

LOTS OF PROJECT IDEAS FOR THE FORTHCOMING WINTER SEASON

MARINE

NOVEMBER 2016

modelling INTERNATIONAL

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RAINBOW SPIRIT

BUILD OF A
CHRIS-CRAFT
SPEEDBOAT



TRIPLE T Issue 356 £4.75



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DUTCH COASTER CASPER
REVIEW OF A RECENTLY RELEASED KIT



CRUISER DEVELOPMENT
WARSHIPS UP TO WW2



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

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PEAK PLUS

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

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SPECIAL OFFER

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

Now Only **£29.99!**

2.4GHz & 27MHz Receivers

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AR610 6 Ch 2.4GHz **£29.99**
MR3000 3 Ch 2.4GHz **£51.50**
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Futaba 617FS 7Ch 2.4GHz RX **£63.99**
Futaba 2 Ch Am 27mhz **£21.99**
Futaba 2ch Am 40mhz **£21.99**
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TAMCO 4CH 2.4GHz RX **£15.99**
TAMCO 3CH 2.4GHz RX **£14.99**
TAMCO 6CH 2.4GHz RX **£16.99**
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2 Turn Winch Drum Servos

Torque: 6KG
Size: 40.5x20.2x38mm

Special Price Only

£12.50 Each!

GREAT VALUE!



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Tamco 2.4Ghz 6 Channel Combo
Superb Quality

Only **£45.00**

Transmitter & Receiver
Additional RX £15.99



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2 Channel 2.4GHz Radio

Complete with 2 Channel

2.4GHz Receiver

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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

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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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VERY EASY TO USE

FULL RANGE - TOP QUALITY

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Ideal step up from a 6 channel system.

30 Model memory, Digital trims.

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Summer Special!

60A Forward & Reverse
Waterproof Marine ESC

4.8-16.8v RRP **£86.99**

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Cirrus 6.5KG Standard Servo

CS601 Ballraced Servo

Torque 6V: 6.5KG Speed 6V 0.16

Length 40.6mm x Width 19.8mm x Height 37.8mm

FANTASTIC SERVO FOR ONLY **£5.99!**



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2000MAH ONLY **£9.99**

2400MAH ONLY **£9.99**

3000MAH ONLY **£11.99**

3300MAH ONLY **£13.50**

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Lead Acid Batteries

6 VOLT 1.0 AMP - **£4.99**

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6 VOLT 3.4 AMP - **£5.99**

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FUSION AQUAPOWER 280AH Only **£34.99**

MTRONIKS G2 HYDRA 15AH BRUSHLESS

RRP **£45.99** - NOW **£34.99**

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RRP **£79.99** - NOW **£59.99**

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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-

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OVERLANDER 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 **£11.99!**



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**



Howes Mini Servo

Torque - 2.7KG

Speed - 0.14 sec

(L) 29mm x (W) 12mm

x (H) 30mm

Only **£4.00**



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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 - **£15.99**

11.1v 3900mah - **£35.99**

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XL POWER 3KG STANDARD - **£5.25**

AAS-700STD WATERPROOF STD - **£6.75**

FUTABA 3003 STANDARD - **£8.99**

CARSON 6.5KG STANDARD - **£5.99**

FUTABA 3010 6.5 TORQUE - **£23.99**

FUT 3014 WATERPROOF - **£24.99**

HITEC 325 BALLRACE - **£11.50**

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POWER HD 9g Micro **£3.50**

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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**

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WITH 12 CM LONG ARM

OUR SPECIAL PRICE **£26.99**

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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!



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**NEW RANGE OF MODEL BOAT KITS AT SUPERB
PRICES ON THE NEXT PAGE!**
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Dragon Flite 95

ARTR

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

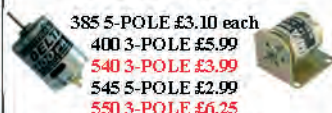
Our Price £279.99

AAS-700STD
Waterproof Standard Size Ball
Bearing Servo

Only £6.99!

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 £3.99
545 5-POLE £2.99
550 3-POLE £6.25

MFA RE 140 (3-6v) £2.75
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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
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**Joysway Dragon Force
RTR RG65 Yacht V5**

Superb Racing Yacht which is
easy to transport!
Includes 2.4GHz Radio
RRP £179.99

Only £159.99!

Available without TX-RX
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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
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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
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6 VOLT PACKS

1300MAH FLAT OR TRI - £8.99
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9.6 VOLT TRANSMITTER PACKS.

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



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Low Price £24.99

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Ready to Go 1/275 scale
Destroyer & Aircraft Carrier
Aircraft Carrier Length: 780MM
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Everything you need in one box including
Radio, battery and mains charger!

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M4 NYLON PROPS 2/3 BLADE
STAINLESS STEEL SHAFTS M4
BRASS RUDDERS S/M/L
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All For Futaba/Hitec

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EXTN LEAD 270mm £0.60 each

EXTN LEAD 500mm £0.80 each

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Y LEAD £1.75 each

BEC RED BOTH ENDS £0.90

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Graupner Speed 400! G3321



2.4-7.2 Volt
RRP £7.99

Only £2.99!

Very Limited Stocks!

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7.2v 2400MAH Ni-MH Pack
High Quality Battery

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£9.99!



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
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Only £34.99

RC hobby world
Joysway

Force2 60

Catamaran Yacht
RTR Yacht includes
2.4GHz Radio.

Length

660mm

Overall Height

1117mm

RRP £199.99

**Our Price
Only**

£174.99!



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
2.4GHz Radio, Max Speed 24KM/H,
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
2.4GHz Radio with Reverse
Very Fast with Self Righting!
Available in Blue or Red.
Includes 7.4v Li-ion battery & Mains
Balance charger!
Overall Length - 350mm
RRP £39.99

Only £23.99

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B492C HMS Bounty 1/50th Scale - £167.99
B498 1:75 HMS Victory - £245.00
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B606 Colin Archer 1/40th Scale - £79.99
B720 Viking Ship Oseberg - £104.99



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C7000 Joffre - £285.00
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C7010 Fifie Amaranth - £128.00
C7011 Sir Kay - £320.00
C7012 Imara (Single Screw) - £500.00
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C7015 Branneran - £325.00
C7019 Milford Star - £250.00
C7020 Alte Liebe - £282.00
C7021 Schaarhorn - £360.00
C7024 Resolve - £550.00
C9000 HMS Diana - £465.00
C9001 HMS Cruiser - £200.00
C9002 HMS Snake - £200.00
C9003 HMS Agamemnon - £650.00
C9004 Mary Rose - £255.00
C9005 HMBig Supply - £142.00
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K20212 Anna Inc Steam Plant - £98.99
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K20291 Borkum inc Fittings - £337.99
K20300 Felix Hamburg Harbour Launch - £87.90
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K20320 Lisa M - £101.00
K20340 Hanse Cog - £139.99
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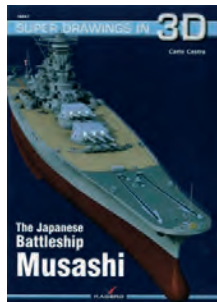
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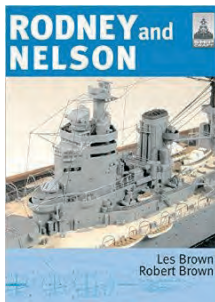
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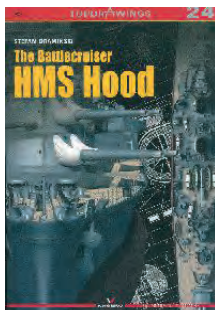


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ShipCraft 23: Rodney and Nelson.

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



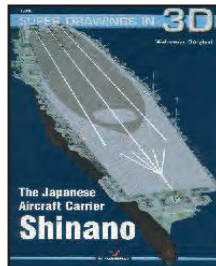
Top Drawings 24. The Battlecruiser HMS Hood. Hood, launched in 1918 was the last battlecruiser built in Great Britain. She was named in honor of Admiral Samuel Hood and was to be the first of the Admiral-class battlecruisers, but further three vessels were never completed. Colour photos, black/white plans £15.99



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Top Drawings 34. The British Aircraft Carrier HMS Ark Royal The British aircraft carrier HMS Ark Royal was one of the most famous and recognizable Royal Navy vessels of the Second World War. Built as the first large and modern aircraft carrier she was a true pride of Albion's fleet, equal to the mightiest warship of her time - the battlecruiser HMS Hood. £16.99



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Top Drawings 36. The Battleship USS Iowa. Paperback, 28 pages, 27 sheets of drawings A4. £16.99



Top Drawings 35 The German Battleship Scharnhorst Paperback, 28 pages, 27 Drawings sheets, 1 Colour profile. £16.99



Warship Pictorial 45 Square Bridge Fletcher. Paperback, 70 pages, very well illustrated with numerous black and white photographs. £15.99



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Coastal Craft History Volume 3. The Fairmile D MGB/MTB/FPB. Motor Gun Boat, Motor Torpedo Boat and Fast Patrol Boat. Paperback, 48 pages, colour profiles. £17.99

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COVER STORY RAINBOW SPIRIT

For many years the builder of this model had a love for Chris-Craft type of full sized craft and if funds would permit he would have purchased one, but after his retirement he fulfilled his dream of owning a Chris-Craft boat even though it was in model size! The model is scratch built using mainly photographs as his main plans. After a long wait to own and operate this vessel with the mahogany planking and good varnishing the finished model is a tribute to John De Broske.

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MESSAGE FROM THE BRIDGE

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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,

With the winter season looming up (to us in the UK) many modellers thoughts are about possible winter refits of model craft or new builds. It is surprising how after a full season of sailing model craft there are little jobs that are put off and can lead to on the water failures.

I had an annoying problem recently when a yacht failed to work at the lakeside but worked well in the workshop not once but several times! The usual batteries were checked and changed and all leads

checked and when you switched on the receiver the servos would twitch indicating the power was OK to the receiver and servos, plus the transmitter was checked with another receiver all OK.

After much substituting I found out that the receiver was intermittently failing, due possibly to a dry joint on the PCB, but with my failing eyesight I could not see any suspect joints. Yes a small, simple problem but they do take time to resolve!

One point if you are leaving a model for long periods over the winter not being used remove the batteries to prevent any corrosion. Don't forget that if you are indulging in a possible new build and it is not a common model please let me know, we may be interested in a future article in MMI.

In this month's edition we have another mixed bunch of articles, including for the warship enthusiasts the start of a two part article on the development of Armoured Cruisers and the model build of a Soviet Space Tracking Vessel 'Kosmonaut Vladimir Komarov'. A new kit recently released is the Dutch Coaster Casper by Model Slipway, we have the build of this model, plus the scratch build of a Chris-Craft speedboat called Rainbow Spirit results in an impressive model. Some of our regular articles like Waterlines concludes the story of Standard Oil/Esso in the UK and Vintage Chatter looks at Hobby Lobby' radios. Some more good ideas

are covered in Scale Scene including dare I say an aid to packing Christmas presents! On this subject in Powerplug Rick looks at off-season hull conditioning and possible IC boat holiday gift ideas.

Have a good month

Barrie Stevens
MMI

Good use of a mobility scooter to transport models! Brian Young from the Swindon Model Boat & Engineering Club off to the lakeside



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

MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

ADRIAN'S MARINE FIGURES

The Marine Figure manufacturer and supplier, Adrian's Marine Figures has been sold to Mountfleet Models with effect from September 2016.

Adrian Clutterbuck, owner of Adrian's Marine Figures says, "the sale is due to my wife Sue's ongoing health issues. I would like to thank all our customers, both UK and abroad who have made the business so enjoyable over the years. I would also thank fellow traders for their help and support over the past year."

Adam Slater of Mountfleet Models is keen to continue the figure range and has also purchased all the moulds needed moving into the future. All enquiries regarding the purchase/supply of crew figures should now contact Mountfleet Models on Tel No: 01977 620386 or Email: sales@mountfleetmodels.co.uk The crews will also be available on the Mountfleet Models stand at all major model boat shows.

EUROPEAN MICRO MAGIC YACHT CHAMPIONSHIPS 2016

This year marked the 10th anniversary of these championships sponsored by Hobby King. They were held in Vlaardingem in the Netherlands and took place over the weekend 9-11th of September. With 29 competitors from Spain, Belgium, Germany and the home country Netherlands it was deemed as a great success with good weather conditions.

The wind changed directions a few times and sometimes it was very light but a total of 14 races were held. The results of the first three skippers were: Marcel van der Ploeg 49 points, Elmer Boon 58 point, and Marcel Klein 65points.

AQUACRAFT MINI THUNDER

It has been pointed out that the article on the Mini Thunder published in the September Edition of this magazine did not give sufficient detail for anyone wishing to order this model. To rectify this there follows all the details of part number, website, contact details and price.

AquaCraft Mini Thunder, Part Number: AQUB46RR for RED and AQUB46BB for BLUE. Distributor: Hobbico in the UK, Website: www.hobbico.de, Tel: 0845 459 1966. Price: £97.99 (at time of writing).

TRAPLET PLANS RANGE EXPANDS JUST IN IS SOME EXCITING NEWS FROM THE TRAPLET PLANS & PARTS SERVICE:

Here at Traplet we are really pleased to announce that from 1st October the Traplet Plans & Parts Service will now include all the plans and wood packs from Radio Control Models & Electronics and Model Boats. This means that we are now able to bring to you all of their many CNC cut wood packs and hundreds of fully detailed plans, in addition to the huge variety of Traplet's existing plans and laser cut wood packs, as well as our quality accessories and tools. Not forgetting our vast range of reference books and awe-inspiring DVD collections!

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Not only that, the 2016 Seasonal Sale is now on! We have fantastic offers on all the plans, wood packs, tools, books and DVDs shown on www.trapletshop.com, so make sure you keep checking the Traplet Shop website for fantastic weekly offers.

SAD LOSS

As the saying goes, behind any good man is a good woman. This was certainly the case with Richard Chesney who is one of the main driving forces behind the Model Thames Barge Sailing Championships in the UK and his wife Jo was always supporting his (and beating him in some races!) attendance at events and shows promoting this aspect of our hobby.

Sadly, Jo died on 30th August after many medical complications including a leg removal. Her last model barge race was in July this year where her spirits were up and shouting from her wheelchair to other contestants to move if they were in her line of sights to her model. All our condolences are extended to Richard and family, Anthony and Georgina, and a long wanted granddaughter Summer.

MMI

Contestants at the European Micro Magic Championships
(pic courtesy of Coen van Baalen)



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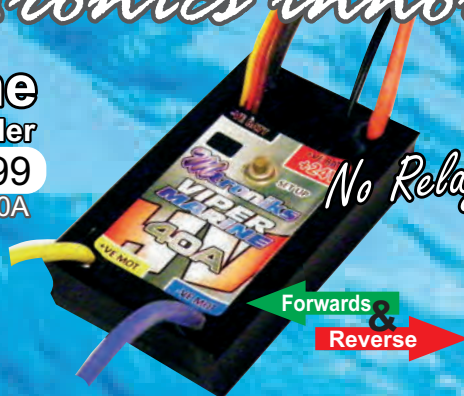
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LIVEWIRES

ENERGY LIMITERS, MOTORS AND A NEW BOAT!

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

In the last Livewires (September), I wrote quite a long section on the troubles we have with batteries. Well this month I will be covering what could turn out to be a global solution to the problem. More on this later, as I want to cover a couple of other items before getting all technical.

CHINESE BRUSHLESS MOTORS

I just quickly wanted to let you know of the experience I had ordering a brushless motor off eBay from one of the Chinese dealers. (No it's nothing bad) One of the photos shows a pair of 2874 3350KV brushless motors priced at £24 each. Now I know that's very cheap for that size brushless, but for the price I thought 'what the heck' and placed an order. Lo and behold, 10 days later a box arrived from China, so far so good!

When I opened the box, however, the motor inside was not what I ordered, it was a very nice motor, albeit one with no indication as to the KV. It was, nevertheless, a big meaty 3575 motor which looked very well made indeed but, having said all that, not what I needed, so I was thinking what everyone would have thought, Oh Dear!

I immediately got back on eBay and messaged the vendor, much to my surprise I received a reply within 5 minutes, apologising and requesting a photo of the motor I received. This duly done I again received a reply very quickly, again apologising and stating that a new motor would be sent out. That was ten days ago as I write this and although the motor has not yet arrived; I do know that it is in the UK from the tracking number supplied. Also I got another message telling me not to bother sending back the other motor! That is exceptional service.



The Chinese motors mentioned in the text



The motor that arrived (see text)

I tell you all this because I know some people have had dodgy deals on eBay purchases, especially from Chinese outlets and I wanted to show that there are some very good dealers about. Go onto the Internet and check out S&A Hobby Centre, they have some nice items for R/C at very good prices and seem very genuine.

A NEW MONO 1 PROJECT

As I have reported before, my last mono 1 boat disappeared into the depths of my local lake never to be seen again and what with one thing and another I hadn't managed to get round to looking for another one. One day whilst browsing eBay I saw an advert for a 'Zoom 4' mono 1. It looked a bit different from the norm as it had a huge canopy (see photo) also it was only £29. I know what you are thinking, cheapskate! Cheap motor, cheap boat and probably cheap R/C and batteries!

Well, you are absolutely correct, I thought that this would be another good chance to try and put together a competitive boat for not a lot of money, especially as we are actively trying to attract more members.



The Zoom 4 hull



Nicely sharp step



Very well moulded spray rails

As far as cheap R/C goes I have been using cheap HobbyKing radios for years without any problems at all. Friends who have used more expensive sets have had problems, as the Americans would say "go figure"! As an example you can now get a 2 channel pistol grip radio (Tx and 3 channel Rx) for under £16 from the UK warehouse. The HK GT2E is an update from the model I use and mine have been (and still are) faultless.

Anyway, back to the boat. The hull is 600 mm in length with a beam of 170 mm and is very nicely moulded in lightweight GRP. I have included some photos of the boat and the hardware I will use. The step is nicely sharp as are the spray rails. The step itself is not too deep, which I like. I have found in the past that some hulls that have a deep step can be a little unstable, tending to fall off the step when in a turn.

As for the large canopy, this is to aid self-righting. In fact this is the way we used to provide self-righting back in the day before the flood chamber became popular. With the correct balancing of the hull, this works as well as the flood chamber. It may look a little ugly, but it has the advantage of allowing for more room inside the hull. Any way it is after all a racing boat not a scale boat!

COSTS

I don't intend to detail the build of this boat, but I thought I would give you a breakdown of the major costs of this project to show how cheaply a reasonable boat can be put together. As to its competitiveness, well I'll let you know!

Right here we go with the major components:

Hull Zoom 4 (eBay)	£29.50
Rudder and bracket (eBay)	£11.99
70 mm Stinger for 4 mm shaft (eBay)	£11.99
4 mm flex shaft (Model Marine Supplies)	£12.00 approx.
2874 brushless motor (S&A Hobby eBay)	£24.00
Radio Tx/Rx (HobbyKing)	£16
Motor Mount (eBay)	£8 to £10
Turn fin and bracket (eBay)	£10 approx.
Goolrc 80 Amp water-cooled ESC (eBay)	£ 15 approx.

All told that comes to around £130 which is very reasonable for a setup from scratch. Of course you will need to add a few ancillaries such as a steering servo, pushrod, waterproof boot, water-cooling



The hardware as per the text

tube, props etc. Oh, and of course, a battery or two. You could try the Zippy compact 3S 4500 40C Zippy Compacts from HobbyKing or Floureon 4500 30Cs from various places on the Internet.

Floureon cells seem to be reasonable, I have a few and they are fine and are very reasonably priced. Check around for bargains on the web. You could put together a decent setup for around £175, which sounds a lot, but way less than a setup that includes a hull that is around £120 just on its own. There is time enough to spend if you find you are really good at it and you win the Lottery! Anyway I am building the boat and I will let you know how it goes in the December edition.

ENERGY LIMITERS

Here we get to the main point of this article. People have been talking about some form of energy limiter, sometimes mistakenly called a Watt limiter, for several years, however, not for the same reason as now. Several years ago it was felt that the boats were becoming too fast, so NAVIGA decided to try and find some way of slowing them down, or at least preventing speeds from increasing. These changes lead to the increase in race duration to the current 6 minutes. At this time I believe, the 'Watt limiter' was talked about as a way of limiting overall speeds, but this was dismissed and the changes to race duration introduced.



The Zippy Compact battery mentioned in the text



Unilog 2 datalogger

I want to change direction slightly here, although it is relevant, and talk a little about the battery weight limits. These were initially an attempt to level the playing field by preventing the use of big, high capacity packs and also, as a side issue, keep the costs down. A move which is now seen as a big mistake, as Walter Geens (NAVIGA M section leader) freely admits.

It has led to the current situation where racers are trying to get the highest capacity possible within the weight limits of a particular class. Not to be too blunt about it, this has led to expensive 'fragile' batteries which in some severe cases haven't even lasted the first race!

I have mentioned several times before that there is a correlation between weight and battery density and capacity and ultimately, reliability. It is obvious that something has to be done about the situation.



Another shot of the Unilog. As supplied in heat shrink jacket

Here in the UK we have allowed (at least temporarily) the use of cells by capacity limit rather than weight. The formula is 3-6S will have a maximum of 4500 mAh whilst 2-4S will have a maximum of 6600 mAh. This is at national and club level. The only stipulation is that the batteries are used as sold. In other words no alteration to the batteries at all, other than to change the type of plugs if necessary.

Of course the racers who still want to use NAVIGA legal cells are quite at liberty to do so. To be honest there seems very little, if any performance differences. I have to say that using 40C and 60C cells means that my batteries come off the water stone cold after the race!

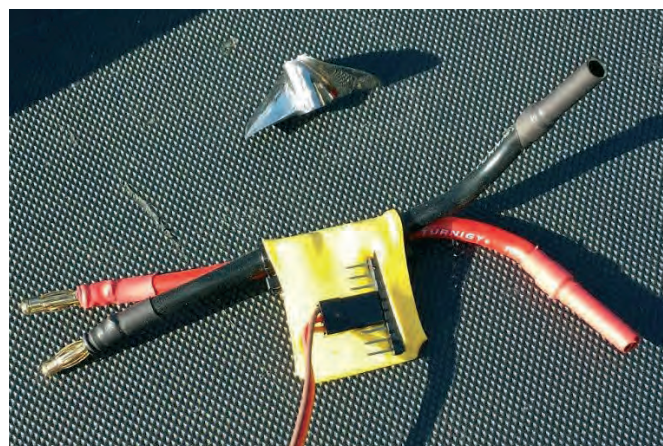
Now whilst this would seem to be an easy and cheap solution, it relies totally on honesty from the boaters. With no verifiable weight limit it is too easy to change labels etc. Not, I hasten to add that I am suggesting this does happen, but it would be hard to police at a national level. We do need to reduce the possibility of someone taking advantage of the relaxed rules and this is where the modern version of the Energy Limiter has come to the fore.

