Price Only £34.99



Props, Shafts etc

**LARGE RANGE OF THE
FOLLOWING**

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



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All For Futaba/Hitec

SERVO LEAD 200mm £1.00

EXTN LEAD 270mm £0.60 each

EXTN LEAD 500mm £0.80 each

EXTN LEAD 1000mm £1.00 each

Y LEAD £1.75 each

BEC RED BOTH ENDS £0.90

SWITCH HARNESS £2.99



Graupner Speed 400! G3321



2.4-7.2 Volt
RRP £7.99

Only £2.99!

Very Limited Stocks!

Spektrum DX6i

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

RRP £119.99

Only Price

£99.99



Atomic Lightning Bolt!

Ready to Run RC Speed Boat with 2.4GHz
Radio with Reverse
Very Fast (540 Motor) with Self Righting!
Includes 7.4v Li-ion battery & Mains Balance
charger! Overall Length - 460mm
RRP £59.99

Only £34.99

RC hobby world
Joysway

Force2 60

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



Flower Class Corvette

'Platinum Edition' Kit
1/72 Scale - Length 850mm
RRP £119.99

Our Price £89.99!



Richardson Tug

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

Our Price £149.99!

TIGER SHARK

Ready to Run RC Speed Boat with
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Available in White. Includes Li-PO bat-
tery and mains Li-PO charger!
Length: 450mm

RRP £49.99 **Only £34.99**



Great for Racing!

NEW IN!



FLASH V HULL

Ready to Run RC Speed Boat with
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Very Fast with Self Righting!
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Balance charger!
Overall Length - 350mm
RRP £39.99

Only £23.99

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DELIVERY!**

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

Now Stocking a New Range of Model Boats & Kits!

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FREE UK SHIPPING ON ORDERS OVER £150!

PLUS 10% OFF ALL EQUIPMENT WHEN PURCHASED WITH A KIT

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



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



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

Dumas RC Kits

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



Graupner Models

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



Krick Kits

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



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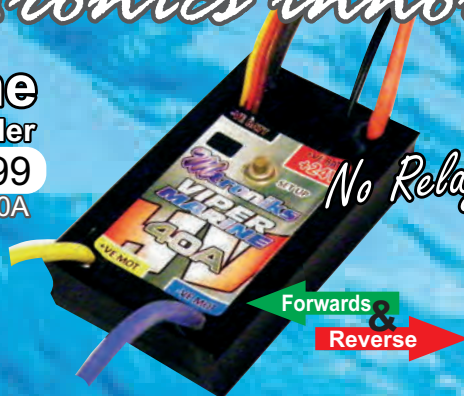
25 years of know
how

24V VIPER Marine

Brushed speed controller

FROM £29.99

15A, 20A, 25A or 40A



No Relays or moving parts!

100% Waterproof, 24V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

VIPER Marine

Brushed speed controller

FROM £22.99

15A, 20A, 25A, 40A or 75A



100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

tio Marine

Brushed speed controller

FROM £26.99

15A, 30A or 50A



100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power and now compatible with the new Lipo battery type. Available in 15A, 30A and 50A. See website or contact your local dealer for more information.

microVIPER

Brushed speed controller

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100% Waterproof, 12V, 10A marine speed controller for traditional brushed motors. Easy to set up and use. Incredible small size and weight. Ultra fine motor control with built in receiver power.

DIGISOUND

Realistic engine sound system

£59.99



--SOUNDS--
Small Diesel Tug
Large Multi Cylinder, Air Start
Napier Delta Diesel
Diesel Canal Boat

100% Waterproof, 12V, marine engine sound system. Ultra realistic sound that changes with motor speed, horn sound, speaker and all wires included.

24 Month Warranty on all Mtroniks electronic products



Marine motors

M400



£5.99

M500



£7.99

M600



£9.99

Mtroniks marine products are available from all good model shops, we are always available for advice direct

High quality speed controls designed and manufactured since 1987 in the UK

Mtroniks
electronics innovation

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FALMOUTH QUAY PUNTS

The name associated with these traditional craft came from the fact that they were moored at the Custom House Quay in Falmouth, and were basically work boats waiting to escort sailing ships into the port and act as delivery craft to deliver post, goods and replenishment of fresh produce and meat etc. With the author and builders passion for traditional craft especially around the South West of England he built a waterline model based on one called Wild Duck from 1894, with the sails set as though she was ready for sea.

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MESSAGE FROM THE BRIDGE

EDITORIAL CONTACT



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

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

GREETINGS ALL,

Firstly, it was sad news to hear of the untimely passing away of Chris Jackson who was MMI's editor for over 15 years we have an obituary for him on page 9.

For modellers who are associated with clubs and associations, including national organisations, can we remember the many devoted members who give their time freely to keep everything running smoothly, i.e. Chairman's, Secretaries and Treasurers etc. Many decisions affecting the enjoyment of members to our hobby

are made by these unsung heroes. Sadly in some cases if there is a blip or something goes wrong these people take the flak, which can result in many bad feelings.

When you look at the clubs and associations it is generally the same people who have been running activities for many years and when they want to stand down or need to for whatever reason this can cause instability and in a number of cases the organisation is wound up due to 'lack of interest!'. I know of at least one UK organisation who are desperately looking for suitably qualified people to fill posts to keep it running, so PLEASE, PLEASE support and help if you can.

In this month's edition we have the build of an inland waterway narrow boat and butty built from vac form parts initially designed for 0 gauge model railway scenery but motorised and R/C'd. We have a review of a RTR Mini Thunder FE racer, and in the series of classic model boat building we have articles on Falmouth Quay Punts and the Thames sailing barge Haughty Bell.

Vintage Chatter takes a slight digression this month by describing some vintage modelling books, Waterlines for 1/1200 and 1/1250 scale collectors covers USN in plastic and metal. Powerplug for the I/C modellers continues the methods of reconditioning a gas hull power unit and Scale Scene takes a rest from gluing and

screwing for an interesting visit to a WW2 German U-boat with a bit of a mystery. Other regular articles include Plastic Kit Scene, Airwaves, Livewires and a factual article on HMS Ocean.

Have a good month and if you are attending the Model and Hobbies Break at Unity Farm in Brean Somerset, I am sure we will meet over the week.

Happy Sailing

Barrie Stevens
MMI

Who said wildlife and model craft do not mix? Seen at the Chickerell Steam Festival near Weymouth



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

INTERESTING NEWS FOR THE MARITIME MODELLER

CLUB NAME CHANGE

At the AGM of the Leighton Buzzard Model Boat Club members made a unanimous decision to change their name to Lake Bank Model Boat Club. The reason for this is that the club is now based in Milton Keynes, which is some 12 miles away from Leighton Buzzard and no longer have links with this town.

The club meetings are held at 8 pm on the second Thursday of each month at the Roman Park Residence Club, Constantine Way, Milton Keynes MK13 0RA. Sailing takes place on the North West side of Furzton Lake using the access from Shirwell Crescent, off Chaffron Way. To avoid the risk of frequency conflict with the 2 Island Yacht Club, which also use the lake, our main sailing time is on the Sunday afternoon following the Thursday club meeting. For further information please contact Brian Nex on 01908 561904.



STEAM SHIP LA PALMA TO BE RESTORED

La Palma was built in 1912 by W Harkness & Son Ltd Middlesbrough, length: 220 ft, width: 30 ft. Engine: Triple expansion engine, 3 cylinders, built by MacColl & Pollock Ltd., Sunderland. Speed: 11 knots.

Launched in February she arrived in Las Palmas on 24th April. In 1986 the City Council of Las Palmas took over responsibility for the vessel, in effect a gift from her previous owner. In March she was towed to the port of Santa Cruz de Tenerife where she may be seen today awaiting full restoration. For further information consult www.lapalma1912.tumblr.com which has a link to another useful but archived site at www.correilalpalma.com. An excellent modelling project.

MIDLANDS MODEL ENGINEERING EXHIBITION

This very popular exhibition to be held at the Warwickshire Exhibition Centre from Thursday 13th to Sunday 16th October has been running for 39 years and attracts over 11,000 visitors. This year the two main themes are: The Bi Centenary of Robert Stirling. A special display presented by The Stirling Engine Society to celebrate the bicentennial anniversary of Robert Stirling's Heat Economiser. The second is The Spitfires 80th Anniversary. The Supermarine Spitfire prototype Spitfire K5054 first took to the skies in 1936 from Southampton Airport, and to celebrate its 80th anniversary this year, David Glen will be exhibiting with us and will bring some components of his 1:5 scale Spitfire Mk IX model, including the full instrument

panel, control column, pilot's seat, tail wheel assembly, etc.

Outside, the popular 5" gauge outdoor track operated by the Coventry Society of Model Engineers and the Polly Owners Group will return along with the magnificent Fosse Way Steamers. The workshop and lecture programme is nearly complete and includes something for all model engineers. We see the welcome return of Phil Abbott, Derek Brown, Keith Hale, Mike Haughton, Noel Shelley and Peter Stevenson. We also welcome new lecturers to our programme including; Mark Brockley who will be covering Tooling and Horology, David Glen who will be explain about the construction of a museum model masterpiece of the Spitfire and Gary Wooding who will be talking about the interesting properties of precious metals.

Why not be part of the show and enter your work? Entry is free and there are 32 classes of which 16 are competition and 16 are display. These classes include: Locomotives, Rolling Stock, Stationary and Internal Combustion Engines. Models still under construction can also be entered in the display classes. A commemorative plaque and exhibitor's certificate will be presented to every entrant, with trophies and cash prizes awarded to winners – please call the organisers for an entry form on 01926 614101 or download it from the website.

Tickets at discounted prices and all the latest exhibition information

is available online at [www.](http://www.midlandsmodelengineering.co.uk)

[midlandsmodelengineering.co.uk](http://www.midlandsmodelengineering.co.uk)

MV BALMORAL

This preserved UK coastal cruising vessel is now in her second operating year under her ownership of the MV Balmoral Fund Ltd. The season started a little shaky when sailing days were lost in the Bristol Channel due to generator problems and issues with the port propeller shaft. Since then the ship had some good sailings in the Thames, the East Coast up to Great Yarmouth the South Coast, North Wales and the Isle of Mann.

A generous donation of £59,000 was made to the fund to assist with the on going preservation of MV Balmoral by Phillip Cade, a well known coastal cruising supporter

and former Paddle Steamer Preservation Society Wessex Branch Chairman.

Also this year MV Balmoral received her Flagship Pennant awarded the National Historic Ships Flagship of the Year 2016. If any reader has the opportunity of taking a trip on her it is very worthwhile and you will be helping with her continued preservation. During September she will be visiting The Clyde, Liverpool, North Wales and the Bristol Channel, finishing her season on 2nd October. For further details visit www.whitefunnel.co.uk



MV Balmoral entering Watchet harbour on the 29th July, the first visit for 6 years

MMI REFLECTS ON PAST EDITOR

It was a bad start to a Monday morning to hear about the untimely passing away of ex-MMi editor Chris Jackson. Chris had been contributing to MMI since November 1989 with his monthly regular articles under the title of Changing Tacks. R/C yacht racing was Chris' deep passion and through the monthly articles readers were kept up to date with all things dealing with model yacht racing. It came as a pleasant surprise to Chris when in May 1990 he was offered the post of editor of MMI after the resignation of Gordon Batt. This post he gladly accepted.

As Chris mentioned in his first editorial even though R/C yacht racing was his main interest he has had dealings with other aspects of modelling from his childhood when his father was a model aircraft and model car builder. Chris' early ambitions as a youngster was to replace Denis Compton in the English cricket team. Later in life this ambition would nearly become a reality after retiring as editor of MMI in January 2008. Chris and his wife Valerie took up the game of Croquet, a competitive sport of which they actively competed together at national level.

His interest in competitive model yacht racing took him over the world reporting and competing in international competitions. Within the UK Chris was known and respected for his instant knowledge of the technicalities of yacht racing rules and yacht designs. He attended most of the MYA (Model Yachting Association) meetings and always expressed his points strongly! His local club was the Woodspring MYC where he competed in many classes, and one of the classes, which he was keen on, was the RG65. Many suggestions Chris put forward were used in the recent Ready to Run RG65 class yachts now available.

Naturally Chris will be greatly missed, as he was one of the pioneers in publicising R/C yachting and had been instrumental in helping to make this aspect of our hobby so popular. Apart from contributing over 260 articles for MMI Chris was also involved with publishing 5 books on Yacht Racing, Tugs and Submarines, together with DVD's.

Our sincere condolences are extended to his family.



A TRIBUTE FROM ONE OF MMI'S REGULAR CONTRIBUTORS RICK EYRICH...

Back in 1998, your scribe began to write pieces for this publication and it was an honour to work with and know Chris Jackson until his passing a few days ago. Chris was a true mentor to me, as he always was ultra-supportive of the ideas I suggested and would give excellent advice on how to present them here in MMI.

Although we mainly conversed by email, Chris would regularly phone-up to talk about some of my upcoming stories, but we'd also take a few minutes to 'jaw' about Formula One, his travels, etc., plus he'd always happily answer my usual silly questions about life in the UK as well.

Always a gentleman, Chris gently pushed this writer to think that no good topic would be over-looked in the magazine and I'm most proud of those articles Chris let me run with in the ten years he was my Editor.

Sadly, we were only able to meet face-to-face on two occasions, yet those few hours were and will always remain extremely important to my wife, Karen and me. Visiting Florida for various reasons, Chris and his 'Better-Half' Valerie would meet-up with us and the time would slip-past far too quickly before we had to reluctantly say our goodbyes. Luckily for me, during one visit, I was able to watch Chris visit with a Florida-based model sailboat group, and here again, he taught me so much about enjoying our hobby through communication and how best you present it on the written page.

Many, many people will miss and remember Chris Jackson. As for myself, I can only hope that one day, many years from now, there could be a place and time when the two of us could sit and sail our boats while our wives, sitting back in the shade, say to each other: "They really are just two big kids, don't you think?" Goodbye my friend. **MMI**

MEETING POINT

REPORTS FROM RECENT EVENTS

NATIONAL MODEL ENGINEERING EXHIBITION, DONCASTER RACECOURSE – 20TH TO 22ND MAY 2016 BY KEVIN R FLEET

For 2016 this event was moved to a new venue from the Yorkshire showground at Harrogate to the Doncaster racecourse. The show is now in its 23rd year and it covers all aspects of model making including different scales and sizes, from the extremely small and light to huge and extremely heavy. This makes you wonder how they transport such an item around and where do they store it at home?

The exhibition was held in the main stand at Doncaster racecourse using two floors, which are linked by escalators; outside the model steam traction engines/lorries were seen buzzing around. These weren't the only modellers making full use of the space outside as the Doncaster model flying club were putting on flying displays with their planes and helicopters in front of the main grandstand and the Gas Turbine Builders Association team were running up their turbines a couple of times an hour for the public.

Inside there were a few model boat club stands and also a pond for those modellers who wanted to get their boats wet. Component Shop and S.H.G Model Supplies were also in attendance for those who wanted to purchase items for their building projects. This exhibition mostly catered for model engineering, i.e. locomotive/traction engine builders but there were some really nice and detailed boats/ships exhibited on the various model engineering club stands.

One model that caught my eye on the Kirklees Model Boat Clubs stand was a boat called 'Giano', a SDM (ship docking module) built by club member, M. Wyatt, that had scratch built schottle units



***A nicely presented Thames Barge
on the Tyneside Society Model
Experimental Engineers display***

mounted at either end of the model to power/manoeuvre it. The boat wasn't finished but I thought it was very interesting as it's an unusual subject especially with the homemade schottle drives.

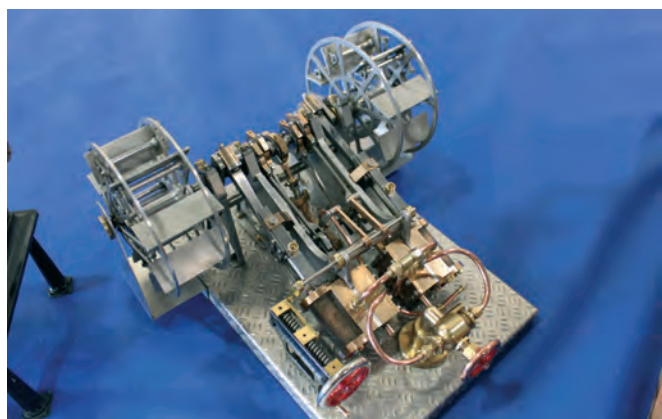
A few stands along was a display put on by the Model Ship Society and one boat that seemed to draw a lot of attention from visitors was a model of USS Midway built to a scale of 1:144. The gentleman who built it (whose name I didn't get) spent some time telling me about how he constructed it. He also showed me all the different functions that were installed inside as there are a lot of mechanical rods, rot sliding doors and other

mechanism's via micro-switches.

On top of all this there was a mass of electrical wiring inside operating the main motors to drive the model, lighting and various soundboards. The model was beautifully finished and for me with all the working detail was the icing on the cake.



Redcar Model Boat Club's stand had a lot of visitors



***P. Lidster's Diagonal Reversing Paddle Steam Engine, which was
beautifully made***



The public waiting for the show to open



The boating lake was kept well occupied during the show



M.Wyatt's model of 'Giano' a Ship Docking Module seen on the Kirklees Model Boat Clubs stand



The crew and the rear deck detail



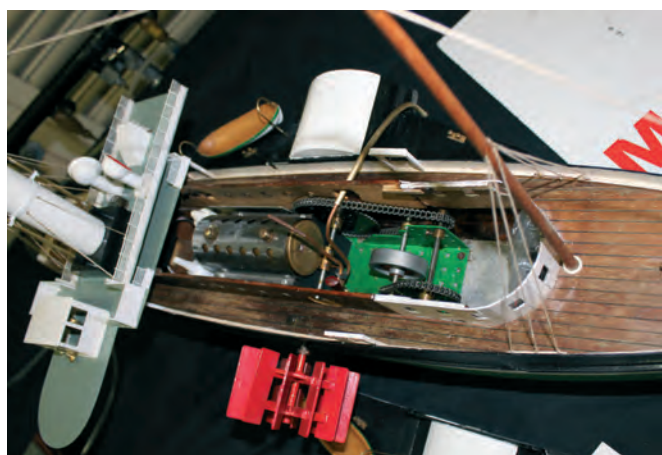
USS Midway had a lot of people admire all the fine detail and all the different components that had been added to it



Kirklees MBC stand



Two boats that were on the York City & District Society Model Engineers stand



A paddle steamer, using a steam plant to power it, seen on The City of Sunderland Model Engineering Society's display



The homemade schottle unit that powers 'Giano'

Amongst the various model ships and boats there were some lovely detailed models on display; some with electronic wizardry and some with beautiful steam plants installed inside. Others had neither and were just relying on wind; these were either full functional racing yachts of various classes or nicely detailed Thames barges.

The new venue seemed to get the nod of approval from the visitors but we'll have to see where it's held in 2017?

The only downer for me on my trip to Yorkshire over the weekend was the weather; heading home, south of Birmingham on the M5, it was a little wet especially as I was on two wheels!

BEALE PARK MODEL BOAT SHOW – 28TH AND 29TH MAY 2016 BY BARRIE STEVENS

This show is held in one of the most picturesque wildlife parks in the UK and has been held at this venue for over 20 years. The show is organised by a joint venture with the Kent Model Boat Club Display Team and the Mid Thames MBC. It was well attended by clubs over the two days with on the water time slots for Warships, Fast electric Racing, Hovercraft etc.

Inside the Beale Centre were some traders including Macs Mouldings, Models By Design, Mastman and (flag man?); a tad down on numbers this year possibly due to the clashing of other events over the weekend.



Russell Chilcott controlling Lucinda the friendly dragon



Mid Thames MBC fast electric pit area



The Surface Warship Association's impressive display tent



Ian Gerrard with his 'hi tec' Edwardian Steam Launch



Andy Griggs from Models by Design with his latest Shannon Class lifeboat



Graham Povey from the Droitwich Spa MBC with his Clyde Puffer

Some of the clubs who attended included, Sedgemoor MBC, Droitwich Spa MBC, Oxford MBC, Black Park MBC, Mid Thames MBC, Eastleigh MBC, Watermead MBC, Surface Warship Association, Kent MBC Display Team, Air, Water, Land Model Group and Medway Marine Model Society.

For modellers wishing to camp over the weekend a field was allocated close to the entrance. As the weather was good, especially on the Sunday, the number of public in the park was large with many showing an interest in the models, especially the children when the Sedgemoor MBC had Lucinda, the friendly dragon, and POO the bear in operation.

For modellers who have not attended the park before there is a room with many static model boats on display. This is a small part of what must be the largest private collection of model craft in the UK and possibly the world. We did hear that there is an embryo of an idea that a larger display site may be considered in the future.

There were many very good models on display that we had not seen before which is a very good sign. One, which stood out, was an Edwardian Steam launch made by Ian Gerrard from the Kent MBC Display Team. Apart from this being the first complete scratch model he has built, the steam engine was powered by a flash steam boiler (i.e. no boiler testing!). The craft can be controlled by speaking the command into a headset, (i.e. steering, speed control and even different music being played inside the launch can be activated using telemetry control), some VERY clever software. Hopefully we can give readers more details in a future edition of MMI.

The on the water activities were organised by the local club, Mid Thames MBC, with demonstrations of fast electric racing and a growing interest in tug towing. They have a very good tanker used to demonstrate towing, which is also powered, like most full sized ships, when being manoeuvred by tugs. Overall an excellent show and a big thank you to the organisers. We have heard the date may change for 2017, when we know we will inform readers.



