

NEWS VIEWS AND SHIPBUILDING FOR THE MARITIME MODELLER WORLDWIDE

# MARINE

MARCH 2017

## modelling INTERNATIONAL

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INSULINDE

# INSULINDE

AN UNSINKABLE AND SELF-RIGHTING DUTCH LIFEBOAT



## SARIK COASTER

SUPER DETAILING A SARIK HOBBIES VAC FORM MODEL



## BK2

BUILDING AN ARMoured RUSSIAN PATROL BOAT



## P110 NOISY THING II

A REVIEW OF THIS LATEST SOUND EFFECTS GENERATOR



Length - 465mm

### Mini Alligator Tours Air Boat

Supplied with: Waterproof ESC

- Powerful 380 Brushed Motor
- Battery & Mains Charger
- Tactic 3 CH 2.4GHz Radio

**Our Price £99.99**

**TAMCO**



**BACK IN STOCK!**

**TAMCO 2 Channel 2.4GHz Combo**  
Includes Transmitter & Receiver  
Plus Digital Trims!

**Our Price Only £34.99!**

**BACK IN!**

### PEAK PLUS

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

**Our Price Only £22.00!**

### SPECIAL OFFER

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

### 2.4GHz & 27MHz Receivers

#### SPEKTRUM RECEIVERS IN STOCK

- AR400 4 Ch 2.4GHz £22.00
- AR610 6 Ch 2.4GHz £29.99
- SR210 3Ch 2.4GHz £19.99
- Planet R4M & R4Ms £16.99
- Planet R7M £19.99
- Planet 6CH Receivers still available  
**PLEASE CALL FOR PRICE**
- Radio Link 6CH Receiver £15.00
- Futaba R2006 4CH 2.4GHz £39.99
- Futaba 617FS 7Ch 2.4GHz RX £69.99
- Futaba 2 Ch Am 27mhz £21.99
- Futaba 2ch Am 40mhz £21.99
- Futaba R202GF 2 Ch 2.4GHz £23.50
- TAMCO 4CH 2.4GHz RX £15.99
- TAMCO 3CH 2.4GHz RX £14.99
- TAMCO 6CH 2.4GHz RX £16.99
- Saturn 2CH 2.4GHz RX £19.50
- QSF 27MHz AM 2 Channel RX £8.50



**ENRICHPOWER 7.2 VOLT  
5000MAH NOW £26.99**



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### Spektrum DX6e

**NEW! DSMX 6 Channel Set**  
INCLUDES AR610 X RECEIVER  
VERY EASY TO USE  
FULL RANGE - TOP QUALITY  
RRP £149.99

**OUR PRICE £134.99**



### FULL RANGE

Tamco 2.4GHz 6 Channel Combo  
Superb Quality

**Only £45.00**

Transmitter & Receiver  
Additional RX £16.99



### NEW! Futaba T2HR

**2 Channel 2.4GHz Radio**  
Complete with 2 Channel  
2.4GHz Receiver  
Only £49.99



**Futaba 4YF 2.4GHz Combo**  
Includes transmitter, receiver  
& switch harness  
Excellent Quality  
**Only £99.99**



### Radio Link T4U

**4 Channel 2.4GHz**  
Radio Complete With  
6Ch 2.4GHz Receiver.  
Additional RX £15.00

**Now Only £34.99!**



### Spektrum DXE

**NEW! DSMX 6 Channel Set**  
INCLUDES AR610 RECEIVER  
VERY EASY TO USE  
FULL RANGE - TOP QUALITY  
**OUR PRICE £79.99**

### Saturn XR4

**BACK IN! 4 Channel 2.4GHz**  
INCLUDES 6CH XR RECEIVER  
VERY EASY TO USE  
FULL RANGE - TOP QUALITY  
RRP £46.99  
**OUR PRICE £44.50**



### Futaba 6K Combo Set

**Special Purchase!**



Ideal step up from a  
standard 6 channel system.  
30 Model memory,  
Digital trims + More!  
Futaba Quality  
RRP £199.99  
**Our Price £159.99!**

**Futaba**

### Sigma EQ Touch II

**High Performance Multi Charger**  
With Touch Screen LCD

Perfect for charging and  
discharging Li-Po, Li-Ion,  
Li-Fe, Ni-MH, Nicad and  
Lead Acid batteries.  
Voltage: 2-20v  
Charge Output: 0.1-10A  
Li-XX Cells - 1-6 Series  
Nicc/NiMH Cells - 1-16 Cells  
**Our Price Only £58.99**