WHAT IT IS AND WHAT IT DOES

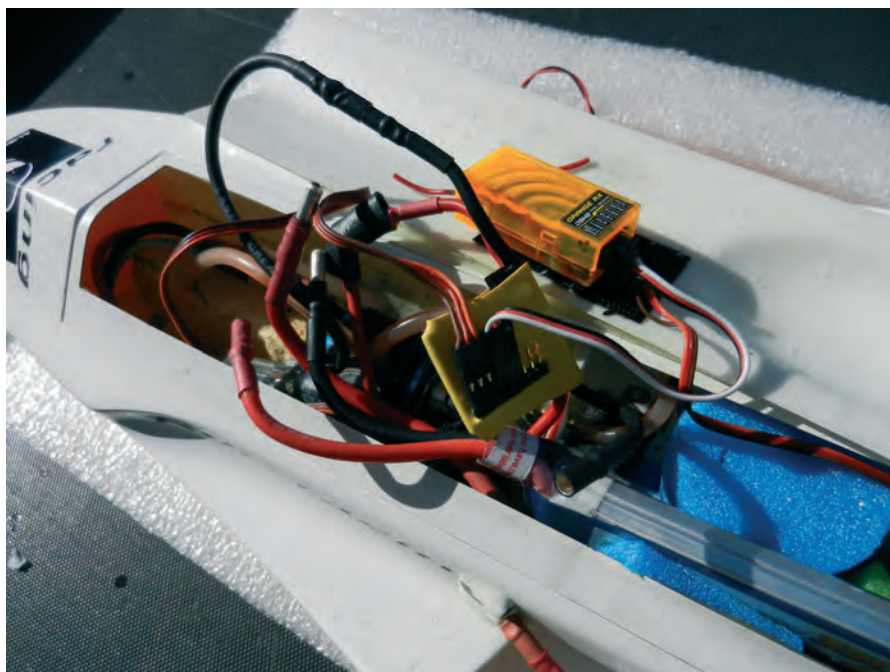
I'll go into a little more detail a little later, but basically the device puts a limit on the amount of energy that can be drawn from a battery. It doesn't limit the current you can draw; it doesn't limit the voltage either. So a boat fitted with a limiter will neither be faster or slower than before it was fitted. It means that instead of having to use an expensive lightweight fragile battery with perhaps a 20 or 25C rating, you can use a cheaper, albeit heavier, battery with a higher C rating which will allow much more 'headroom' and less stress on the battery giving a longer life, thus saving you money!

The support and championing of these limiters has much to do with Walter Geens, a Belgian racer with many years of experience who I've known for a very long time now. As I mentioned earlier, Walter happens to be the Section representative to the NAVIGA Presidium (I nearly said that he was head of section M, which makes him sound like a spy master or something!). Section M is simply the section which includes all FE racing. Earlier this year Walter instigated some tests of the power limiter theory using a device called a Unilog 2. This is a multi-function data logger which has energy limiting as one of its functions. Although not a complete answer, due to the unit being pretty expensive, it proved the concept and went a long way to defining the settings needed for the different classes.

Unbeknown to each other Martin Marriott (Chairman of the Northern Amp Dragers) here in the UK and Miroslav Miletin in the Czech Republic both came up with a design for a functional and useable energy limiter, both have been tested at various races and seem to work perfectly. It only needs a few tweaks and an understanding of how we can make these as cheat proof as possible and I think we will totally have our answer to the battery problem.



Martin Marriott designed Energy Limiter

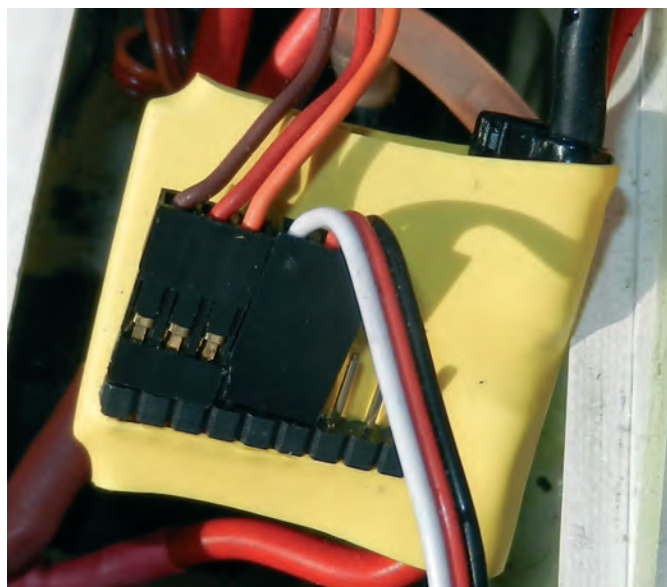


The Limiter fitted to Rob Physick's mini mono Rasch

So how do they actually work, well I'm going to give you some figures shortly but without being too technical about things. Bear in mind that although the parameters of both Martin's and Miroslav's units are pretty well sorted, there is still 'wiggle room' with some of the settings. These will be sorted out by testing and by negotiation between the various clubs and national bodies concerned.

What has been going on is that the best of the current crop of weight limit cells have been tested to find out the energy used in each class in running a complete race time. The figures for each class which follow are still liable to slight changes, but seem very reasonable to me. So to be clear these figures represent the BEST of the current batteries. Also as both the units are so close in performance I have amalgamated some of the data from both Martin's and Miroslav's units just to give you an idea of the state of play.

Both cards have a facility to be pre-programmed, but only by a person responsible for usage or testing of the limiters in each country or club. The racers themselves would not have access to this program card. Instead the values would be pre-programmed into each limiter (currently covering 4 types of battery) and the competitor would be



The limiter in close up

able to swap the limiter between models and change between the 4 settings.

The current thinking is 110 g would be around 20 Watt hours (Wh), 280 g 50 Wh, 560 g around 100 Wh and 840 g 150 Wh. Just to give you an idea 53 Wh would be the equivalent to around 4780 mAh used out of a 3S battery which sounds pretty reasonable to me. To give a little more insight I will let Martin Marriott have his say and this a direct quote from the man himself!

"I'm sure that most of you are familiar with the reasons why it is being considered but from my perspective, the major reason is that when combined with a larger capacity battery it provides an almost ideal power source in that it always delivers the same amount of energy which doesn't degrade with use. It is also the same amount of energy as everyone else. What's not to like.

The eLim is a small device (currently 32 x 25 mm but hopefully smaller by production time) that fits in the power leads between the safety loop and the ESC. It also fits between the

throttle output of the receiver and the ESC. It monitors the voltage and current supply to the ESC and from this calculates the power consumption and therefore energy used over time. The amount of energy before limiting occurs is programmable.

When the energy has been used, it reduces the throttle demand to the ESC over time. This ramp down period is programmable but we are currently testing with about 3 seconds. The eLim automatically senses the throttle zero point and so will work with any transmitter, even pistol types. As there will clearly be energy remaining in the battery, it would seem a pity not to use it to return to the pontoon and so after a programmable period of time (2 minutes seems about right), the throttle is re-enabled. So that racers do not need to buy multiple units, the eLim is configurable by the racer to any of four energy limits.

Specifications

Max voltage	60 V
Max current	160 A
Voltage resolution	4 mV
Current resolution	5 mA

There is an associated programmer which will only be available to race organisers so that it is not possible to change the configuration (other than selecting 1 of 4 pre-programmed energy limits) once it has been set up at the beginning of a meeting.

The programmer allows the following:

- Calibrate the voltage
- Calibrate the current
- Set the four energy limits
- Set the ramp down time
- Set the disable duration

One of the modifications that we are considering is that instead of reducing the throttle to zero, that it is reduced to say 5% so that the racer can move out of harm's way (not so that they can finish a lap). I welcome your feedback on this and any other matter.

The eLim has been pond tested at recent races here in the UK and so far all testing has been successful. As the design is not yet frozen, I hope that this will stimulate constructive discussion as to what features your ideal device would be."

Well, I'll leave you there with plenty to assimilate. My only input would be that I would like to see an 8 to 10 second slow down time to allow the driver to realise his boat is slowing and allow it to be moved into the centre of the course. Also I would think a one minute throttle re-enable time would be sufficient. **MMI**

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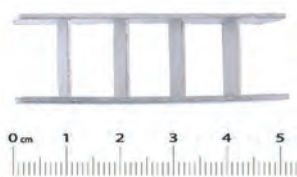
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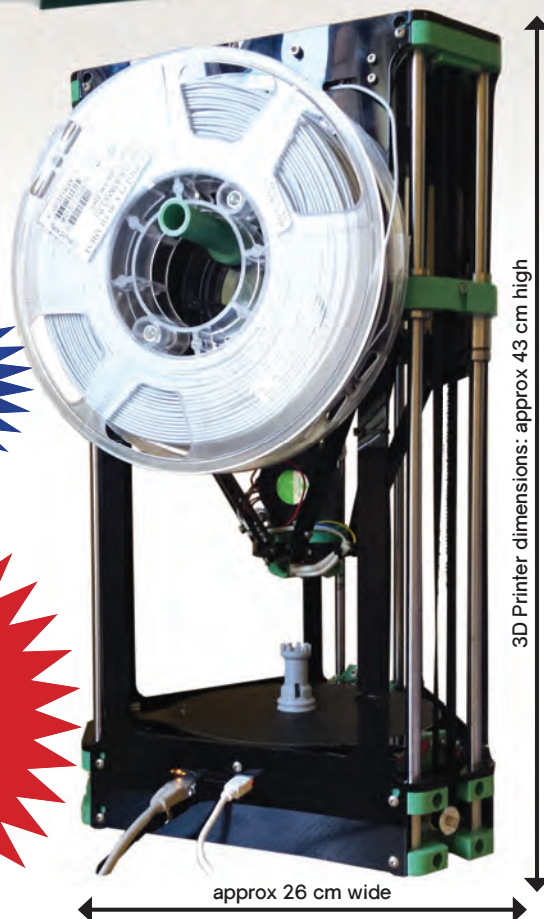


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PLASTIC KIT SCENE

HERE ARE DETAILS OF SOME GREAT NEW RELEASES THIS MONTH

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

HOBBYBOSS MODELS

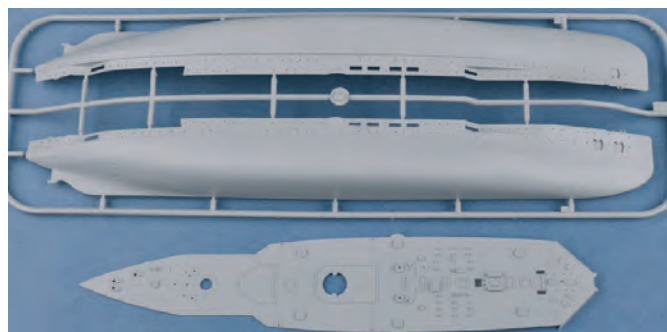
French Navy Pre-Dreadnought B/S Danton

Model No.	86503
Scale	1/350
Length	41.4 cm
Beam	7.3 cm
Parts	480+ plastic plus P/E frets

The Danton entered service with the French navy in June 1911; she was the lead ship in a class of six warships. The first ship in the French navy to be powered by turbine engines but by the time she was commissioned she was already outdated by the dreadnoughts that had been built.



French pre dreadnought Danton (courtesy HobbyBoss)



The hull and deck section (courtesy HobbyBoss)

She had a main armament of four 305 mm guns, twelve 240 mm guns and sixteen 75 mm guns, her top speed was 19 knots. Most of her active career was spent in the Mediterranean and it was here, off the coast of Sardinia, that she was sunk by the German U-boat U-64 in March 1917 with the loss of 296 of her crew. A wreck was found by a survey ship and in 2009 it was confirmed that it was the remarkable, well preserved remains of the Danton.

It's a great new model that is very well detailed, all the plastic parts come on 13 sprues with the hull in two parts. Three P/E frets are included to increase the model's finished detail. A metal anchor chain is also included and a display stand with engraved nameplate.

I love this period, as do many other marine enthusiasts, so it will be a very popular model to have in any collection.

Full details of this kit and the complete HobbyBoss range of models can be found at www.hobbyboss.com.



Revell Gorch Fock (courtesy Revell)

REVELL MODELS

Gorch Fock

Model No.	05417
Scale	1/150
Length	59.6 cm
Height	36.0 cm
Parts	475



A close, detail picture of the Gorch Fock (courtesy Revell)

The Gorch Fock is a three masted barque with a steel hull and was built in 1958 and is still

used today as a sail training ship for instructing officers and non-commissioned officers all aspects of seamanship. She was built by Blohm & Voss in Hamburg and is owned by the German navy. The ship has an auxiliary engine for use when entering port and any other difficulties she may encounter. Over the last fifty years she has toured the world and competed in many tall ship races.

With over 470 parts this kit will build into a very highly detailed model that comes complete with a full set of sails. Rigging thread is also included as is detailed assembly instructions and a colour painting guide.

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

FLYHAWK MODELS

HMS Hermes 1942

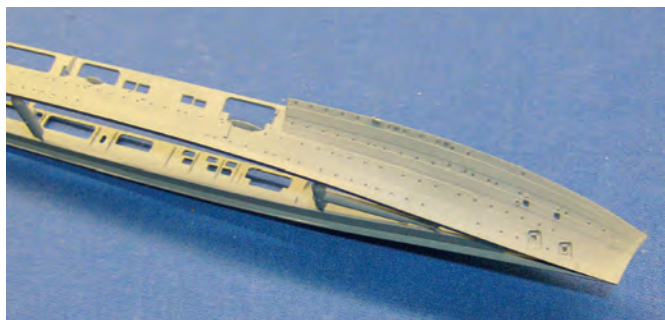
Model No.	FH1122
Scale	1/700
Length	26 cm
Beam	4 cm
Parts	360+ plastic plus P/E frets

HMS Hermes' construction started in January 1918 and was commissioned in February 1924; she was the first Royal navy aircraft carrier designed and built as a carrier. She was sunk, together with her escort, in the Indian ocean when they were attacked by Japanese dive bombers in April 1942.

This latest release from Flyhawk is a truly fantastic kit, the quality and detail of all parts is outstanding. It is classed as a full hull model but the hull is in several parts with a baseplate in the centre so the bottom of the hull could be left off to give a waterline model. As with many kits a metal plate is included to give the finished model more weight; this is secured inside the base of the model. Many of the very small parts such as the A/A guns and bridge fittings need



Flyhawk HMS Hermes



Great hull detail



There are hundreds of parts for the Hermes

ready for use. There are even torpedoes for these aircraft. Decals for the aircraft and the flight deck are included with the kit. The assembly guide is very detailed and needs to be studied before building commences. Also in the full but well packed box is a colour card of the box art with a history of the aircraft carrier on its reverse. Full colour painting guide for the kit is on box.

Complete details of this model and the full Flyhawk range of kits and accessories can be found by visiting www.flyhawk.com.

TRUMPETER

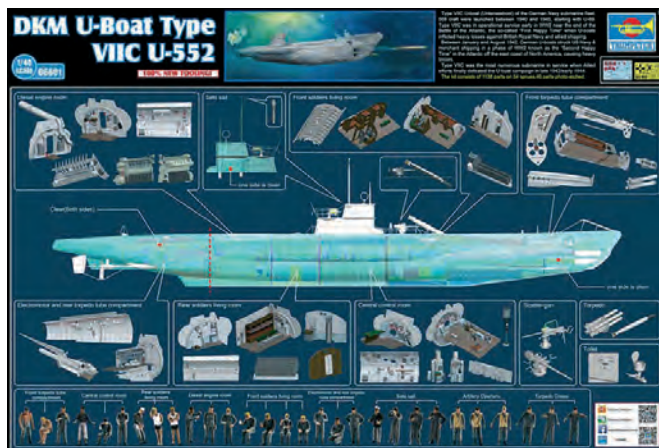
I received details of this new release from the UK importers Pocketbond.

German WWII U-Boat Type VIIC U552

Model No.	06801
Scale	1/48
Length	139.8 cm
Width	13.6 cm
Parts	1100+

I think most modellers know about the history of the German U-boats so I will not delve into the subject of the real U-boat. When I received details of this new plastic kit I could not believe the scale and size but it was true; 1/48 scale and almost 140 cm in length.

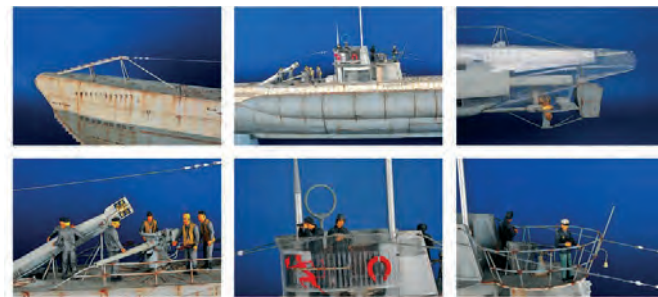
At the time of preparing this article all I have seen are the photographs of the completed advertising model; it looks absolutely fantastic and huge is the word. The starboard side of the U-boat is transparent so the fully detailed interior can be seen, showing everything from the torpedo room, crews quarters, control room right back to the engines. The deck and conning tower is well reproduced and is shown with crew figures loading a torpedo into the U-boat with others on the tower and manning the deck gun. Yes the kit comes complete with 48 crew figures to populate the finished model.



Trumpeter's new large scale U-boat (courtesy Pocketbond)



The fully detailed interior can be seen (courtesy Pocketbond)



Deck and conning tower detail (courtesy Pocketbond)

I can't wait to see this model in the flesh, so to speak, but one thing I can say is it's too big for my workshop, and my display area is far too small. The massive box the kit comes in is 142 cm in length! But I expect there are many died hard modellers that will be after this new model.

Full details of this model and all Trumpeter kits can be found at www.pocketbond.co.uk and www.trumpeter-china.com.

A DATE FOR YOUR MODELLING DIARY

This year's IPMS Scale Model World 2016 is on the weekend of the 12th & 13th November at its regular venue, the Telford International Centre, Shropshire, UK. It is organised and run by the society's members and is recognised as the largest model show in the world; the show attracts exhibitors, traders and visitors from all over the globe. It is the place to go for all your modelling needs whether it's kits, tools or paints, you name it, you will probably find it there. Details of the show can be found at www.ipmsuk.co.uk and www.smwshow.com. **MMI**

VINTAGE CHATTER (PART 39)

AUTHOR: DAVID WIGGINS

NOT SUCH A POOR RELATION (THE 'HOBBY LOBBY' RADIO REMEMBERED)

Hi folks! From last issue's feature on the once popular 1970's 'Logictrol' radio line and their Super-Pro top version; this month I offer readers a brief supplementary feature on a 'sports' level radio that was derived from a sister product of the set. This will not be at all familiar to British eyes – even vintage ones like mine – as it was never sold here – but the 'Hobby-Lobby Five' shown was a very close relative indeed of last month's Logictrol.

By the 1970s the major American distributor Hobby Lobby Inc, steered, I believe, by owner Jim Martin had become one of the largest of its kind. Just like other large distributor/dealer set-ups, a few of which still survive stateside (Tower Hobbies are an example), they sought extra prestige by promoting and selling their own 'in-house' radio line.

As they lacked the serious funding and, very probably, the design expertise to engineer their own equipment from scratch they approached one of the major American manufacturers to do the job for them. Like many other companies Hobby Lobby selected EK (Elliot and Krause), of Texas to manufacture their radio and the end result wasn't just a straightforward 'badging' exercise.

THE HOBBY LOBBY 5 WAS DIFFERENT

The Hobby Lobby Five transmitter illustrated is, in fairness, just a slightly lower cost Logictrol 'Champion' restyled for Hobby Lobby in their choice of chromium and blue décor but it's in the receiving system that Hobby Lobby radios stand out as being different to others of the era. Drawing on design experience gained during their early years EK and its well-regarded designer Bob Elliot designed for Hobby Lobby a completely different type of receiver that included, within a slightly larger than normal plastic case, a set of four servo amplifiers as well as the necessary RF/IF section and decoder electronics.

At a stroke, this made H/L servos much less expensive than those of their competitors for the simple reason that a Hobby Lobby servo contained only a motor and a feedback potentiometer – no active electronics. Even better, with a 5 wire connector a careful soldering iron equipped user could reverse his own servos (this in an era when servos were expensive items and a skilled technician's time was priced likewise).

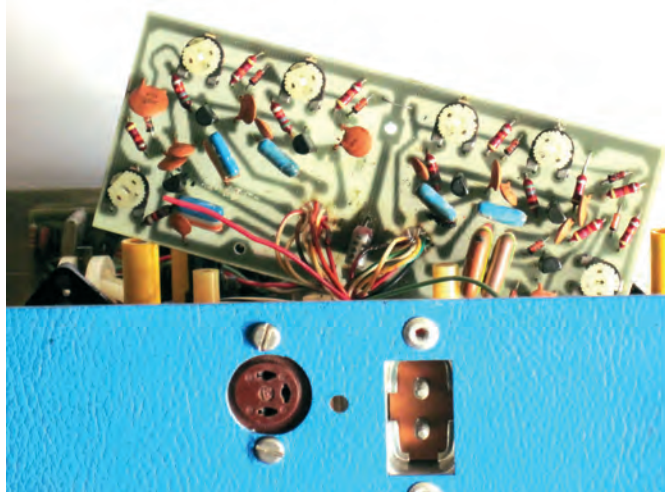
The only downside was that if a modeller wanted to use the radios 5th channel then he had to buy an 'odd man out' servo that was

My still to be restored, Hobby Lobby 5 transmitter





Getting started on transmitter strip down. Marks are old glue from the battery cases



The encoder board pulled for examination. US power connectors are clearly visible

amplifier equipped. As the most likely reason for a pilot to want to use a fifth channel was to add retracting under-cart to a powered aircraft for which he would have to purchase a special 'retract servo' anyway (think of a 'retract' servo like a powerful sail winch folks), this wasn't much of a drawback. You need to grasp that the price of a set of 4 extra servos was a huge outlay for an R/C hobbyist operating multiple models. Halve the price of servos and life became very much easier.

The lower cost philosophy was repeated in a single stick 3 channel format for glider and boat users and, later on, the HL-5 itself was slightly extended (both sets are seen in the featured 1977 Hobby Lobby colour Ad'), to offer a full 6 channels when fashions changed and even the club flyer wanted to own a 6-ch radio.