Tony Simons from the Mid Thames MBC with his carousel tug used very effectively with tug towing



Heather Lee from the Surface Warship Association with her HMS Fox, a Bulldog Class survey vessel



A novel way of transporting your model on the back of a truck driven by Adam Maplesden from the KMBCDT

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THE ALFOLD 20TH CHARITY MODEL BOAT SHOW – 4TH & 5TH OF JUNE BY KIM BELCHER

The event was held at Care Ashore, Springbok Estate, Alfold, Surrey. Arriving at midday on the Friday, to set-up my Lifeboat Enthusiasts' Society gazebo, the exhibitors' 'village' was already a buzz of activity! For most of us, this is the most relaxed 'model boat family' event of the year. Underfoot was a lot drier and firmer than last year, the grass was cut and a relatively flat area was found and my gazebo erected – job done – now where was Guy Bagley and his family and friends with that gigantic BBQ that he passes off for 'light afternoon tea'?!?

Saturday morning saw more Clubs arriving and setting up, alongside a few trade stands. Unfortunately this Show's date clashed with another major model boat show up North. However, the following were present – Springbok MBC, Vintage Model Works, Black Park MBC, Shepton Mallet Drifters MBC, Portsmouth & District Model Power Boat Club, Crawley MBC, Southwater Dabblers MBC, Swiss Cottage MBC, Happy Hobby Modellers, the Phoenix Marine Model Club, the Association of Model Barge Owners, Southend MBC, The Southern Model Display Team, The Warship Squadron Model Club, the Southern Model Lifeboat Society, the Lifeboat Enthusiasts' Society and on the Sunday, the Portsmouth Model Boat Display Team.

What more could you have wanted? Plenty of boats and all things that float, a 'bring and buy' marquee, reasonable weather and the Guides from 1st Roffey Company and their counterparts from the Chesworth Rangers – providing superb food and drinks that were sensibly priced and often brought round to your club's gazebo or stand personally!



One of the three lines of club stands, this one starting with the Phoenix Model Marine Club



Members of Black Park MBC talk to interested visitors to their stand



A variety of model boats enjoy the great pond area at Care Ashore on the Springbok Estate

The two days went very quickly, but here are a few words about some of the boats I was drawn to, then the accompanying photos will give you even more and the awards listing at the end will tell you just how much happened and what you missed!

Firstly, on the Portsmouth & District MPBC were father and son combo Trevor and Simon Thomas and their F99 1/96th scale frigate HMS Cornwall. She was some six foot long and using a Fleetscale hull that was in two parts for transporting, then joined together when their destination had been reached. She was a Batch 3 Type 22. The model was built by the late Geoff Clarke and the two gents had purchased her from the builder's daughter. It had interior hangar lights that were controlled by the workings of the roller door.

When I looked at The Warship Squadron Model Club's display I saw a model that was 'out of the norm' – a 1/10th scale coastal vessel 'SJØGUTTEN', owned by Mike Collins and inherited from his father-in-law. It was built by Harry Fox and had undergone a refurbishment in 2000. Its unusual characteristic was that it had a hull constructed from cardboard.

Something else that was unusual was the flying model of a Consolidated PBV Catalina, a Canadian Vickers version of 433924 (08-924) used for air-sea rescue duties by the US Navy in 1947. I thought I knew who owned it until I got home and looked very closely at the gentleman controlling her, only to find I had identified him wrongly! However, I think he is a member of the Southwater Dabblers MBC, so apologies.

However, he could not taxi and take-off from this water as Duxford aerodrome was only a few hundred metres away, but he did take it on a few runs that ended very close to the take-off moment – great fun to watch – but why do other boaters go across his bows at such moments? Through this I lost my best photographic opportunity!

Nigel Edmunds was there, from the Association of Model Submariners (AMS), along with his dog. A first time of seeing



Trevor and Simon and their recently acquired 1/96th scale frigate HMS Cornwall, members of Portsmouth & District MPBC



Paul Chilcott's recently acquired and refurbished USS Kittyhawk carrier. Just one boat in a large display by the Southern Model Display Team



The very clever use of orange LED lighting by Paul Chilcott on an aircraft's jet engine nozzles



An 'E' Class MkII lifeboat – E005 'Legacy' – scratch built by Peter Henwood from the Southern Model Lifeboat Society



Due thanks and a framed Certificate of Appreciation from Care Ashore to Alan and Wendy Colson 'for 20 years of loyal service running the Charity Model Boat Show at Alford'

him for me and he had two scratch built, glass-fibre models at 1/12th scale, 'Pioneer' and C.S.S 'H.L. Hunley' circa 1864, both from the American Civil War and employing piston tanks to enable their submerging process.

I've met Mike Cummings at a few shows in recent years, and on this occasion he was accompanied by his wife, Karen. He was there with a very fine Vintage Model Works 1/12th scale Vosper RAF Crash and Rescue Tender 93, being 46" in length. Now Mike runs this Company at Raynes Park, close to Wimbledon – an area I grew up in. I was impressed with the build and its performance on the water and in this instance I was asking myself, 'who needs brushless?' as this retro-kit, all plywood, was giving a fair turn of speed on brushed motors (although a brushless system could be used).

The kit comes with a wealth of white metal fittings and laser cut windows and frames. Visit www.vintagemodelworks.co.uk for more details, along with some other very interesting boats, including the old style police launch from the River Thames, some of which I have travelled on in the past... but that's another story!

Finally, regarding the boats, for me one of the real stars of the Show was Peter Henwood's totally scratch



A display, by Alan Taylor of the Portsmouth Model Boat Display Team, depicting 'Orca' from the film Jaws and featured in the 100th Issue of Marine Modelling International



A worthy award of 'Best in Show' Cup for the Portsmouth Model Boat Display Team, who support and entertain at many model boat shows. Alan Taylor and two of his team, with Trevor Goacher – Care Ashore CEO – on the left of photo



Some model and some performance – Mike Cummings' 1/12th scale Vosper RAF Crash and Rescue tender running on brushed motors!

built lifeboat of an 'E' Class MkII Rigid Inflatable Boat (RIB) – E005 'Legacy' from the River Thames too. No plans for this, just visits to measure and photograph the actual boat, by Peter, and then turn it all into a really splendid model, again at 1/12th scale.

Without sounding too conceited, you really did have to know your lifeboats and the skills that go into recreating such a model – no kits for this gentleman! Well done Peter – he was part of the Southern Model Lifeboat Society stand with several other scratch built lifeboats from his workshop. The model was made for one of the RNLI former helmsmen (Amon French) at Tower Pier, where it has

been on display, but Peter occasionally borrows it back from Amon to display at the odd show.

And a good show it was, due to many folk pulling together. One person that was missed was Chris Eager, who unfortunately was ill, but others did a valiant job trying to stand in for this true professional, in previous years, on the PA system. It was also good to see Alan and Debbie Noble turn up on Sunday as visitors, two folk that have put a lot into model boating over recent years.

Then the Guides and Rangers from Roffey and Chesworth really did go out of their way to keep us fed and watered – thanks. The Admin. Team from Care Ashore did a good job too, informing and booking us all in, alongside arranging for the boats to be judged and awards purchased. The results for just the 1st places were:

Lifeboats – Tony Olliff – Newhaven Lifeboat 1/16th kit

Scale – Paul Chilcott – Maersk Sealand

Warships – Paul Chilcott – USS Kittyhawk Aircraft Carrier

Scale Sail – Mr. Simmonds – Thames Barge

Tugs – Mr. Boyd – Sun XVI

Novelties – Carol (Sharon) Sadd – Tetley Tea Folk

Each category had awards for 2nd and 3rd places too.

The Best in Show Cup was awarded to the Portsmouth Model Boat Display Team – headed by Alan Taylor, an unusual, but most fitting nomination – thanks gents, your efforts and support do our hobby proud!

Five younger members (juniors) took part throughout the weekend and they too were presented with a small prize each – Harvey, Harrison, Max, Micah and Blake.

Finally, Trevor Goacher the CEO of Care Ashore (formerly MSWM Society), who presented most of the awards, thanked everyone for coming and supporting this Charity over the last twenty years, during which time we model boaters have raised just over £45,000 for them.

He finished by presenting Alan and Wendy Colson with a framed certificate of appreciation for the work they have done in organising and running the event during the past 20 years – some of their younger family will be running it in 2017, which will be in July on Saturday 29th and Sunday 30th.

Please note the change of month for this event, this is to try and keep away from other large shows on the same days – put them in your diary now and come and support this great 'family' model boat event for a worthy and marine associated Charity.



USBN-598 USS George Washington, a model made by Nigel Carver of the first nuclear powered ballistic submarine



Part of Sunday's entertainment of a marine 'joust', between the French and English of a bygone era, put on by the wonderful Portsmouth Model Boat Display Team



2016 M&S District Marblehead Championship

2016 M&S DISTRICT MARBLEHEAD CHAMPIONSHIP – 5TH JUNE 2016 BY ROGER STOLLERY

There was keen competitive racing, despite the uncooperative winds over Guildford's Abbey Meads Lake on the 5th of June. 11 entries from 8 clubs enjoyed some really close racing in which there were 8 different winners in the 17 races sailed. Light to moderate 'A rig' northerly winds greeted competitors and provided good racing over a long windward leeward course

parallel to the west bank control area.

In the morning's racing the two most successful skippers were Dick Jobbins, sailing a Martin Houlton designed CONSTELLATION II and John Smith sailing a QUARK, with 2 wins each. Other winners included John Shorrocks also sailing a QUARK in Race 2, John Cleave sailing his SKALPEL 14 in Race 6, Les Thorn sailing a PARADOX in Race 7 and Martin Crysell sailing a PRIME NUMBER in Race 8. John Smith was at the top of the lunchtime leaderboard with 28, closely followed by John Shorrocks with 29 and Martin Crysell with 30 points.

Over lunch the wind became much more easterly and in Race 9 there were lots of holes and swirling winds making the north-south course unacceptable. However, Dick Jobbins skilfully picked up the windshifts in that race to get his third win.

Race Officer, Roger Stollery then moved the whole operation to the south bank control area and re-laid the course to suit the developing



John Cleave (1) makes a good start



Les Thorn approaching the gate mark in the lead



The fleet approaching the start with a few seconds to go



Dick Jobbins 86 makes the best start in clear air



2016 M&S Marblehead champion, John Shorrock

At the prize giving the RO thanked the competitors for their co-operation in moving to the other bank and for their sportsmanlike behaviour on the water. In turn, competitors thanked Roger and assistant race officer, Keith Parrott, for putting together a good championship and despite the difficult conditions they said that they enjoyed the racing.

Results:

- 1st John Shorrock, Datchet Water, QUARK, 40
- 2nd John Smith, Manor Park, QUARK, 44
- 3rd Martin Crysell, Guildford, PRIME NUMBER, 48
- 4th John Cleave, Ryde, SKALPEL, 53
- 5th Dick Jobbins, Solent, CONSTELLATION II, 60
- 6th John Bennett, Eastleigh, PARADOX, 73
- 7th Alan Viney, Guildford, PRIME NUMBER, 79
- 8th Les Thorn, Hawley Lake, PARADOX, 83
- 9th John Townsend, Guildford, UPROAR, 93
- 10th Colin Walton, Manor Park, STARKERS, 110
- 11th Peter Popham, 3 Rivers, CREAM CRACKERED, 124

east, north-easterly wind direction. Alan Viney sailing a PRIME NUMBER made the best start and won Race 10, whilst John Cleave was getting some consistent results and in Race 11 scored his second win.

The next 2 races were won by John Shorrock, but not by much because in Race 13 the chasing pack of 7 boats crossed the finishing line within a couple of seconds! John Smith kept up the pressure by winning 2 of the last 3 races, only interrupted by Alan Viney scoring his 2nd win in Race 15. However, the Manor Park skipper's 4 wins was not enough to overtake John Shorrock who was very consistent, not dropping below 5th in any of his counting races and so becoming the M&S District Marblehead Champion. The final race was won by John Bennett sailing his modified and upgraded PARADOX.

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There was also The Seawork Conference, which was held on board the Ocean Scene conference vessel. Over 7,500 people from across the industry, as well as the general public attended this year.



Bibby Lines new Wavemaster 1, which will enter service early in 2017



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SCALE SCENE

IAN LOOKS AT A WW2 GERMAN U-BOAT AT BIRKENHEAD

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

I have to admit that, as has happened once before this year, this isn't the article I set out to write. I had intended a look at the very last ships built on the Wear (RoRo ferries) but halfway through I decided it wasn't working out well. So I decided to expand a piece I was saving for the occasional 'Museum Visits' series.

I am referring to the small U-534 museum at the Woodside ferry terminal at Birkenhead which features the German U-boat which has been cut into 4 sections which feature clear viewing windows at the end of each section. The internal area of the museum is small but very well laid out and shows items found in the submarine when it was raised. Many of these being personal items as well as equipment from the sub. A lot of information is available about the displays and you are not left wondering about what the items are.

However, it is not so much the museum I want to feature here, but the submarine itself and its captain as there is mystery surrounding the boat and its last voyage, not to mention the behaviour of the captain.

DAS BOOT

U-534 was a Type IX C 40 long-range ocean going submarine. She was commissioned in Hamburg in late 1942 and was mainly used as a training vessel and weapons testing platform. She had also seen service on weather reporting patrols from June 1943 to May 1945. She never served in a combat role, though she shot down two RAF bombers during skirmishes whilst on weather patrol.

In the autumn of 1944 she left the big U-boat pens at Bordeaux and sailed for Germany and was laid up at Kiel for what in hindsight appears to be an overly long refit. The turnover was usually much quicker than that. At the time of its sinking, U-534 was fitted with 6 torpedo tubes, two at the stern and 4 in the bow. Armament consisted of a twin 3.7 cm AA gun and I believe 2 x 30 mm AA guns, the forward deck gun having been removed some time previously. More on this and U-534's final voyage later, but for now I want to turn to its captain.

HERBERT NOLLAU

He joined the Kriegsmarine in 1936, and he served as a radio technical officer on the newly built heavy cruiser Blücher from Sept 1939 to April 1940, when the cruiser was sunk in Oslo fjord during the invasion of Norway and the then Oberleutnant Nollau joined the light cruiser Emden for a short time in April before assignment to



U-534 at Birkenhead docks before being cut into five sections and transported to the Woodside ferry terminal



The centre section divided under the conning tower with viewing windows at either end of each section. The gun just visible is the original twin 3.7 cm AA gun



The 'special' torpedo mentioned in the text; the only one of its type in existence

Horten as signals officer for the defence of Oslo harbour until the January of 1941.

From then until June of that year Nollau went through the standard U-boat training, followed by U-boat construction familiarisation course from July to Aug. 1941. After his training Nollau joined the new Type IXC/40 U-505 as 1st Watch Officer. He then served on this boat until Sept. 1942. During that time he went on three patrols, a total of 180 days at sea.

In 1942, Nollau went through U-boat Commander training lasting from September to December and a second U-boat construction course. On the 23rd of December he commissioned the new U-534, another Type IXC/40 boat. As I've stated above the boat was mainly used in a non-combative role, but Nollau took the boat on two long patrols in the North Atlantic before it was sunk on 5 May 1945.

She was sunk by a British B-24 Liberator in the Kattegat NW of Helsingør. Ten depth charges were dropped by the Liberator before one exploded close under her stern and she started to go down. Of the 52 crew members 49 survived the sinking. The whole engagement was unusual because U-534 was sunk after having shot down an Allied aircraft after Germany had surrendered.

Herbert Nollau was captured and remained a POW until August 1945. After the war he worked for the Federal Postal Service in Frankfurt. In 1968 he committed suicide but never revealed why he had left port in U-534 and ordered his crew to fire on Allied aircraft after the ceasefire in 1945. Strangely both U-boats that he served on are now preserved in museums.

THE SINKING OF U-534

In early May 1945 Germany unconditionally surrendered, and the War was over. However, on May 2nd, U-534 became the last



The captain of U-534, Herbert Nollau

submarine to leave Germany. Apparently she had been specially provisioned and armed in the bombproof pens at Kiel weeks before, and just before the surrender left Kiel on her way towards Kristiansand in Norway. Just two days later on May 4th, Admiral Doenitz had ordered all submarines still at sea to surrender, but by then U-534 was lying submerged off Elsinore in Denmark. It is uncertain whether Captain Nollau failed to receive the order or chose to ignore it, but either way the outcome was not good.

On May 5th, the day after all German forces in Northern

Europe surrendered, Admiral Dönitz sent all U-boats instructions to surrender by 08:00 hours. The message read (and this is a direct quote) "ALL U-BOATS. ATTENTION ALL U-BOATS, CEASE-FIRE AT ONCE. STOP ALL HOSTILE ACTION AGAINST ALLIED SHIPPING. DÖNITZ".

U-534 was on the seabed when the order to surrender came. All vessels had to return to Kiel or go to Norway, flying a black surrender flag. Most did, but Nollau ignored the order and continued on with another two Type XXI U-boats. Did he not receive orders or did he ignore them? They were intercepted by 2 RAF Liberator bombers, which attacked U-534. She managed to shoot one down but a third appeared and sank her just off the Danish Island of Anholt. Most of the crew managed to abandon the boat and were soon rescued, but five were trapped inside the U-boat and were dragged down by it. Miraculously they managed to escape the sub, but one died in the ascent when he forgot to exhale, damaging his lungs and two others died on the surface before the rescue ships could get to them. So where was the

submarine going and did it have a special mission?

With a range of over eleven hundred miles, U-534 could quite easily have reached South America. Was she going to carry a leading Nazi to South America via Norway? Or was she carrying treasure looted from the occupied countries to help those Nazis who had already escaped to South America by other routes? One of the crew that died shortly after the U-534 sank was a wireless operator of Argentine origin, which suggests that she may well have been en route to South America. The only person who definitely knew was Captain Nollau and he never told, taking the secret to his grave.

So it is still a mystery why U-534 ignored the surrender order. Probably the most widely accepted theory relates to the three Zaukönig T11 torpedoes found in her aft section. Only 38 of these torpedoes, which included acoustic countermeasures to a British decoy system, were made. It is unknown why these torpedoes would be on a weather-reporting U-boat, especially as this is the only known deployment of these torpedoes as they had not completed testing when the war ended.



The aft section, showing the damage caused by the depth charge, which exploded under the boat. The open hatch (door missing) is the Pillenwerfer chute, which released a device designed to confuse attacking ships' Asdic by releasing oxygen bubbles when away from the U-boat's hull. The bubbles were generated by a chemical reaction to the seawater



Port side forward dive plane and two of the forward torpedo tubes



The Diesel motor room

THE SECRET WEAPON

This rare weapon was a torpedo developed for German U-boats during World War II. It was designated the G7es (TX) 'Zaunkönig II'. The torpedo was electrically powered and had an effective range of 5,700 metres at 24 knots. This torpedo employed an acoustic, passive homing device to find its target after an initial straight run of 400 metres. This development of the G7es torpedo was created to counter the Allies 'Foxyer' noise-maker countermeasure. The torpedo had a 'brain' that enabled it to home in on specific sounds, rather than just the loudest or the closest, so they could be targeted much more accurately. The only known example of this torpedo in existence is the one on show at the museum alongside the sections of the U-534.

U-534 lay forgotten on the seabed like so many others until 1986, when she was found by a Danish diver approximately halfway between Denmark and Sweden. In 1993 the wreck of U-534 was raised from the seabed. She was pretty much intact and in reasonable condition. In fact her 50-year-old ammunition was still live and had to be neutralized.

By 1996, she was moved to Birkenhead, initially as part of the Warship Preservation Trust, until the museum closed in 2006. In 2007 she was acquired by Merseytravel where she is now the centrepiece of the U-boat Story at the Woodside Ferry Terminal. If you are ever in the Liverpool area, do go and see it as it is certainly worth the effort.

The story of U-534 has been told on many websites dedicated to WW2 and U-boats in particular and there are many theories as to the purpose of her last voyage. If you are interested check out Google for more details. **MMI**

VINTAGE CHATTER (PART 37)

AUTHOR: DAVID WIGGINS

A JOLLY GOOD READ!

Hello again vintage fans. A big change this month as we leave E.D. Ltd behind to take a fleeting look at some interesting old books one or two of which have been reprinted in recent years. I confess I can find this practice a bit perplexing sometimes. The oddest choices seem to appear as reprints and one can find oneself asking – ‘how many people want a 1930s book on foundry work?’

Advertisers included (yes) E.D. Ltd who illustrated their escapement, relay and reed unit range, the pioneering IRCMS looking for members, model shop Newcastle’s big ‘Northern Star’ boat kit and the popular surplus dealer Arthur Sallis of Brighton was on the inside cover. In his main text Mr Stock pictures an astounding 9" tug model fitted with R/C as proof of his ability. With radio gear at the size it was then his little model was a significant achievement.

Much space was given to the then popular pulse system by which means single channel radio could be stretched to give two and sometimes more controls in slower marine models.

Next up is my copy of one of the first books on radio control to be published in the UK – ‘Radio Control for Model Aircraft’ by Squadron Leader Peter Hunt RAF (Harborough books 1942). Quite how Hunt managed to carry on modelling and get a book printed in the middle of a World War I have no idea but he did. His book deals with the basics of radio beginning with Hartley, and tuned grid, oscillators, super regenerative receivers and the like. I’m not sure that the boss will want me going into electronic theory in MMI so I won’t.

There are some nice pictures of what are very possibly the first radio controlled model aircraft in Britain as a centre fold though and this book was significant though not as significant as George Redlich’s more useful book published 8 years later and described back in July.

FROM ELECTRONICS TO STEAM BOATING

‘Model Boat Building’ by the well-known technical author F.J. Camm was first published by George Newnes in 1940, so is another wartime title. My own copy (illustrated) is a 1948 sixth edition so of low value. This is one old book on our hobby that’s worth seeking out and buying as it contains some very interesting models. Perhaps the best known of these is the collectable Bassett-Lowke steam launch ‘Streamlinia’ having a hull carved out of solid wood and a Stuart Turner Meteor/Bassett Lowke boiler plant for power.