### TOP PRICES ON HIGH QUALITY

#### 7.2 VOLT BATTERY PACKS

- 1700MAH ONLY £8.99
- 2000MAH ONLY £9.99
- 2400MAH ONLY £10.50
- 3000MAH ONLY £11.99
- 3300MAH ONLY £13.99
- 3800MAH ONLY £18.50
- 4000MAH ONLY £19.99
- 5000MAH ONLY £26.99

### Lead Acid Batteries

- 6 VOLT 1.0 AMP - £4.99
- 6 VOLT 1.3 AMP - £4.99
- 6 VOLT 3.4 AMP - £5.99
- 6 VOLT 4.5 AMP - £5.50
- 6 VOLT 7 AMP - £7.45
- 6 VOLT 12 AMP - £12.50
- 12 VOLT 2.1 AMP - £6.99
- 12 VOLT 3.4 AMP - £11.50
- 12 VOLT 4.5 AMP - £12.99
- 12 VOLT 7 AMP - £9.99
- 6V JELLY CHARGER - £8.99
- 12V JELLY CHARGER - £9.99
- 2-6-12V JELLY CHARGER - £14.99

### NEW LOW PRICES!

**Waterproof**  
**Electronic Speed Controllers**

10AH 4.8-12v ONLY £18.99 **NEW PRICE!**  
15AH 6-12 V ONLY £18.99 **NEW PRICE!**

- 15AH 12-24 V ONLY £29.99
- 20AH 6-12 V ONLY £24.99
- 25AH 6-12 V ONLY £28.99
- 40AH 6-12 V ONLY £39.99
- RV11 4.8-9.6V RRP £57.99  
**OUR PRICE ONLY £24.99!!**
- FUSION AQUAPOWER 280AH Only £34.99
- MTRONIKS G2 HYDRA 15AH BRUSHLESS  
RRP £45.99 - NOW £34.99
- MTRONIKS G2 HYDRA 30AH BRUSHLESS  
RRP £54.99 - NOW £41.99
- MTRONIKS G2 HYDRA 50AH BRUSHLESS  
RRP £79.99 - NOW £59.99

### Mains Chargers

- Fusion NX86** - 4-8 Cells Ni-CD / Ni-MH,  
Variable charge rate, 0.5-5amps. Mains  
operated, Peak detection. £24.99
- Fusion NX87** - 6-8 Cells Ni-CD / Ni-MH, TWIN  
5amp output charger. Peak detection on both  
outputs. £24.99
- Ethos LX41B Pro** - Charge rate  
0.4-4amps 1-12cells ni-cad / ni-mh  
Li-Ion / Li-Po 1.4, cells lead acid 1-12volts  
integrated balancing port mains or 12v opera-  
tion. £49.99

### 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**



## OVERLANDER BATTERIES

### Li-Po Batteries at Great Prices

- 7.4v 1000mah - £8.99
- 7.4v 1300mah - £10.49
- 7.4v 1600mah - £13.49
- 7.4v 2200mah - £14.50
- 7.4v 3900mah - £26.99
- 11.1v 1350mah - £17.99
- 11.1v 1000mah - £13.99
- 11.1v 1600mah - £18.99
- 11.1v 2200mah - £15.99
- 11.1v 3900mah - £37.50

## SERVOS

- POWER 3KG STANDARD - £5.99
- AAS-700STD WATERPROOF STD - £7.50
- FUTABA 3003 STANDARD - £8.99
- CARSON 65KG STANDARD - £5.99
- FUTABA 3010 6.5 TORQUE - £24.99
- FUT 3014 WATERPROOF - £24.99
- HITEC 325 BALLRACE - £11.99
- FUTABA 3004 BALLRACE - £11.65
- BUY 4 x 3004 FOR ONLY £46.00
- CIRRUS 65KG STANDARD £5.99
- HOWES MIDI MG Servo £6.50
- POWER HD 9g Micro £3.50  
OR 4 For £13.50

MINI SERVO ONLY £4.00 (4 for £15.00)

HIGH POWERED BALLRACE £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 £25.99
- HITEC 765BB SAIL ARM  
WITH 12 CM LONG ARM  
OUR SPECIAL PRICE £25.99
- FUTABA S3802 SAIL ARM  
WITH 12CM LONG ARM £56.25
- HITEC HS 805BB SAIL ARM HUGE  
WITH 20KG TRQ £32.99