I imagine that this must have shown up the limitation of the design concept a bit in that two amplifier equipped servos would then have been required. All the same, the idea was sound enough and was also used here in Britain by at least two of our smaller R/C manufacturers, these being Flight Link Control (FLC - Idris Francis), and C&L Developments (aka Climax).

In case you may be thinking otherwise I want to emphasise that there was absolutely nothing 'cheap and nasty' about this radio. It

was a well-designed, well built and above all fully proven outfit built for Hobby Lobby Inc by a hugely experienced major manufacturer and I'm sure that very large quantities must have been sold to very happy owners Stateside who could now afford to buy lots of (half price), extra servos.

Human nature being what it is though I'm just as sure that there will also have been a few folk who will have muttered, "for a few more bucks you could buy yourself a proper Logictrol buddy", but, the receiver concept aside, there was very little difference between this set and a mainstream 'Champion', in all honesty.

Next month I move from Texas to California and to E/K's biggest competitor - Kraft Systems Inc. - then the world's biggest R/C manufacturer. They also built a lot of 'badged' radios for the big US hobby distributors, as well as for the independently owned Kraft service stations - so, 'till then, I'll bid you all goodbye for yet another month. **MMI**



Rotten NiCads are found in all old R/C. Here, 500 mAh AA cells x 8. I've seen worse!

You've got friends who fly Hobby Lobby radios . . .



Have you asked them why they chose a Hobby Lobby radio?

Most of them will probably tell you that they mainly wanted the plane-swinging reliability that the Hobby Lobby radio has become famous for.

But, they might tell you that they bought a Hobby Lobby radio because they liked the idea that they can buy extra servos for only \$14 each, and can equip a second four channel airplane with 4 servos for only \$56. This would cost them well over a hundred dollars with any other radio.

They'd also tell you that the inexpensive Hobby Lobby servos are really just a nice fringe-benefit that resulted from the unusual design of the radio which puts the servo electronics inside the more shock-protected receiver case rather than in the servos.

Maybe they'd tell you that they liked the maintainable Deans gold-plated connectors. On other radios if a connector loosens through frequent use like the often-unplugged connector on the aileron servo you can't tighten it - you just take your chances. Some people think it's also very handy that these same easy-to-service connectors provide the method for the R/Cer to reverse the direction of servo travel in just a few seconds.

Some R/Cers will tell you that their Hobby Lobby radio has such long range that it's the only radio they've seen that'll fly a plane safely with the transmitter antenna collapsed. Others may

tell you that they like the idea of having adjustable control stick centering tension, and that as beginners they found that very tight-centering sticks kept them from getting disoriented. Then, as they learned how to fly better they reduced the stick tension.

The contest flyers may tell you that they never owned any other radio that could center its servo within 1/4 arc of the same center every time and do this with such low battery drain that there was no reason to buy a field charger.

And, some R/Cers even buy the radio because of the unusual variety of servo and receiver mounting trays that are available. There are some real differences between Hobby Lobby radios and all the other radios that you might consider. Ask the guy who owns one . . . he'll tell you.

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Both 'Hobby-Lobby' radio sets advertised in RCM magazine (USA) during 1977

WATERLINES

ESSO TANKERS – PART 2. KELVIN CONCLUDES THE STORY OF STANDARD OIL/ESSO IN THE UK

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

Post-war the American parent company became Esso Shipping Co. Inc and from 1972 Exxon, although by the mid 1990s the words Esso and Exxon were no longer used as part of ships names. A large building programme from 1949 to 1961 by Standard Oil/Esso distributed various 26,000 – 52,000 dwt tankers around the different subsidiaries.



Esso Edinburgh, 1963 (51,332 dwt) was lead ship of the Esso Lincoln class

all bar one being post-war builds and ten completed within the last three years. This total included the six County class vessels (four of 85,000 dwt and two of 96,000 dwt), which themselves were dwarfed by the 193,000 dwt Esso Mercia (and two sisters) completed by 1969.

The coastal tanker fleet of the 1960s comprised some fourteen vessels including the handsome little Esso Chelsea (ex Venezuelan Amacuro acquired in 1956). By 1974 the main fleet stood at twenty seven including sixteen new builds in the previous decade whilst the coastal fleet had increased in number to sixteen.

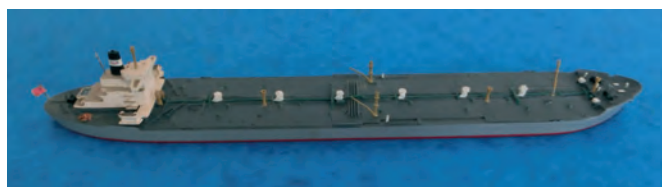
During the 1970s fifty ships were built for Esso worldwide culminating in the 516,000 dwt Esso Pacific and Esso Atlantic operated by the Liberian registered Esso Tanker Inc. Oil price rises during the 1970s led to a reduction in demand and most of this new fleet found itself laid up or even scrapped in the 1980s.



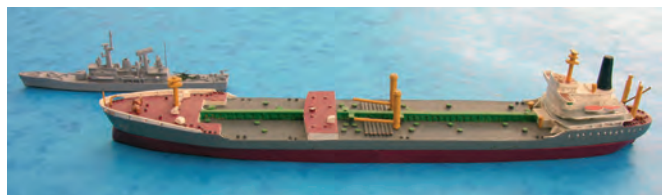
Esso Pembrookshire, 1961 (84,717 dwt), the first County class was scrapped in 1975

Built in UK between 1953 and 1955 were six 'Oxford' class of 26,700 dwt typically serving until the mid-70s. Delivered between 1957 and 1960 were twelve 'City' class of around 36,000 dwt with only two being built in the UK at Vickers-Armstrong Ltd. These were followed by the four Esso Lincoln class of 52,000 dwt completed in 1962/63 with two of British construction again at Vickers-Armstrong. Built in parallel at foreign yards between 1961 and 1964 were four 'County' class (85,000 dwt) and two 'improved County' class (95,000 dwt).

Ocean Fleets of 1964 under the name Esso Petroleum Co. Ltd gives a fleet strength of 24 ocean going vessels



Esso Mercia, 1968 by Mercator



Esso Deutschland, 1963, in ballast under escort by a Leander class frigate



Coastlines Russian drydock PD50 with Esso Europa, 1969



Esso Cambria (253,962 dwt) 1969

Our ever useful Ocean Fleets of 1982 lists eighteen vessels including eight with dwts in excess of 126,000 tons, the most modern being 1973's Essos Dalriada and Demetia.

Moving on another twelve years to 1994 and now listed as part of the Exxon Corporation, Esso Marine UK Ltd has just nine tankers with six in the 10-14,000 dwt range, one (Esso Aberdeen) of 53,394 dwt, one (Esso Fife) of 75,536 dwt and only one very large tanker, the 123,375 dwt Esso Demetia. Also of note was that all were aging with even the newest the Esso Fife some fourteen years old.

By 1996 Exxon had rebranded themselves with only their Argentinean subsidiary retaining Esso names and their UK subsidiary re-named as Petroleum Shipping UK and word 'Esso' replaced by 'Petro' in the ship's names for example Petro Fife. In 1999 that Exxon merged with Mobil becoming ExxonMobil as they are today. Meanwhile by 1996 the UK company now had management of a further ten Bahamas registered tankers for a fleet total of eighteen.

Fast forward to 2004 and International Marine Transportation (IMT) Ltd (of UK) as part of ExxonMobil had just ten ships, albeit mostly built within the last five years, while the parent company has just nine operated on their behalf by company subsidiary



Esso Northumbria (254,277 dwt) 1970



Esso Purfleet (4,430 grt), coastal tanker 1967

WW2 acquisitions represented by the Len Jordan models which are available as resin kits for about £10 via A.H. Models (AlanHmodels@virginmedia.com). Continental manufacturers Hansa, Sextant, Ostrowski and Sextant are all out of production

Sea River Maritime Inc. in the USA. The 2013 issue of Ocean Ships recorded IMT as having just two 160,279 tonners Alrehab and Osprey both registered in the Marshall Islands whilst Sea River has three, plus one jointly owned with Chevron and two 115,000 tonners on order from Aker Philadelphia (both of which were delivered in 2014).
An enquiry to the British company confirmed that IMT sold the last of its vessels at the end of 2012, but quote "continues to provide marine services including vetting and support of ExxonMobil affiliate marine projects".
As can be seen from the table waterline models of British Esso ships are few and the most readily available are the post-



Esso Lancashire (85,000 dwt) County class, 1962

so a little online searching or a visit to any Theale mini-ship show is recommended. The German company Mercator/Atlantic was taken over by Skytrex but again with production ended the models concerned will have to be found second-hand or indeed in the case of the little Gluckauf scratch-built as illustrated last month. Albatros are still very active although Esso Stuttgart is not in current production.

A special thank you to Nigel Robinson and Peter Anthony for supplying excellent pictures of models in their collections.



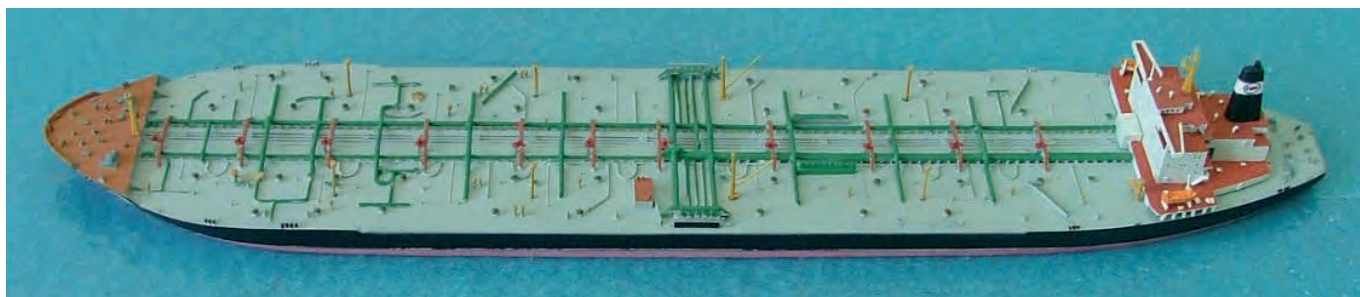
Esso Albany operated by Esso International (Bahamas) Ltd from 1973 for twenty years



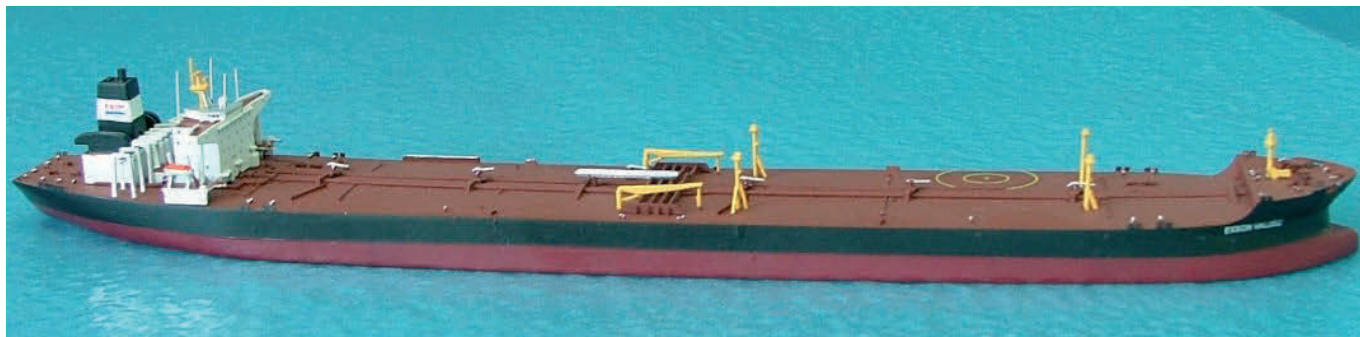
Esso Anglia (193,361 dwt), 1969

Ship	Built	Operator/Notes	1/1200-1250 Models
Gluckauf	1886	Deutsch-Amerikanische (Germany)	Mercator 407
Canadolite	1926	Imperial Oil (Canada)	Mercator 540
Esso Cadillac	1941	as in 1946, ex Empire Bronze, sold 1956, scrapped 1959	Len Jordan T8 (1/1200)
Esso Saranac	1941	as in 1946, ex Empire Sapphire, sold & scrapped 1959	Len Jordan T8 (1/1200)
Esso Manchester (+9)	1944	as in 1946, ex Santiago, scrapped 1963	Len Jordan T3 (1/1200)
Esso Dusseldorf	1954	Esso Tankschiff Reederei (Germany)	Hansa S-98
Esso Stuttgart	1959	- as above -	Albatros AL212
Esso Deutschland	1963	- as above -	Atlantic AT6a in ballast
Esso Bayern	1964	- as above -	Atlantic AT6
Esso Mercia	1968	Esso Petroleum Co. Ltd (UK)	Mercator 900
Esso Europa	1969	Esso Tankschiff Reederei GmbH (Germany)	Hansa S1 (in ballast)
Esso Scotia	1969	Esso Petroleum Co. Ltd (UK)	Hansa S-198
Esso Hamburg	1974	Esso Tankschiff Reederei GmbH (Germany)	Sextant SX-135; re-issued OL-SX-10
Esso Deutschland	1976	- as above -	Ostrowski 105; re-issued OL-OS1
Exxon Valdez	1987	Exxon	Rhenania Junior 70

Some 1/1250 Models of Tankers



Ostrowski model of the Esso Deutschland (1976) (Peter Anthony)



The infamous Exxon Valdez (1987) by Rhenania Junior (Peter Anthony)



Esso London (96,000 dwt), improved County class of 1964



Esso Fawley (18,000 dwt) coastal tanker 1967, class of two



Esso Hamburg by Sextant (1974) (Peter Anthony)



Phoenix Reisen's souvenir model of the Artania (ex P&O Cruises Artemis) as supplied

The only book on Esso, fortunately readily available second-hand (try www.abebooks.co.uk), is 'Sailing Ships to Supertanker: Hundred Year Story of British Esso and Its Ships' by Mitchell & Sawyer (published 1987). Otherwise worth consulting are the excellent www.clydemaritime.co.uk/esso and www.aukevisser.nl, the latter a site for historical tankers including Esso.

Some unusual Model News for cruise ship enthusiasts: cruise lines often sell souvenir models on board although rarely to a fixed scale.

The German company Phoenix Reisen have improved on this by offering all three of their ships, Albatros, Amadeu and Artania, in 1/1250 (the latter two definitely, the former logically!). These are plastic full hulled models in a display case. Albatros is the former Royal Viking Sea a sister-ship to the ships now operating as Fred Olsen's Black Watch and Boudicca; so there is a repaint opportunity.

Given that CM-KR are unlikely, after all these years, to release CM-KR69 Royal Princess, the Artania may be the closest we get to a model of P&O Cruises Artemis (built 1984 as Royal Princess, Artemis from 2005 to 2009 when sold to Phoenix Reisen).

The models can be bought via www.phoenix-collection.com; each is priced at €39.90 plus €15 postage. Buy two models (as I did) and the postage remains the same. Overall not cheap but I look forward to replacing some of the chunkier bits and repainting in P&O colours. **MMI**

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BATTERIES

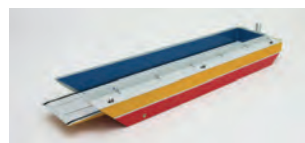
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SCALE SCENE

IAN HAS SOME MORE HANDY TIPS

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

Well, this will be the last tips article I present before Christmas and bearing that in mind, the first tip will be useful when wrapping presents!

Now some of the hints and tips I have presented to you over the year are tried and tested ideas, whilst some of them are simply that, ideas which will in all probability work and save you time and money. I can assure you that all the six tips presented here are all ones that I have used and continue to use all the time. All work well and do what they say on the tin.

END FINDER!

This is a very simple idea which you might think is more suitable for the fast electric fraternity. However, every modeller will at some time use some kind of tape, whether it is waterproof tape or masking tape. So what am I talking about? Have a look at the pictures and you will see a couple of rolls of tape with nylon cable ties fitted, yep that's the tip! You all know how frustrating it can be to lose the end of the tape, so this idea will ease that problem immensely. Simply fit a cable tie loosely round the roll as shown and stick the end of the tape to it. This will hold the end of the tape up so it is readily available. The only thing to watch for is to make sure the tie is loose enough to move round the roll as you pull the tape off.

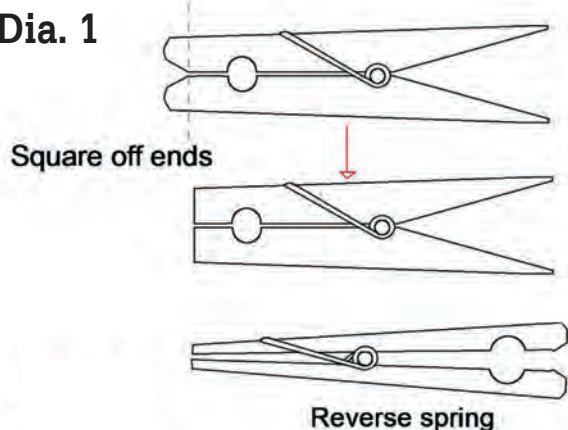


Two differing widths of tape using the cable tie tip

CLOTHES PEG CLAMPS

Many modellers find that the spring type of clothes peg can be very useful (and cheap) for a variety of clamping jobs during model construction. However, they can be made more versatile with a little modification (see Diagram 1). Most of these types of pegs have a V-section cut-out at the jaws to help when you are pushing

Dia. 1



Square off ends

Reverse spring

How to alter spring pegs for use as clamps

them over clothes on a washing line. But this can sometimes make it difficult to get a good grip. By cutting the v-section off as shown you will have a more secure clamp.

An alternative type of clamp can be made by removing the spring and replacing it so that the thin ends of the peg's arms are held together as shown. One word of warning, however, these springs can be quite fierce, so watch your fingers!

SHORTEN YOUR BOLTS – PROTECT YOUR THREADS

Very often you will find that you have the right diameter bolt for a job, but it will be much too long! So you have to shorten it, only to find that the nut won't go back on. The trick is to put a nut on the bolt, past the place you want to cut. Then carefully clamp in a vice and cut the bolt where required.



Dia. 2

A split nut (see text)

Once the bolt is cut, carefully back the nut off the bolt. This will serve to clean the cut end of the bolt so a new nut will screw on correctly.

A couple of tips here. With small diameter bolts, don't be tempted to cut with heavy duty cutters as this will distort the bolt and quite often render it useless. Use a fine toothed junior hacksaw, or better still a Dremel or similar tool with a cut-off wheel. With larger bolts cut a nut as shown in Diagram 2. To use just put it on the bolt

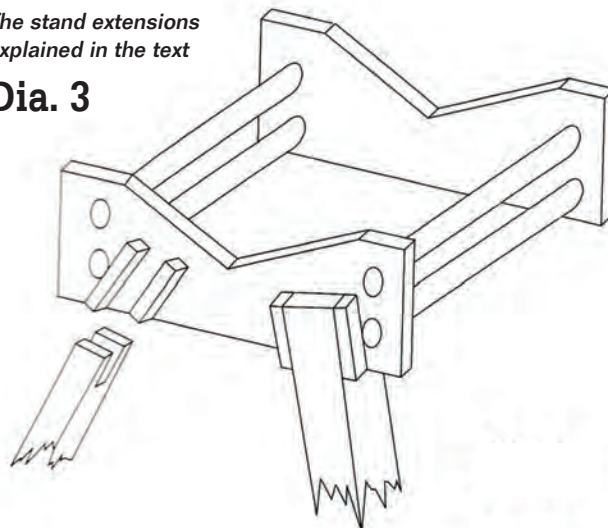
as before and clamp the nut in a vice. The nut will clamp the bolt firmly without damaging the thread. Once the bolt is cut, release the pressure of the vice slightly and unscrew the bolt from the nut. Again, this will clean the threads and allow the use of a new nut.

LONG STAND?

Those of you of a certain age who have worked in industry or had an apprenticeship of any kind will recognise the term! To those too young and not in the know, I shall call it a tall stand! What am I waffling on about? Well, if like me you suffer from back trouble and sometimes have trouble making adjustments (plugging in, switching on etc.) when your boat is on the ground, the stand shown in Diagram 3 is a boon.

The stand extensions explained in the text

Dia. 3

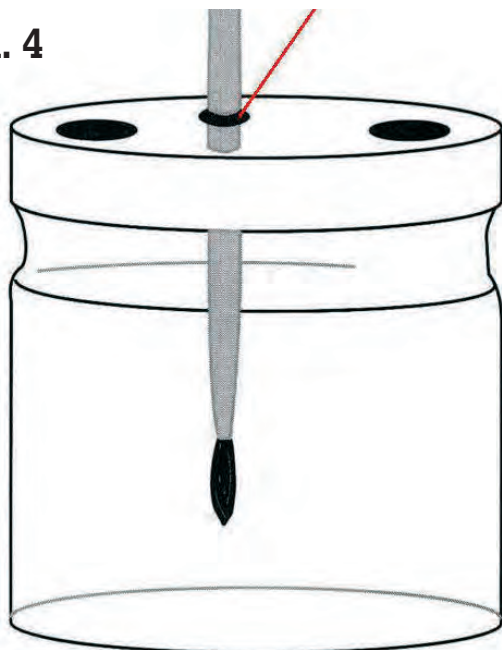


If you have a stand similar to that shown in the diagram the detachable legs are easy to make. Cut some 2 x 1" or 2 x 2" (or metric equivalent) wood to the required length to make 4 legs. Cut slots in the ends to match the thickness of the end plates of the stand. Next glue and screw 4 wooden blocks to the stand ends as shown. The legs should fit snugly between the blocks and the deeper the slots are the more stable the stand will be. Of course you do not fix the legs permanently to the boat stand (although you could if you wanted to) as the idea is that they will be removed from the stand to fit them in the car and store them when you get home.

SUSPENDED BRUSHES

This hint is useful when painting intricate fittings where more than one colour is needed or more than one brush has to be used, for whatever reason. It is quite often the practice to just dump a brush into a jar of thinners for later cleaning instead of doing it straight away as you should. Go on admit it, you've done it too! Quite often the brushes will be forgotten about and when they finally do get removed (possibly several days later) even if the thinners has prevented the brush from hardening up totally, you will find the bristles bent to one side or splayed out from resting on the bottom of the jar. This is particularly unfortunate if the brush was a fine pointed type.