A reader in Maidstone sent me pictures of one during 2015. The carved from solid hull had once been his Dads and he had completed the boat very nicely.

There are other models described therein that are of equal interest – a 15 cc petrol powered hydro’ for example. In the now far off days when my own club ran tethered hydro’s at its lake it was always the big class A and B sparkies that captured my imagination for such were the province of the home workshop owning ‘model engineer’. Speeds were not in the same ballpark as the C and D commercial glow engine propelled hulls but they were more interesting to my eyes as were, it goes without saying, the few ‘flash’ steamers that one saw.

Talking of steam our next title is ‘Model Steamers and Motorboats’ published by Percival Marshall & Co of London. My copy, priced one shilling & sixpence, looks to be late 40s in origin but there’s no date which is not uncommon in this publishers titles. There are some nice photographs in the book many of which seem to have originated in magazines of the period, which is unsurprising as Marshalls published the ‘Model Engineer’ back then.



Our first brace of old titles is on very early radio control



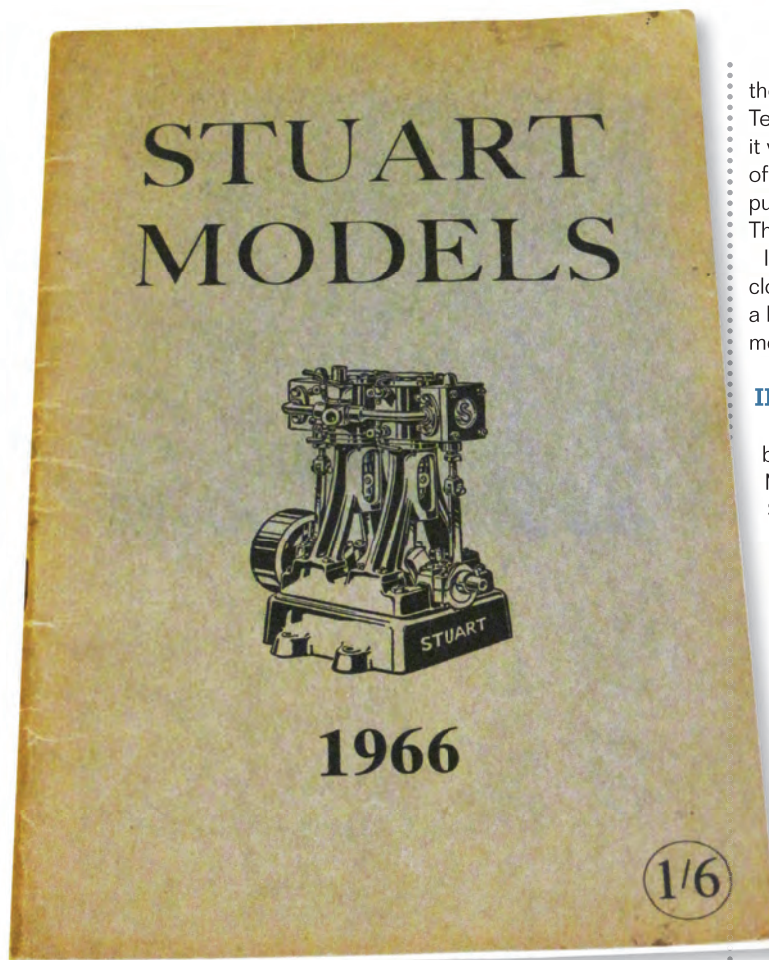
EARLY BOOKS ON R/C

But let’s be serious. My first choice this month is Radio Control Mechanisms by Raymond Stock (Data publications 1957). Ray Stock was a frequent writer on R/C matters during the late fifties and on into the sixties and this book informs us of the state of the art back in 1957.

I showed a couple of early E.D. escapements in my July column and Mr Stock did likewise on his 1957 cover. I don’t know about you but I sometimes find the Ad’s in old books on our topic just as interesting as the text and ‘tis the case here.



Two early books on Model Boat building as it once was



An old 1966 Stuart Turner catalogue

their 1966 catalogue for you to take a peek into. The big 'Double Ten' is as popular now for very large craft (or a small dinghy!), as it was then within the model engineering sphere. I once had one of those sweet little 'ST' oscillating plants but never got around to putting it in a boat or to visiting Stuarts famous shop in Henley on Thames, though I wanted to very much.

I did, however, manage a visit to Bonds 'O' Euston Road before it closed. I must say, looking at Stuarts 1966 prices make me boggle a bit even today – a ready built double ten was well beyond my means in '66 and little has changed in that respect.

IN CLOSING

My last selection this autumn issue is another Percival Marshall book this time priced at 3 shillings – 'The New Model Aeroplane Manual' by two famous names from the modelling past – L.H. Sparey and C.A. 'Rip' Rippon. I've included the book as the latter was one of the founders of RipMax Ltd, a firm that are still very much part of the UK model scene as you'll all know.

This book, again undated, contains material that is pre-war in nature. It begins with describing the materials 'suited to model aircraft construction' as balsa, spruce, bamboo, birch, ply, tissue, oiled silk and dope before moving on to state that, regarding power, "In fully 99% of models today strip rubber performs this essential function".

The book moves on to describe the theory of flight before picturing a number of free flight rubber models some of them semi-scale in outline. Whenever I skim through a book as early as this I cannot but marvel at just how skilled the modellers of yore really were – a few lengths of timber and some tissue paper or silk plus a modelling knife, a jar of dope and lots of skill was all these early enthusiasts had. Hats off to them I say. When one looks at the plastic and foam aircraft and boats now being bought 'ready to go' – no skill required – by some of today's 'modellers' one despairs at where our hobby has headed. Well, I do anyway. **MMI**



A peek inside my old '66 S-T catalogue reveals the 'ST' plant and D-10

The Editor started by introducing the MPBA and its affiliated clubs encouraging his readers to join one before showing them some pictures taken at early London and Paris regattas. There then follow a selection of models beginning with a clockwork powered launch. You won't see too many clockwork powered boats on your pond these days (I have a couple of old Bassett-Lowke 'marine' spring motors lurking somewhere), but this interesting book moves onto describing model types that are still popular like electric and steam powered tugs and merchant ships, a delightful steam yacht, a gunboat and a scale destroyer for which a fold out plan is included.

The book concludes with designs for steam and petrol powered hydroplanes. Advertisers included Drummond lathes, Bowman, Stuart Turner, Bonds 'O' Euston Road and Bassett Lowke. It's a great read and highly recommended.

Having mentioned steam boating and Stirling here is a copy of



Sparey and Rippens book on model aircraft construction is an illuminating look back on how things were around WW2

PLASTIC KIT SCENE

HERE ARE DETAILS OF SOME OF THE LATEST RELEASES FOR THE PLASTIC KIT MODELLER

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

IBG MODELS

In my June article I gave details of some new releases from this company and this month I have details of their next two new models...



IBG HMS Middleton

HMS Middleton 1943. Hunt Class Type II Destroyer Escort

Model No. 70005
Scale 1/700
Length 12.2 cm
Parts 64 plus P/E fret

HMS Middleton was launched in May 1941 and during her wartime service she was awarded 6 battle honours, which included service in the Malta convoys, the Atlantic and Normandy. After the war she was refitted and placed in reserve but was scrapped in 1958.

HMS Zetland Hunt Class Type II Destroyer Escort

Model No. 70006
Scale 1/700
Length 12.2 cm
Parts 65 plus P/E fret

Entering service in March 1942 she had a very active wartime service in the Atlantic and the Mediterranean. Surviving the war she was acquired by the Norwegian Navy in 1952 and renamed HNoMS Tromsø and was eventually broken up in 1965.



IBG HMS Zetland

There are both well-detailed waterline models with very crisp moulding, a P/E fret is included which further enhances the kits detail, decals are also included. Some of the sprues are generic with other sprues, with different parts, showing the difference between each ship. They will grace any collection as they are of warships not normally produced by other manufacturers.

More details of these models and the complete IBG range of kits can be found by visiting www.ibgmodels.com



The Revell USS America (courtesy Revell)



All these parts including vac-formed sails (courtesy Revell)

REVELL MODELS

USS America

Model No. 05416
Scale 1/56
Length 49.5 cm
Parts 166

The USS America, a gaff schooner, was the winner of the oldest sporting trophy in 1851. It was originally called the 'One Hundred

Sovereigns Cup' but was changed to the 'America's Cup Yachting Trophy' after the USS America won the competition, which involved racing around the Isle of Wight. She won against 14 of the British best racing yachts. Her owners changed over the following years but she was still raced at times.

At the start of the American Civil War she was used by the Confederates as a blockade runner but was scuttled. The Union forces raised her and used her as a blockade ship mounting 3 cannons. After the war she again had several owners eventually falling into disrepair and was scrapped in 1945, a tragic end for a famous yacht. This is a well-detailed model that comes complete with vac-formed sails, rigging thread and anchor chain.

M/S Color Magic

Model No. 05818
Scale 1/1200
Length 18.7 cm
Parts 45

This model of the Norwegian ship M/S Color Magic is a lovely detailed

model for its scale and when built is a very colourful model that would stand out amongst other models. The kit is a rerelease that was first available several years ago so it's great to see it released once more.

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

TOMBOLA

On the 11th June this year I again organised a tombola stand on the Shepton Mallet Drifter Model Boat Club display at the town's annual Collett Day Festival; many charities use this festival to raise



M/S Color Magic



Tombola set up ready for the customers

funds. The tombola prizes were plastic kits many kindly donated by Revell so many thanks to them, others were donated by club members.

The tombola raised £200 all of which was donated to the RNLI. The prizes were won by many children; some had never tried to build a kit before, so it does help our hobby by hopefully setting these youngsters on the road to becoming future modellers. We do need new blood coming into the hobby for if they do not it could mean the end to many plastic kit manufacturers and the hobby. So if you have a son or daughter, grandchildren or any children of any age, get them started with a plastic kit!

The festival was a great success and at the lake we were joined by four other clubs, Sedgemoor, Tone Valley, Clevedon and Thornbury model boat clubs. Many thanks to them for helping us put on a large display of working models on the lake and static models on the display stands for all the visitors to enjoy.

BLUE RIDGE MODELS

USS United States CVA-58 Aircraft Carrier

Model No. BRM-70027
Scale 1/700
Length 47 cm
Beam 9.5 cm
Parts 125 resin plus 9 P/E frets and 8 turned brass gun barrels



Blue Ridge USS United States

The USS United States CVA-58 was a new design of aircraft carrier approved by American President Truman for construction in 1949; there were five to be built in this class of super carriers. The keel was laid but that was as far as it went, the construction program was cancelled and USS United States was never completed. It was to be a flush deck carrier with no island superstructure to allow for wing space for aircraft.

So this kit is based on the original plans for the carrier as that was all there was to go on. The model is very well cast in resin with the hull in one large section and the flight deck moulded in one piece, there are many other resin fittings as well all superbly detailed. The

P/E fret contains hundreds of parts, some very small, these will greatly enhance the model's detail making it an exceptional model once completed. Great decals are also included together with a selection of aircraft to populate the flight deck. All these are cast in resin with P/E fittings making them great little models on their own.

The instruction booklet has 24 pages and does need to be studied thoroughly during the build. All the components come well packed in a stout box with all parts packed into nine plastic bags for safe transportation. This is a great model of an unusual carrier that really never was. The kit is for the more experienced modeller use to modelling with resin and P/E parts and will look truly great once finished. The kit is in limited numbers so get one while they are still available.

Full details of this model and all Blue Ridge models can be found at www.blueridgemodel.com

DEANS MARINE

In the June issue of MMI I gave details of the new Trumpeter HMS Hood in 1/200 scale, Deans have now released running gear so this model can be converted to a working R/C warship. It is available as a twin screw set or a quad screw set. The sets contain all the parts needed to add drive systems to the model including motors, couplings, propeller shafts and tubes, cast metal replacement rudder, rudder tube and tiller arm, connecting rod, polished metal warship style propellers, motor mounts and clamps, servo mounts and battery boxes, plus a C/D of build pictures to aid the conversion.

The Trumpeter kit is also available from Dean's; discount is given when purchased with the quad running gear. Full details of these sets and prices can be found at www.deansmarine.co.uk

MMI

Quad screw set (courtesy Deans)



Dean's twin screw set (courtesy Deans)

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THE MODERN USN IN PLASTIC (AND METAL) – KELVIN REVIEWS THE HOBBY BOSS 1/1250 RANGE AND MORE

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

This month's article was initially inspired by the Hobby Boss range of 1/1250 plastic kits which are great value representations of the ships concerned. To date seven models from three different USN classes have been released although rumours abound of the release of USS New York, long catalogued but so far not seen (other than in 1/700). The others are, at the time of writing at least, readily available.

In looking at just three classes it seemed worthwhile to expand the coverage to include various metal 1/1200-1250s which range from the expensive but highly detailed Argos models to those in the current Triang 1/1200 series; something to suit all pockets. The three classes concerned – Spruance (DD-963), Kidd (DDG-993) and Ticonderoga (DDG-47, later reclassified as CG-47) have the same basic design in terms of hull and propulsion and similar dimensions.

SPRUANCE CLASS

Thirty one destroyers of the Spruance Class were completed between 1975 and 1983. Original armament comprised two 5" guns, an eight celled ASROC launcher and Sea Sparrow SAM although over the years two quad Harpoon launchers were fitted amidships and Phalanx CIWS fore and aft on the superstructure. The last ship completed was the first of two authorised by Congress planned to be of a modified DDH design which shifted the helicopter deck aft and enlarged the hangar, moving the Sea Sparrow launcher to the hangar roof.

Ultimately the DDH project was cancelled and DDH-997 became DD-997 and DDH-998 was not built. Seven (DDs 974, 976, 979, 983, 984, 989 & 990) were fitted with two Mk 44 Armoured Box Launchers (ABL) for Tomahawk land attack missiles, four in each ABL.

The ABLs were removed in the mid-1990s and six of the ships concerned were retired shortly after. Of the remainder all but one (USS Harry W. Hill – DD-986) had the ASROC launcher and magazine replaced with a Mk 41 Vertical Launch System (VLS) also for Tomahawk with 61 missiles carried.

The first ship to be so modernised was USS Spruance in 1986/87 with twelve completed by 1990 and nineteen by 1993, the work being undertaken during scheduled refits. USS Deyo (DD-989) had her ASROC and ABLs replaced by a VLS in 1996/96 giving a



USS Arthur W. Radford, a one-off conversion with the AEMS structure (USN)



Spruance class with Tomahawk ABLs namely USS Compton (DD-974) (USN)

total of twenty four ships so equipped. The latter system could also accommodate up to 16 ASROC although normally only four were carried.

During the 1990s most of the class had their Phalanx installed in 'maintenance enclosures' and the aft mount re-sited on a new deckhouse on the hangar roof. On deployment all ships carried a Mk 31 RAM point defence missile launcher aft. USS Arthur W. Radford was given an Advanced Enclosed Mast/Sensor (AEMS) structure in 1997 designed to reduce radar cross section. The first to be decommissioned was USS Merrill (DD-976) in March 1998, this vessel not having received the VLS upgrade. Six more followed that year and by 2005 the entire class had been retired from service.

Ship As Built	Pennant	Models/Notes
USS Spruance	DD-963	with ASROC & Sea Sparrow
USS Moosbrugger	DD-980	Delphin 125
USS Compton De Grasse	DD-974	Trident Ta-10240
Initial upgrade		Triton-1250 R-1649
USS Fletcher	DD-992	with Harpoon and Phalanx added (on all)
USS Spruance	DD-963	Argos (AS)-43 (not yet released)
ABL version		Hobby Boss (HB) 82505
USS Ingersoll	DD-990	Tomahawk ABLs for'ard (on seven ships)
Later upgrade		AS-43b/990 (as in 1994 with ABLs, but see notes)
USS O'Brien	DD-975	VLS fitted (on twenty four ships)
USS John Hancock	DD-981	AS-43c/975 (as in 1991)
USS Spruance	DD-963	AS-43c/981 (as in 1993 with VLS and deckhouse on hangar)
USS Cushing	DD-985	AS-43a/963 (as in 1996 – model not yet released), Triang P-830
USS Harry H. Hill	DD-986	AS-43a/985 (as in 2004 – model not yet released)
Trials Ship		HB 82506 (with RAM launcher aft, but see notes)
USS Arthur W. Radford	DD-968	AS-1999 (depicted as in 1997), HB 82505

Spruance Class Models



USS Ingersoll of the Spruance class with VLS and a RAM launcher aft (USN)



Spruance class as completed – USS Elliot (DD-967) (USN)



USS Kinkaid DD965 with a good view of the revised Phalanx installation (USN)

KIDD CLASS

The four missile destroyers of what became the Kidd Class were amongst six being built for the Iranian Navy in the 1970s. Only four were finally completed but for the USN for whom they were commissioned in 1981 (USSs Kidd, Callaghan & Scott) and 1982 (USS Chandler). Armament comprised two Mk 26 launchers (for Standard ER SAM or ASROC (for'ard launcher only)), two 5" guns, two quad Harpoon, two Phalanx and six torpedo tubes; all were taken out of service in 1998/99. In 2001 they were bought by Taiwan and following refit and reactivation in the US reached Taiwan in late 2005 (first pair) and 2006.



Kidd class USS Callaghan DDG-994 in 1987 (USN)

TICONDEROGA CLASS

This class which finally numbered twenty seven was completed between 1983 and 1994 when the last vessel the USS Port Royal (CG-73) entered service. On a tonnage of about 9,500 (ships vary), the first of class CG-47 carried two twin Mk 26/mod 1 launchers (for Standard MR/88 missiles carried), two quad Harpoon aft, two Phalanx CIWS amidships high on the superstructure, two 5" guns and six torpedo tubes. The first two ships were referred to as 'Baseline 0'. There were a number of appearance differences in 'Baseline 1' with the third of class (USS Vincennes CG 49) onwards competed with a tripod rather than 'quadripod' mast (USN terminology).

With the sixth of class (USS Bunker Hill CG-52) came 'Baseline 2' with a near flush-decked MK 41 vertical launch system (VLS) rather than the Mk 26s. Other technical enhancements afforded by Baselines 3 and 4 are many but are rather less visible and not of significance to the 1250 modeller.



Ticonderoga class Baseline 0 with quadripod mast USS Yorktown CG48 (USN)



Ticonderoga class Baseline 1 with tripod mast USS Vincennes (Navsource)

USS Kidd	DDG-993	AS-42 (as in 1981, model not yet released), HB 82506, Triton-1250 R-1658
USS Chandler	DDG-994	Sea Vee LE-2, AS-42a (as in 1991, model not yet released)

Kidd Class Models

Ship	Pennant	Models/Notes
Baseline 0 (CG-47 & 48)		Heavy 'quadripod' main mast and Mk 26 launchers
USS Ticonderoga	CG-47	Ta 293, HB 82501, Triton-1250 R-1641
Baseline 1 (CG-49 to 51)		Lighter tripod main mast and Mk 26 launchers
USS Vincennes	CG-49	AS 16 (as in 1985), HB 82502
Baselines 2-4 (CG-52 onwards)		Lighter tripod main mast and Mk 41 VLS
USS Bunker Hill	CG-52	AS 17 (as in 1987), Triang P-820
USS San Jacinto	CG-56	AS 17b (as in 1991)
USS Princeton	CG-59	HB 82503
USS Normandy	CG-60	AS 17b/60 (as in 1994)
USS Vella Gulf	CG-72	AS 17a (as in 2003)

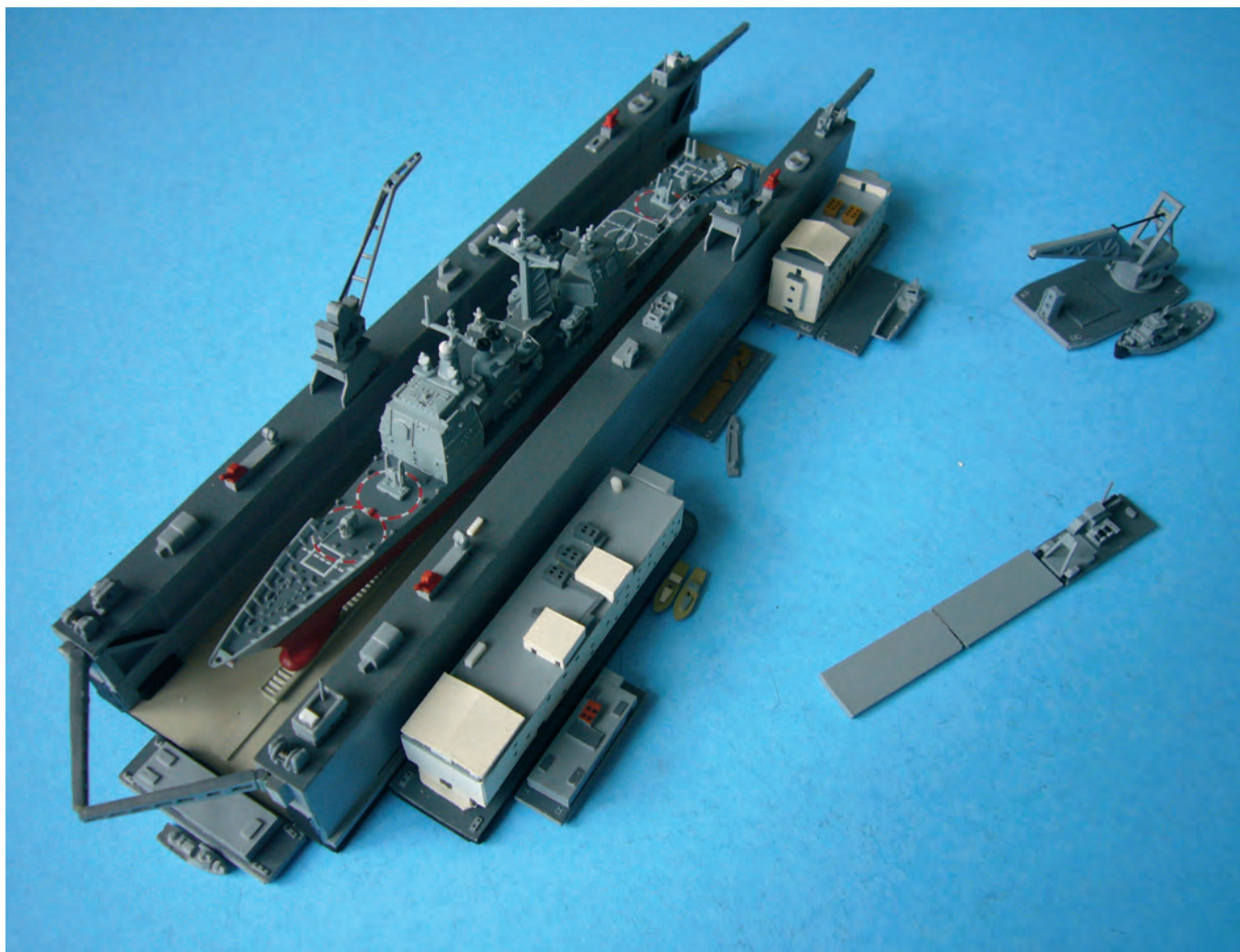
Ticonderoga Class Models

In 1996 USS Monterey (CG-61) became the first to receive the Baseline 5 upgrade, which added JTIDS/Link 16 at which happy time the author was working on the RN's equivalent project for the now gone Type 42s and CVSs. The first five Ticonderogas were decommissioned in 2004/05 after about 20 years' service. The remaining ships, starting with USS Bunker Hill, are scheduled for a lengthy modernisation programme begun in 2006 with thirteen completed by 2014 and the remaining nine due by 2017. By 2013 five (with maybe more to follow) had been modified to fire the Standard SM3 and SM6 missiles for a Ballistic Missile Defence (BMD) role. As in service now all have the Mk 41 (with 122 Standard SM2 (or 3/6 in BMD ships), Tomahawk & ASROC)s, two quad Harpoon aft, two 5" guns, two Phalanx CIWS and torpedo tubes.