### Metal Geared 17KG

**Hi-Torque Servo**  
Standard Size  
Fits All Brands  
**Was £29.99**  
**NOW £9.99!**  
**Limited Stocks!**



**NEW!**



## Dragon Flite 95

Requires 2.4GHz Radio  
Includes Servos  
Length: 950mm  
Height: 1473mm  
ARTR RRP £309.99  
RRP £309.99  
**Only £279.99**

### Brushless Motor Special

600 Size Can  
Giveaway Price!

**Only £25.00**

Please check website  
for more info & spec



### 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  
MFA RE 170 (1.5-3v) £3.75  
MFA RE 360 (6-15v) £4.99  
MFA 380 (3-7.2v) £5.75  
MFA 385 (4.5-15v) £5.75  
MFA RE 540 (4.5-15v) 3 POLE £7.50  
MFA RE 700 (6-8.4v) £28.99  
MFA TORPEDO 800 £22.50  
MFA TORPEDO 850 £22.50

## VERY POPULAR

Joyway 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  
**Only £139.99**



Length: 655mm  
Height: 1338mm

**NEW RANGE OF MODEL BOAT KITS AT SUPERB  
PRICES ON THE NEXT PAGE!**  
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Fantastic Range of  
Brushless Motors &  
Speed Controllers. Now  
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Call us for details and  
super low prices!

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

Auto set up - Forwards and reverse - 6.0 to 12.0V Operation  
Motor Speciation  
KV (rpm/v) - 1100  
Power - 120W  
Diameter: 28mm - Length: 38mm

Hydra 15A Combo - Only £44.99

Hydra 30A Combo - Only £52.99

Ideal Replacement for 380 - 400 Motors



**NEW!**



### Atlantic II Tug Boat

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

Our Price **£229.99**

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

#### 4.8 VOLT PACKS

1300MAH FLAT OR SQUARE - £6.99

2600MAH FLAT OR SQUARE - £8.99

#### 6 VOLT PACKS

1300MAH FLAT OR TRI - £8.99

2600MAH FLAT OR TRI - £11.75

#### 9.6 VOLT TRANSMITTER PACKS.

1300 MAH FLAT - £15.00

2600MAH Flat or Square £19.99



#### AAS-700STD

Waterproof Standard  
Size Ball Bearing Servo

**Only £7.50!**

### Aircraft Carrier & Destroyer 1:275 Scale



RRP £45.99 Each

**Our Price Only £34.99!**

Length: 780mm

Ready to Run model comes  
with everything you need in  
one box including Radio,  
battery and mains charger!

### Props, Shafts etc

LARGE RANGE OF THE  
FOLLOWING

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

### Extension Leads

All For Futaba/Hitec

SERVO LEAD 200mm £1.00

EXTN LEAD 270mm £0.60 each

EXTN LEAD 500mm £0.80 each

EXTN LEAD 1000mm £1.00 each

Y LEAD £1.75 each

BEC RED BOTH ENDS £0.90

SWITCH HARNESS £2.99

### Graupner Speed 400! G3321



2.4-7.2 Volt  
RRP £7.99

Very Limited Stocks!

**Only £4.99!**

### Enrichpower NEW IN!

7.2v 4000MAH Ni-MH Pack

Large Capacity, Top Quality Battery

Our Price Only

**£19.99!**



### Atomic Lightning Bolt!

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

**Only £34.99**



## 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**

## KYOSHO SEAWIND READYSET £315



Model  
comes  
almost  
ready to  
run.  
Supplied  
with every-  
thing you  
need to  
sail.

### KYOSHO EP SURFER 3

'Readyset' Includes 2.4GHz Radio,  
Rechargeable Battery  
& Mains Charger 1:5 Scale  
Length 660mm  
Our Price **£220.00!**



**HOBBY**  
HOBBY ENGINE

Top Seller!