Dia. 4



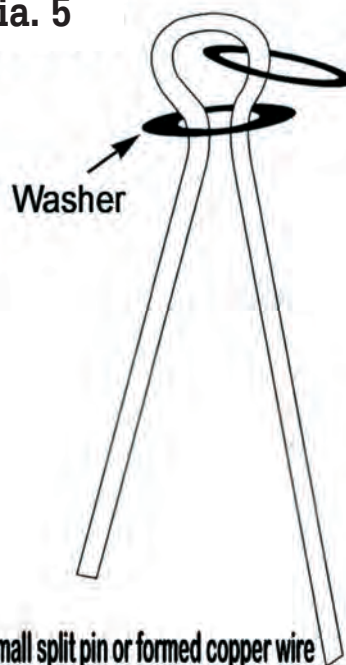
How to save your brushes

An easy way to prevent these problems is to use a screw top jar (the small 'fat' jam jars or mustard jars are ideal as they are not too easy to knock over). Drill holes in the lid of varying sizes (to suit the brush shaft diameters) and part fill the jar with thinners. A rubber band or O-ring around the brush handle will suspend the brush above the bottom of the jar and protect the bristles; diagram 4 should make it all clear. This is a very easy mod to do and really does save your brushes from the bin!

MAKING RING BOLTS

Now here is an idea from my 'making deck fittings from scratch' file! Making ring bolts and 'rings' in general seem to be an essential skill to have for a scale modeller. There does not seem to be many around commercially and certainly not always in the scale you want! As I've mentioned before rings for all sorts of uses on model boats, from making up chains to rigging components to the outer rings on gun sights, can be made quite easily by winding brass wire around a former (such as a drill shank) to form a spring. These are then cut with side cutters to form single rings and then soldered or glued to close the ring.

Dia. 5



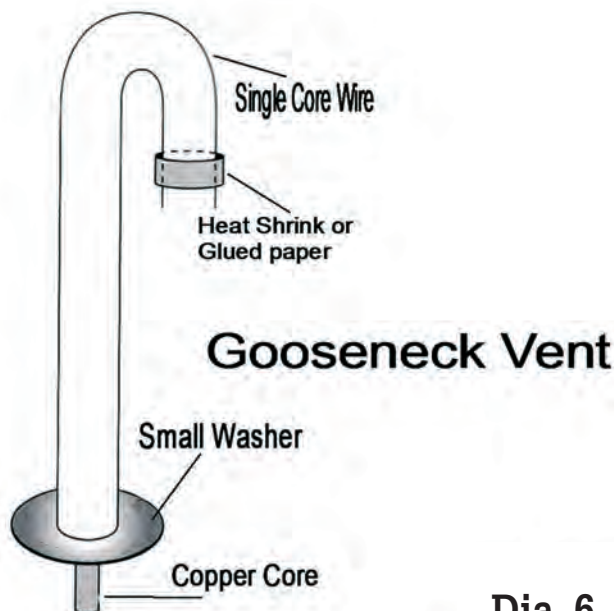
Making ringbolts

be glued in at this point with excess wire being cut off. Or you could bend up the legs and glue to the underside for more support.

GOOSENECKS

No, not an insult, just another tip from my deck fittings file; an easy way to make Gooseneck vents! Small scale versions of these are easily made from a single copper cored domestic power cable, which comes in a variety of thicknesses depending on application. The black coated cable is good as it seems to take paint quite well. Cut a short length and bend one end to the correct curve. Decide on the height required and then strip the insulation at the lower end to leave a few millimetres of copper core protruding. This locates the vent in a suitable hole in its correct deck position. A small washer provides a deck plate and a small piece of heat shrink or strip of glued paper will replicate the non-return valve at the top (diagram 6).

Well that's me until next month, enjoy your boating! **MMI**



Easy Gooseneck vent

Dia. 6

New from David Antscherl, author of the *Swan Series* THE GREENWICH HOSPITAL BARGE OF 1832



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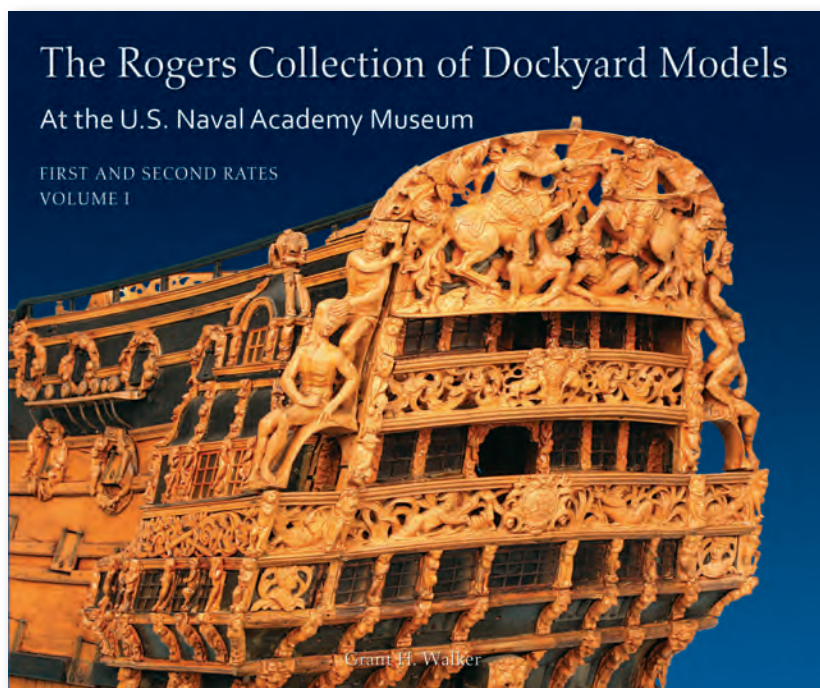
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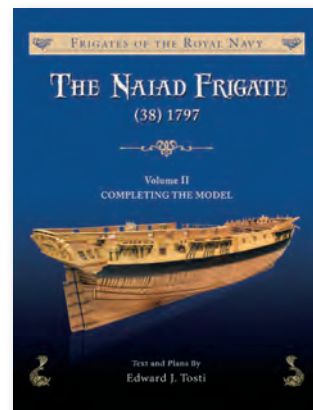
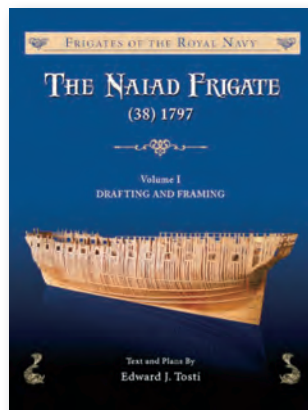
Ed Tosti, author of the series on the Naiad Frigate, is in the process of modeling this ship with exquisite detail in 1:72 scale. His plank-on-frame model is, as an extra bonus, accompanied by instructions on building a 1:96 plank-on-bulkhead model.

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With the year 2016 winding-down, this column will discuss off-season hull cleaning and will also attempt to holiday shop for the average IC boater

AUTHOR: RICK EYRICH CONTACT: reyrich99@gmail.com

POWERPLUG

IN THIS DUAL-SUBJECT COLUMN RICK LOOKS AT OFF-SEASON HULL CONDITIONING AND POSSIBLE IC BOAT HOLIDAY GIFT IDEAS

Due to the repeated exposure of our IC power craft to sunlight on the water, fuel spills and solvent contact to help clean most gel coated boats, most modellers will use their off-season time to recondition their vessels. Using a lot of both automotive and marine products this restoration process can also include adding some fresh sealant inside your marine craft. So, we'll be over-viewing these basic steps to stiff-up your hull this month. Our second column subject will be what someone close to a glow/petrol boater could give as a holiday gift especially without any big time hints from the modeller.

Let's face it, these type of R/C vessels and their owners can be extremely difficult to shop for via either the local hobby dealer or a reliable online seller. Your lowly scribe will attempt to relay some techniques for the IC boater and his/her gift-giver can use to locate/buy the perfect holiday offering and hopefully this column will make it much easier to surprise your power boater.

And to everyone, Happy Holidays!

CLEANING 101

Not unlike the process of 'detailing' your personal vehicle, most fibreglass nitro/petrol hulls will always benefit from the use of a good rubbing/polish compounding, followed by the application of a good wax in either paste or liquid form. Depending on your power craft's outer finish and/or the use of vinyl graphics on the deck, hull or hatch cover, your choice of applicator will also be critical to avoid damaging these surfaces during their off-season clean-up chores.

Unless your hull's gelcoat has suffered a lot of sun weathering you can hand-apply whatever compound/polish via a good hand pad or clean cotton cloth, which will help you avoid damaging your graphics package on the hull/canopy surfaces.

Heavier oxidation, fuel stains and minor dents and scratches in the gelcoat or paint found on the boat will demand cutting-in some rubbing compound with more force from the boater.

Always wet-down any compound/polish/wax applicator to help you minimize any burning of the hull's outer areas, plus only apply enough product to do a small area at a time, especially on any sharp edges/corners of the boat to again avoid eating into the outer paint or gelcoat surfaces.

NOTE: To help prevent any sudden damage to your weathered hull while you're compounding or waxing its more delicate outer areas, I'd recommend doing as much of the work with the vessel situated on its work cradle. It is possible to do this type work with the boat simply sitting in your lap; but, with a larger mono/hydro design you'll likely be having to constantly shift your legs to hold the vessel steady and it only takes one quick slip to end up with a chip out of the hull due to it contacting your shed floor.

A good PVC pipe or wooden boat cradle will be very useful when working-in a series of rubbing compound/polish/wax coats to your marine craft's upper surfaces. Placing an old blanket or thick cotton bath towel over the stand will help prevent any gouging of the boat's bottom surfaces as you apply pressure to the upper areas as well. So, keep this support stand usage in mind when you decide to refinish a hull's deck/hatch sections.



Since many automotive-style compounds polishes and waxes (and their applicators) are also usable on boats, you can usually find the right products/pieces at your local parts house



After spending a lot of time and money to decorate your boat with vinyl graphics a light touch will be required as you clean/buff around them to prevent lifting their edges



Having a good, sturdy hull cradle is handy when cleaning and rubbing-out your hull, plus you can add a thick towel between the stand and hull to prevent scratching its undersides as well

COMPOUNDS

In most cases, any rubbing compound you're thinking about using on your IC boat will be a simple paste base product that contains some level of abrasive in its make-up. Better compounds especially those sold in automotive supply outlets, have a very small level of 'grit' to help prevent any scratch damage to a vehicle's paint/clear coating that are now commonplace on a lot of cars and trucks. In part this minimal grit is still a possible damager of hull paint when it's applied via an electric or air-powered buffing unit that's found in most auto detailing shops and a lot of home garages as well.

Luckily, if you feel your IC boat's exterior needs a solid rubdown with compound using just a good hand applicator, microfibre cloth or an old cotton bath towel/T-shirt and some elbow grease will remove the majority of any sun, fuel or scratch glitches in your boat's exposed sections.

Compounds mixed with too much pressure can ruin graphics very quickly by lifting their edges and if they are already slightly worn from the past lake season you can end up with no graphics! In those cases, you'll likely have to completely remove the decals, rubdown their areas and hope there are no serious 'ghosts' in the surfaces once you've fully cleaned their locations.

In these extreme cases a second or even third round of compounding may be necessary to fully clean the damage in the boat's outer surfaces which in turn will now demand you place extra layers of polish and wax before you can order/install fresh vinyl work to the hull.

POLISHES

Now that the modeller has roughed-out his/her boat's upper areas, the next step will normally be to begin levelling the areas with a polishing agent. Again, many types of polishing compounds are sold through both auto and marine supply outlets, so you'll need

to research your possible polish types/brands and/or rely on the recommendations of your local dealers to help you choose a polish for your boat's reconditioning process.

The goal here is to begin the creation of a smoother barrier against any future weathering/damage to your hull's exposed areas by both filling-in any repaired spots and adding thin layers to the gelcoat, paint and graphic-covered areas on the compounded vessel. A series of light polish coats will provide both the smoother surface you want plus add another barrier against future sun and fuel contact damage especially if you tend to run a higher content glow fuel or racing grade fuel in your boat.

Again, your level of application pressure will have to be gauged to what paint/vinyl decals are present on the boat's surfaces, as even fine-grade polish can act as an abrasive to the hull's outer decorations.

Now if you're dealing with a brand new combination of hull paint and decals, the choice of polish for this situation should be carefully chosen to avoid a lot of scuffing of their fresh surfaces. A liquid polish used on clear-coat auto finishes might be the best choice along with a very soft cotton or micro-fibre cloth to actually apply the polish. Your favourite car/boat dealer should be able to help you pick out the right product for your new working surface, as well as what type/style of applicator is suited to safely add/rub-out the dried polish.

If you are also going to clean up or brighten-up your power craft's transom hardware during the off-season there will be another polish to consider. Metal polishes are also readily available for this chore; or, if you're only dealing with some minor buffing of the boat's rudder/bracket, trim tabs, prop strut, etc., an automotive 'finish polish' could be used to shine up these components, followed by a good coat of wax.

WAXES

Now sometimes call 'topcoat' by painters, wax is considered the final barrier on most of today's painted surfaces used on vehicles and a lot of boats. Both regular and clear-coat styles of wax are on all store shelves and in most cases a regular paste wax will give you the best overall final coating on your used/new hull surfaces.

Some modellers tend to avoid adding any wax to the underside of their hulls as the idea is that the wax layers actually adds extra drag when it is in contact with water. A courser compound might be doable in these situations followed by a light polish layer over the compound. It's up to your judgement as some racers will actually rough up or even remove the paint from their hull bottoms to improve the vessel's straight line speed. It's your choice.

BITS AND PIECES

Before you actually start detailing your boat always give its exterior a good wash with just soap and water to give yourself a clean surface to start your restoration process. This will help detach any old wax, salt build up, etc., present on the deck, hatch and whatever other sections you wish to redo on the hull.

Like the use of any compound, wax or polish, even just soap and water will affect the paint, gelcoat and topcoat present on your marine craft, so your amount of preclearing is important as well.

One trick during this chore is to use a light mist of water when you are removing dried compound from the work surfaces as it will act as a lubricant to avoid burning the finishes. Others actually put a thin coat of wax on first and then add compound to the boat again to help minimize scratching, etc. to the areas on your boat or hardware pieces.

HOLIDAY GIFT GUIDE

Let's begin this segment with sealant products. All styles of R/C boats will likely require a bit of sealing material either during the hull's assembly process or when some repair or medication tinkering is done on the workbench. Using myself as an example, there have been many, many times when I've needed just a bit of silicone, polyurethane, etc. sealant for a project only to find that the twisted tube of sealant in my toolbox had hardened beyond use!



If you've ever needed a quick dab of sealant and found that your tube has gone completely hard and useless, keeping some fresh/ packaged backup tubes on your wishlist is a good idea

can even go down in socket/pit size with the right adapter should you have to access a tough-to-reach screw deep inside your hull or its engine cases. These accessories will also give you a bit of extra length to properly engage that offending fastener, especially if you must angle the tool slightly to reach it.

Moving to the power tool ideas, Dremel has some nice items within their EZ Lock range of components and your scribe has recently been tinkering with some of these unique clean up wheels.

Available in three different grits, the Dremel abrasive buffs will give you both an aggressive cleaning tool plus, due to their make-up, you can work them into a lot more tight spaces than a regular sanding disc setup. You must first allow the mounted buff to spin up a full sixty seconds before you use it on most of the materials found on and around your IC boat.

I've found that these buffs are great for light/medium cleaning duties, and with the triple grit choices found with them you can perform a lot of different chores including pre-painting duties, hardware clean up, repair work on fibreglass, wood and some metals that require rust/oxidation removal found on most model marine craft.



Due to many years of good service, my trusty impact screwdriver recently demanded retirement. So this new 'driver kit has joined my tool collection and this type of utensil will benefit many IC boaters in need of loosening a stuck fastener

Check your tubes and give notice that new, fresh packages of your favourite water-blocker could be hung on the tree. Applicators in the form of mixing cups, kebab/ cocktail sticks and even small disposable syringes are also good stocking stuffers; just remember to keep the 'sticks in their packages!

Again, using yours truly as an example, my trusty impact screwdriver recently gave up the ghost which meant I asked for a new one on my birthday. For the hobbyist who might be getting this tool for the first time, some extra goodies could be added to his/her wishlist.

An impact 'driver can help remove a wide array of stuck fasteners and if you also have a set of adapters you can use any type of socket or bit on the screwdriver. You



Bowing to current technology, I sometimes use a smartphone/ speaker dock setup to handle my workbench music needs and they can provide any style of tunes you prefer for boat-working time



Placed on my camera bag, this old wristwatch could also be affixed to a toolbox or duffle bag you use at the pond to allow you to keep track of race starts, lunch breaks and when 'SWMBO' told you to be home for supper!



These tapered/stepped drill bits would make a good stocking filler for the modeller about to build a new boat or to upgrade one in need of some fresh/larger transom hardware

ODDS AND ENDS

Some items you could talk about out loud could include many things that can make any time around your nitro/petrol-engine vessels more enjoyable. I've found that having a small, cheap wristwatch on either your toolbox handle or your lakeside duffel or backpack can greatly improve your time management (race starts, turnaround times, lunch breaks, etc.) at home or at the pond.



Adapter sets like this one allow you to change-out sockets, tips, etc. and also add some length when you must go deeper into your boat to loosen a fastener or two

For those longer workbench evenings, I've even bowed to today's technology and sometimes use a speaker dock/mobile device setup for music; but, a small radio or CD player will work in a pinch. A new shop apron, lake hat/chair or a sturdy work stool for your bench are possible ideas, as are a new overhead light or maybe even a magnifying one for those of us with ever-shortening eyeballs.

Of course I must mention the notion of asking for either a new or update of a subscription to this fine publication, as well as the option of someone creating a good quality image of your boat that you could attach to your device of choice and/or inside a nice frame for the mantle! Talk to you next time. **MMI**



Either used as a device screen or printed/mounted in a nice frame a good, high pixel count image of your favourite IC boat at speed always makes a good gift

TRICK OF THE MONTH

Should your vessel's transom hardware also be in need of some off-season clean up, you'll want to closely watch for any sudden reactions between these pieces made up from different materials. What I mean by that last statement is that some household/automotive cleaning solutions, due to their chemical make-up, can react when they come into contact with the combination of an aluminium rudder blade that uses a steel bracket and screws to retain the parts to your hull. Plus, if there are threaded holes in those components, the cleaner can actually dissolve the threads in a manner of seconds!

To avoid this malady you can simply disassemble the pieces prior to any cleaning or polishing work, then assemble and install them later. Having suffered this problem myself, I can only tell you this: If you should suddenly see dark grey bubbles forming around your boat's aluminium thread openings, quickly spray water on them to prevent a sudden lightness in your wallet.

SILLY SEGMENT OF THE MONTH

A nitro model boater had become tired of the slow process of transferring fuel into his large hydro hull using a standard aircraft-type hand pump unit. So, after a bit of thought, he decided to use a homemade pump using an automotive wiper pump and a motorcycle battery arrangement to quickly move glow fuel from a gallon jug to the hull's 14 ounce onboard tank. Of course he did test his new transfer unit before trying it on his power craft and the results looked very much quicker than the old hand crank pump.

Now fast forward to the lake and our friend's first attempt to actually fill the vessel's fuel cell via his DC powered unit. At first all went well, as the nitro fuel raced through the feed line into the nylon tank body and within seconds the container was completely full of fuel. Then, due to the much higher flow rate and its pressure provided by the electric pump, the tank's rubber-grommited end cap blew itself free of the tank body and allowed several ounces of fuel to coat everything inside the hull, including the inside of the uncovered radio box.

Moral of story, if you try to upgrade your boat's fuel transfer setup, consider a 6 V battery over the 12 V power source our friend relied-on.



The Dremel EZ Lock mandrel can use the company's abrasive buffs and these unique 'wheels' are well-suited to cleaning and light sanding work on most areas of your boat



Allowed to spin-up for a full minute the Dremel buffs only require light pressure to the work surface and they come in three different grits to better suit the clean-up jobs on your workbench

TIP OF THE MONTH

Regarding the need for plenty of suitable shop rags, old cotton T-shirts and bath towels to either compound, polish or wax your hull I must mention that under no circumstances should you simply add these items to your regular load of laundry. Any number of nasty things could transfer themselves to your fine washables and the result would be some serious negative feedback, especially from 'She Who Must Be Obeyed'. A bucket of soapy water will clean up your work rags well enough while the really bad looking ones should just be put straight into the trash. Please trust me on this one!

MEETING POINT

REPORTS FROM RECENT EVENTS

BRISTOL MODEL ENGINEERING AND MODEL MAKING EXHIBITION – 19TH TO 21ST AUGUST 2016 BY CHRIS SAUNDERS

After a spell of dry weather it was a surprise to wake up to a rainy morning for the drive to the show. On arrival the rain was coming down heavily and so I had concerns that my exhibits might be damaged. As always, at these shows, the spirit of comradery was apparent from the start, with one young man happy to hold an umbrella over the models as I carried them into the building. By 09:00 the place was already abuzz with stalls and exhibits all being arranged ready for the public to arrive at 10:00. Despite the poor weather there was a good flow of interested people throughout the day.

A number of exhibits had people demonstrating an aspect of their hobby. This included wood turning, metal working, clock making and Stirling engine building. I was helping on the Cardiff Marine Modeller's stand and there we had John Gittins demonstrating planking. Another model boat was being constructed by Chris Rayward on the Hereford Society of Model Engineers stand showing that boats cross both disciplines.

Among the retailers there were a number demonstrating 3D printers including the Traplet stand. Three retailers had model boating kits and equipment for sale, SHG and Antics selling a wide range and Jerry Watson of Clevedon Steam concentrating on steam plants with a few new brass fittings, most of the rest catered for the needs of the model engineers.

A new feature of the show this year was to introduce lectures at regular intervals during the day. Jack Snary of the Spithead Review gave a talk on scratch building model boats. I went to a lecture on building a new full sized P2 steam engine 'Prince of Wales', which was very interesting.



Aquarama built from Traplet plan with the name cast in resin from a mould carved in pearwood. Owned by Lionel Cotton of Clevedon & District MBC



The busy Traplet stand with Barrie, Jackie and Mal giving advice



Jack Snary giving some advice on scratch building

There were a good number of stands, other than those already mentioned, exhibiting model boats including Clevedon and District Model Boat Club, Air Sea Rescue display by Ken Crossley, Yate and Sodbury Model Boat Club, Surface Warship Association, Woodspring Model Sailing Club and North Devon Marine Modellers Association. I felt that all these groups should be congratulated on having varied and interesting displays which, hopefully, developed a new interest among the visiting public.