NOTES ON THE 1/1200-1250 MODELS

Chronologically the first model was Delphin's USS Spruance (catalogue D-125) which was later joined by sister-ships USS Moosbrugger from Trident Alpha (Ta-10240), Triton-1250's metal kit of USS Comte De Grasses (R-1649) and the new Triang (P-830) of the VLS variant. Triang offer five individually pennant numbered but otherwise identical models. For the Kidd class Argos have yet to release their pair so only those by Triton-1250, Sea Vee and Hobby Boss have been produced.

The first CG-47 class model was probably USS Ticonderoga (Ta-10293) although she was later joined by R-1641 and much more recently by Triang's option of a VLS equipped USS Bunker Hill (P-820) again with five versions. The Hobby Boss plastic kits are excellent value and there is the somewhat rarer option of an assembled full-hulled version for the three Ticonderogas under the name 'Seapower' as illustrated. In the case of the Hobby Boss Spruances, the Harpoon launchers and Phalanx can be fitted as and



Excellent scenario with a scratch-built AFDM hosting Seapower's USS Vincennes (Terry Holtham)

*Ticonderoga class Baseline 3 with
VLS USS Shiloh (CG67) (USN)*

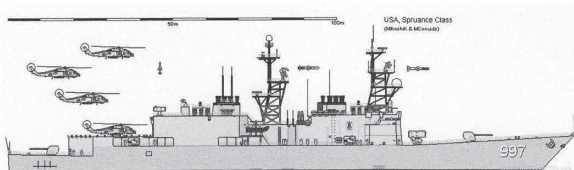


when required and indeed you can use 2 mm square plastic rod cut into 7 mm lengths for the Tomahawk missile ABLs installed to port and starboard of the ASROC launcher on some.

Call me Mr. Picky but unfortunately HB 82506, which is listed as USS Harry H. Hill, has a VLS when according to Combat Fleets 2000/2001 this ship was not so modified. Similarly Argos's USS Ingersoll incorrectly has ABLs either side of a VLS rather than the ASROC. USS Chandler (DD-994) was issued by Sea Vee

(SV-LE-2) in 2003 but with just 30 examples produced it will nowadays be impossible to find.

Of all the models only those by Argos, Trident & SV have detailed lattice masts, the remainder have solid castings with the lattice work engraved on the sides. Gwylan did produce etched brass mast sets for the Hobby Boss kits but these will be hard to find. So currently available for us collectors are Argos & Hobby Boss with Delphin, Trident & Triton-1250 most likely to be found second-hand. **MMI**



Design for the cancelled DDH-997 project (Mihoshi K & M Conrads)



Hobby Boss USS Kidd (Terry Holtham)



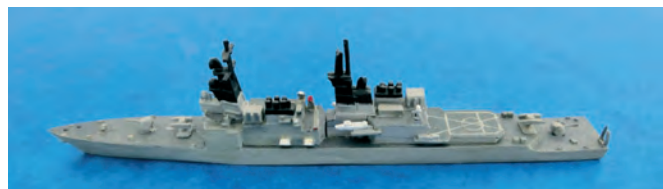
Argos model of CG-60 USS Normandy



Three Delphin models illustrating different appearances of the Spruance class



The two Trident Alpha models



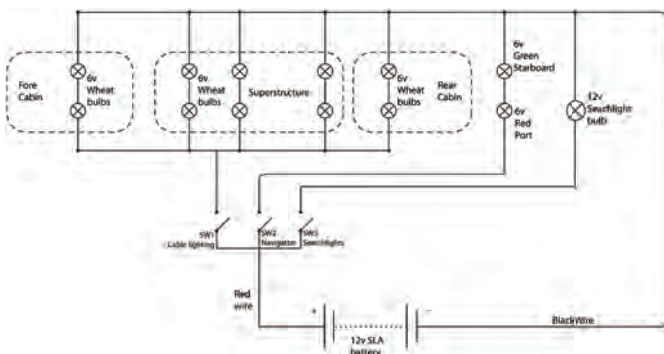
Triton-1250 USS Kidd

AIRWAVES

LIGHTING UP YOUR MODEL (CONTINUED)

AUTHOR: CHRIS SAUNDERS

After the May Edition of Airwaves I had one reader point out that I had said I was going to explain how all the circuits needed for a fully illuminated model could be grouped together but never fulfilled this in the article. To put things right I will begin this month's by explaining how the switches and circuits may be linked. Let me assume that as a result of the previous article that you are now confident about sorting either bulbs or LEDs into individual circuits which operate correctly from your chosen power source (in my case a 12 V SLA).



General diagram of complete lighting circuit using 6 V and 12 V bulbs

The next stage is to decide which bulbs/LEDs are to be operated together and which ones need separate switches. For example the cabin lamps will all want to be switched on together while the navigation lights and spotlights etc. will need to operate separately. Thus each of these sections will require its own control switch. It is usually a good idea to group all the switches together with clear labels stating which circuit they operate.

On most scale models the builder will want to hide these switches from view by placing them in hatches with covers or under gratings etc. Let us assume we want three separate switched groups of lights; cabin illumination, navigation lights and searchlights.

CHECKING THE CURRENTS

The circuit diagram gives a general view of the principals involved. Each of the group of bulbs/LEDs for each operation is simply joined together in parallel after the switch. This can be developed to almost any number of sub circuits until the desired illumination is achieved. It is, however, important to remember that the more lights the quicker the battery is going to flatten.

If in doubt simply add up the current in each parallel circuit and calculate how long it will take to drain the battery. For example my 6 V wheat bulbs draw 70 mA when lit. Thus in the circuit diagram there is 1 x parallel circuit in the fore cabin, 3 x parallel circuits in the superstructure and 1 x parallel circuit in the rear cabin making 5 parallel circuits at 70 mA each so totalling a current drain of $70 \text{ mA} \times 5 = 350 \text{ mA}$. Add to this at least a further 70 mA for the navigation lights and perhaps 100 mA for the searchlight and we get a total current drain of $350 \text{ mA} + 70 \text{ mA} + 100 \text{ mA} = 520 \text{ mA}$ (just over $1/2 \text{ A}$). With my 1.3 Ahr SLA this means that I am going to get about 2.5 hrs ($1.3 \text{ Ahr} = 1300 \text{ mAh}$: so $\text{time} = 1300/520 = 2.5 \text{ hrs}$) illumination if all the lights are switched on, which seems a bit short for display purposes.

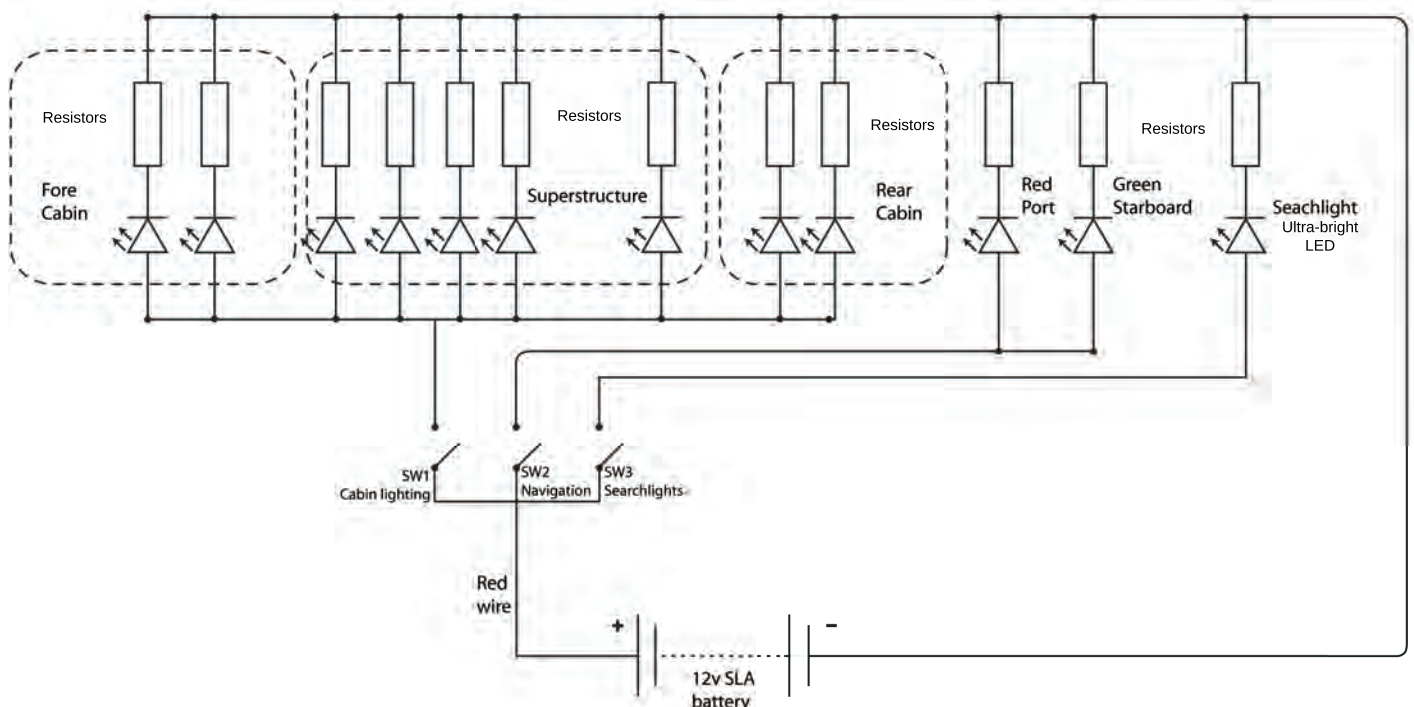
Doing the same maths with the LED circuit we get a much lower current as each LED draws only about 20 mA. So we have 9 parallel circuits for the cabin lights (I have only 5 LEDs in the superstructure), 2 for the navigation and 1 at 30 mA for the ultra-bright searchlight making a total current of 250 mA. As this is half that for the filament bulbs we get illumination for twice as long; 5 hours+, which seems adequate for displays.

FUSES

It is always a good idea to have some protection on an electrical circuit. Should a bulb or LED produce a short circuit then large currents flow. This excessive current causes heating in the wires and has the potential to set fire to the boat. The solution is quite simple; add a fuse to the circuit just after the battery. It does not matter if the fuse is on the positive (red wire) or negative (black wire) but it should be of the correct rating.

What I mean by this is that the fuse should allow the current needed for the bulbs or LEDs to pass but should blow if this current is suddenly exceeded. For both the circuits discussed a 1 A fuse should be a safe choice. It does not matter if it is a quick-blow or normal fuse as lighting components do not cause current surges like electric motors.

General diagram of complete lighting circuit using LEDs

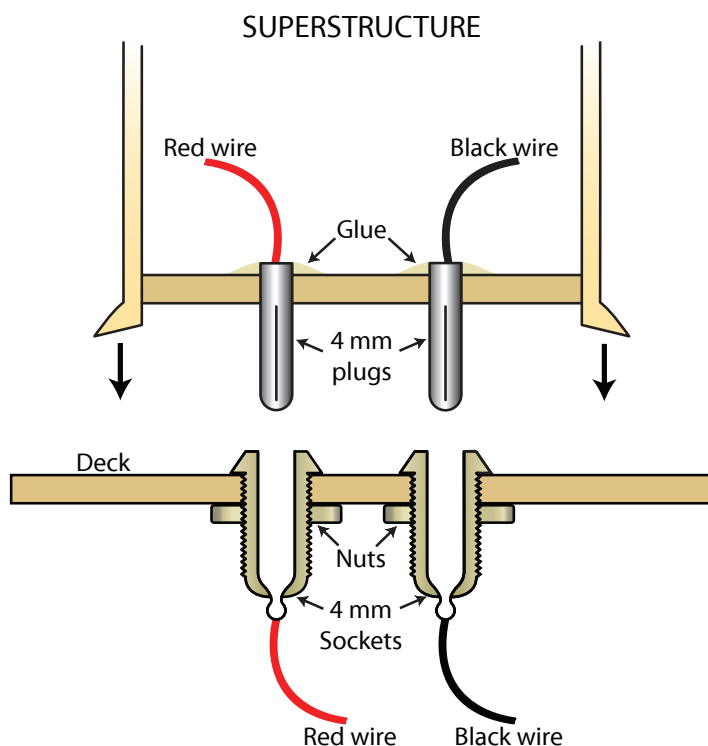


REMOVABLE STRUCTURES

When I was working on a steam driven model tugboat I found it nearly impossible to look after electric wires as well as lining up the chimney and making sure all the hot surfaces were away from the flammable material. As a result I investigated methods of connection to the superstructure which did not involve loose wires. I came up with three different solutions, all of which have positive as well as negative issues. I will briefly run through these ideas.

FIXED CONNECTORS

This is probably the most obvious solution. Sockets are fitted into the deck and plugs fitted under the superstructure. When the superstructure is moved into place the plugs align with the sockets and a connection is made. This has the advantages of simplicity, allows invisible adjustments to the decking and provides additional security to hold the superstructure to the hull.



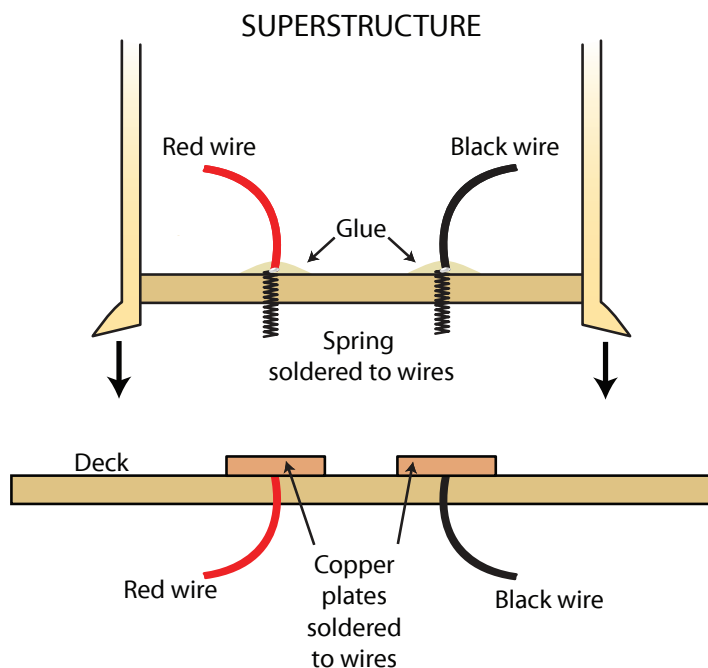
The simple plug and socket method

The disadvantages are that it is very difficult to get the components aligned so that the superstructure fits every time without stressing the deck or plugs. Good strong plugs and sockets are the best, say 4 mm gold plated connectors, as they are robust and align more easily than smaller ones. They do, however, require quite a bit of space, particularly on a small-scale model.

SPRING CONNECTORS

This works in a similar way to the system above except the deck is fitted with a fairly large copper plate. Springs are attached to the superstructure in such a way that they compress onto the copper plate when the superstructure is put in place. This gets over the alignment problem and saves cutting holes in the deck for the plugs.

The disadvantage is that the springs will be trying to lift the superstructure off the model so great care has to be taken to make sure this structure is held down firmly by other clamping devices. Copper strips and plates are readily available and almost any small metal spring will do the job. Just make sure you can solder to the spring's metal or make a strong mechanical link as bad contacts always give problems when sailing.



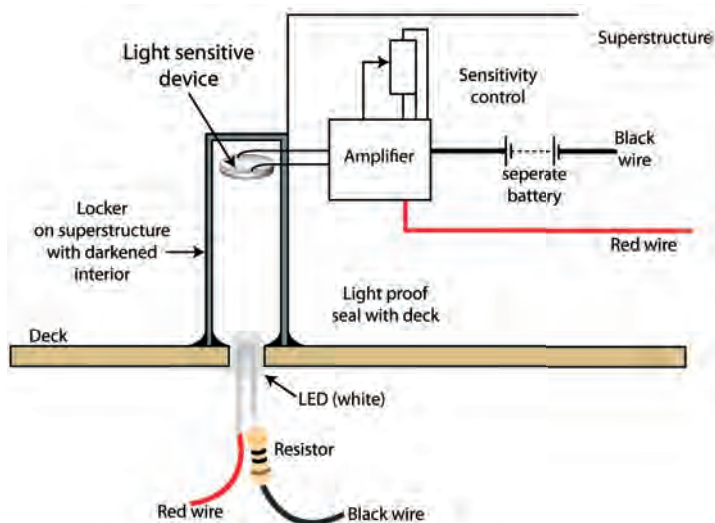
The spring and plate method

OPTOELECTRONIC CONNECTIONS

This is the most technical solution and involves some knowledge of electronics. Basically the method is to mount LEDs into the deck linked to the appropriate electrical circuit such that they illuminate when lighting is required in the superstructure. Hidden in a locker on the superstructure is a light sensitive component like a photodiode or LDR (light dependant resistor). If more than one circuit is to be activated then the diodes and light sensitive components must be separated into their own part of the structure to prevent interference. Once the superstructure is placed on the model the LED can shine onto the light sensitive component when illumination is needed. By connecting the light sensitive component to a single transistor amplifier and separate power source the system operates well.

The amplifier needs a variable resistor in order to change the sensitivity of the light sensitive component. At indoor exhibitions the sensitivity can be set high as there is limited background light. However, once outside the background light level is very much higher and so the sensitivity has to be greatly reduced to stop the lights being turned on all the time due to light leaking into the locker.

I am sure there are many variations on this theme but I hope I have given you some food for thought. **MMI**



The more complex light sensitive method



BUILDING AN 0 GAUGE CANAL MOTOR BOAT AND BUTTY

STEVE DESCRIBES HOW HE BUILT AND POWERED THE SARIK 1:36 SCALE MODELS OF NARROW BOATS

AUTHOR: STEVE JACKSON

There have been several articles published on motorising and radio controlling plastic kits of marine craft and indeed I have built a few for our club's table top pond display we have used at events in the past. When the Ed asked if I could possibly motorise and R/C a vac form kit of a narrow boat I rose to the challenge (or I had my arm twisted!). The vac form kit was originally designed as a static display for 0 Gauge (1:36 scale) model railway scenery and comes complete with the necessary mouldings to make an attractive model. I chose to build the Butty at the same time which is a separate kit.

THE KITS

Inside the bags of bits for the Motor Boat and Butty are the vac form mouldings ready to be cut out. Basically the only difference between the two models is the hull section, the Butty has a pointed

stern as these were non-powered and were pulled by the powered motorboat or if the waterways were wide enough they were tied alongside. Also in the kit are vac forms for the coal load and covers which can be removed. A set of colourful decals for both models are also included plus small plastic parts to complete the models.

THE BUILD

As with most vac form mouldings the first job is to carefully remove the main parts from the base plastic and in this case for each model there are only two main sections, the hull and the deck. Most of the straight edges can be removed with a sharp knife with several shallow cuts; the use of a fine bladed saw can also help. For access to the bottom of the hull in the Motor Boat the hatches need to be cut out, it is a good idea to drill small holes in each corner and cut to the holes.