### Southampton Tug

Ready to run model includes 2.4GHz  
Radio, Battery & Charger  
Includes Smoke Generator  
Length - 560mm Height - 420mm  
Our Price **£169.99!**

### NAVY TORPEDO BOAT

1:115 SCALE

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: 500mm

RRP £45.99 **Only £29.99**



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IN THE MODEL  
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AN3055/00 Jenny - £125.00  
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AN3057/00 Caribic - £49.99  
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AN3081/00 Princess - £155.00  
AN3082/00 Victoria - £147.99  
AN3092/00 Classic Sport Boat - £64.99  
AN3093/00 Diva Cabin Cruiser - £69.95  
AN3254/00 Mora Viking Longboat with sail set - £76.99  
AN3255/00 La Capitana Di Venetia Complete - £185.00  
AN3270/00 Santa Elena inc Fittings & Sails - £220.00  
AN3600/00 Graf Spee Complete - £370.00  
AN3619/00 Tirpitz with Fittings - £500.00  
AN3620/00 Bismark includes Fittings - £470.00  
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### **Billings Boats**

B100 Us Coast Guard 1/40th Scale - £36.50  
B101 Rnli Wavney Lifeboat 1/40th Scale - £36.50  
B201 Rainbow Fishing Cutter 1/40th Scale - £36.50  
B478C Smit Rotterdam Inc's Fittings - £264.95  
B492C HMS Bounty 1/50th Scale - £167.99  
B498 1:75 HMS Victory - £245.00  
B512 HMS Warrior 1/100 Kit Complete With Fittings - £395.00  
B606 Colin Archer 1/40th Scale - £79.99  
B720 Viking Ship Oseberg - £104.99



### **Caldercraft Kits**

C7000 Joffre - £285.00  
C7001 Northlight - £270.00  
C7003 Marie Felling - £425.00  
C7005 Talacre - £270.00  
C7009 Cumbrae - £285.00  
C7010 Fifie Amaranth - £128.00  
C7011 Sir Kay - £320.00  
C7012 Imara (Single Screw) - £500.00  
C7012/1 Imara (Twin Screw) £500.00  
C7015 Brannan - £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  
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C9008 HMAV Bounty - £195.00  
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C9018 HM Schooner Pickle - £127.00



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K20212 Anna Inc Steam Plant - £120.00  
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K20250 Gulnara - £320.00  
K20261 Victoria with Fittings - £410.00  
K20281 Alexandra inc Fittings £360.00  
K20291 Borkum inc Fittings - £380.00  
K20300 Felix Hamburg Harbour Launch - £110.00  
K20310C U-Boot Type VIIb Submarine (inc running gear) - £399.00  
K20320 Lisa M - £130.00  
K20340 Hanse Cog - £165.00  
K20350 Muritz Cabin Cruiser - £169.00  
K20360 Police Launch - £145.00  
K21430 Nordstrand Trawler Yacht - £195.00  
K21440 Grimshorn Motor Vessel - £295.00



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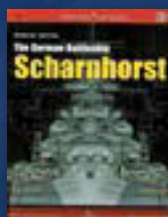
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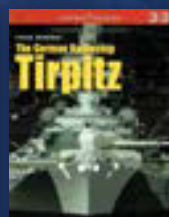
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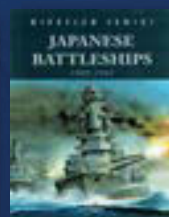
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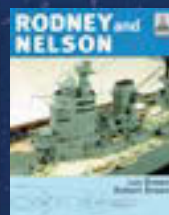
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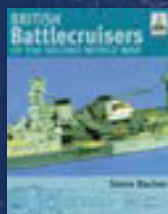
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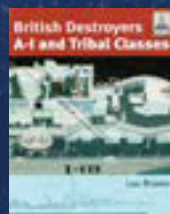
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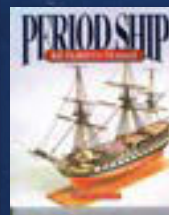
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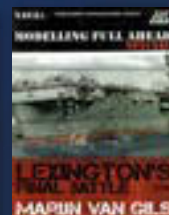
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## COVER STORY INSULINDE

This Dutch lifeboat was launched in 1927 and was one of the first lifeboats to be self-righting and unsinkable, as the basic design was based on the WW1 U boat hull. She saw 38 years service retiring in 1965, since then she has been restored and is operational at the National Lifeboat Museum in Den Helder. The first part of this article describes the history of the full size lifeboat and next month will cover the model build.

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## EDITORIAL CONTACT



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

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

## GREETINGS ALL,

Since I have taken the reigns of MMI we have published several articles on launching devices for model craft. Each one has its own merits and issues like transporting the launching device/trolley in your vehicle! One very popular method of launching and easy to carry are webbing straps.