I did a second day at the show on the Sunday and it seems that there were good visitor numbers on the previous day. The Sunday itself was rather quieter with a number of family groups about. Demonstrations continued throughout the day with jet engines being run outside and hot-air balloons in the flying area. The latter made a spectacularly colourful sight when three were flown together.

Overall this was an extremely well organised show with plenty to interest anyone keen on modelling. The regular supply of coffee and tea to exhibitors was very welcome! Food was available both within the exhibition hall and outside.



Jerome and Sue getting the usual smile from a customer



Coastal freighter being built by Chris Rayward



Clevedon Steam's Jerry Watson with his display of steam plants



An Airboat by Stan Robinson of the Air Water Land Model Group is based on an American Cajun Commander kit and represents a craft from the USA Department of Homeland Security



The outside 'Have a Go' pond, run by the Yate & Sodbury MBC was severely affected by the poor weather. Here Minnie Marsh gets some instruction



The Surface Warships Association display



North Devon Marine Modeller's diorama of Cambria, South Italy in July 1943



Woodspring Model Sailing Club's varied display attracted a lot of attention



The hot-air balloon display was very colourful



Although not complete the Great Eastern by Keith Hickman, on the Yate & Sodbury MBC stand, was very eye-catching



The Antics stall with Andy Hill and Terry Cambridge from the Bristol and Gloucester shops



The paddle steamer Thomas



The tug Corgi



An excellent model of a local Pilots launch and in the background one of the Danish Navy's Flyvefisker class patrol boats



Three long tables full of excellent model boats were displayed including the Paul H, a classic American style coal fired tug circa 1908, the steam powered seeking paddle tug Thomas and the much later RMAS Corgi

WHITSTABLE HARBOUR DAY – 20TH AUGUST 2016 BY PATRICK BONIFACE

The annual Whitstable Harbour Day provided the perfect reason for the members of the Heron's Boat Club to show off their excellent model boats to the public. The small port of Whitstable was established in the late 1800s as a harbour for the local fishing fleet that harvested the much desired Kentish oysters

from the beds that still lay a short distance offshore. The port also provided a stop on the Crab and Winkle steam train line to nearby Canterbury.

Today the fishing fleet still calls the port home alongside a lucrative trade in sand and other bulk products serviced by inshore vessels such as Hoo Falcon, which was beached for repairs to its propellers during Whitstable Harbour Day.



Mike Barnard's excellent MASB27 representing one of 18 similar Motor Anti-Submarine Boats built in the early part of World War Two that later served as Air Sea Rescue Boats



HMS Swiftsure

HERON MODEL BOAT CLUB REGATTA – 28TH AUGUST 2016 BY PATRICK BONIFACE

Blue skies but strong winds welcomed hundreds of model boaters to the Heron Model Boat Club Regatta held at their home lake in Strode Park at Herne Bay in Kent on Sunday 28 August. The Bank Holiday weekend event attracted a broad range of boats covering all areas: warships and tugs were particularly well represented with no less than two large scale excellent representations of the American battleship USS Missouri, one by Adam Maplesden of the Kent Display Team and the second by Neil Terry.

Mr Terry was also responsible for perhaps the second largest model boat on display in the form of a 1/92 scale HMS Illustrious. It was poignant to see the aircraft carrier in model form, as within the next few months the real warship will be towed out of Portsmouth Dockyard to be scrapped in Turkey and transformed into razor blades and tin cans.



Semi-scale and slightly improvised HMS Tartar – showing not standard armament fit or helicopter for a Tribal class frigate



Neil Terry's two large scale models of HMS Illustrious and the American battleship USS Missouri



Plenty of tugs on display



HL 1465 and HMS Grey Goose behind



HA-19, a Japanese Type A midget submarine – the same type used in the Japanese attack on Pearl Harbour in December 1941



Tug



Freighter True Trader is used for towing practice by the tug John B



Chitty Chitty Bang Bang takes to the water



American riverine craft of the Vietnam era



HMS Kent as displayed by the Kent Display Team

The Kent Display Team had a great selection of warship models on display. These included a Scharnhorst battlecruiser, a model of the late World War Two cruiser HMS Swiftsure and the ever popular large scale model of the current Type 23 frigate HMS Kent, which caught the attention of the large crowds that developed throughout the course of the day at the lakeside.

It was not all warships, however, with a large number of tugs, trawlers, support craft and the occasional novelty item such as a superb floating version of Ian Fleming's Chitty Chitty Bang Bang taking to the water and not flight as in the film. Sail also featured strongly with a wonderful top sail schooner called Kennedy owned by Andrew Kennedy. The sailboat is over seventy years old and was originally built by Mr Kennedy's father and handed down to his son in due course. The Kennedy is based on the design for a full scale, topsail schooner built for American President Woodrow Wilson. **MMI**



General shot



Over 70 years old and still going strong the topsail schooner Kennedy

MMI VISITS MOBILE MARINE MODELS

MMI VISITS THIS WELL-KNOWN MANUFACTURER AND TRADER



The start of our visit with a display from the Red Arrows!

This being our first visit to this well-known manufacturer of all aspects of hardware for maritime modelling was initially a trip back in time, as the factory is situated in an ex WW2 RAF building of Bomber County Heritage overlooking the picturesque Trent Valley. Before we had a tour of the factory we were met by Bryan Ward and whether he had organised it or not but on cue the Red Arrows aerobatic display team flew overhead from their base at nearby Scampton on a practice sortie.

Inside the factory there is an impressive array of large tools, lathes and machinery all well laid out for the manufacture of many items used in their trademark speciality of model tugs and accessories. Bryan demonstrated various processes like the laying out of matt and resin for one of their GRP hulls, also the large vac form plant for making hulls and accessories.

Part of the factory has metal work lathes for making fittings, prop shafts and masters for the white metal and resin castings. Ann (Bryan's wife) was busy casting white metal fittings, a skilful job using hot metal! Towards the end of the factory is an area used as a shop displaying most of the products in the MMM range, this was suitably titled as the Wheelhouse Shop and was an Aladdin's cave of the vast range of model tugs and hulls etc.

Adjacent to the Wheelhouse Shop is the studio and seminar rooms where the plans are drawn and pictures taken of the products for publicity and any instructions.

Even though model tugs is MMM's trademark, with the title of model tugology in their heading, they also manufacture other model craft like fishing boats, coasters, barges, pleasure boats etc. Bryan explained that they are continually introducing new products and are always happy to help modellers with one off requests for hardware items. He also mentioned that they pioneered the BBS (Budget Building System) where a modeller can purchase individual parts of a kit (to spread the cost) to build a model like: hull/plan pack, template pack, running gear pack and fittings pack.

During the year MMM attend many shows around the country where many of their products can be viewed and they are holding their annual Christmas Cracker on Saturday 26th November known as THE modellers Christmas market, when the factory is filled with other traders and manufacturers.

For more details on products etc. visit www.mobilemarinemodels.com, telephone 01522 730731 or visit (when open) Mobile Marine Models, The Boat Shed, Highcliffe Park, Ingham Cliff, Lincoln LN1 2YQ. **MMI**



Bryan demonstrating the laying up of a GRP hull



Ann using the white metal casting plant



Bryan taking a hull out of the vac form machine



A selection of products in the Wheelhouse Shop



MMM's photo studio



One of MMM's commissioned models of the tug Coastworker built for the company Coastworks

www.mobilemarinemodels.com

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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.

NOVEMBER 2016 MMI DIARY DATES

NOVEMBER 11 TO 13

International Model Boat Show

A large range of model boat traders, club stands, individual exhibitors. A must to visit for all your model boating bits and pieces and inspiration. Open 10 am – 4 pm each day. Warwickshire Exhibition Centre, Fosseway, Nr Leamington Spa CV31 1XN. Tel: 01926 614101, Website: www.meridienneexhibitions.co.uk

NOVEMBER 12/13

IPMS Scale ModelWorld

Telford International Centre, Telford, Shropshire TF3 4JH. The world's greatest model show presented by IPMS (UK). Car parking,



Cross Channel ferry Pride of Hythe seen at IMBS last year

disabled access, refreshments, club displays, trade stands, model competition (IPMS members only), demonstrations, talks and full-scale exhibits. Email: scalemodelworld@ipms-uk.co.uk Website: www.smwshow.com

NOVEMBER 26

Mobile Marine Models Christmas Cracker

10 am start. Held at the factory of Mobile Marine Models, LN1 2YQ. The popular British Manufacturers Show. This CHRISTMAS market gives you, the boat modeller, the opportunity to 'get' those last minute items for the festive seasons. No admission or car park charges! For further details call 01522 730731/689209 or visit www.mobilemarinemodels.com

NOVEMBER 27

Mini Ship (1/1200-1250 scale) Show

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

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Dutch Coaster 'Caspar' by Model Slipway

DUTCH COASTER 'CASPAR'

A REVIEW OF MODEL SLIPWAY'S NEW KIT OF A DUTCH COASTER

AUTHOR: **ALLAN MILLER**

The contents of the kit were very impressive there being a well moulded fibreglass hull, running gear, vac formed parts which were for the funnel and lifeboat, lengths of wooden strips along with dowelling, plastic sheets and some were C.N.C. cut, as well as a printed sheet, cast fittings in numbered bags, a sheet of etched brass to add the finer details, two sheets of plans and an instruction book containing many drawings to ease construction.

THE HULL AND RUNNING GEAR

After having read the instruction book a few times and made a few notes I started the build. While the hull was drying, after being washed, I constructed the stand using the instruction book where there are templates for the shape of the cradles.

Before fitting the running gear I applied the two halves of plastic to the brass rudder; after the glue had set filler was applied to any gaps, then when everything had set I shaped the rudder as per



Kit contents



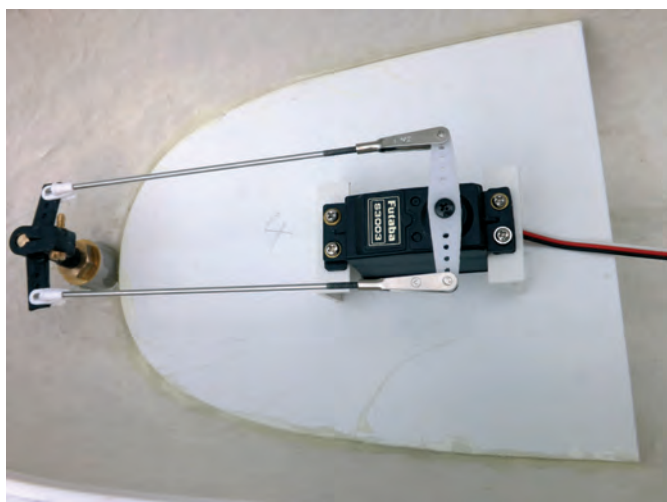
Bilge keel fitted



Stand made



Rudder fitted



Rudder servo fitted

instructions. With the rudder complete all the running gear was fixed in situ. All holes required were drilled out, smaller than need be, and then opened out to the correct size using a round file.

Firstly, the rudder was fitted and after the skeg had been attached this then locked the rudder in place. Before the prop tube was added items number 3 and 4 were removed from the plastic sheet and assembled. These parts would not only help secure the prop tube on the interior of the hull but would also give a fixing point for the steering servo.

Taking the measurement from the instruction book the positions for the bilge keels were marked onto the hull and once done the keel bases were glued into their positions using thick superglue. The keels themselves were glued to the bases using plastic weld. Finally, a fillet of car body filler was placed behind the keels to add strength to the joints. Having placed the hull upon the stand the rudder servo was installed and it was also connected up to the rudder arm.

THE DECKS AND PORTHOLES

The plastic stringers which the decks fit upon were fitted to the upper hull interior. All measurements for the stinger positions are in the instruction book and I pencilled their positions onto the hull interior to assist in positioning these strips. Superglue was used to fix the first layer of stringers and then for the second layer plastic weld was used. Around the bow section smaller lengths were used to help accommodate the curvature.

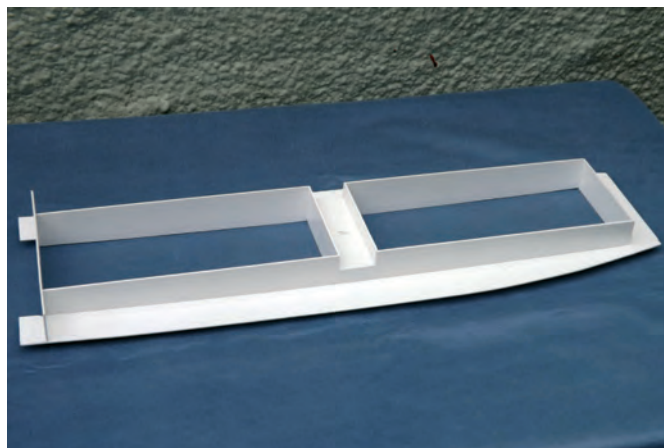
The positions for the portholes around the stern of the boat were pencilled on. Having drilled and opened up the holes to accept the 8 mm diameter tubing parts, cut from the tube supplied, they were glued in place using the template provided.

The reason for the template was to allow a small amount of protrusion of the portholes from the hull. If great care is taken during this operation then everything will look excellent. I did not add the glazing to the portholes until after the hull had been painted.

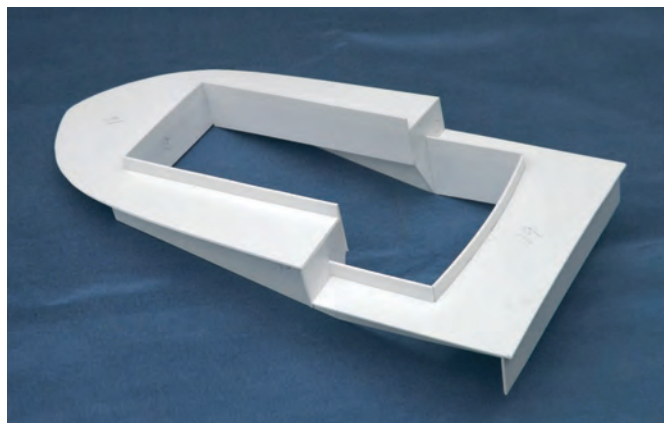
All the part numbers were pencilled onto the C.N.C. cut plastic parts before any were removed from the sheets and all the numbers I am referring to are given in the instruction book.



Stringers in place



Main deck assembly



Aft deck assembly



All fitted



Showing porthole positions

All decks were assembled before being attached to the hull so all parts required for the main deck were removed from the plastic sheets. Each sequence of construction shown in the instruction book was followed and plastic weld adhesive was used for the whole of the build.

Everything fitted really well and after completion only a small amount of trimming was required to obtain a snug fit to the hull. It is very important, during assembly, to make sure that the hatch openings are square.

Placing the main deck to one side the rear deck was constructed. Again I followed each stage from the instruction book and no problems arose. The same type of glue was used and once completed it was trimmed to fit the hull.

Car body filler was applied under all the stringers for strength and when set both decks were fitted to the hull; for this job a two-part epoxy was used and I placed some scale weights onto the decks until the epoxy was set. Finally, the forward bulkhead and deck were trimmed to fit before being glued in place, again using epoxy glue. Some car body filler was applied to the inner bulwarks to help smooth this exposed area.

FREEING PORTS AND DECK HATCHES

The instruction book gives the measurements to position the freeing ports. To assist with this operation a gauge was made to mark the deck level on the exterior of the hull. Once all the positions of the freeing ports were marked onto the hull they were opened up by first using a drill then finishing off with a file.

The next stage was to fit the hatch side supports and through these go lengths of 2.4 mm rods. All the holes required in the supports were drilled so the rods were a good fit and then these



Hatch support and rails fitted



Hatch capping rails fitted

supports were glued in place using plastic weld. When all these supports had been fixed in place the hatch top lips were positioned and glued. Lastly, the pieces of rod were applied starting from the centre and using a long-nose pair of pliers they were threaded through the supports and when in their final positions a small amount of superglue was used to secure.

Both hatch covers were assembled as per instructions and again if everything is kept square there should be no problems. During this operation plastic weld was used and I kept trial fitting them throughout assembly so the final outcome was two snugly fitting hatch covers.



Freeing ports completed



Hatch covers fitted

Both rear bulwarks were made ready then glued in place and once the glue had set the bulwark supports, which had been cut to length, were also glued in situ using thick superglue. All the capping rails were made ready and then they were also attached using thick superglue.

THE SUPERSTRUCTURE AND FITTINGS

The removable superstructure parts were assembled and I followed the advice given in the instruction book to have a dry fit first using tape. Tape was also placed around the deck area before the gluing of the superstructure commenced and using plastic weld no problems arose.

A little care was needed when fitting the panelling to the front of the wheelhouse to represent wood. There are two parts number 50 that require bending around the bridge deck front and I found it easier to pre-bend them before fitting. What I did was to mark onto these plastic parts where the bends needed to be and slowly bent them around a suitable round object. Then before fixing them in place I removed sections for the navigation lights.

The funnel was fixed in position and the steering shaft, when built, was also added. Both superstructure handrails and stern handrails were assembled in situ but not glued in place because once they had been assembled they were removed as a unit and painted before fixing them permanently.

All the remaining items like the dinghy davit, life canisters, dinghy rack, rear deck hatch, stern dinghy; mid-hatch box, foredeck box, foredeck bollards, anchor winch, cargo winches and foremast support were constructed and placed to one side ready for painting. The masts were constructed as per instructions and these were also placed to one side for painting.



ABOVE & BELOW: Superstructure being assembled



Masts completed



Fittings ready for painting



The completed model

PAINTING THE MODEL

Now all was ready for the painting to commence and I chose to use the same colour scheme as the prototype model. This being red below the waterline and grey above, the decks were red, the superstructure white, the masts light beige and the hatch covers were green.

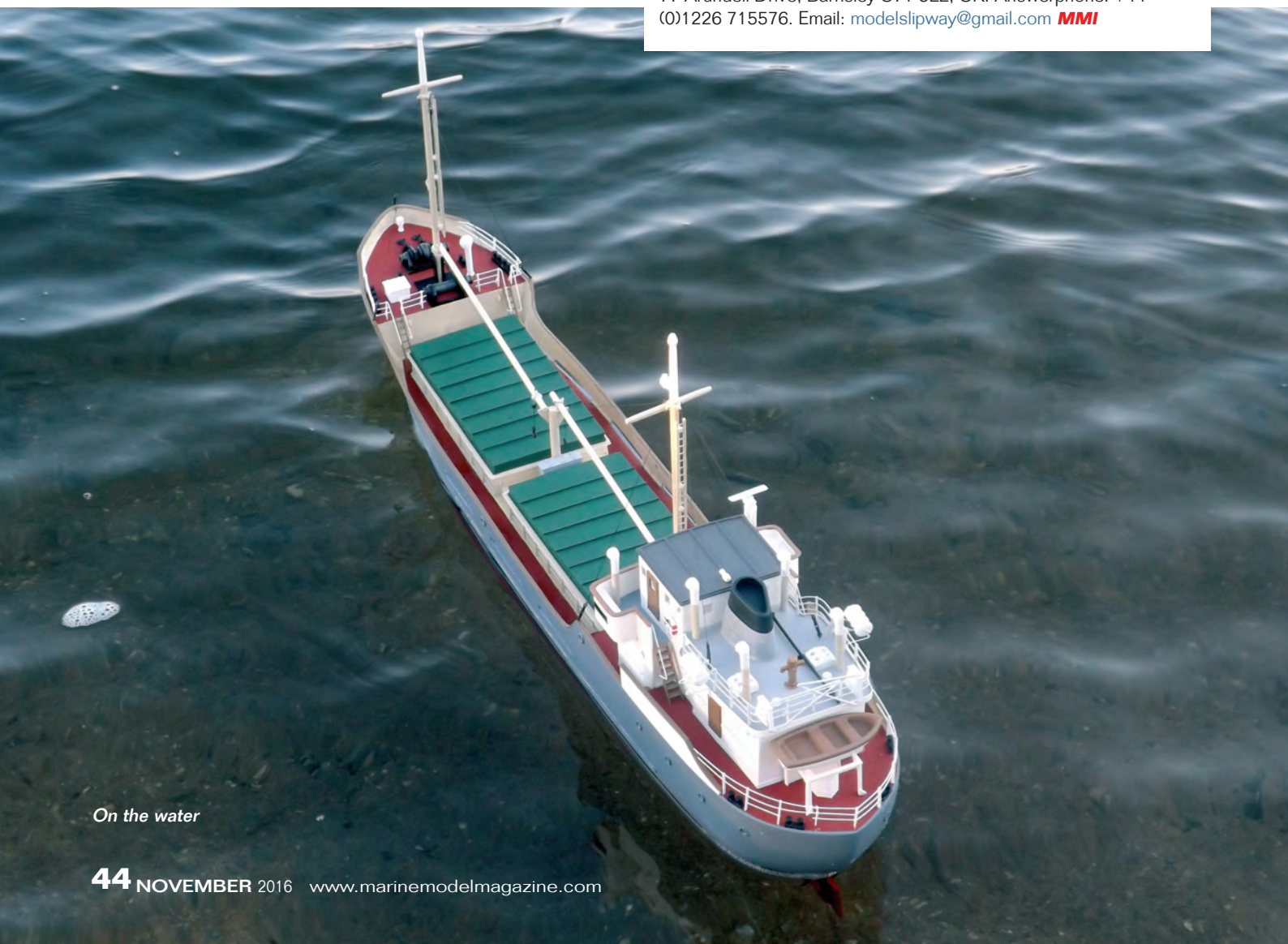
After being made ready all the fittings were fixed to pieces of cardboard, using double-sided tape, to be sprayed their respective colours. When all the painting had been completed and dried the assembly began. All the fittings were glued in situ using thick superglue. Prior to the wheelhouse roof being fitted into place and also the rigging being added the whole of the model was given two coats of satin varnish. After everything had dried the windows and portholes glazing was carried out and finally the rigging was attached.

FINAL PREPARATIONS AND SAILING

With the model having a good access area I chose to leave the installation of the motor, radio gear and batteries until the end of the build. After all this had been installed and tested the model was ready for ballasting. The lead ballast used was all secured in place. Patience was required while waiting to sail the model because wind and rain followed more wind and rain, then one day the rain stopped but it was still windy, despite this I decided to have a go.

I placed it onto the water and then she was off sailing. The wind seemed only to have a slight effect on her performance and after sailing for some time I brought her in a little closer to me so that it could be photographed. I did notice while photographing the model leaned very slightly in the wind but the wind was very gusty. There was nothing really to worry about and I ended up having a very enjoyable sail.