The contents of the Butty kit are the same as the Motor Boat kit but with a different stern

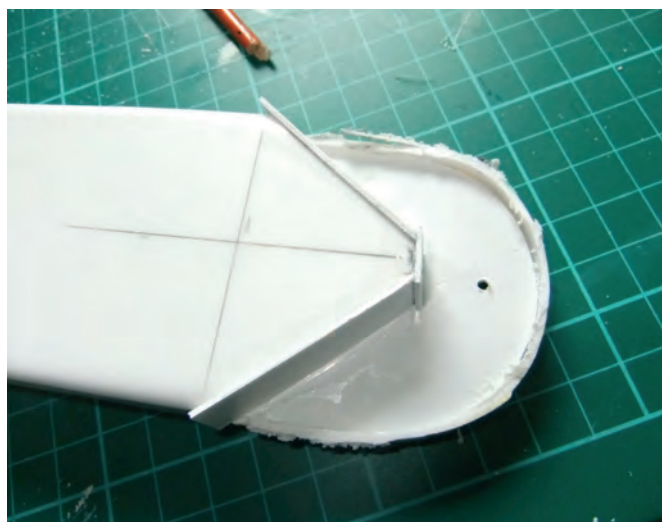


Removing the moulding from the base plastic with a fine-toothed saw

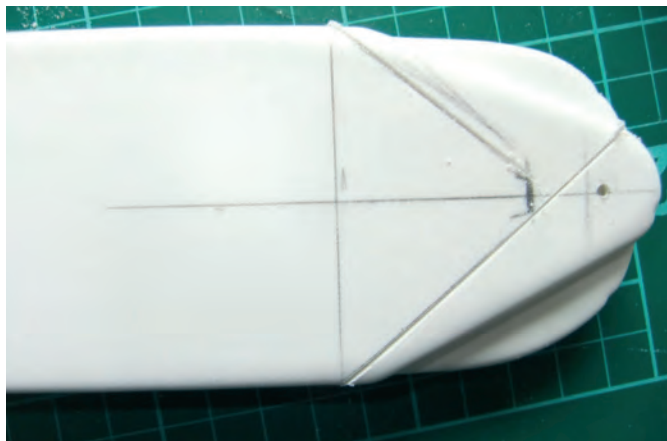
With the covers fitted it increased the windage!



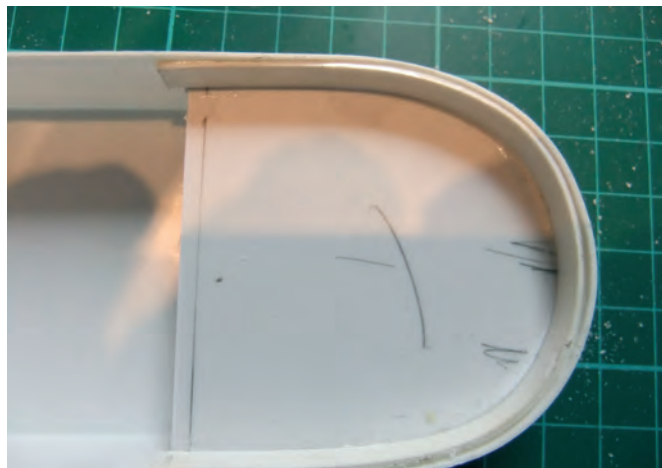
To remove the plastic hatches small holes are drilled on each corner and straight cuts made to them



The cut parts need to be filled in with scrap plastic



The bottom of the stern section of the Motor Boat needs to be modified to allow space for the rudder and propeller



The stern needs also to be reinforced ready for the rudder tube

The stern of the Motor Boat needs a little bit of surgery to give more space for the rudder and propeller, this was achieved by cutting a V section and filling in with scrap plastic, hopefully the pictures should make it self-explanatory. I used Plasti Weld adhesive for most of the construction and plastic filler to smooth the join between the hull and deck.

After the waste plastic is removed from the hull and deck there is plenty left to build the supports for the rudder/motor/propshaft for the inside of the hull. I made the small rudder by soldering a small piece of brass sheet to a small brass rod, which in turn I fitted to a suitable brass tube. As the prop is only about 6 mm in diameter I made one out of brass shim and soldered it to the shaft. Again a suitably fitting brass tube was used as the prop shaft is about 2 mm in diameter. The shaft and tube are best purchased from a model shop where you can check they fit inside one another easily.

Sadly many of the measurements of metal tube vary from imperial to metric, which can make mail ordering such items difficult. When most of the build is completed the usual good wash in warm mild detergent water will help the paint to adhere to the plastic.

FITTING OUT

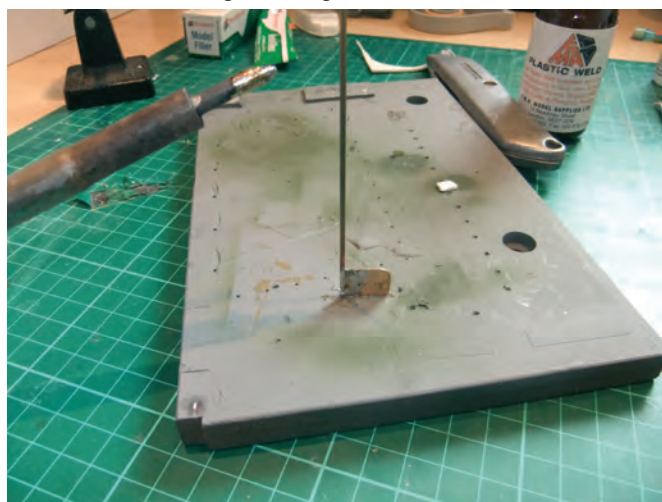
As this is a very small model I used my normal method of motor/speed controller by using a modified servo removed from the casing and the motor connected to the prop shaft with a small plastic sleeve. The feedback potentiometer was used to centralise the motor when the transmitter stick was in the central position.

One slight snag with this method of speed control is that the dead-band is VERY sharp, i.e. the amount of movement required on the transmitter stick from forward to reverse is small and I found it easier to use the trim control for control. I have been informed that there are now small speed controllers available which are as small as the servo electronics but have a much wider dead-band making control easier. I will investigate further for my next small model!

I used a standard micro servo for the rudder which was connected to the rudder shaft with a short piece of wire. To keep the weight low I used AAA dry cells and the receiver was placed in the bow.



Stern section showing the living accommodation for the crew



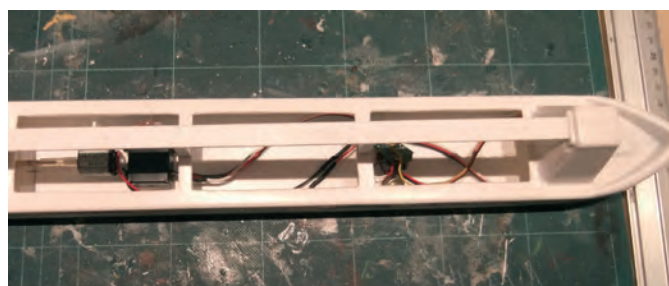
Making the rudder with brass shim and rod

FINISHING

I hand painted the hull in Humbrol acrylic black and the deck light blue with some white lining. The decals were then added which created a very realistic effect and helped to finish off the model. The Butty was built and finished in the same way as the Motor Boat but without the running gear.



Inside with the motor, propshaft and rudder now fitted



With the deck now fitted to the hull the deck cover support strip can be added



The rudder and prop now fitted and painted



The completed and painted Butty and Motor Boat

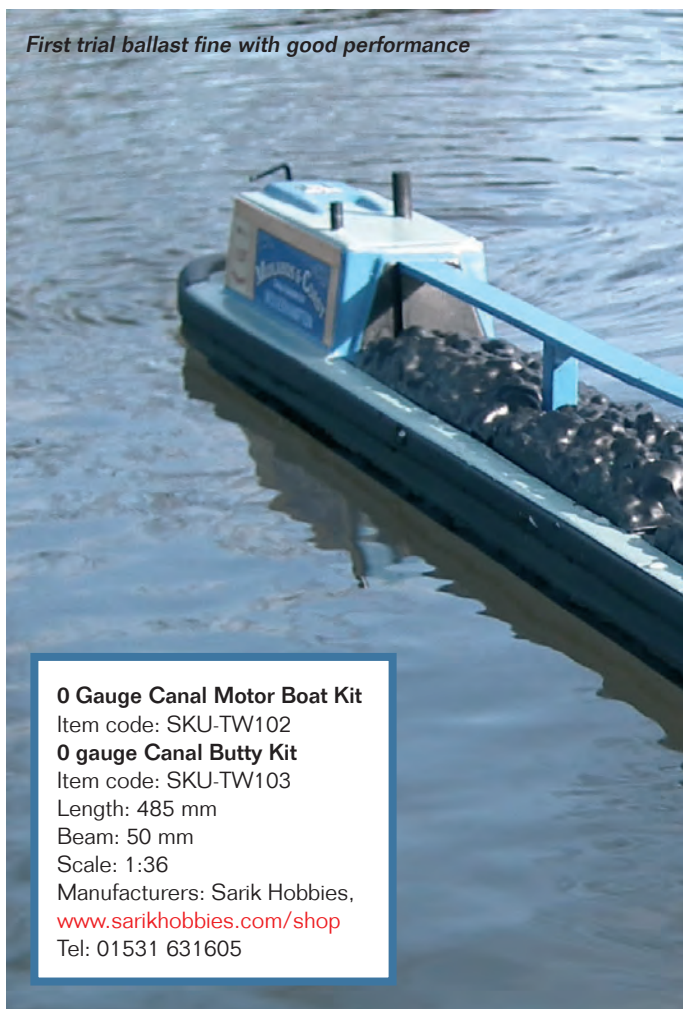


Decals now added to enhance the appearance

ON THE WATER TRIALS

The first ballast tests were completed in the home bath and small weights were added to level up the model and to check all the running gear and R/C. The first real test on our local club's home water which is quite sheltered was a success. The first voyage was without the cover to the coal load and all functions worked well; even though the prop diameter is very small a good turn could be made in each direction. With the load covers fitted the wind did cause a slight reduction in speed and turning.

The Butty was then added, again without the covers, and towed it fine. The wind, which had increased since we started the trials, with the covers added to both models made it, shall we say, interesting navigating in open water!



First trial ballast fine with good performance

0 Gauge Canal Motor Boat Kit

Item code: SKU-TW102

0 gauge Canal Butty Kit

Item code: SKU-TW103

Length: 485 mm

Beam: 50 mm

Scale: 1:36

Manufacturers: Sarik Hobbies,

www.sarikhobbies.com/shop

Tel: 01531 631605

CONCLUSIONS

This is a very easy build project and makes an attractive Canal Model Boat and Butty for small, sheltered or inside waters. If you have a garden fishpond this would make sailing at home easy...or thinking about it; perhaps we should find our club's table top pond?

MMI



The Butty is attached to the stern of the Motor Boat



Careful navigating taking a note of the wind and direction!

DIARY DATES

NEWS OF INTEREST TO THE
MARITIME MODELLER

DATES FOR YOUR DIARY

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

SEPTEMBER 2016 MMI DIARY DATES

SEPTEMBER 2 TO 9

Unity Model & Hobby Break, Brean Sands, Somerset

Catering for Planes, Scale Boats, Yachts, Helicopters. For further information/booking contact: www.hru.co.uk Tel: 01278 751235. Modellers activities contact: Barrie Stevens 01749 343017

SEPTEMBER 3

Extreme Footy Series ACT 7

Birmingham Model Yacht Club, Sutton Sailing Club, Monmouth Drive, Sutton Coldfield B73 6JL. 9 am until 4 pm, back to Birmingham for some more XFS style racing and another slice of cake! Email: peter.shepherd@sailfootyuk.com Website: www.sailfootyuk.com

SEPTEMBER 3

Solent RCMBC Annual Charity Exhibition

10 am until 4 pm. All Saints Church Hall, Greenbanks Close, Milford-on-Sea, Hampshire SO41 0SQ. Entry by charity donation in aid of the RNLI and Hampshire Air Ambulance. Refreshments available. Contact: David McNair-Taylor, Email: david.mcnairtaylor@sky.com

SEPTEMBER 4

Chantry Model Boat Club

Gray Navy, 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. info.chantrymbc@gmail.com or www.chantrymodelboatclub.co.uk

SEPTEMBER 4

Glasgow Richmond MBC, Charity Show

11 am-4.30 pm at Richmond Park, Glasgow (opposite Shawfield Stadium). Have a go boats for the kids, a bring and buy table, raffle. Lots of boats both on and off the water and our very extensive harbour system will be on the water. Hot and cold food and beverages available. Car Parking is next to the pond side and a helping hand to unload vehicles will be available if needed. Toilet facilities. Please come along, join in the fun you will be made most welcome. All enquiries to the club secretary: Robert Forman through the club email: glasgow.richmond@gmail.com Directions are available on the club website www.glasgowrichmondmbc.co.uk We are only, 1 mile from junction 1A of the M74, www.glasgowrichmondmbc.co.uk/Where.html

SEPTEMBER 10

Six Metre Open @ Two Islands RYC

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

SEPTEMBER 11

Kirklees Model Boat Club annual Naval/Warship Day

Any type of boat is welcome on the day with the exception of IC powered boats and high performance fast electric. Visiting clubs, static display, on the water displays, free sailing all day, small raffle, free car parking, refreshments all day. 10 am to 4 pm at Wilton Park, Bradford Road, Birstall, Batley WF17 8JH. Contact Stan Reffin at kmbc2015pr@gmail.com tel: 0113 2675790 or for more information view our website

SEPTEMBER 11

The Fireboat Funday/Vintage Model Boat Day 2016

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

SEPTEMBER 18

Bournville MYPB Submarine Day

The Boathouse, Valley Parkway, Bournville Lane, Birmingham B30 1QS. All submariners are invited to show and sail their RC submarines. 10 am-6 pm. Contact Rob Fowler, Email: rob4boats@yahoo.co.uk for more details

SEPTEMBER 24

Bassett Lowke Footy Open

Abington Park MYC, Wellingborough Rd, Northampton NN3 3HN. 9 am until 4 pm. The more traditional course setting of the Footy open courses might suit some; first sailed in 2011 this event has quickly become one of the premier events on the Footy Calendar. Email: peter.shepherd@sailfootyuk.com Website: www.sailfootyuk.com

SEPTEMBER 25

Chantry Model Boat Club

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

SEPTEMBER 25

Edinburgh Model Boat Club

End of Season Sail including Warship and Submarine Day. Inverleith Park pond, Edinburgh. Start 11 am, usual catering facilities will be available. Contact David Jack, Email: david.jack244@gmail.com

OCTOBER 2016 MMI DIARY DATES

OCTOBER 1

Extreme Footy Series ACT 8

Sandwell MBC, Dartmouth Park, West Bromwich, West Midlands. 9 am until 4 pm. The final round of the XFS and the last chance to get up close and personal with these fantastic little yachts and their dedicated skippers in 2016. Email: peter.shepherd@sailfootyuk.com

OCTOBER 1

North West Ship Show

The venue will be: Old Christ Church, Waterloo Road, Waterloo, LIVERPOOL L32 1RE. 10 am till 4 pm. Tel: 01275 846178 or visit the website: www.coastalshipping.co.uk **MMI**

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Designed by: Vic Smeed
A small, modern-looking sailing yacht. This is a small version of the popular sister model Starlet. Being a smaller size will make transport and storage much easier. Performance on the water is described as excellent.

Plan product code: MAR3295 **£13.50** + p&p
Woodpack product code: WP3295 **£79.99** + p&p



WOODPACK AND PLAN AVAILABLE

SG&K 22' GENTLEMAN'S RUNABOUT

Designed by: Bryant Thompson

This very attractive runabout was designed for river use hence the flat bottom which was to help reduce wake. The model is all wood construction and requires planking of the hull with a single electric motor for propulsion. To aid construction a laser cut woodpack of the frames is available.

Plan product code: MAR3509 **£16.50** + p&p
Woodpack product code: WP3509 **£11.99** + p&p



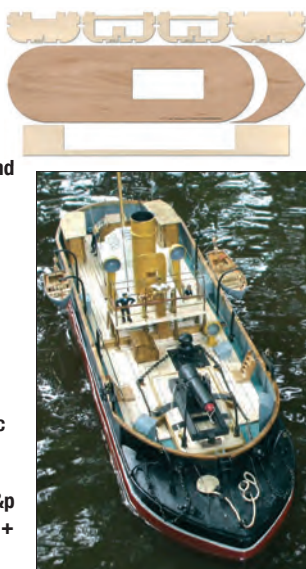
WOODPACK AND PLAN AVAILABLE

HMS CRANE

Designed by: C. Halliwell

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

Plan product code: MAR3524 **£13.50** + p&p
Woodpack product code: WP3524 **£32.99** + p&p



WOODPACK AND PLAN AVAILABLE

BARB'S BOAT

Designed by: C. Salisbury

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

Plan product code: MAR3550 **£13.50** + p&p
Woodpack product code: WP3550 **£72.99** + p&p



WOODPACK AND PLAN AVAILABLE

MARINER US 80' TOW BOAT

Designed by: B. Thompson

The model is built out of wood and a Traplet woodpack is available to assist the more tedious parts of construction like cutting the frames. The 2 sheet plan is drawn at 1:24 scale and the finished model measures 101cm long and 23cm wide for single screw propulsion and planked hull.

Plan product code: MAR3532 **£16.50** + p&p
Woodpack product code: WP3532 **£91.99** + p&p



WOODPACK AND PLAN AVAILABLE

CHOUPETTE

Designed by: Bernard Retif

A chine hulled open launch for steam power. Designed as a first model to enable rapid construction of the most practical hull for steam operation. The hull is 970mm loa 220mm beam and the single sheet plan has all information fullsize.

Plan product code: MAR2560 **£13.50** + p&p
Woodpack product code: WP2560 **£57.99** + p&p



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USS GAMON

Designer: Hal Harrison

A semi-scale aircraft carrier length 740mm beam 130mm designed for single electric motor and two function RC. Balsa and card construction.

Difficulty ●○○○

Product code: MAR2532

RRP: £11.50 + p&p

NOW: £10.35 + p&p



CHEETAH

Designer: Hal Harrison

Semi-scale fast electric catamaran for six cells and Graupner Hydrospeed-drive unit. Balsa ply and card construction. Model is 555mm long and 150mm beam.

Difficulty ●●●○

Product code: MAR2679

RRP: £16.50 + p&p

NOW: £14.85 + p&p



HMS MAGPIE

Designer: Clive Halliwell

Single sheet plan for simplified version of Royal Navy patrol boats used in Hong Kong. For single electric motor and RC.

Difficulty ●○○○

Product code: MAR3259

RRP: £11.50 + p&p

NOW: £10.35 + p&p



LUZZU

Designer: John Courtney

Very attractive and easy to build, suitable for static or operational use. Length 58cm, beam 24cm. Balsa and ply construction.

Difficulty ●○○○

Product code: MAR3357

RRP: £11.50 + p&p

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ASSASSIN

Designer: Paul Williams

A successful 7 cell geared 540 motor outrigger. 590mm length and 370 beam. Timber and foam construction fully detailed on plan.

Difficulty ●●●○

Product code: MAR2550

RRP: £11.50 + p&p

NOW: £10.35 + p&p



SEARCHER

Designer: Jim Pottinger

Two sheet plans for inshore catamaran creel and potting fishing boat. At 1:20 scale the model is 500mm length and 250mm in beam. Twin small electric motors. No model construction.

Difficulty ●●●○

Product code: MAR3110

RRP: £16.50 + p&p

NOW: £14.85 + p&p



MOTOR TUG CHARLOCK

Designer: Jim Pottinger

This 1960's River Thames Motor Tug was used for lighterage 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



TURBINIA

Designer: Charles Sells

This historic experimental vessel, was in 1984 the fastest ship in the world. Length 13.5cm Beam 12cm Wood construction Electric powered.

Difficulty ●●●○

Product code: MAR3355

RRP: £13.50 + p&p

NOW: £12.15 + p&p



HMS TRITON

Designer: Ernie Woodison

A 1:96th scale freelance trimaran frigate based on Royal Navy ship design not built at the time of publication. Length overall 1375mm, beam 250mm. For twin electric power with full constructional details on the extensive plans. Not a true scale model but unique in concept.

Difficulty ●●●○

Product code: MAR2564

RRP: £13.50 + p&p

NOW: £12.15 + p&p



AUK

Designer: Jim Pottinger

Single sheet plan for Tyler 18 GRP motor and sail cruiser. Hull lines at 1:8 scale model size 710 mm by 260mm lines and sail plan but no model construction data.

Difficulty ●●●○

Product code: MAR3120

RRP: £11.50 + p&p

NOW: £10.35 + p&p



PHOENIX XL

Designer: Frank Russell

An Australian Ten Rater class design optimised to the then new 1994 class rules. Plan has all body sections and fin/rudder profile shown at fullsize with all rig/sailplans reduced.

Difficulty ●●●○

Product code: MAR2443

RRP: £11.50 + p&p

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

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

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

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

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FALMOUTH QUAY PUNTS

TONY TRACES THE HISTORY OF A FORGOTTEN FLEET THAT HAVE NOW BECOME SOUGHT-AFTER YACHTS

AUTHOR: TONY JAMES

They were known as the errand-boys of the sea but they were a lot more than that. At the heyday of Falmouth as a sailing-ship port around the 1880s, a fleet of nearly 50 Falmouth quay punts were an essential feature of harbour life, carrying messages for ship-owners, acting as pilots, and servicing the needs of visiting ships.

But first you had to get the business – and to do that the yawl-rigged quay punts – so called because they were based at Custom House Quay – would race each other out to sea in all weathers, often beyond the Lizard, to seek incoming ships and offer their services.

It was time-honoured custom that the first quay punt to reach a ship would look after the vessel while it was in port. This involved delivering messages and mail and taking bread, fresh vegetables and other food, chandlery and even clothes to vessels, which often anchored in Carrick Roads to avoid harbour dues.

There are still some original quay punts around, converted into yachts for sailors who appreciate a tough weatherly little craft. Many have gone blue-water cruising and one – an engineless

28-footer – has, as we will see, sailed around the world from the Arctic to the Antarctic as part of an epic voyage lasting 32 years!

THE BOATS

In their early days, quay punts were open boats typically between 15 and 18 ft but by the 1880s they were usually 24-30 ft half-deckers, which could almost be mistaken for yachts, with their deep draught, cutaway forefoot, heavy iron keels and wire shrouds. As the numbers of commercial deep-sea sailing craft docking in Falmouth declined and the business became more competitive, punts grew even bigger – for more speed and carrying capacity – and 32-35 ft was not unusual.

Yawl rig was preferred so that masts could be kept short in order not to foul the braces and yards when coming alongside a square-rigger and because it was easily worked when short-handed or in bad weather. The mizzen was usually a small Bermudan sail sheeted to a bumkin, which gave every appearance of a yawl, although technically punts were ketches.

The waterline model takes to the sea!





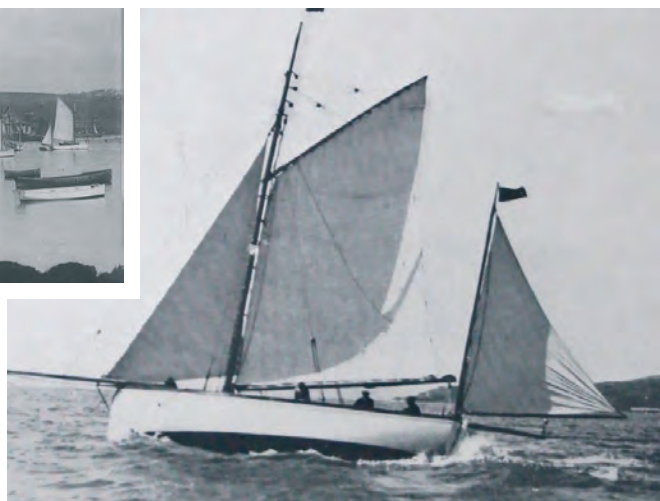
Quay Punts anchored off Falmouth c1880



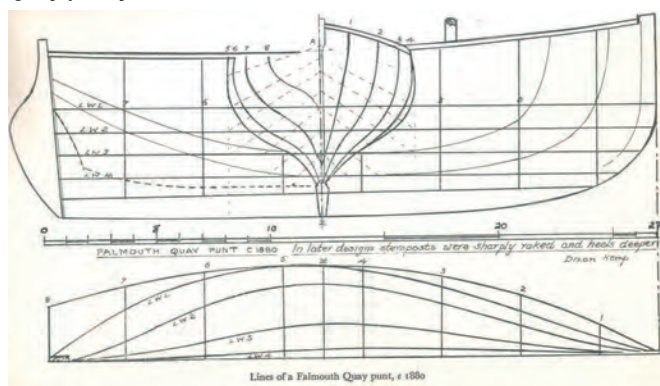
Quay punt close-hauled off Falmouth



Atmospheric illustration of a working punt



Quay punt yacht conversion c1920



Quay punt lines



Restored punt Matahari



Converted punt Curlew



Wild Duck in her current derelict state

In winter the fleet would ship their bowsprits and take their jibs ashore. In heavy weather, mainsails would be stowed and staysail and mizzen provided a handy foul-weather rig. In contrast when racing in summer, punts would fly an array of big genoa-type staysails, water-sails and lug-rig mizzen.

Until the 1870s, the main-mast was stepped well aft, which made the boats gripe considerably and after that it was moved further forward to a position about a third of the way along the boat. Sometimes gaffs were as long as the boom which gave a high-peaked mainsail and the hounds on which the shrouds rested were kept as high as possible to give the mainsail a long luff. No topping-lifts were fitted. The mainsail had up to four lines of reef-points and could be reefed diagonally to give a clear all-round view when seeking a ship.

Ballast consisted of iron pigs stowed amidships to keep the ends of the punt light, giving an easy motion, and hulls were usually carvel-built with straight stems and rounded bilges, deep heel and slightly raked transom stern.

By the turn of the century, punts became even more yacht-like, with a cutaway forefoot to lessen the time spent in stays and more outside ballast. Old sailors said they preferred the traditional long keel which lay more comfortably alongside a ship, but the new boats were undoubtedly faster and this was a vital factor as fewer sailing ships were arriving in Falmouth for orders.

Ready for sea, a 24 footer cost about £120. The bigger boats, which were harder for one man to handle in winter, were the first to be converted into yachts even though they were the fastest in the fleet. Although they had big non-draining cockpits and sailed in all weathers there's only one recorded instant of a punt coming to grief – Fear Not founded in a gale off the Lizard with the loss of two hands.

Quay punts usually left their moorings in the early hours, stealing away to westward with no lights showing so as not to give away their position to rivals. They hove-to efficiently when it

was necessary to wait for a ship but could be quickly under way again and were surprisingly efficient close-hauled. Not surprisingly their sea-kindness attracted the attention of pleasure sailors and soon the design was being used as a basis for deepwater cruising yachts. For instance the Burt family built over 40 yachtified punts in their Flushing yard, as well as nearly 60 working boats.

A typical punt-yacht from Burts was the 30 ft Matahari, built in 1930 using an oak centre-line, teak transom, full-length pitch-pine planking on grown oak frames and three tons of external iron ballast. By fitting an extra plank in the topsides, Burts gave her more freeboard than the average working quay punt, primarily to give more headroom. Her succession of owners cruised her widely – America, Brazil and the West Indies – but in 2003 she had become a cutter and was lying derelict in a Cornish creek. Since then, she has had a massive refit and has been converted to Bermudan rig for ease of handling.

Perhaps the most celebrated punt conversion is the 28 ft Curlew, built by Burts for £80 in 1905. For 32 years she was the home of Tim and Pauline Carr, who explored all the world's oceans and lived on the boat in the Antarctic for six years, setting up a whaling museum before moving on to New Zealand. Curlew was later donated to Falmouth's National Maritime Museum.

The day of the working Falmouth quay punt ended after the First World War when the number of sailing ships in Falmouth dropped dramatically. In an attempt to stay in business, punt skippers began to fit motors, but soon found they were a mixed blessing – under sail, running expenses were low but now oil and fuel ate into the meagre takings – sometimes an errand for a ship earned only 7s6d (about 40 p). Ship-to-shore radio also sounded the death-knell of punts – ships no longer needed anyone to carry their messages and they could order goods which were then delivered to the dockside. By 1930 all sailing punts had been replaced by motorboats known as Falmouth Service Vessels, and a proud maritime profession going back 500 years was finally over.

THE MEN

The quay punt Ranger was built for the Harvey family of Devoran by R.S Burt in 1892 for £90 complete with sails, chain and anchors. She was co-owned by Richard Harvey and his son William, known as Billy. Richard Harvey had worked as mate on several quay punts and now wanted his own boat.

In an account of the life of a Falmouth quay punt skipper, now in his family archive, Richard wrote: "It was important to find out what ships were due in Falmouth so that we had a chance of meeting them, usually off the Lizard.

"One way was to keep well in with butchers and chandlers who got telegraphed messages from the owners giving approximate ETA for their vessels, so that they could prepare supplies and provisions. Often you were expected to pay for the information, usually up to 2s6d or 5s and you never knew how many other punts had paid for the same tips.

"When Ranger was being built, Mr Burt asked me what I wanted and I said I wanted a deep draught and a short mainmast and no outside ballast. I wanted a traditional hull not one with a cutaway forefoot because they wouldn't lie to the wind and you spend a lot of time hove-to waiting for a ship.

"Burts made a half-model of the boat and when I was satisfied the dimensions were lofted out. She was a fine boat and very dry. I can't remember when we ever had a really big sea aboard and the cuddy before the mainmast never leaked in bad weather.

"It was a hard life seeking ships. If you didn't crack on you didn't get anything. I remember when we had been out in terrible weather beyond the Lizard when we at last saw a ship. He said he was bound for Falmouth but didn't want a pilot. I said we would charge only half fee but he said: 'I never asked you to come' and sailed away. We went home without making any money having been out for three days. It was Billy's 22nd birthday.

"We sold Ranger in 1912 to a gentleman from London and she became a yacht. A lot of punts ended up burned on the beach so at least she went to a good home. By that time all the work had gone to motorboats.

"I went into greengrocery with my brother and Billy went to work in a factory in Truro. I don't miss the sea because by the time we packed it in things had got really hard."



Hull showing deck and frames



Hull planks awaiting fitting



Cockpit and hold covers



Showing cockpit construction



Hull ready for bulwark capping



Fittings

THE MODEL

There are at least 26 Falmouth quay punts which have been restored and are still sailing, but perversely I chose to make a model of one that isn't. Wild Duck was built for Reginald and William Tonkin by R.S Burt in 1894 and at 32 ft is one of the biggest punts to come from that yard.

In 1914 she was converted into a yacht, based in Fowey and Burnham-on-Crouch before moving to the Solent where she had several owners. She returned to Cornwall in 1982 where, literally, the rot set in and Wild Duck, in a sad and derelict state, is now ashore at Mylor yacht harbour where she has been awaiting restoration for the past 15 years. The model of Wild Duck shows in her original trim as a working boat. Let's hope someone takes on the real thing before it's too late.



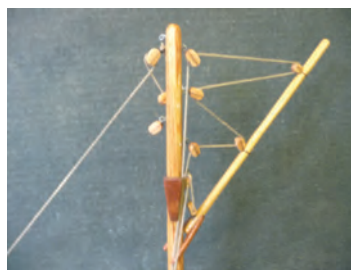
Hull at rigging stage



Details of bilge pump and pin-rail



View of foredeck



Gaff blocks and halyards



Mizzen boom and bumkin

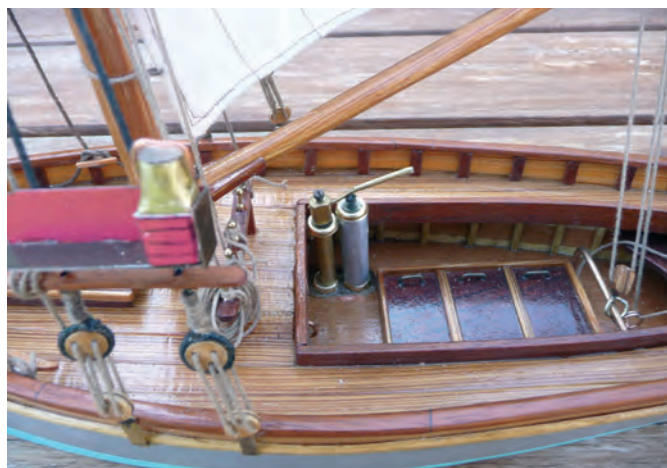
a series of ply shadows tacked to the base. Steamed frames were fitted between the base and the gunwale stringers and the hull planked with 10 mm pine boards. For the bulwarks and deck I used some very nice pitch-pine donated by a friend who was repairing the mast of his 1929 Cornish pilot-cutter. It was too good to paint but you need a very sharp plane to get a really good surface.

Pitch-pine was also used for the masts and spars of the ketch/yawl rig including the bowsprit and bumkin. Standing rigging was builder's line painted matt black and running rigging was spliced from shrimp-net twine stained with wood dye.

The waterline model (scale 2 ft 1 in) was largely an experiment in how to make a realistic static sailing model which hopefully comes alive rather than just sitting there with sails drooping like something on a washing-line on a calm day.

For the open hull I used my usual system of making a plywood template of the shape of the hull on entering the water, which fortuitously coincided with the turn of the bilge.

After positioning the transom and stem-post two 6 x 6 mm hardwood gunwale stringers were carefully bent from bow to stern guided by



Deck view amidships



Finished model ready for the sea



On course for the bushes!

So how could you make sails which looked as though they were full of wind? First step was to make cardboard replicas and fix them temporarily to create realistic curves while fitting snugly to the spars. I decided on a loose-footed mainsail, which was both historically correct and gave the desired effect more easily. Using the cardboard patterns, my wonderful sail-maker Bridget, who lives down the road, machined the main, mizzen, staysail and jib in fine calico which she dyed with weak tea to give a weathered effect. They were cut slightly larger than the patterns to include all-important hems and were then starched so that they would hold their shape.



Heading towards the bushes!

Back in the workshop, I inserted lengths of thin green garden wire into all the hems, bending the ends over to form tiny eyes for lashings and halyard blocks. The wire allows the sails to be formed into the required shapes and curves once they have been lashed into position. Of course the jib and staysail need to stand away from the bowsprit and stem and this can be done by coating the sheets in superglue so that they are straight and rigid between sail and cleat, thus holding the sails out rather than pulling them in.

It was an interesting experiment and I wonder if any readers have tried anything similar and what the result has been.

For further information on these boats, the Falmouth Quay Punt Association can be contacted on info@galawebste.co.uk. **MMI**



Aerial view of deck and sails



Inside the hatch when fully rigged



Tony with his completed model

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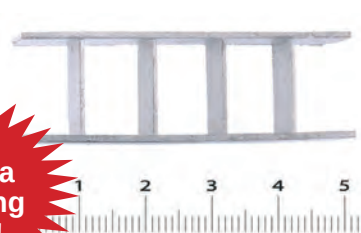
White Metal Danforth Anchor



Telegraph x 2 H 35mm (3pts)



White Metal Short Steps



Roller Fairlead x 2



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THE GREAT BRITAIN

AQUACRAFT MINI THUNDER

CHRIS REVIEWS THIS DYNAMIC RTR MODEL FROM REVELL

AUTHOR: CHRIS SAUNDERS

The boat for review came in a box with a dynamic picture of the boat on the lid and a great deal of information on the contents on the sides. It certainly gave the impression of an exciting craft to own. Inside the boat was securely held in place with carefully cut cardboard supports. Behind this was a box which contained the transmitter. After removing the boat and Tx other boxes were found to contain the charger, stand and battery. At the bottom of the box were the instruction booklet and a spare propeller.

This craft must be one of the most 'Ready to Run' on the market. All I had to do to make it ready for the water was to attach the battery to the self-adhesive hook and eye strip (Velcro) provided and charge it. The only things I had to provide were the four AA cells for the Tx, and these were inserted into the base of the pistol grip type Tactic TTX300 2.4 GHz transmitter.

This transmitter has many useful functions easily available to the user including channel reverse and steering rate adjustment. It also has a third programmable channel, which is not used in this model. Overall it is fairly light and well set out for easy control of the model.

The box lid gives a dynamic picture of the boat on the water



The sides have a lot of information about the contents

The upper section of the deck is held in place by a catch, which must be turned through 90 degrees in order to open the hatch. Inside the 380 brushed motor is clearly visible linked to the wire drive shaft by a rigid connector. This connector has three grub screws, one to hold to the motor shaft and two (one either side) to connect to the wire drive. It is important to be aware of these connections as the wire drive needs to be removed fairly regularly and the shaft re-greased. All this is very clearly explained in the instruction booklet.

The motor has a water-cooling system which is not immediately obvious. The pickup is near the motor with the outlet on the opposite side of the hull. No pipes are visible inside the engine compartment.

The steering servo is just visible behind the motor but the receiver and ESC are almost invisible under the side covered by the deck. The steering servo connects directly to the wedge rudder and is very 'slop free'. There is no room for the addition of extra buoyancy material





Everything is in the box except for the 3 AA cells for the Tx

so I hope there is enough trapped air to keep the boat afloat if it should be in a collision.

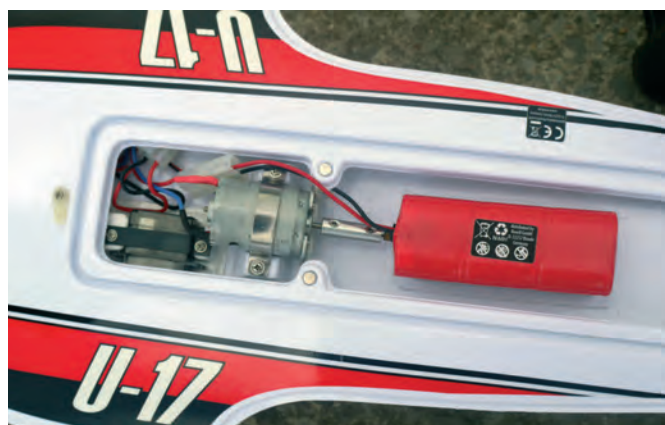
The hatch fits well and is shaped to keep out the water. There is no rubber seal, thus the rear and centre of the hatch are held down by magnets. The rear ones seemed effective, but the centre ones immediately came adrift on my review model. I re-glued them in place but was never happy that this area of the hatch was held sufficiently well to be fully watertight. Care must be taken to centre the battery or this will hinder the sealing of this hatch.

PREPARING TO SAIL

Undertaking an initial check I turned on the Tx and then connected the battery (Tamiya power connectors are used). Being a 2.4 GHz system I thought I might have to bind the Tx to the receiver but I found this had already been done. The steering servo was alive and a slight pull on the throttle had the motor turning.

At this point it is always worthwhile checking that everything is operating correctly. I made sure the rudder turned left and right correctly and that the motor turned in the correct direction. Should things be the wrong way around there are servo reverse switches easily identified near the on/off switch. I also like to check the fail-safe at this time. To do this I ran up the motor to mid throttle and then turned off the Tx. The motor immediately stopped which means the craft will not run out of control if anything happens to the R/C link. So far, all very easy...

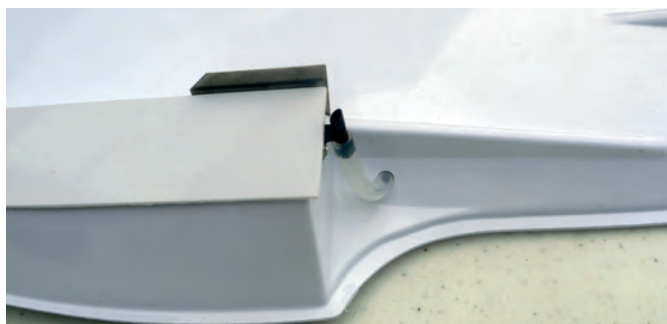
The stand is simple but practical. It supports the boat well both in storage and at the pond side. It does, however, have the tendency to blow away so it is necessary to put it somewhere safe while the boat is on the water.



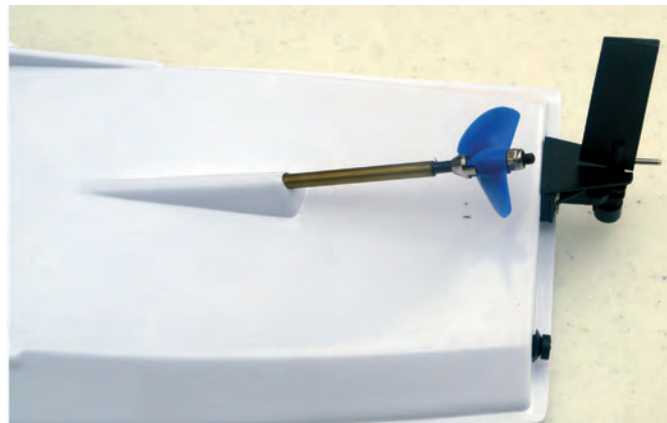
An internal view showing the 380 motor connected to the wire drive, steering servo and NiMH battery

ON THE WATER

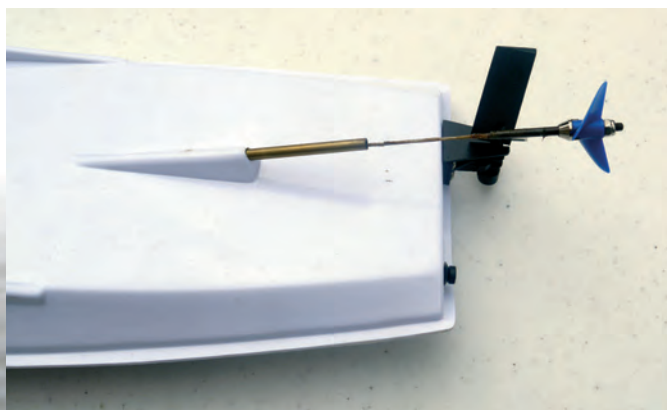
The boat sits well on the water and I felt confident to open the throttle fairly quickly. I was not displeased with the response. The craft took off easily and was soon on the plane at a brisk speed. Cornering was excellent when going with the engine torque but against the torque the turn was more laboured. Within minutes of putting the boat on the water a number of spectators were commenting how impressed they were with the performance straight out of the box. A number of club members had a turn at controlling the Mini Thunder and all found it very easy to navigate and declared it to be great fun. Overall the battery lasted for almost 20 mins of fast running.



The water pickup under the hull



The prop and rudder



Checking the grease on the wire drive

Later in the day the wind increased and a slop developed on the lake. Being a small, light craft the Mini Thunder found these conditions difficult and was bounced about so much we decided to bring her in. Clearly this craft is not suitable for rough water but performs well if the conditions are fairly smooth.

The charger supplied with the boat plugs into the 12 V socket on a car and so the battery can be recharged away from the workshop. At home I charged it using my mains charger programming it to a 1100 mAh and 7.2 V NiMH setting. **MMI**



Ready for the first run

Construction	Tough ABS plastic with water resistant access hatches
Motor:	380 water-cooled
Drive System:	Micro-Wire
Radio/ESC:	Tactic TTX300 2.4 GHz 3 channel pistol grip transmitter with 2n1 ESC/Rx combo with Auto Link
Servo:	AquaCraft Micro Steering
Propeller:	Two-blade 30 mm FRP, 1/8" (3.2 mm) prop shaft
Rudder:	Mini Wedge
Battery:	1100 mAh NiMH with Tamyra 2-pin connector
Charger:	12 V DC

Requirements

AA Batteries:	4 for transmitter
---------------	-------------------

Specifications

Length:	17.5" (445 mm)
Overall Length:	18.5" (458 mm)
Beam (Width):	7.75" (198 mm)
Overall Height:	4.75" (121 mm)

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LIVEWIRES

IAN REPORTS ON THE 2016 MPBA FAST ELECTRIC NATIONAL CHAMPIONSHIP

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

This was held over the weekend of the 1st to the 3rd of July, with Friday the 1st being a practice and set up day, and the Saturday and Sunday being race days. As usual the event was held at Bridlington's water on the Camaby Industrial estate and, as usual, was a thoroughly enjoyable weekend. So, before I go any further I would like to thank all the people at the Bridlington club for all their efforts at this event. Especially the young ladies in the kitchen who kept us fed and watered over the weekend. Oh and I mustn't forget to thank them for the 'great fried onion experiment'! They know what I mean.