This was an excellent model to build and also to sail, so all round it was a very nice project. For further details contact: Model slipway, 77 Arundell Drive, Barnsley S71 5LE, UK. Answerphone: +44 (0)1226 715576. Email: modelslipway@gmail.com **MMI**



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RAINBOW SPIRIT

JOHN'S DESIRE TO OWN A CHRIS-CRAFT MAHOGANY SPEEDBOAT IS REALISED IN THE FORM OF A SCRATCH BUILT 1/12 SCALE MODEL

AUTHOR: JOHN DE BROSKÉ

A LIFE LONG QUEST OF CHRIS-CRAFT

I was brought up in a small town on the beautiful Hudson River, and family recreation sometimes took us to Indian Point County Park (Westchester County, New York State). It was an attractive, casual, family oriented place on the Hudson River shore to the South of Peekskill. It had beautiful lawns, ball game fields, picnic benches and a few carnival-type rides.

I remember 'The Caterpillar', it was a bumpy, circular ride on wheeled vehicles. They were on tracks with a canvas umbrella creation that would open and close while it went round and round, up and down. This was daunting for a seven year old me!

Most captivating for me though was the boat dock at the river's edge of the park. An inventive entrepreneur had two, 20 ft plus Chris-Craft mahogany speedboats, and for a fee of about \$3, one could 'buzz' Peekskill Bay for half an hour. I could never take a ride because \$3 was more money than I could imagine! I loved the sound of the boat engines nevertheless – that was free! The wonderful water muffled sound coming from the exhaust pipe right at the stern transom was special. That was a resonance I was never to forget. From then on, whenever I had occasion to see and/or hear a beautiful Chris-Craft in action I seized it!

At age thirteen, or fourteen, I joined the Navy. That is 'I joined' the local Sea Scout Troop – Jan Peek Sea Scout Troop #30. That experience heightened my interest in and knowledge of boats – of all kinds. Our troop's Sea Scout 'ship' was an officer's gig from a WW II battleship. With leadership from troop leaders George Lounsbury, Stephen Sackle and Larry Tracey the 'gig' was refurbished. It had a new marine plywood wheelhouse and forward/aft bunks for our troop. We took trips up and down the Hudson River during summer months. How fortunate we all were thanks to the troop leaders – 'unsung heroes'!

Then I went off to college, got married and raised two daughters. My livelihood revolved around a professional career in education and education administration. During this 40 year adventure we had

a Sun Fish sail boat and a 16 ft 4 Winns runabout at an Adirondack Mountain lake cottage. I never acquired the resources to move up to a Chris-Craft!

But my nautical interests expanded to model boats. I acquired and built several Sterling boat model kits (no longer in existence but kits can be found on eBay). As might be expected, they were all Chris-Crafts! In fact I am still in possession of one of those that I built way back then. It is a replica of the wooden, 60 ft Chris-Craft motoryacht from the nineteen fifties.

Since retirement in 1995, I really got involved in model boat building. I built 15+ vessels, many of which are from the Dumas Models line of Chris-Craft speed boats of the 1920/1930 era. My collection also includes several heavily modified ('kit bashed') commercial craft kits acquired from United Kingdom model kit producers, Calder Craft and Dean's Marine. The rest are from scratch, and this article is about my latest and finished 'scratch built' model. So, let's get started...

THE 'ALLEZ'

This project was motivated by a particular photo I saw in the book 'Chris-Craft Boats', by Anthony Mollica, Jr. and Jack Savage. As I explored the photos in this book, pages were dampened by my drooling! I kept coming back to page sixty eight... THERE was a photo of the fully restored 1930, 48 ft Chris-Craft Mahogany Commuter Yacht named 'Allez' (meaning 'Go' translated from French).

I was determined to find out more about her in contemplation of building a replica. I tried Google and Chris-Craft sites with little success. Subsequently I came across a website devoted to all aspects of classic wooden boats. The name is Woodyboater (WoodyBoater.com), and I made contact with Matt Smith, a principal operator of this site. He ran a piece on the site about my interest in the owner(s) of Allez since I was going to build a model of her. Consequently I was able to communicate with several past

*Rainbow Spirit, 48 inch
model of 1930 Chris-Craft
48 ft Commuter Yacht*





Allez, 48 foot prototype of 1930 Chris-Craft 48 ft Commuter Yacht

and present owners of Allez, which turned out to be a fascinating experience in itself. The present owner even invited me to tour Allez if I ever get to Montreal, Canada! Look for more about the prototype toward the end of this piece of writing.

Meanwhile, back to the model... I'll walk you through the various stages of construction in this order:

- Planning from prototype photos
- Hull construction
- Hull and deck planking
- Superstructure construction
- Fabrication/preparation of fittings
- Auxiliary assemblies
- Maiden voyage
- Prototype notes and lore
- Model specifications

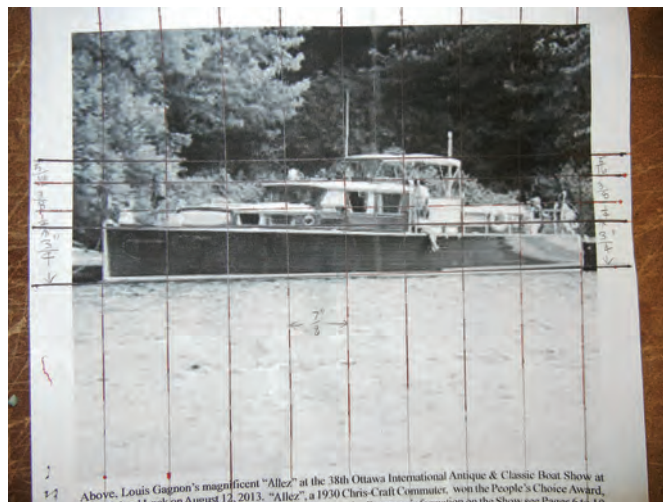
PLANNING FROM PROTOTYPE

I looked high and low for any kit or plans that might give me a start. I found nothing but a set of frames, keel and sheers that were close to the 1/12th scale I wanted to use in replicating the original yacht. I concluded that if I could heavily modify these shapes they would resemble the Craftsman era design character of the real life Chris-Craft. I believe this crisp styling characteristic is what made Chris-Craft so outstanding among peer boat builders.

The next step was to concoct a way to proportion every element of the original Allez from a photo into a believable 1/12th scale model. To start with, I created a ruled grid over an archetype photo.

Then I chose the human figure at the helm in the photo as the basis for scaling up the entire model. I took a chance and made the assumption this human figure was six feet tall. Other prototype photos also helped me to ensure authentic character, features and details of the overall design. Off I went...

36 inch model of Sterling's Chris-Craft motoryacht



Prototype photo used to scale down to 1/12 scale

Following are explanations, illustrations, descriptions and examples of the fabricating challenges I encountered. Upon completion I named my Chris-Craft, 'Rainbow Spirit'. Aside from the modified frames, keel and sheers and some fittings, Rainbow Spirit is scratch built. Displacement is approximately nineteen pounds including a heavy wet cell battery and steel rod ballast.

HULL CONSTRUCTION

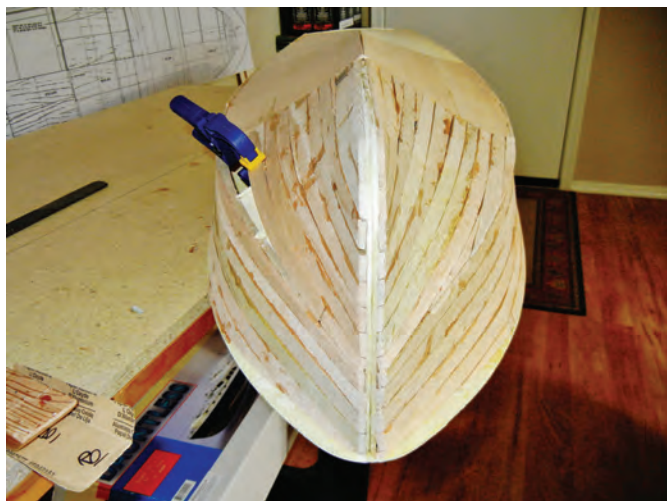
First, I heavily modified the keel I had. I tailored it to render the bow vertical and the stern slightly inverted towards the bow. I also chose to use and heavily rework the hull frames I also had. In this case each frame had to be cut into a progression of related concave forms.

The purpose of these steps was to create the overall dished and angular 'craftsman design' inspired feature referred to earlier. The customized frames and keel were then mated.

Lastly, the chines were also reshaped to take on the 'new' hull



ABOVE & BELOW: Keel and frames being modified



ABOVE & BELOW: Hull bottom and side sub planking being installed



configuration. Once these components were aligned perfectly, I began to sheath the hull with sub planking. The sub planking consisted of 1/8" birch plywood and balsa sheeting. In compound curves where sheet wood would simply not conform I applied balsa strip wood. The resulting rough surface was then filled with wood putty and sanded smooth. Two part epoxy was applied over the hull with 1/2 ounce fiberglass cloth to add strength and waterproofing. The sequence of these steps rendered the hull complete for the final covering of mahogany planks.

TOPMOST HULL AND DECK PLANKING

Subsequently I also developed a strategy for installing the 5/64" x 3/8" mahogany planks that would tolerate their natural bending characteristics without splitting. The final design also had to coincide with the aesthetically pleasing horizontal positioning of the prototype planking. Looking for a solution I experimented with masking tape planks. After settling on a pattern made of simulated masking tape 'planks', I was confidently able to begin installing real mahogany pieces. Medium viscosity cyanoacrylate glue, clamps and many hours of grunting, groaning and glued fingers were employed successfully!

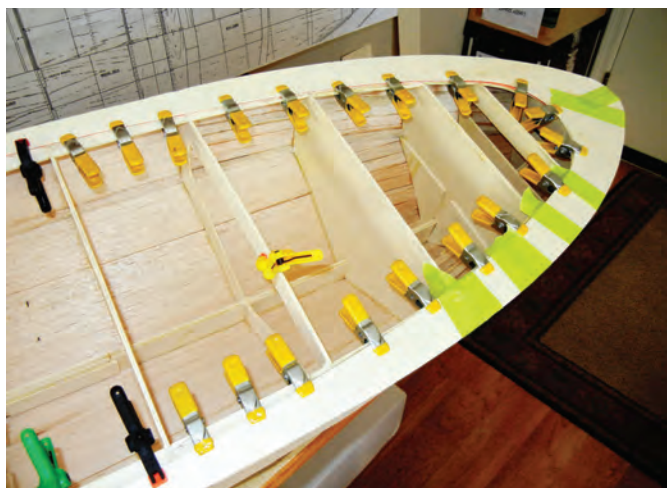


Simulating mahogany planks with masking tape

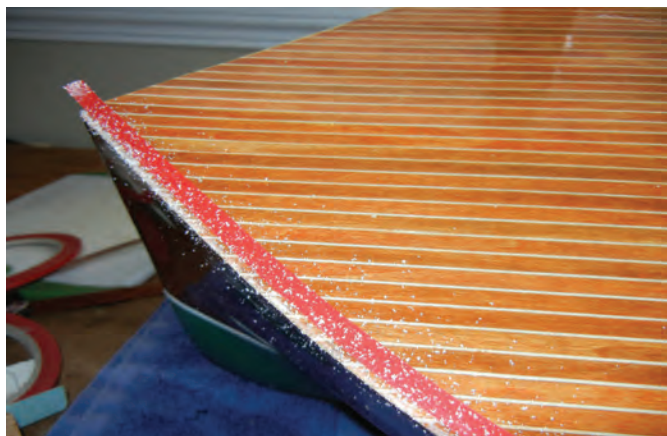


ABOVE & BELOW: Applying and sanding mahogany planking veneer





Chines being fastened to frames



Planking of main decking



Planking of bridge/stern decking

Upon completion – more sanding. Sanding between coats of two part epoxy created a smooth finish for a final coat of rattle can polyurethane gloss finish. The mahogany planking was only applied to areas that would be above the waterline.

Next came the decks. There were also several aspects to planking the decks. As noted earlier the chines had been carefully fastened to the frames, making sure every joint was squared away.

Then 1/8" sanded birch plywood was laid down as a subdeck – with the bow arched slightly upward. The veneered decking was accomplished by using a mixed mahogany/maple stain applied to 1/32 by 3/16 basswood strips. After staining, these wood pieces were glued down alternately with 1/32 by 5/64 plastic stock to simulate caulking between boards.

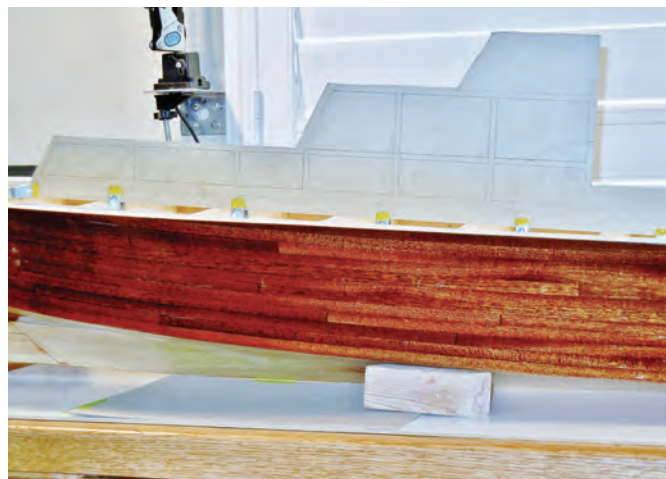
The flying bridge and stern decking were prepared similarly but fashioned to contrast with the main decking for more visual interest. The same basswood and plastic material were employed but not stained. All decking was then smoothed to a silky clean surface using two part epoxy and finished with rattle can polyurethane for a gloss and satin finish respectively.

FABRICATION OF THE ABOVE DECK CABIN STRUCTURE

Remember, measurement of all model components were projected from the human figure sitting at the helm in the prototype photo estimated to be six feet in height. Nothing could be 'off key' or 'out of sync'. Window sizes and shapes; angles of cabin front facades and multiple heights of each cabin from the deck up had to be correctly proportioned and located. The resulting structure also had to be lifted out of the hull for access to motors, batteries and R/C components.

After assuring myself I had port and starboard cardboard silhouettes that eyeballed accurately, they became template stencils for conversion to 1/8" birch plywood. After transferring the image from cardboard to wood I put my scroll saw into action. Every window was separately cut out of port and starboard cabin sides as were three forward/rear facing window assemblies. This was a tedious and meticulous task in that the width of each window frame left a very narrow and vulnerable shape.

Outer edges, window frames and flush surfaces were then vigorously filed, sanded and faired. After completion, 1/32" mahogany veneer was glued to all outer structure surfaces. Two part epoxy was used to allow careful positioning. Then, more cutting, sanding, filing and fairing of the laminated mahogany surfaces transpired.



ABOVE & BELOW: Fabricating cabin side structures





ABOVE & BELOW: Mahogany veneer being positioned and applied



Cutting, sanding, fairing of laminated mahogany cabin sides

This was also a tedious and meticulous task because all edges had to be set to perfect angles. The thin veneer also tended to splinter easily. There were no second chances for this task. A lot of 'fudging' took place if an area splintered! After achieving satisfaction with this activity, two part epoxy was applied to fill the mahogany grain for final gloss finishing later.

Variouly dimensioned mahogany strips were used to frame and trim out all windows with as many mitred corners as was possible. These were also pre-stained and polyurethaned as a first step toward a high gloss finish – later. The chines were then carefully trimmed to completely accept the cabin structure easily and precisely into the hull. Cabin roof rafters were then glued in place. The whole skeletal deck cabin structure was now complete.

Last of all, cabin structure roofs were fabricated; as with the cabin sides, cardboard templates were made. The actual rooftops were composed of 3 glued together lengths of 1/4" by 4" balsawood sheets. Balsa was used to permit easy sculpting of the roofs into the curved shape of the prototype roofs. Several coats of epoxy were applied (without cloth) to seal and strengthen these elements.

Final sanding of the epoxy took place to prep the surfaces for finishing. Several coats of rattle can Krylon ivory were applied before attachment to the roof rafters. Complete finishing was necessary at this point so as not to interfere with the already finished mahogany surfaces.



Completed cabin 'skeleton'



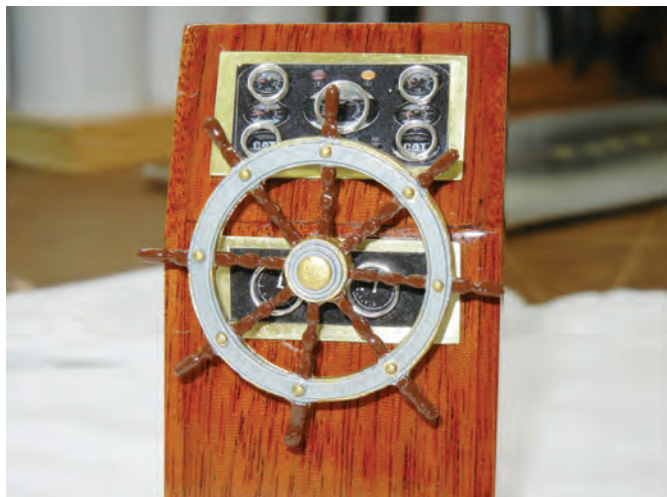
Epoxy reinforced cabin roofs being fitted



Bridge canopy fabrication



Burlap ribbon for window treatments



Completed helm station

AUXILIARY COMPONENT FABRICATION

This is one of my favoured undertakings in creating a model boat. These elements contribute heavily to the credibility of a finished model. Smartly detailed, functional objects tend to earn attention from the viewer. In this model the following things (among others) met these criteria: canvas canopy over flying bridge, window treatments and glazing, fully detailed helm station and a dinghy that looks ready to go. The canopy was made from medium weave cotton fabric. After cutting and fitting it to the metal rod frames the canopy was 'soaked' with several coats of sprayed polyurethane to create a stiff but flexible looking drape over the space.

The window treatments were fashioned from a fine burlap ribbon, also treated with polyurethane and detailed with brown magic marker. The windows themselves are made from thick, .030", clear polyester. The dinghy was custom built into a crude vacuum formed shell. Some deck fittings were also hand crafted.

OTHER FINE DETAILS AND PROPULSION

By now time, effort and patience invested in building Rainbow Spirit (Alias of Allez) acquired an air of credibility. To further endorse this 'credibility' of the model, some super detailing was achieved. For example most joints around the entire construction of the model were trimmed in pre finished mahogany stripping. Literally hundreds of feet of strip stock were used to blend every closure from the mating of the deck/hull to every joint, seam and window frame.

Also, stanchions, wire simulated cable lifelines, deck fittings, anchor attachment, anchor windless and chain, life rings, etc. were fashioned, faired and finished to reflect a comprehensive quality attributed to prototype Chris-Crafts.

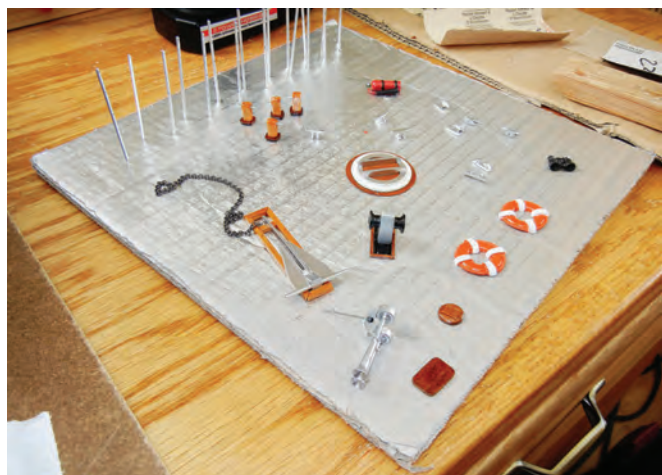
At various stages throughout construction motor shafts, stuffing boxes, rudders, motors, electronics and batteries were carefully aligned and mounted in place. Each part had to be accessible without interfering with the boat structure itself.



ABOVE & BELOW: Dinghy, before and after



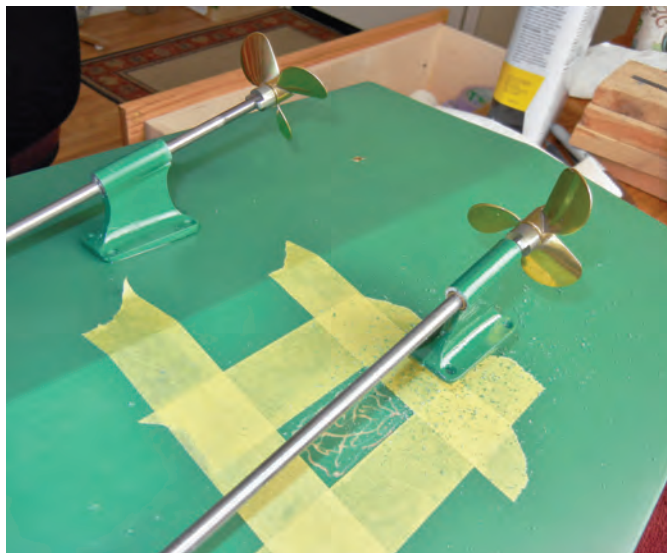
Assembled details working together effectively



Fittings and hardware features in production

RAINBOW SPIRIT MODEL SPECIFICATIONS AND CONSTRUCTION MATERIALS

Length: 48 inches
Beam: 12 inches
Displacement: 19 lb
Propulsion: MACK Model 2041, 12 V/5 A Motors
Drive Train: Dumas (mostly) L/R Props, Shafts, Rudders, Couplings
Radio Control: Tower Hobbies 2.4 GHz 'System 2.4' Transmitter/Receiver/Servos
Battery: Generic 12 V Wet Cell (designed for home security system backup)
Electronic Speed Control: Duratrax f/r 'Intellispeed Auto-Sport'
Fittings: Dumas (mostly) plus fabricated by modeller
500 ft+ of Sheet/Linear Wood/Metal/Plastic Components: Tower Hobbies, Evergreen and Midwest
Adhesives: Many brands of wood, fabric, cyanoacrylate and epoxy
Paint: Minwax, Krylon, Ace Hardware 'Rattle Cans'



Stuffing boxes/propellers being aligned

REFERENCES AND RESOURCES OF PROTOTYPE INFORMATION

Woodyboater Website Contact: Matt@WoodyBoater.com
(excellent and accommodating connection)

Woodyboater Contributors:

Chris and Julie Bullen
Louis Gagnon (and Family): Present owner of Allez
Ed Crosby (and Family): First past owner of Allez
'Chris-Craft Boats', by Anthony Mollica, Jr. and Jack Savage;
2001; MBI Publishing Company
'Chris-Crafts', by Jack Savage; 2000; MBI Publishing Company

Photos by: Author and James Hardesy

WATERBORNE! SHAKE DOWN CRUISE

The day finally came for Rainbow Spirit to get her feet wet. After eighteen months and approximately six hundred hours of construction, I was excited to initiate the maiden voyage. Because of her forty eight inch length hull, this model was never even near water before completion, as the bathtub was too small to test hull displacement and stabilization. When it was finally in the water two minor issues were discovered. The model floated too high and the rudder linkage was not strong enough for water resistance in turns. Threaded steel rods were added for ballast and heavier metal wire for rudder linkage resolved these glitches.