Before I go any further I should point out that this report will contain less waffle and more photos than usual. This is mainly because Ian Philips the MPBA-FES Nationals Officer, sent a 'boat load' of excellent photographs with full permission to use as many or as few as I liked. So all the action shots are from Ian and I would like to thank him for those and also for the embarrassing pic of my upside-down Cat! Well, first things first. As we held the AGM on the Friday night I will start by giving a brief rundown of the points raised there.

THE AGM

Ignoring the general business of an AGM, election of officers etc., I'll go straight to the nitty gritty. The two main points for discussion were batteries and recruitment of new members. As the battery discussion was and is the most contentious I will start there. Anyone who races regularly at club or national level will know what



Start of a mono 1 heat. (Photo Ian Phillips)



This is what happens when you try to corner too fast with a cat. Mine of course! (Photo Ian Phillips)



This is what it should look like (Photo Ian Phillips)



Martin Marriott's Hydro 1. Strange sponsons, but it works well (Photo Ian Phillips)

I am talking about, but for anyone who doesn't know, for whatever reason, I will explain.

Let's start with the Nationals. As this is effectively a qualifying event for anyone who wants to enter the World or European championships it must be held to NAVIGA rules, especially those regarding batteries. So here they are class by class.

All of the mini classes (mono, hydro etc.) 2S or 3S batteries with a maximum weight of 110 grams.

Mono1/Hydro1 or Eco Expert. 2S or 3S with a maximum weight of 280 grams.

Mono2/Hydro2. 4S or 6S with a maximum weight of 560 grams.

The MPBA has two classes which are solely run in the UK and not in Europe. These are the Mini Hydro Sprint class. A 6 lap first past the post event, but the batteries for these still comply with the 110 gram battery weight limit. The other class is the Cat class, which has a 4S to 6S limit with capacity limits of 4500 mAh for 6S and 6600 mAh for 4S, instead of a weight limit.

For a couple of years now there has been, how shall I put it? UNREST about the battery rules. It has become increasingly difficult to find suitable batteries to comply with the class weights at a suitable cost and quality, especially here in the UK. Some classes have been worse than others in this respect, in particular the mini classes where there is not a lot of choice if you want to remain 'legal' at 110 grams per pack.

The problems with the batteries are several. The main one being that racers and, therefore, ultimately manufacturers want the highest capacity possible within the smallest and lightest package. This has led to some batteries being a trifle 'sensitive'. You can buy two ostensibly identical packs only to find that one performs as expected, but the other one fails during its first race. So the problem with reliability is a concern.

Also a major concern is cost! As the performance envelope of boats and cells is being pushed the 'best' cells become expensive, made even worse by the fact that a goodly proportion of the cells fail in use; not only that, but the stated capacity often bears no resemblance to the actual capacity of the battery.



Checking out the competition! Love the shorts Keith
(Photo Ian Phillips)

For example a pack with a stated capacity of, say 4500 mAh would often be 4300 mAh in practice, or even worse. Another problem was that in an effort to use a battery pack with the greatest capacity the user often resorted to removing the battery covering and removing the leads and soldering sockets directly to the battery terminals in an effort to reduce the weight to the required limit. Not exactly safe practice!

A couple of years ago some of the southern clubs especially ELECTRA and SWARM decided to move away from the NAVIGA/MPBA battery rules and use a capacity limit, mainly on cost grounds, I believe, but it had the effect of giving the boater access to a greater range of batteries; probably with more reliability as well.

I suppose I should explain what I mean. The size and weight of a battery depends a lot on the capacity and C rating. The capacity is easy. If the battery is 4000 milliamp hours (i.e. 4 amp hours) it can, in theory at least, support a discharge of 4 amps for 1 hour. So what does the C rating on a LiPo mean?

For starters, the C in C Rating also stands for capacity. To break it down to its simplest terms, the C rating is the maximum safe continuous discharge rate of a pack. If you see 20C on your



The drying out bench... Let the sunshine in!



David Harvey's mini hydro flying under the timing wires
(Photo Ian Phillips)



Studies in concentration! The drivers' rostrum (Photo Ian Phillips)

battery, it means it can be discharged at 20 times that pack's capacity (again in theory). So 4000 mAh pack would deliver $20 \times 4 \text{ amps} = 80 \text{ amps continuous}$. Again I say 'in theory' as the capacity of a battery decreases under load. Not to mention the fact that you can't always trust the manufacturers figures! I should just mention that the voltage of a battery plays no part in the capacity calculations.

WHAT IT ALL MEANS

Well before I explain how all the waffle above has any effect, I should get back to the AGM that started all this. To cut a long story short, we voted to use the capacity limit for the classes rather than the NAVIGA weight limit system! With the proviso that NAVIGA legal cells would also be allowed if the competitor was intending to race in Europe. Personally I doubt there will be much difference in performance.

OK then how exactly does removing the weight limit help the FE racer? Well first of all it means there will be more batteries available, as there won't be the struggle to find lightweight batteries with a high enough capacity. It will probably save money as well by not having to pay a premium for the 'special' cells. It also means you will be able to use cells with a higher C rating. Normally speaking the higher the C rating for a given battery capacity, the greater the weight of the battery.

So, for example that 4000 mAh 25C battery you were running can be upgraded to a 40C battery if you don't have to worry about a weight limit. As long as you keep to the same motor setup, the higher C rated battery will be under less stress as it has more overhead. So it will stay cooler and probably last longer too, saving money again.

Don't forget though that a 4000 mAh battery is still a 4000 mAh battery no matter what the C rating!



Yours truly gearing up for the fight! (Photo Ian Phillips)

Unfortunately I can't remember everything which was actually agreed at the AGM, but as soon as the minutes are available I will tell you all what the new battery rules are.

As I mentioned earlier, the other big discussion point was recruitment of new members. As PRO I put forward a few ideas which are being looked into, but if anyone has any ideas please let me know. My email address is in the header of the article.

The way I see the problem is that for the Fast Electric Section of the MPBA we only have two events a year; the SAWS and the Nationals. We need more visibility, perhaps a presence at some of the bigger model shows? Once again if anybody has an idea please do contact me.

THE BIG EVENT

Right, having got all that off my chest, it's down to business, the event itself. The main advance for the meeting this year was the automated lap counting system hired especially for the NATS from Northern Amp Draggers. We at NADS have been using the system for a couple of seasons now and it has gradually been honed into a highly accurate and reliable system. This is due mainly to NADS member Martin Marriott who is an electronic genius (I'll have the fiver at the next meeting Martin!). The system is a commercial one for R/C cars with transponders being used in the boats.

As car racing is totally different from the type of races we run, Martin has re-written the software to suit our needs and it is very efficient. It means that only left and right buoy judges and a race controller are needed and this helps speed up the event. The system allows interested competitors to check the laps of rivals in other heats on a TV screen live during the race. Normally, with a manual system, nobody really knows what's happening until the end.

The system also provides print outs of each heat, if required, and of course the final results. Martin's lap counting system is most impressive!

The only problem encountered with it the whole weekend was



Keith Mallam's hydro 2 at (very) high speed (Photo Ian Phillips)



Plenty of tech here. One side of the pit area

with the 6 lap mini hydro sprint class for which it hadn't yet been programmed. My mate Keith Mallam won this with Rob Physick second, despite what the results sheet states!

I have given the result for the first three competitors in each class apart from the Team Mono 1 where 4 teams took part.

THE RACING

There was a new class introduced this year, the mini hydro sprint class. This class uses the same size hulls as the normal mini hydro class, i.e. 450 mm max length, but run to a format very like American oval racing, with a race duration of only 6 laps with a first past the post winner. The class also uses the current battery rules of the 6 minute mini hydro class, but with more powerful motors.

It was very surprising to see how well these little hydros handled the extra power, being very fast indeed. If you go to the MBA FES website, there is some video of these boats running, it's hard to see them and I wouldn't be able to drive anything that small going that fast.

The weather for the event was changeable and bit windy at times. This caused quite a bit of trouble for the mini monos, especially in the first heat; the main problem being the small size and lightweight of the boats and the huge rigid sail they had to carry; I mean of course the race number plate. I have never seen the need for the number plate to be so big on the mini classes. Number plates could be 30% smaller and still be perfectly visible.

The larger classes were not so susceptible to the wind; even the hydro classes (apart from the minis) coped quite well. The cat class had a problem running directly into the breeze, as always. They have a tendency to flip when the wind gets under the tunnel.

This in a way is what I like about driving the cats. You can't just blast around the course like the monos, safe in the knowledge that the boat will self-right if it blows over. You have to drive the boat at all times, being sensitive to the attitude of the boat on the water, and be prepared to let up briefly on the throttle if the nose starts to lift. Exactly like the throttle man in a full size offshore cat. It's all



My Hydro1 (Talisman) at speed (Photo Ian Phillips)



Paul Upton-Taylor's huge Hydro 2 (Photo Ian Phillips)



George having fun in the rescue boat during the team event (Photo Ian Phillips)

great fun and I find it strangely more relaxing than driving a mono or hydro even though you have to be on the ball all the time.

As usual the chat was good and we had a couple of great barbeques in the evenings with the odd little bit of liquid refreshment to wash it all down. My big complaint, however, was that for July it was very cold in the evenings and first thing in the mornings. The English summer is excelling itself this year, as my Grandad used to say, "3 months winter and 9 months bad weather". Still there's nothing to be done about the weather and all in all a very good weekend was had by everyone.

I came home with all my boats mostly undamaged (a small hole in one of the hydro's sponsons was all). I had borrowed a Mono 1 boat from Rob Physick as mine is at the bottom of my local lake. But unfortunately I didn't get to run it as there was a problem with the ESC and I didn't want to risk it as it wasn't my boat.

The hydro one (the new design) still needs a bit of tweaking, I may try a new sponson. If I do I will let you know how it goes. The mini mono ran ok but it was the third and final heat before I found the

Place	Points	Entrant	Number
CAT			
1	9	Jason Tooley	2
2	6	Rob Physick	4
3	4	Ian Williams	5
HYDRO 1			
1	9	Martin Marriott	2
2	6	Peter Barrow	1
3	4	Roger Graves	3
HYDRO 2			
1	9	Lee Heath	2
2	6	Keith Mallam	3
3	4	David Harvey	1
MINI HYDRO			
1	9	Rob Physick	5
2	6	David Harvey	1
3	4	Martin Harvey	3
MINI HYDRO SPRINT			
1	9	Paul Upton-Taylor	1
2	6	Keith Mallam	4
3	4	Rob Physick	2
MINI MONO			
1	9	Rob Physick	1
2	6	Dale Marriott	2
3	4	Tom Watson	5
MONO 1			
1	9	Dale Marriott	4
2	6	Paul Heaton	2
3	4	Rob Physick	3
MONO 2			
1	9	George McDonald	2
2	6	Paul Heaton	2
3	4	Paul Heath	3
TEAM MONO			
1	9	Team Macca	1
2	6	Team Whacky	3
3	4	Team Heath & Physic	2
4	2	Team Russian	4



Lovely shiny trophies!

right prop for the conditions. Nevertheless I managed 4th place. I came third with the cat but it could have been better if I hadn't flipped the boat in the second heat!

Well that's enough from me, results are shown above and enjoy the photos. **MMI**

Continuing our gas boat engine rebuilding theme, this column will relate the finishing-up steps to re-assemble a typical petrol marine power unit

AUTHOR: RICK EYRICH CONTACT: reyrich99@gmail.com

POWERPLUG

RICK CONTINUES THE METHODS OF RECONDITIONING A GAS HULL POWER UNIT

Now that we've covered the normal breakdown/cleaning phases of a regular gas boat engine we'll concentrate on the reassembly methods and techniques you can use to end up with a water-ready petrol marine power plant. There will, of course, sometimes be special situations regarding a certain design motor; so, we'll also attempt to cover these types of chores as well.

Overall, the main goal of any gas hull engine reconditioning program is to build up the unit fully to its OEM specifications with no pressure leaks or misaligned components that could develop into any run/start-up gremlins once you've installed the power plant in your favourite hull.

GASKETS AND SEALS

Since the majority of the petrol marine engines you might be rebuilding are Zenoah-built units, we'll focus on their sealing requirements here, including the replacement of their dual crankshaft seals. Beginning at the main cases sealing point the 23/26 cc Zenoah's narrow yet thick-material gasket can be easily distorted or broken, so you'll need to carefully handle/install it when you're ready to insert the crankshaft and bolt together the two cases.



Once you've cleaned your engine's cases the new sealing gasket should be ready to assemble once you are to attach the engine's lower-end components

In last month's column we discussed the cleaning of the parts via an air-delivered media, but we should now detail the regular gasket surface cleaning duties on this type of power plant. The cylinder's intake manifold, exhaust outlet and its main case sealing gaskets areas must be thoroughly cleaned so that no old sealing residue is left when you're reassembling the motor.

Loosening the old sealing gasket material with regular paint-removing compound, followed by a light scrapping with a single-edge razor blade will normally remove any remaining gasket pieces. I used the word 'light' as you'll want to avoid digging into the aluminium surfaces of the parts.

Due to their narrow mating surfaces the main case gasket area must be completely clean to accept either the OEM gasket or a suitable sealing compound used on some engines to create the proper crankcase seal. Applying excessive gasket removing force on any engine gasket area could create a low spot in the surface, which in turn would cause a gap/leak in the new gasket's location. If you notice any aluminium shavings as you're removing old gasket/sealant material, you're using too much pressure with your scrapping tool!



If your particular engine uses a sealant 'gasket' on its case seam a thin bead of Yamabond 4 compound will create a strong seal on the aluminium engine case halves



Regular metal sockets can act as both your crankshaft seals and ball race installers and a bit of premix oil will lubricate the parts to help ensure they aren't damaged during the install process

Moving to the technique of sealing the main engine cases using a flexible sealing compound the main goal will be to only apply enough of the fresh compound to seal the case halves and you must have everything ready to assemble when you do add the sealant.

For over 40 years your lowly scribe has relied on only one brand of engine case sealant and I still continue to use Yamabond 4 sealant when I'm assembling a non-gasket two-stroke engine. Light grey in colour, the Yamabond has enough flow from its tube to create a suitable bead of material along a case half edge and the product can also be applied using a small syringe.

Once placed on the component the sealant is allowed to sit for one minute and then you can join the parts and secure them with whatever screws, bolts or nuts are used on your particular engine. You should be able to see a bit of excess Yamabond along the sealing joint as this will ensure that there's a solid, gap-filling bead throughout your engine crankcases.

I always allow a minimum of 24 hours before handling and/or proceeding with any further motor assembly work, as this will ensure I don't damage the sealant's curing. This is likely a major over-kill method on my part; however, it does prevent having to tear apart the cases due to sealant displacement.

You will need to clean away any extra Yamabond 4 from the areas that encounter the engine's cylinder-mounting surfaces, reed valve plate, etc., to eliminate any uneven part attachment on the rest of your project motor's rebuild.

Now that you're happy with the lower crankcase's assembly quality the next step will be to install your new crankshaft seals that fit each shaft end into their locating points by the main ball races in the cases. Like the rest of the engines rebuild jobs, cleaning must ensure that both ends of the steel shaft are rust-free and smooth, especially where each of the new seals slide over to their case openings.

Some regular-grit emery or crocus cloth should be capable of cleaning the crank ends; at this point you can lay out the two seals as they go on the cases and you'll need to gather a few tools and products to help you install these small yet important parts.

A light oil (not silicone-based) can be used to lubricate/improve each seal's placement in the lower cases, and your writer uses a dab or two of two-stroke premix oil (the same blended with the engine's petrol) to coat the seals prior to their mounting. I also use this same lube as my 'break-in' oil, in that all of the engine's rotating components get a light coating as they are placed in the unit.

As for the actual installation of the crank seals, you can first lube them and then slowly fit them onto the crankshaft ends making sure they aren't nicked or cut as they slide towards their case openings. There are speciality tools made to help push the seals carefully into their locations, but you can also rely on a regular metal socket as well, as long as you match up one that's right for the job.

A thin-wall, 12-point metal socket, with a 3/8" square drive opening will likely be useable and you will need two different size sockets as the average engine seal set is made up of different outer-diameter rubber seals. Above all else, each crankshaft seal must go in as straight as possible to ensure its inner/outer edges contact the cases/crank without distorting the seals at any point in

their mounting. This means no big time blows to the socket and you should not see any damage present on the seal faces once you've finished the chore.

BEARINGS

"What?" you say, "we've already covered bearings in last month's column!" Yes, we did discuss the main crankshaft ball races in the prior Powerplug, but I do want to mention some additional information on these critical new engine parts.

Not unlike the mounting of the main crank seals the insertion of the bearings can be accomplished with metal sockets that closely fit the race's outer casing. Due to the small overall dimensions of the average petrol marine power plant it can sometimes be difficult to situate one half of the engine case to a level status while you're attempting to place the bearing. Along with the soft cotton towel you're using as a work surface it's possible to use small sections of scrap timber to fashion a basic case cradle that will allow you to mount whatever ball race into the housing.

Again, like the rubber crank seals the bearings must go in completely straight and end up flush with the inner case surface; plus, there must not be any damage done to the race itself as this could impede its spin rate once the motor's back in your boat. Along these same lines, should you mar the races during mounting, even a tiny bit of dislodged bearing metal could end up getting between the piston/cylinder wall or even inside the race balls which would quickly cause a lot of havoc inside a running engine.

Moving upward on your rebuild project the bearing present on the pistons connecting rod junction may include small/thin side thrust washers, or shims, or even a separate cage for the roller pin races. A light grease may be needed to help hold these small, lightweight pieces together long enough to centre the hollow steel piston pin through the piston/bearing combination, as will a pair of narrow-tipped pliers to help properly install the pin's twin locking clips.

Everything must move smoothly once you've completed the piston installation including the step where you make sure its piston-forward mark/arrow shows you've placed the piston as designed on the connecting rod. Failure to do this step will cause the single or double piston rings to end up snagging a cylinder wall port opening, which in turn could ruin the new piston, cylinder and likely all their related bearings due to broken ring debris ingestion.

Now with the cases together, the piston/rings inserted correctly on the connecting rod end and your new cylinder base gasket situated you can slip the cylinder onto the piston/main cases. While compressing the piston rings with your fingers, you can generally fit the cylinder onto the lower unit without any glitches, especially if you apply the before-mentioned light film of your two-stroke premix oil to the inner cylinder walls before you slip it over the piston and rings.

TRICK OF THE MONTH

After discussing the use of Yamabond 4 sealant in this month's column space, I should also mention that when you're using this compound on a gas boat engine's main case assembly, it would be a good idea to have all of your components prepared/laid out when you apply the Yamabond to the twin aluminium cases.

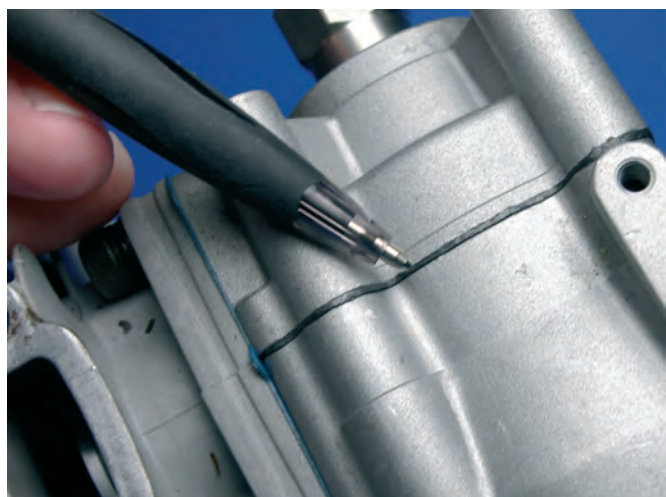
Due to its set time, the Yamabond should be applied and closely followed by the installation of the crankshaft and whatever shims and locating pins are found on your motor. Tapped-together with a small soft-face hammer the crankcases should match up without any excess force and then you can insert/tighten their retaining screws. You should end up with a bit of excess sealant present around the entire case mating edges, as this will ensure there are no leakage problems once the engine is reassembled. Scrapping-off the remaining sealant could cause a gap that would let air get sucked-into the crankcase and this would cause you a lot of headaches at the lake.



Often over-looked the large rubber O-ring used on the cylinder/water jacket joint should be replaced along with pistons, rings and other internal engine parts as well



Exhaust header/pipe sealing is always done to a reconditioned engine, which means buying a complete gasket/seal kit that includes the exhaust/coupler sealing bits in the package



Properly installed this Zenoah marine engine's fibre case gasket ensures no air leaks/pressure problems will occur, as will the correct/new gasket on any part of the motor



Due to any warpage in a composite manifold block its sealing gaskets must be replaced, as leakage in this spot will upset the engine's total start/run actions

FINAL ASSEMBLY POINTS

Now that you've basically created a 'short block' assembly with your rebuild motor, check its ease of crankshaft/piston rotation; checking its total crankshaft end runout/balance is always a good idea. With the spark plug removed and a minimal level of oil present on the internal rotating components you should be able to turn over the engine by hand and see no up/down movement of the engine's crankshaft ends.

Some boat power plant builders will double check this crankshaft runout by attaching a dial indicator gauge onto the cases and aim the dial tip towards the crank's end points. Then, while rotating the engine via the opposite end of the crank the builder will look for any excessive wobble on the gauge needle, as anything over a couple of thousands of an inch could indicate a problem with the crankshaft itself.

An imbalanced crank can quickly ruin its ball races, cause ignition module damage and even induce enough vibration to crack motor mounts and brackets when the spinning crankshaft is at its highest available rpm levels.

Another possible vibration induced motor gremlin could be the loosening of any cylinder, ignition and fuel system fastener and we should mention at this point about some fastener situations when you're rebuilding any petrol marine power plant.

If the engine in question is producing vibrations that focuses on the cylinder, this could end up loosening its intake and exhaust flanges and/or such things as pressure fittings and the actual gasket used between the cylinder and the crankcase. One of the more probable

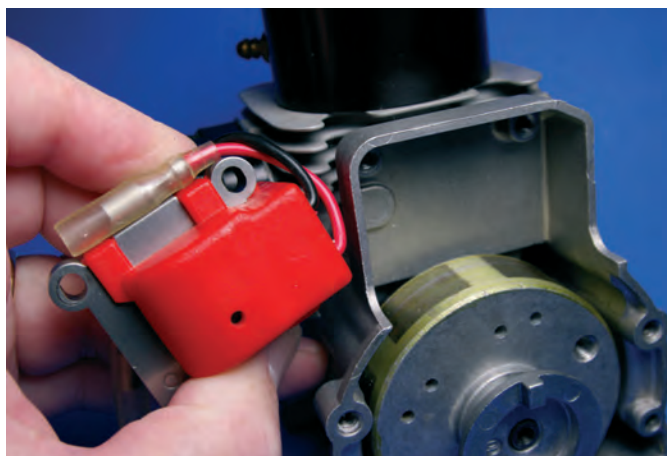
vibration points is that this shaking can cause the cylinder retaining fasteners to loosen rather quickly which could then create a massive air leak around the gasket.

On those engines that are designed with a two-bolt cylinder flange it would only take a slight slip in their bolts/screws to produce the leak/loss of pressure that would cause gremlins like bad starting, loss of power and overheating of the power plant.

A gasket blowout like this can also occur on the cylinder's intake manifold location, the spark plug opening and the combination exhaust header/cooling jacket found on most gas boat-style exhaust systems. Now let's say one or two of these parts do work themselves loose, you'll be dealing with a very unhappy engine which will mean more workbench time and cash out of your hobby budget.

Yet besides the possibility of a leaky cylinder gasket/part there are other sealing points to consider while you're re-doing your boat's onboard petrol power unit. Using two separate gaskets, the before-mentioned intake manifold and carburettor area can leak through both the gaskets and the manifold itself, as this metal or fibre composite spacer block can become distorted with use. A slightly twisted manifold block can usually be re-surfaced with medium/fine-grade wet/dry sandpaper that's been situated on a piece of glass.

Impulse fittings/gaskets are also a possible leak point, and you can either re-gasket them or use the before-mentioned Yamabond sealant to create a proper seal on the small crankcase/cylinder port opening. As a good backup, I tend to always purchase a complete engine gasket/seal package and use the entire kit on my power plant, which can include the rubber O-ring that seals the separate water jacket that joins to the engine's cylinder head area.



Since the motor's ignition parts must be removed during a rebuilding project you'll have to reset the flywheel/rotor's air gap to ensure a strong blue spark from the plug



A boat's onboard fuel system can wear-down just like its engine parts, so rebuilding the tank/lines should be considered to maintain the boat's overall power levels

This level of rebuilding may sound like a bit of over-kill, but when you demand the total power output from your re-conditioned gas boat engine, these well-sealed components will allow the motor to give you the best overall performance levels available from the unit.

BITS AND PIECES

Following the same ideas of rebuilding the internal bits and pieces of your petrol marine engine there are several external re-do points you should consider upgrading as well. When installing your unit's ignition system, checking/replacing the flywheel/rotor's small locating key may be a good idea, plus you should never bolt-up the coil and its flywheel without first checking their present air gap.

Through the process of replacing the engine's ball races, seals, rings, etc., the gap present on the main spark coil and the outer flywheel surface can change, so a fresh setting using whatever gauge you need (I usually rely on a normal paper business card) to set the gap.

Moving to the engine's fuel delivery system, doing a full carburettor cleaning/rebuild is also a good option as wear factors on the fuel mixer's internal metering parts can limit the unit's performance factors. In some instances a total re-plumb of the onboard fuel tank, lines, pick up, filter, etc., may be needed as they might have hardened and become leak-prone with time and since you've already removed the power plant now would be an easy time to refurbish the tank/fuel parts as well.

As always, when you're doing any upgrade work on your hull's petrol power plant, re-doing its support systems is a very good idea. Talk to you next time. **MMI**

TIP OF THE MONTH

As a side check, when you're exchanging the main/crankshaft ball races on any petrol boat motor when you un-package the new bearings you should always give them a spin to make sure they are capable of spinning smoothly from the beginning.

Another couple of concerns with new crankshaft bearings could involve removing their metal shields and/or cleaning-out their excess grease around their balls. In general, gas boat engine ball races should have no outer shields or a lot of thick grease as these materials are not required on these small power plants. A small flat-blade screwdriver can detach the metal covers while regular automotive contact cleaner will dislodge the grease present around the caged balls. Once you've removed the grease a few drops of your chosen two-cycle premix oil will prepare the new bearing units for your engine rebuild project.



Before installing any new ball race in your boat's engine give it a good spin and/or remove any unneeded shield covers and grease that's not required on a petrol marine motor

SILLY SEGMENT OF THE MONTH

This time around the hobby dealer in question had a customer who had recently bought his first-ever glow-engine hydroplane hull and following a couple of lake visits, had returned to ask why it wouldn't turn well at speed out on the water. A quick check of the fibreglass RTR boat revealed that its right-sponson-mounted aluminium turn fin was completely missing; so, this was the reason why the nitro hydroplane was having a lot of pivoting problems!

Asked why he'd removed the turn fin, the boat's owner replied that it was catching too much floating lake vegetation, which made the boat almost un-steerable and it had already cut the carpeting/trim areas in his car's boot. Since it only demanded the mounting via two Allen-head screws, the shop owner recommended that the modeller just remove the turn fin before leaving for the lake, install it at the pond and avoid running the hull when floating weeds were too thick on the lake.



Designed to ride on only its lower sponson edges any good IC hydroplane needs a stout turn fin bolted-to the hull's turning sponson to create the right pivoting force



HAUGHTY BELLE

PETER DESCRIBES THE BUILD OF A THAMES BARGE WITH A COUNTER STERN

AUTHOR: PETER SIMMONDS

Fired with enthusiasm after my success with Westmorland, my first Thames Barge, I thought I would try something a bit more testing than what is essentially a pointed box with sails. I hope my fellow Association of Model Barge Owners enthusiasts will forgive that description but that is roughly what it is.

There is an old black and white photograph, probably taken in the 1890s, of a barge called the Haughty Belle, in Edgar J March's book *Spritsail Barges of the Thames and Medway*, which I have always admired. It shows, unusually, a white-painted barge storming to windward with everything set but, even more unusually, sporting a counter stern rather than the normal square transom. What it doesn't show is that she also had a pronounced rocker to her keel; that is curved, whereas most barges are flat bottomed. She also has a finer entry forward. Haughty Belle, I decided, was to be my next project.

Haughty Belle was built in 1896 for Goldsmith & Co by J R Piper of East Greenwich. At her launch Mr Piper declared that

she was the "prettiest barge ever built". In the days when having the fastest barges meant that you got the best freights, she was built unashamedly as a racing barge and she proved her worth by winning the Thames Barge Match of that year when Captain Henry Mumms brought her home over ten minutes ahead of the fleet.

However, when it came to the Medway Match, later that season, the other owners declined to race against her, claiming she was a yacht, not a barge. To prove the point that she was, indeed, a trading barge, the very next day she loaded a cargo of paper at Milton for the Daily Chronicle in London.

Unfortunately, her racing prowess was eclipsed the following year when Pipers built the Giralda, which proved even faster. Giralda went on to dominate the racing for the next 11 years and was finally crowned 'Champions of Champions'. Haughty Belle continued in trade until the mid-1930s, she did, however, suffer the indignity of having her counter stern cut off in 1904 as it got in the way when manoeuvring in the London Docks.

She was then used as a hulk and then as a houseboat in Chelsea Basin, London, until World War II. She was finally destroyed by a bomb in the London Blitz. The story goes, she was lived on by two old ladies who were blown out of bed and into the mud by a bomb blast! (They were both unhurt).

Unfortunately, in 1896 when she was built, the average shipwright could not read plans so most worked from a half model, which the customer would study and decide on any alterations to the half model. When happy with the proposals, it would be passed to the yard foreman and work would start.

As no plans exist and the half model is gathering dust in the Greenwich Maritime Museum, I had to use a little ingenuity. Pipers of Greenwich, who built Haughty Belle, the following year built Giralda along similar lines but with a transom stern and plans for Giralda do exist. Armed with these and a little imagination I set about lofting the layout of what I thought Haughty Belle would have looked like.

Starting with the rocker to the keel I thought a dead rise of 1/2" each end over 45" looked about right and then the lines would run up nicely into that beautiful counter stern. The forward sections on Giralda when compared with Westmorland were much finer so I followed those to a great extent.

The build followed roughly the same pattern as my previous barge, still using the 'Kentree' method of building a box first and then fitting the frames around it. The counter stern did not turn out to be the problem I expected and I strip-planked it in ply, as before. When sanded down, after the application of a little body filler, it produced a very fair hull.

The bulwarks were also made using a pattern made from MDF (covered in cling film so the glue won't stick to it) and laminating two layers of 1/32" ply around the former. The complete stern section of bulwark from the main hatch aft was made in one piece using this method.

I don't suppose that they used teak for the capping along the top on the real barge but I felt that, as she was built to be the Haughty Belle she deserved the best. I had some teak that had come from a house built in the 1920s, which was straight-grained and very dry and went through my thicknesser down to about 3/32" and then was cut to shape and, with three coats of varnish, looks the part.

I said that when I built Westmorland, I made the hatches like biscuit tin lids but as she had proved to be a fairly wet boat in a blow I resolved to design something a little better. The fixed hatch combings are only about 1/4" high to remain in scale and so do not give much protection.

The seal needs to be on the underside of the lid so I made these hatches with an outer edging that would fit outside the deck comings and a second edging that fitted inside. Sandwiched between the two there is a foam seal. The hatch fastenings use a bolt that is fixed to the combings fore and aft which protrudes up through the hatch and the nut on top is tightened down to pull the seal tight. Two large brass nuts sticking through the hatch don't look the part so the nuts are disguised by various items that would be on a barge's hatch: a couple of buckets, a stack of lifebelts and the ship's dog sitting with the mate on the main hatch.

With a completed hull the rig came next. I had made all the spars as before and fitted the hounds and even some of the rigging when I suddenly remembered that, unlike most barges that have their mainsails shackled to an iron rod running up the aft face of the mainmast, Haughty Belle had mast hoops. There was no way of sliding mast hoops over the mast now as it was square at the foot and had the hounds at the top.

I had previously made my mast hoops from a thin pine shaving coated in PVA and wound tightly around a former, slid off when dry and cut into slices to form the hoops. The only way I could fit them now was to make them around the mast. I used a piece of 14 mm copper pipe which I cut length-wise, put it round the mast



Frames set up showing start of counter stern



Counter stern planked



Counter stern with deck former

and wrapped my shaving around it, cut it into slices on the tube with a razor saw, slid them off the copper and then was able to split the pipe to get it off the mast.

The sail plan on Haughty Belle was, generally, the standard spritsail rig; the main difference being that she had a much larger



Hull finished ready for deck fittings

mizzen. The mizzen on this barge was a real driving sail as opposed to merely a sail whose primary function was to assist with steering. She also differed from my previous barge in that she had a bowsprit and three headsails instead of two.

The main jib on a Thames Barge was always self-tacking with a chain stop around a horse running the full width of the deck forward of the mast, as on the model. The outer jibs posed more of a problem as, on the full sized barge, these would have overlapped the forestay on both tacks.

I have used the same servo layout on this barge as the last, which gave me a couple more channels on the Planet T5 to play with. The fifth channel, no doubt intended for the under carriage on aircraft, gives full travel at the flick of a switch. With a double-ended servo arm on a standard servo it simply pulls in on one sheet as it lets out on the other. When tacking to windward it is a simple matter to put the helm down at the same time flicking the switch to tack the headsails.

Haughty Belle has proved herself this season with a number of first places but seems to perform better in heavy weather as shown at Weymouth, rather than light airs at some of the other races, or perhaps the skipper is to blame? **MMI**



Chasing a competitor at an AMBO barge match, hard on the wind

CHANDLERY

SOME NEWLY RELEASED ITEMS OF
HARDWARE

NEW ITEMS FROM DEANS MARINE...

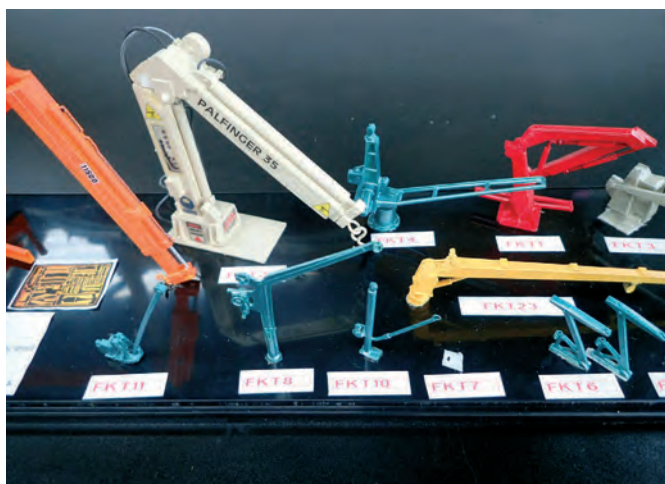
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This new 1:32 Broads cruiser is designed for beginners and consists of Vac Formed Plastic Hull, Laser cut plastic structure, metal and resin fittings, full size plan, plus prop and shaft, and comprehensive instruction book. The dimensions are length 440 mm, beam 105 mm and the recommended price is £82.50.



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Further details from the Hobby King website: www.hobbyking.com
MMI



HMS OCEAN

AUTHOR: PATRICK BONIFACE

PATRICK VISITS AND TAKES PICTURES OF THE LARGEST SHIP IN THE ROYAL NAVY

Until the time when HMS Queen Elizabeth is commissioned into service with the Royal Navy the title of the largest ship in the British fleet firmly rests with the helicopter carrier HMS Ocean. She has, since 30 September 1998, been one of the most easily identifiable and distinctive looking warships that Great Britain has ever put into military service.

Drawing a great deal of her design from the preceding Invincible class aircraft carriers HMS Ocean is, however, quite unique in design, concept and application. HMS Ocean has a displacement of 21,500 tonnes and a length overall of 208 metres, a beam of 36 metres and draws a draught of 7 metres.

For such a large ship she has a relatively small complement of 441 men and women. This number, however, rises significantly when on deployment or on a specialised mission. There is accommodation onboard for a maximum number of 1102 people including Royal Marines and the members of the helicopter squadrons.

The warship was built on the River Clyde by Kvaerner Govan and launched on 11th October 1995. She was towed from the River Clyde to Barrow in Furness where Vickers Shipbuilding Ltd completed her fitting out. Her primary role is that of helicopter carrier and to facilitate this, the ship has a huge aircraft hangar that runs almost the entire length of the hull and is capable of accommodating twelve Sea King HC4 helicopters and up to six Apache attack helicopters.

HMS Ocean is capable of handling Lynx, Wildcat, Merlin helicopters in the hangar, whilst the Royal Air Force's massive Chinook helicopters can only be worked and stored on the flight deck. The embarkation of such aircraft is to facilitate the speedy and efficient landing of assault troops against protected and unprotected shorelines as well as to attack enemy positions in the case of the Apache's with their chain guns and missile systems.

Increasingly HMS Ocean has assumed the role left vacant with



Starboard side detail



HMS Ocean's 30 mm gun on the starboard side aft



Flight deck edge details at the stern of HMS Ocean, note Phalanx CIWS



Flight deck edge port side looking forward

HMS Ocean head on



the withdrawal from service of the last of the Invincible class aircraft carriers HMS Illustrious of Airborne Surveillance and Control. The Sea King Mk7 known in the Royal Navy as baggers due to the large radome housing a specialised long range radar aloft to detect threats to the ship at greater range with a situational awareness that stretches out 'over the horizon'.

HMS Ocean is also equipped with four specialised LCVP Mk5B landing craft that can be loaded with troops or supplies and rapidly close to an enemy coastline. These vessels use a water jet propulsion system to achieve speeds in excess of 20 knots and can each carry up to 35 fully equipped troops, light vehicles or stores up to a distance of around 200 nautical miles from the mother ship.

For self-protection the ship was originally fitted with a fairly light complement of medium calibre guns but through subsequent refits and enhancements she has been steadily up-gunned until now she positively bristles with modern weapon systems including three Phalanx close in weapon systems (one on the bows and one each on the aft quarters). These main systems are supported by four 30 mm



Island superstructure detail



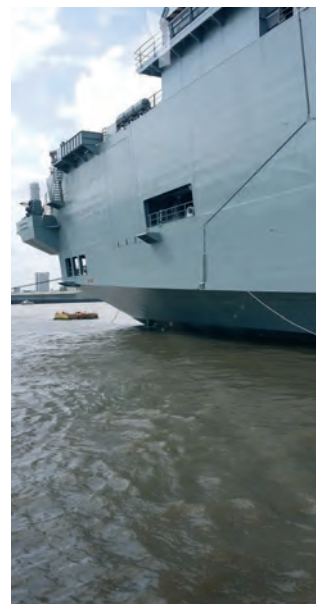
HMS Ocean's aft main mast. Note the radar aerials and satellite communications equipment



Mainmast seen from the bottom of the rear aircraft lift



Rear of HMS Ocean's Phalanx close in weapon system sited on bow



Starboard side looking aft



*AEW Sea King
helicopter on the flight
deck*



Starboard side details



Forward detail on starboard side, note hull lines



One of HMS Ocean's LCVP Mk5B in her davits on starboard side



*Rear mainmast – note exhaust
vents*

guns, four Mini guns, eight general purpose machine guns, DLH Decoy launchers and a surface ship torpedo defence (SSTD) system that confuses the locator housed in torpedoes and, hopefully, defeats submarine attacks on the ship.

Alongside the aircraft hangar is space dedicated to storing vehicles and specialised equipment needed by the Royal Marines and other embarked soldiers. Up to forty Land Rovers, thirty four trailers and six 105 mm light guns can be stored on the vehicle deck. These are taken to the flight deck via the large side and rear stern ramps.

It is widely expected that HMS Ocean will continue to play a crucial role within the Royal Navy until the first of the Queen Elizabeth class aircraft carriers currently under construction at Rosyth Dockyard enters service around 2020. Then it is expected that HMS Ocean will be withdrawn and probably sold for scrap or further service in a foreign fleet. **MMI**



Rear of island structure details



ABOVE & BELOW: Island and flight deck details



HMS Ocean's impressive rear crane and an LCVP and helicopter



HMS Ocean's island superstructure featuring the broad square funnel



HMS Ocean makes her way past Tilbury on the River Thames

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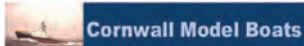


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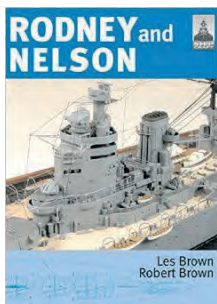
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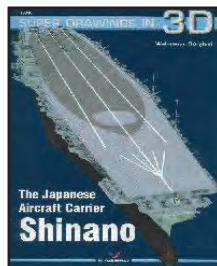
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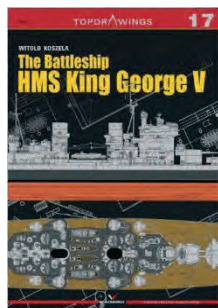


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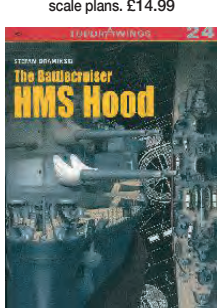


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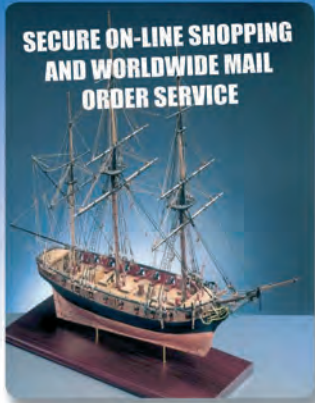
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Brannaren	£329.00	American Beauty Mississippi	£188.00	Marie Morgane, Lobster Boat 1:20 Scale	£85.00	Revenge 1577 Elizabethan Navy	£362.00
Cumbrae	£289.00	Big Swamp Buggy Airboat Kit	£119.00	V.L.M. Fast Intervention Vessel 1:40 Scale	£288.00	Plastic models also available in Airfix, Revell, Trumpeter and many more.	
Imara - Single & Twin	£508.00	Carol Moran Tug	£79.00	Le France Ocean Liner	£519.00		
Joffre	£286.00	Creole Queen Mississippi Riverboat	£322.00	OCCRE KITS			
Marie Felling Single & Twin	£430.00	Dauntless Commuter Boat	£163.00	Albatros	£79.00		
Milford Star	£254.00	George W Washburn	£158.00	Apostol Felipe (Galleon)	£216.00		
Motor Fifie "Amaranth"	£129.00	Huson 24 Sailboat	£112.49	Bounty with Cutaway Hull Section 1:45	£228.95		
North Light	£275.00	Jersey City Tugboat	£251.00	Buccaneer 1:100 Buccaneer price	£84.95		
Resolve	£557.00	Jolly Jay Gulf Fishing Trawler	£128.00				
Schaarhorn	£363.00	Myrtle Corey Memphis River Tow Boat	£232.99				
Sir Kay	£325.00	U.S.S Whitehall	£77.99				
SS Talacre	£275.00						