In my opinion, the time, effort and patience invested in Rainbow Spirit is proudly reflected in the overall outcome. She is a reasonably convincing 1/12" scale model of her prototype twin Allez, the last viable remaining hull of Chris-Craft's, 1930, 48' Commuting Yacht, Model 123 and hull #6004. **MMI**



Beginning of 'shakedown' cruise

KNOWN PROTOTYPE SPECIFICATIONS AND NOTES GATHERED ABOUT 'ALLEZ':

Length: 48 ft
Beam: 12 ft (estimated)
Displacement: unknown
Propulsion (original): 2 Chris Craft V-8 engines
Propulsion (present – 2016): 2 454 Chevrolet V-8 engines
Estimated Top Speed (with 'Chevy' engines): 20 mph, burning 50 gallons of fuel per hour
Estimated Cruising Speed: 12 knots
Original Delivery Date: Early 1931
Described Past Owners: Brown Oil Company – New York City, Robert Cartmell, Robert Lavalley, Richard Metcalfe, Jean Claude Favreau, Ed Crosby Family (first passed owner), Louis Gagnon Family (present owner and restorer – 2016)
Described Boat Names: Wonderlust, Artemis, Allez
Accommodation: Full living and sleeping accommodations for 8 persons and comfortable seating for 30 persons on a day's sailing
Interior: Mahogany throughout with white trim; 2 heads; small galley; 3 cabins; saloon and canvas protected flying bridge

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Beam: 300mm
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Length: 985mm
Beam: 290mm
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Scale 1:48
Length: 1054mm
Beam: 184mm
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MV Oil Challenger
Scale: 1:125
Length: 710mm
Beam: 150mm
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MV Scillionian III
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Length: 1370mm
Beam: 222mm
Product code: MAR3525
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Victory Ship
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Length: 915mm
Beam: 139mm
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Length: 632mm
Beam: 162mm
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Beam: 120mm
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Beam: 220mm
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Beam: 165mm
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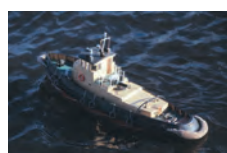
John King

Scale: 1:24
Length: 880mm
Beam: 220mm
Designer: Jim Pottinger
Difficulty **
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Civitavecchia

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Length: 630mm
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HMS Onslow

Scale: 1:128
Length: 816mm
Beam: 75mm
Designer: Stuart Bolton
Difficulty **
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Farmile D

Scale: 1:32
Length: 1100mm
Beam: 200mm
Designer: Steve Fosbury
Difficulty ***
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Marshal Ustinov

Scale: 1:180
LOA: 1025mm
Beam: 115mm
Designer: Charles Sells
Difficulty ***
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Thornycroft 55' CMB

Scale: 1:24
Length: 760mm
Beam: 145mm
Designer: Barrie Griffin
Difficulty **
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Bloodhound

Scale: 1:38
Length: 550mm
Beam: 105 mm
Designer: Barrie Griffin
Difficulty **
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LCT MK5

Scale: 1:72
Length: 490mm
Beam: 138mm
Designer: Francis MacNaughton
Difficulty *
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HMS Hornet

Scale: 1:48
Length: 880mm
Beam: 100mm
Designer: Charles Sells
Difficulty **
Product code: MAR3260
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HMS Inflexible

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Altair

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LOA: 1200mm
Beam: 2000mm
Designer: Sandy Cousins
Difficulty ***
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Louis Heloise

Scale: 1:10
LOA: 1550mm
Beam: 312mm
Designer: Andre Moreau
Difficulty ***
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Gwen M

Scale: 1:12
LOA: 720mm
Beam: 210mm
Designer: Ian Sharpe
Difficulty **
Product Code: MAR2556
WAS £13.50
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Britannia

Scale: 1:32
Length: 1160mm
Beam: 226mm
Designer: Sandy Cousins
Difficulty ***
Product code: MAR2530
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Marjorie Campbell

Scale: 1:24
LOA: 1125mm
Beam: 275mm
Designer: Ken Impey
Difficulty ***
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Ardent

Length: 908mm
Beam: 307mm
Designer: Didier Flechet
Difficulty ***
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Auk

Scale: 1:8
Length: 710mm
Beam: 260mm
Designer: Jim Pottinger
Difficulty **
Product Code: MAR3120
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NOW £10.35 + p&p



Scaffie Rose

Scale: 1:12
Length: 648mm
Beam: 220mm
Designer: Jim Pottinger
Difficulty ****
Product code: MAR3236
WAS £18.99
NOW £17.09 + p&p



Reaper

Scale: 1:25
Length: 900mm
Beam: 270mm
Designer: Jim Pottinger
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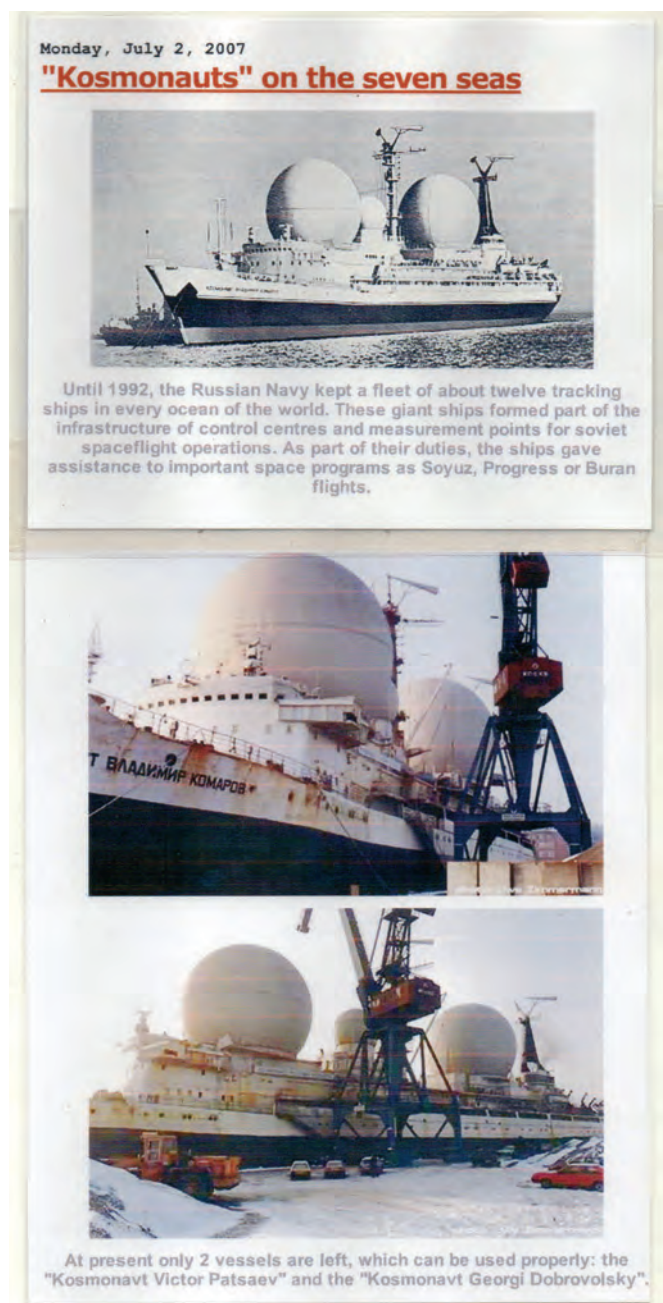
'KOSMONAUT VLADIMIR KOMAROV'

SOVIET SPACE TRACKING VESSEL – CHARLES GIVES THE HISTORY BEHIND THIS UNUSUAL CRAFT AND DESCRIBES HIS SCRATCH BUILT 1/240 SCALE MODEL

AUTHOR: CHARLES SELLS

THE REFURBISHMENT OF A RUSSIAN SHIP MODEL

Back in the mid 1970s Brooke Bond Tea were giving out, in their 1/4 lb packets of loose tea, a series of 50 cards depicting various ships and albums to send off for to keep them in. One of these cards caught my eye as unusual and upon reading the description on its back I thought it would make an interesting model.



The ship awaiting scrapping

I decided to find out more about the ship and after looking through the advertisements in a shipping magazine I found a firm which specialised in photos of ships seen in the English Channel, i.e. Sky-Photos. When I got in touch with them they told me that this ship had been photographed and these were available. I ordered a port and starboard view and received two very good, sharp photos in black and white. These were ample to give me enough data to build my model since the dimensions had been given on the original card.

INFORMATION ABOUT THE SHIP

She began life as a Poltava class general cargo ship and in 1966/7 was taken to Leningrad to be converted to a Satellite Tracking Vessel. Her dimensions were: Length 155.7 m, Beam 23.3 m, Draught 8.5 m, Displacement 17,850 tons. Her engines produced 24,000 bhp, which gave her a maximum speed of 17.5 knots.



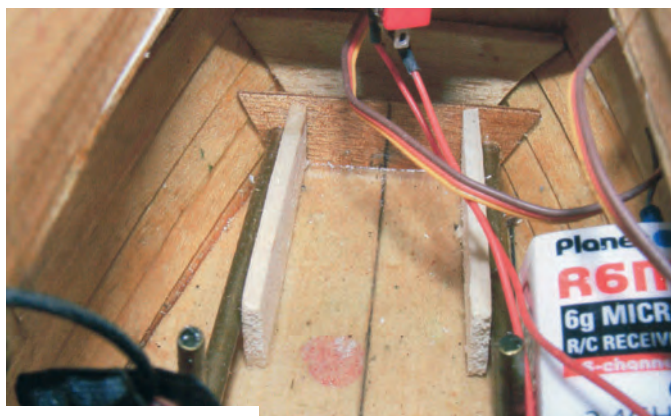
Me in 1977 (approx.) with apprentices, showing the model at an exhibition in the dockyard (article from the dockyard internal newspaper)

The central area of the hull was widened to take the relevant electronics and the accommodation of up to 118 scientists and 47 laboratories, apart from her normal crew of 121 officers and men.

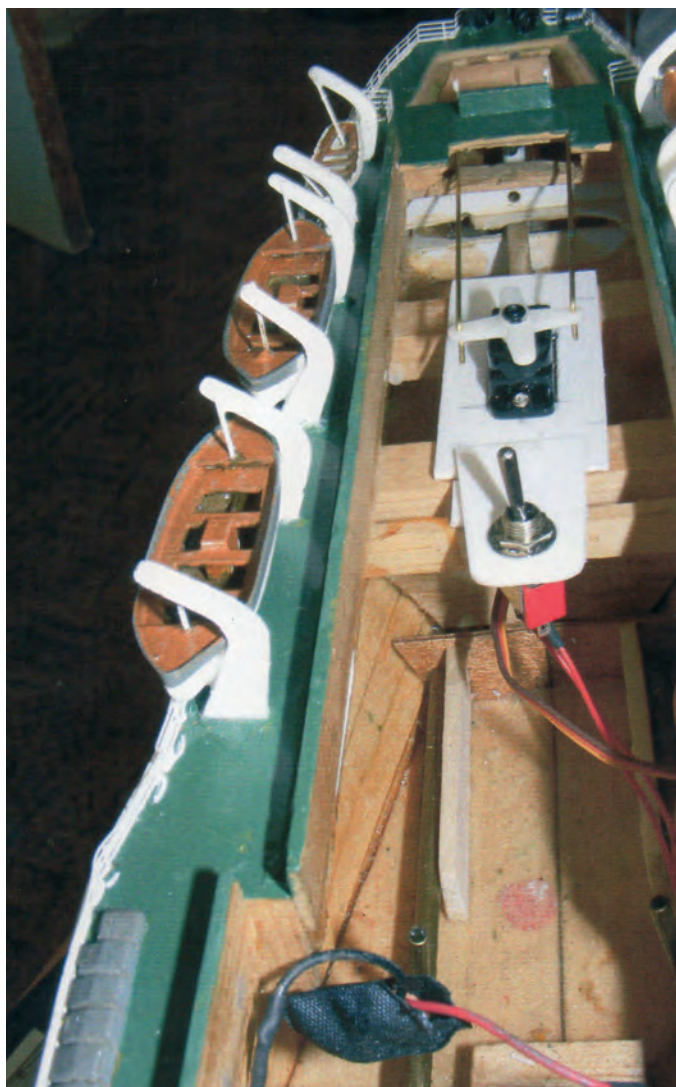
She was named after the Soviet astronaut 'Vladimir Mikhaylovich Komarov' who died from injuries sustained when the re-entry capsule of his Soyuz 1 spacecraft crashed due to failure of its parachute system on the 24th April 1967. This vessel was only one of several ships which were in use by the Soviet Union involved with the tracking, control, and communication with their spacecraft at that time. However, by the middle of 1996 most, if not all had been sold for scrap.

BUILDING THE MODEL AND DECIDING ON THE SCALE

Since I do not drive I am reliant on fellow club members to ferry me to the pond-side and so it could not be too big. It ended up that at a scale of approx. 20 ft to the inch (1/240 scale) I would end up with a model of a little over 2 ft long.



Photos showing interior of model with lolly sticks





Communication domes

Well at that time I was a pattern maker in the Royal Naval Dockyard, Devonport and had the skills needed to produce a bread and butter mould of the hull, and since I had, and still have, a well-equipped workshop, this is what I did. This mould was given a polished finish and rubbed over with candle grease, and then 1 inch strips of paper were used to build up a total thickness of about 1/16" using wallpaper glue.

When the paper was properly dry I give it several coats of clear dope and again allowed to set. Now came the finger crossing bit, would it release from the mould? As it happens, I was lucky, and after cutting along the upper edge, it was released after a bit of a struggle. The interior was now given a number of coats of clear dope to hopefully waterproof it.

Bilge keels were slotted in to the hull, this being parallel for roughly 12 inches where the original ship's hull had been widened amidships. Bulkheads were added for strength giving consideration for the position of motors, propeller assembly and drive battery. The latter being a 6 V 4.5 Ahr jell-cell type, which would also act as main ballast.

THE COMMUNICATION DOMES

The rest of the model was then built using thin birch plywood etc. As for the large balls, these were formed using the plug and ply system. A half ball, plus a bit, is turned up in a lathe as a plug. This is then matched to a relevantly sized hole cut in a piece of 3 ply. A sheet of thin plastic-card is then secured to the ply using drawing pins. The ply and plastic is then held over an electric cooker ring until the plastic becomes floppy. The half ball plug is then pushed through to form the hollow plastic half ball.

I know I have made this sound easy, but after some trial and error the result was good. Of course four of these 1/2 balls were needed and took up a fair amount of plastic-card.

The much smaller central sphere was easy as a table tennis ball turned out to be just the right size. Two of the half balls were cut so that they would sit on the deck while the upper halves had a lip made on their insides to locate the lower halves. When joined together with liquid polystyrene cement they were OK.



Comparison of thread and etched brass rails

STANCHIONS AND RAILS

Construction continued until it was time to think about stanchions and rails. I had some experience in the building of sailing ships and their standing rigging, so I decided to build a jig to make the rail system the same way, using thick thread for the stanchions and thinner for the rails. After some trial and error this was successful but of course, even though the thread had been coated with clear dope, it was still rather fragile, and needed careful application to the model.

COMPLETION

The colour of the ship according to the tea card was light grey with black and white trim; the deck I assumed would be green, so this was the colour scheme I adopted.

Trials took place at a flooded clay pit on Lee Moor near Plymouth which was our sailing water at the time, and were successful, in fact when we had a steering competition this is the model I used, not quite so successfully. Unfortunately despite all the waterproofing, water will find its way in somehow and after a while the underwater volume became a little soggy and even after drying out was of no use.

Since I was, at that time, involved in the building of another Russian ship, the aircraft carrier missile carrier 'Novorossiysk' (plans available from MMI MAR 2277) the model was consigned to the loft and forgotten until recently.

After finishing a model for one of my club-mates, I managed to clamber up into my loft (I have put on a bit of weight since then!) and there she was definitely dried out by now but looking somewhat dilapidated. It was time to bring her out of retirement, so to start I sliced her off on the waterline and decided to build a new underwater section. This was not going to be an easy job but since I like a challenge I went ahead.

I had in my shed several lolly sticks, I glued some of these to the interior of the hull and since these followed the underwater shape, cut them off so that when placed on top of a plate of 1/2" balsa they gave the proper draught. Blocks of balsa were added to the after area to arrive at the proper shape when carved.

Sections of lolly stick were added in-between the vertical sticks on the waterline to support the new ship's sides which were then added using 1/16" ply to match up with the original 1/16" thick paper. Then the sides were filled in down to the 1/2" balsa plate, this was cut to shape and blended in with the after area balsa blocks to form the proper shape.

After the new bottom had been sanded, sealed and coated with clear dope it was given a couple of coats of red car spray paint. The inside now had to be sorted out. The original shaft and prop assembly was put in place, as was the rudder, and two small motors installed using polythene tubing as a coupling.

Trials in my test tank showed that, for some reason, she was very unstable, despite the before-said jelly-cell battery being added. To sort this out, I decided to make a portable keel which could be removed easily for exhibition purposes.

As it happens, one of my club-mates had given me a couple of cylindrical lead weights which I glued to either side of an 1/8" plastic-card plate, I faired this into a decent shape after a resin and talc mix and filed it a better shape after. On top of this I glued a horizontal piece of the same plastic-card with a fillet each side for strength.

ATTACHING THE REMOVABLE KEEL

Now this keel had to be attached to the hull. To do this, a thin brass plate, a bit bigger than the top plate of the keel, had two keyhole shapes cut into it, and two round headed screws were added to the keel to match up with them. The brass plate was then attached to the hull on its centreline with four countersunk screws, and also central to its length.

Of course the length of the keel and the weight had all been a 'guestimate' but as it turned out these were all right and further trials in my test tank showed her sitting upright in her natural element.



Showing portable keel and plate on the hull



Keel attached to model

SOME FURTHER RESEARCH

As I was now on the Internet I thought it would be nice to know a bit more about my ship. After doing a little 'Googling' I found that, as I have said before, this ship is no longer sailing the high seas, but is more than likely razor blades. I did find, however, that by the time she was near her end, some alterations had been made to her appearance. By this time the hull was black above the waterline and a couple of extra bits had been added. I decided to try and bring her up to this time.

Now as previously stated, the ship's rails had been made of thread, well as you can imagine these had become damaged over the time up in my loft and the handling during refurbishment.

Some time ago I converted a Trumpeter kit of the 'U.S.S. Arizona' to radio control (see back issue of MMI March 2014 324), but did not use the etched brass hand rails, which were included; these turned out to be just the job for my Russian ship. So I replaced the thread rails with these which improved her looks no end.

The main addition to the superstructure was a lattice work mast just in between the funnel and the after large ball. This was built up on a piece of wood out of brass wire and the fine scrap from the etched brass hand-rails, with various bits and pieces all superglued together. It was then sprayed white and placed in its proper place.

The other addition was a much smaller structure between the bridge front and the forward mast. This was made out of a tapered piece of dowel etc. and added.

Originally the ship's name at the bow and stern were produced with rub down letters, these were in Russian and I had to play around with the English script to make it. However, below the forward ball the name was in English which gave no trouble.

Because I had repainted the white strip above the black hull I had to re-make the name. Since my rub down letters are now of no use whatsoever I decided to print them on my laptop as an email to myself and having sent it, print them on my printer using photo paper.



ABOVE: Almost completed model, before modernisation



Unfortunately the white paper was much whiter than my models sides so to solve this I painted a blank piece with the hull paint and when it was dry printed the names on this, job done. However, at the time of writing, the ship's name is in English apart from the capital K at its beginning.

SOMETHING FOR THE FUTURE PERHAPS?

Trials at our small pool in Plymouth's city centre began all right, but the small motors I had installed were not up to taking the power from a 6 V 4.5 Ahr battery and burnt out so it was back to my spares box for a pair of slightly more powerful motors. These were installed and further trials the following week proved to be successful, so a job well done.

I hope this project has been of interest to the readers of this magazine and that it has given you some inspiration to perhaps re-build one of your own models. **MMI**

Tank testing



ABOVE & BELOW: Completed model in operation at our pool in Plymouth



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RANGE SAFETY LAUNCH 'PEMBREY'

CHRIS HAS AN OPPORTUNITY TO GET PICTURES OF THIS INTERESTING CRAFT WHILE OUT OF THE WATER FOR A REPAINT

AUTHOR: CHRIS SAUNDERS

Whenever I walk past the Penarth Marina I always have a close look at RSL Pembrey. Unfortunately, until recently, she has shown her age and was in a rather untidy state. However, over recent weeks there has been a lot of activity onboard and the upper paintwork has been freshened up. Then last week I encountered a team of workers preparing to lift the craft out of the water using a crane. This was too exciting to miss and so I collected my camera from home and started to take pictures.

Once the boat was safely placed on the hard standing area I got into conversation with the team and they suggested that I should return when restoration work was underway as I could then climb aboard and get more pictures. This I did and the pictures with this article give a comprehensive view of this intriguing craft.

I was shown around the boat by Lynn Shell, who has worked for Cardiff Boat Builders since he was 14 years old. As this was 1945 it makes Lynn 84 years young and still working, much to his wife's annoyance! His main task back then was building ship's lifeboats and yachts; all of wooden construction. The first yacht he worked on, Corisande, is still sailing in the Cardiff area. He and his fellow workers were sanding and repainting the double diagonally planked hull for the owner Mr Leonard Davey.

Construction of RSL Pembrey started in 1955 and she was the last of the type ordered from Groves & Gutteridge at their Cowes yard (yard number 566). After trials she was accepted by the RAF and taken on charge in June 1956. Given the RAF Service Number 1668 she was allocated to two different locations on the same day,



The diagonal planking is clearly seen after the initial rubbing down



The RAF roundel is protected by masking tape



Settled with legs attached



Bow on with the final wedges being hammered into place

11th June 1956. The first voucher allocated her to Calshot, but this was overridden by the second, which gave authorisation for her to be transferred to Felixstowe. Here she served with RSL's 1648 and 1650 until being recalled to Calshot on 10th January 1958.

After a short period of repairs she served most of the rest of her working life at Calshot. Then on 3rd November 1975 she was reallocated to the Engineering Squadron at RAF Mountbatten. Here she was given 'category e' repairs, which took over a year to complete, and was then allocated to the OPS Squadron, also at RAF Mountbatten. She continued in service until 11th May 1982 when she was taken out of service and sold to a private owner.



Made ready for the lift



Just clearing the perimeter fence. A very good view of the lower hull



A good view of the props and rudders



The stern trim tabs

The craft itself is 43 ft long, 13 ft in beam, a draft of 4 ft 7½ inches and a displacement of 12 tons. Powered by two Rolls Royce C.6 FLM motors she is capable of 20 knots.

I would like to express my thanks to Lynn and the team for being so helpful and welcoming, and Ken Crossley for giving me her service history. **MMI**



Standing on the deck looking towards the bow



The two large engine covers with Lynn trying to hide in the saloon



Looking towards the stern with the engine covers on either side



The saloon is rather untidy due to the work taking place



The cockpit with wheel, throttles and instruments



Most of the instruments are the originals

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CRUISER DEVELOPMENT

(PART 1)

MARCUS DESCRIBES THE DEVELOPMENT FROM ARMoured CRUISERS TO LIGHT AND HEAVY CRUISERS AND LOOKS AT THE GERMAN SHIPS

AUTHOR: **MARCUS ROOKS**

DEFINING A CRUISER

When dealing with battleships, a definition was quite straightforward; the same cannot be said for a cruiser! Cruiser, as the word suggests referred to its role rather than a particular type of ship. In the early days of naval warfare a cruiser could have been a frigate or sloop and it was not really until the days of steam that the cruiser, as we know it, began to develop.

For the purpose of this article and to keep it contemporaneous with the battleship, I am only taking the history to the end of WW2. After that date cruiser ideology changed quite considerably and could constitute an article by itself. Also the miniature versions are restricted to 1/350 scale although there are examples in other scales.

So how can we define a cruiser? Initially we can describe the functions carried out; these are conveniently set out in Chart 1. It can be seen from the chart that the roles were very diverse; however, there are some characteristics that define what we know as a cruiser

The chart is not exhaustive but gives an idea of the roles carried out by a cruiser and how these changed as they developed. This is especially so when we look at the outbreak of WW2 when some of the previous important roles, such as commerce raider, station ship, gunboat diplomacy and fleet scout virtually disappeared, to be replaced by new roles such as anti-aircraft defence.

The modern concept of a cruiser can be seen as dating once again from Mahan's doctrines. Once the enemy fleet had been destroyed or neutralized by the use of battleships then commerce protection could be undertaken by smaller naval units; the cruiser.

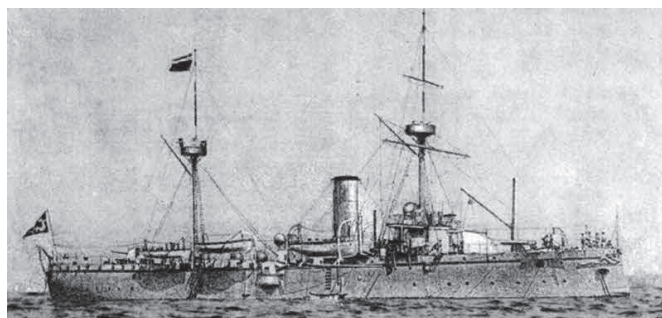
Cruisers developed during an imperialistic age when countries from Europe and especially Britain had large dominions overseas. Possibly the role that most characterized a cruiser was the ability to patrol as an individual unit, which was frequently done in far off stations, especially the Far East. Thus it was the everyday enforcer of a country's power in that area and the protector of trade and commerce routes. If necessary it would be able to attack

any commerce from another country and if necessary, defend the territorial waters and shipping lanes.

This is augmented by the fact that the cruiser should have sufficient firepower to overpower any defensive shipping and yet be speedy enough to escape any larger gunned vessel. These doctrines ultimately led to the somewhat ill-fated concept of the battle-cruiser; a ship as big as battleship with similar armament, but greatly reduced armour protection, suitable to counter smaller calibre shells but with a higher speed to outrun a battleship.

THE ARMoured CRUISERS

True cruisers had their origins in the mid-1870s beginning with what was loosely termed armoured cruisers. With the engine technology of the time it was unfeasible to fully protect a ship and yet still have a good turn of speed; this was the dilemma faced by cruiser designers. The answer was to provide an armoured deck just above the waterline with coal bunkers providing additional protection. Armoured cruisers were fitted with large calibre guns of up to 10 inches, however, due to the small size of these ships and in an attempt to reduce weight and increase stability they were not mounted in turrets.



Ching Yuen; this is an early photograph of the ship, built as a protected cruiser

CHART 1

Cruiser roles	WW1	1920-WW2	WW2
Commerce raider	x	x	
Station ship	x	x	
Gunboat diplomacy	x	x	
Anti aircraft defence			x
Counter sea denial	x	x	x
command	x	x	x
scouting	x	x	x
Float plane carrier		x	x

There are a few miniature versions of these early cruisers that we can observe. The Chinese navy was well advanced in both battleship and cruiser design during this early period. Ching Yuen was typical of the armoured cruisers of the time. She possessed large calibre casement mounted guns fore and aft and a broadside of smaller calibre guns. With the provision of submerged torpedo tubes she was a powerful anti-shipping boat.

The miniature version is provided by the Chinese firm of Bronco and like their battleships she builds into a fine example. The kit contains extensive etchings that cover railings and



Ting Yuen by the Chinese firm of Bronco. This shows the arrangement of the main casement mounted guns on the midline

smaller items which, unfortunately, were too small for my eyesight so a lot were not fitted. The boat can be built as a waterline version if necessary but this does actually involve physically cutting the hull. I prefer full hull models and I would not be confident of achieving a good result if I had to cut the whole length of the hull.

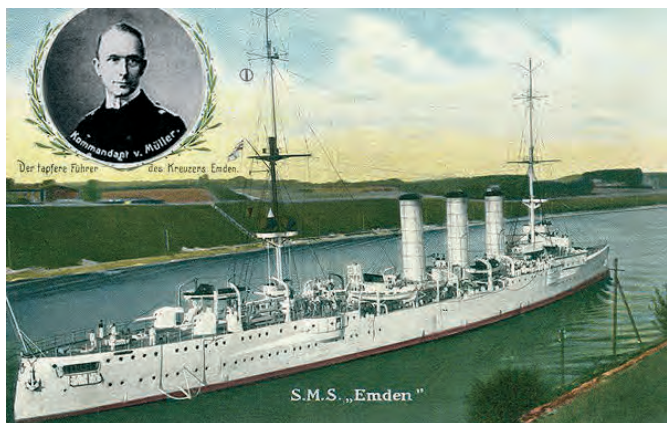
THE PROTECTED CRUISER

When cruisers further developed, increasing in displacement although actually carrying smaller calibre guns, they developed into the protected cruiser. With advances in armour plate, gun design and engine technology the size of the ship gradually increased and they were protected with side as well as deck armour.

It was a Chilean cruiser, Esmeralda that set the benchmark. She was built on the Tyne by the firm of Armstrong at their Elswick works. Subsequently cruisers of this design were known as Elswick cruisers and came under the umbrella of protected cruisers.



A wonderfully evocative painting of Esmeralda showing the layout of the guns and the colourful peacetime livery



A postcard of SMS Emden, possibly passing through the Kiel Canal



SMS Emden by Revell, showing the typical form of a cruiser from the turn of the 19th century



The Russian cruiser Varyag by the Russian firm Zvezda; although similar to Emden she is a larger ship with four funnels



Emden and Dresden (both by Revell) for comparison. Emden is decked out in her colourful pre-war scheme whilst Dresden is ready for action

All seafaring nations with overseas protectorates had a fleet of such cruisers. The two that are available in miniature form are the German, SMS Emden and the Russian Varyag. Both had a similar layout of guns, fitted fore and aft although Varyag was fitted with 6 inch guns compared with Emden's 4 inch; Emden had them fitted in casements but Varyag's guns were fitted in open mounts. They are both handsome ships with multiple funnels and masts. It was still expected that they might have to travel under sail if there were no suitable coaling stations.

Varyag had a somewhat chequered career being captured by the Japanese in the Russo-Japanese war but later returned during the Great War. She did not take any active part in that conflict but was a symbol of revolution when the sailors refused to obey Imperial orders and hoisted the Red Flag when undergoing repairs in Britain. She ran aground in 1918 off the coast of Britain and was lost.

Varyag is another kit from Zvezda stables and like all their kits builds very easily. There are no etched parts so generic etched railings were fitted.



The Russian cruiser Varyag showing her age with quadruple smoke stacks



An unusual view of the sterns of the SMS cruisers, Dresden and Emden. Dresden possessed four shafts in comparison to Emden's two



Three cruisers from the turn of the 19th century. In the foreground is Ting Yuen (Bronco) sister ship to Ching Yuen. In the middle is SMS Emden (Revell) with the Russian Varyag (Zvezda) in the background

Emden is a rare Revell 1/350 kit and certainly is one of their prettier kits. Again no etched parts were supplied but it does build into a very nice vessel. Revell also produce SMS Dresden of similar design and have recently offered them in a twin pack.

It was not until I obtained this twin pack that I understood a strange quirk of the Emden kit. The rear lower part containing the propellers was a separate moulding. The twin kit explained this because Dresden had four shafts not two. Thus Revell could maximize the use of common parts. I finished Dresden in wartime paint rather than the elaborate peacetime guise of Emden.

Emden had an illustrious career in the Far East and was engaged in a number of incidents at the beginning of the Great War. Over a two month period she captured a dozen merchant ships and destroyed two allied cruisers. Eventually she came up against

the more heavily armed Australian cruiser Sydney which inflicted considerable damage to Emden leading to its destruction.

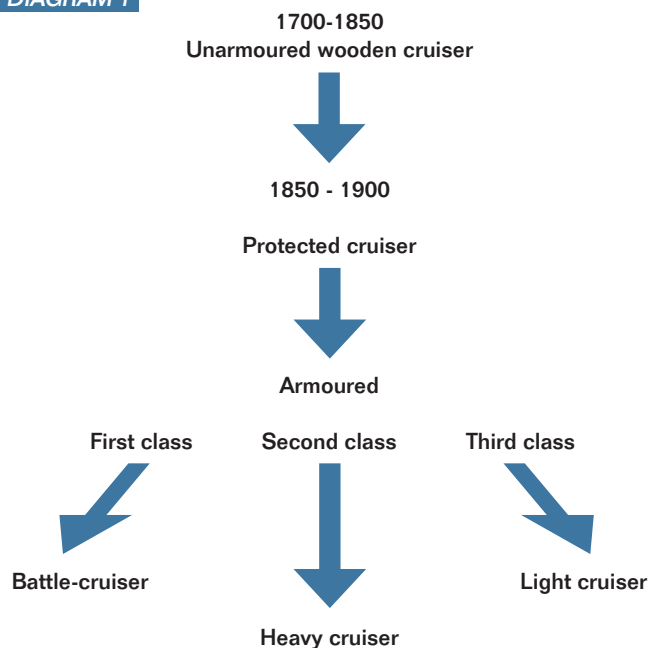
When compared, Varyag is considerably bigger and possessed larger guns than Emden. At this early stage it could be possible to distinguish a heavy and light cruiser concept although not categorized as yet.

By the 1880s the Royal navy was building large heavily armoured cruisers with impressive side armour of some 10 inches that extended below the waterline. The protected cruiser developed until they were as large as or even larger than battleships with equivalent fire power but less protection and higher speed.

HEAVY AND LIGHT CRUISERS

At the turn of the 19th century, cruisers were classed as first, second and third class, basically the first class developed into the battle-cruiser, whilst the third class, the protected cruisers eventually formed the basis of the more modern light cruiser. The Washington naval Treaty of 1922, although concentrating on capital ships, which were classed as ships over 10,000 tons and guns greater than 8 in calibre, allowed development of ships less than these limitations. Thus the modern cruiser was born.

DIAGRAM 1



It was in the London Treaty of 1930 that the distinction between light and heavy cruisers was formalized in that ships over 6 inch calibre but less than 8 inches were heavy cruisers and those up to six inches were light cruisers. They were, however, both limited to 10,000 tons.

Although not classed as capital ships some of these cruisers were almost as long as a battleship. They did not possess the beam of a battleship and because of the smaller guns and thinner armour plate they were able to keep to a nominal 10,000 ton limit.

The development of the heavy cruiser was not a direct development of the protected cruiser; that lay with the large battlecruisers. There was a need to fill the gap between battlecruiser and light cruiser and the 8 inch heavy cruiser was the result. Importantly, unlike battlecruisers, they were not seen as a stand-in for capital ships as they had virtually no side armour and were thus easily damaged in combat.

All Treaty cruisers had to conform to generally strict parameters and the different countries approached the problem in different ways. The Japanese sought to reduce weight by the use of electric welding and the extensive use of light alloys in construction. Also the armour was often incorporated in the main structure rather than being added at a later date.

Italy had well balanced designs with regard to armament and speed but the ships were lightly constructed. Ships from both countries suffered structural damage in bad weather or high speed manoeuvring.

Many American cruisers had limited bunkering to save weight but as a result had severely reduced operational ranges; a great disadvantage in the vastness of the Pacific Ocean. Generally speaking until the Treaty conditions were abandoned all cruisers were a compromise between speed, armament, protection and range.

During the 1930s there was considerable discussion regarding the merits of light and heavy cruisers. It may seem obvious that an 8 inch gunned cruiser would be superior to a 6 inch gunned cruiser; certainly it would possess superior range and penetrating power. However, a 6 inch gun can have a greatly increased rate of fire over an 8 inch gun. This is due to the fact that the larger gun used bagged charges and the gun would have to return to the horizontal to reload. The theory was that a 6 inch gunned cruiser could overwhelm her larger adversary with her greater rate of fire. Different navies took different courses; the Royal Navy went in for light cruisers whereas Germany, USA, Japan and Italy went in for heavy cruisers.

The number of cruisers built by all navies was extensive, primarily due to the diverse roles they had to fill. The development of cruisers can be viewed somewhat as a family tree with offshoots that became extinct but with a central core. It is shown in Diagram 1.

Cruisers were not expected to take part in fleet actions except in a scouting or anti-aircraft role but to act independently and take on the true cruiser role of reconnaissance etc. where they would only be likely to meet with similar armed and protected opposition.

After WW2 large surface ships such as cruisers no longer had a role and were quickly phased out. However, the term cruiser was retained for some modern warships notably guided missile cruisers. I do not intend to pursue this line and thus finish my story at the end of WW2.

Between the wars there was considerable speculation and rivalry between the navies of the major powers. There were often rumours that this navy was developing a bigger and better ship than that navy. The fact was that most of these rumours were ill founded but they were, however, responsible for the building of faster, bigger gunned ships. This was almost a repeat of the battleship race between Germany and Britain before the outbreak of The Great War. Cruiser construction was very susceptible to these rumours and all countries were involved. America and Japan were particularly caught up with this cycle.

Due to the extensive numbers of cruisers built after the Washington Treaty I will describe the cruiser development with regard to countries rather than class or chronology. The development is well illustrated by using cruisers from: Germany, Japan, Italy and USA although other countries such as Britain, France and Russia all had their own cruiser designs. They were the countries that fought during the Second World War so their vessels have a track record.

GERMANY

Although the Washington Treaty was seen as a watershed in warship design Germany had been excluded from the Treaty as she was already bound by the Treaty of Versailles that severely limited her armed forces. Her navy was limited to a few ancient battleships and could not construct any new ship over 10,000 tons. Surprisingly there were no limitations on calibre of gun used.

Consequently when Germany started to re-arm, their cruisers were some of the most heavily armed in the world. This harked back to the early days of cruiser development when they carried 10 in guns.

Their cruisers were primarily designed for commerce raiding and protection, and lone operations. Germany did not possess a fleet of any great size so any fleet role would have been very limited. One of the first results was the Deutschland class (Graf Spee, Admiral Scheer and Deutschland) all of which were lost during the war, the

most famous being Graf Spee, which was scuttled after the battle of the River Plate.

This in many ways was a typical cruiser action when a squadron of three British cruisers (Ajax, Achilles and Exeter) took on Graf Spee. Graf Spee had the superior calibre guns so could have duelled at far greater range and her armour plate was sufficient to counter the six and eight inch calibre British shells but the British cruisers did not have armour sufficient to stop 11 inch shells. On paper Graf Spee had the advantage. However, due to tactical mistakes and the inability to concentrate her fire on more than two targets she was harried into Montevideo harbour. When she emerged rather than fight it out Captain Langsdorf scuttled the ship.



Kriegsmarine Graf Spee, especially prominent is her triple 11 inch forward turret



The Hobby Boss version of Graff Spee is not as refined as some other versions but does give an excellent overall feel to the ship. The layout of the triple turrets is visible



A close-up view of the forward triple 11 inch turret on Graf Spee



Trumpeter's version of Admiral Hipper in her final form; this is a fine kit but there were problems with joining the upper and lower halves of the hull



Kriegsmarine heavy cruiser, Admiral Hipper in her final form; the true descendant of the early protected cruiser concept

In Jane's WW2 Fact Files these ships are classed as pocket battleships but Germany classed them as Panzerschiffe, armoured ship, indicating the nature of the ship. Although nominally 10,000 tons they were in fact much heavier than declared. They possessed the heaviest armaments of any heavy cruiser, with six 11 inch guns mounted in two turrets. This layout was to save weight but restricted the ability to engage a number of targets which was highlighted at the Battle of the River Plate.

The class was also different in its method of propulsion. Instead of the usual steam turbines they were powered by large diesel engines. Although requiring frequent maintenance they were highly economical, providing a large cruising range. Because of their heavy armament they were given the nickname 'pocket battleships'.

In miniature form we have two offerings from Academy and Trumpeter. The Academy version is the one shown, which gives the choice of etched or plastic railings. I used the etched railings on other projects and the plastic railings on the Graf Spee. This was not altogether successful as I found them difficult to attach and they frequently fractured. It is the cheaper of the two and I think that it shows as for instance the smaller guns are quite bulky compared with other makes but it does build into a reasonable miniature. The aeroplane, however, is a delight to make as it is relatively simple to construct when compared with the fiddly often impossible offerings from other makers.

The true heavy cruiser was the Hipper and Prinz Eugene class cruisers (Hipper, Blucher and Prinz Eugene), which were fitted with eight 8 inch guns in twin turrets. They were very handsome ships although, as built, they were not very seaworthy and underwent extensive alterations, especially to the bows, the original being replaced with a so called raked Atlantic bow.



This is a comparison of the American and German concept of main armaments

Blucher was sunk early in the war during the Norwegian campaign and Hipper, although making a number of anti-ship raids was badly damaged in dry dock and did not take much part in the war.

Prinz Eugene had perhaps the most memorable life, being involved with Bismarck during the battle of the Denmark Strait; the famous daylight dash through the channel and its role in protecting the retreating German army from the Baltic States. At the end of the war she was the only major German warship serviceable and was eventually sunk during the atomic testing at Bikini Atoll. She was always regarded as a lucky ship by those who sailed on her.

Although initially intending to power them with diesel engines, experience with the earlier Panzerschiffe determined that it would be easier to revert to the more accepted steam turbines accepting the consequent reduction in operational range. However, the new design of power plant gave just as much trouble and required constant maintenance by highly skilled mechanics.

In miniature form there are a number of offerings. Admiral Hipper is from the Trumpeter stable of ships. It is well detailed with good accuracy but I found a few problems and I found great difficulty in matching the bottom half of the hull; the locating ledges seemed too shallow to allow a really positive match.

The other headache was the aeroplane; I find these to be fiddly at the best of times, however, when they are made from clear acrylic I find them almost impossible to construct. Admiral Hipper's were exceptionally difficult as the body itself was made from more than three pieces. I really wonder if that was necessary as many kits have the whole body and wings moulded in one piece. I was actually unable to build either of the aeroplanes provided. I cheated in the final result as I used a similar looking aeroplane from another kit (it was actually a Japanese seaplane). I am hoping that it will only be the purists who will notice.

Prinz Eugene is available from Tamiya; I have not constructed her but I can only imagine that it would be up to their usual standard.

Germany embarked on battleship construction by the building of Scharnhorst and Gneisenau. They were to be fitted with 15 inch guns; however, as this would have delayed their entry into service they were fitted with 11 inch guns in triple turrets (similar to Graf Spee). It was planned to re-gun them at a later date but this never was realized, although they could be classed as capital ships they were more like battle cruisers.

From the naval legacy of WW2 most of the best known ships



The arrangement of reconnaissance aircraft is illustrated in this view of Indianapolis

were the heavy cruisers of the Kriegsmarine: Scharnhorst, Prinz Eugene and Graf Spee. Considering the relatively small size of the navy this is a remarkable achievement and does give testament to the nature of the ships.

Next month, in Part 2 of Cruiser Development Marcus looks at the fleets in Japan, USA and Italy, as well as describing the Battle Cruiser. **MMI**

		BRONCO	ACADEMY	TRUMPETER	TAMIYA	ZVEZDA	FUJIMI	REVELL	DRAGON
Chin yuen	PC	x							
Emden	AC							x	
Dresden	AC							x	
Varyag	AC					x			
Graf Spee	HC		x	x					
Scharnhorst	BC/HC								x
Gneisenau	BC/HC								x
Admiral Hipper	HC			x					
Prinz Eugene	HC				x				

Data on the Cruisers described

Name	Type	Year	Tonnage	Length	Speed	Main Armament	Navy
Ching Yuen	protected cruiser	1886	2355	236	18	3x8.3	China
Emden	Light cruiser	1909	4201	388	23.5	10x4.1	Germany
Dresden	Light cruiser	1908	4268	388	24	10x4.1	Germany
Varyag	armoured cruiser	1901	6500	425	23	12x6	Russia
Graf Spee	heavy cruiser	1936	14800	610	29.5	6x11	Germany
Admiral Hipper	heavy cruiser	1939	16170	665	32	8x8	Germany

Kits available for the Cruisers described

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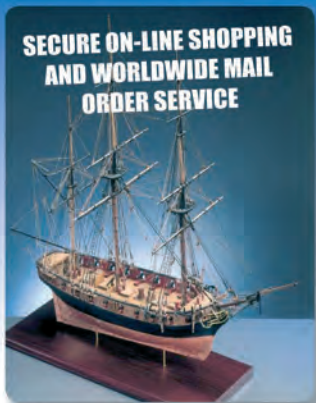
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