Sadly, over the Christmas period at our club we had a illuminated night sail and one of our members was recovering his heavy, wet model with a pair of these straps and the model slipped out and caused considerable damage to the superstructure, hull, kort nozzles etc. etc. This was the first time the model had been sailed therefore not a good start for a new model boater!

The learning point from this incident is the modeller is now looking at alternative methods for launching and recovery, like using a trolley or asking for help from another model boater.

In this month's edition we have another mixed bag of articles including a static model of a coaster that has been super detailed, named Sarik-3. The build of an operational BK2 Armoured Russian Patrol Boat and the start of a two part article on the history and build of one of the first Dutch self-righting lifeboats, the Insulinde. We have the review of a modern, impressive, sound effects generator under Airwaves and if all the technology works if you visit <http://thehobbyhub.com/water> you will be able to hear the sounds of this Noisy Thing.

A good armchair read for modellers with a craving to relive the age of square riggers is the article on By Way of Cape Horn, a passage feared by many seafarers. Regular articles include Vintage Chatter covering mass production of some of the vintage servos and Waterlines concludes the stories of shipping lines Elder,



**Launching straps that can lead to serious damage to a model if it slips out!**

Dempster and Elders & Fyffes. For the I/C modeller Powerplug looks at common driveline gremlins, Scale Scene continues the article on constructing wooden hulls and Plastic Kit Scene examines some of the kits released.

For event organisers don't forget to let us know when your events are being held so we can mention in Diary Dates, BUT we do need to know at least 2 months before the event for it to appear in the printed magazine. Also you can input your own event on the Hobby Hub website see address opposite.

Have a good month!

**Barrie Stevens**  
**MMI**

**MARINE**  
**modelling INTERNATIONAL**

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

# MASTHEAD

NEWS OF INTEREST TO THE MARITIME MODELLER

## NAVY DAY 2017

Knightcote Model Boat Club are hosting a major Naval Day event on Sunday 2nd July 2017 in the Midlands. Free car parking, clubhouse, toilets, hot food and drinks, large free sailing water and model railway displays. Gazebos and tables provided.

Any Naval Ship, static or on the water welcome – launching facilities on site. The location is New House Farm, Knightcote, Southam, Warwickshire CV47 2EQ. Further details from Adrian Clutterbuck Tel: 01604 846461 or Derek Nelson Tel: 01926 640045 or [www.kmbcmodelboatclub.com](http://www.kmbcmodelboatclub.com)

## MODEL BOAT MAYHEM

Saturday 27th and Sunday 28th May 2017 will be the usual weekend of model boating fun. We invite all clubs and traders to display and sail at Wicksteed Park, NN15 6NJ, to mark the eleventh year of the Mayhem. As usual different events will be organised in preparation for the big weekend. More information on events will follow soon. Entrance to Model Boat Mayhem at Wicksteed is free, however there is an entrance fee to enter the park (max price £6 per vehicle). Camping and onsite facilities are available via Wicksteed Park. For further information contact Nick Brown at [raflaunches@outlook.com](mailto:raflaunches@outlook.com) or visit [www.modelboatmayhem.co.uk](http://www.modelboatmayhem.co.uk) and click forum

## TRAPLET SHOP

The full range of My Hobby Store Engineering Plans can now be purchased from the online shop: <http://gb.trapletshop.com/model-engineering-plans> These include, Model Railway Engineering Plans, Model Railway Scenery and Accessories, Vehicle Drawings, X list plans, and Aircraft profiles.

## NEW FACEBOOK GROUP

For users of Facebook a new group has been formed which should be of interest to maritime modellers, and in particular those interested in building. It is called Model Boat Builder and within the first month of going live has received over 1000 visits. Go take a look at: [www.facebook.com/modelboatbuilder/](http://www.facebook.com/modelboatbuilder/)

## MEDWAY QUEEN VISITOR PROGRAMME "ONWARDS AND UPWARDS FOR 2017"

The Medway Queen Preservation Society will continue to improve its visitor offering and develop its structure and organisation in 2017 as the Heritage Lottery Fund Transition Project continues.

The Visitor Centre on Gillingham Pier, and the ship herself will be open on Saturdays as usual in 2017 from 11th February (half term holiday) until 16th December. Normal opening times will be 11 am to 4 pm with last admissions strictly at 3 pm. We now have all four of the ship's public spaces accessible to visitors and, of course,



Medway Queen at Gillingham Pier (picture Clem Rutter)

you can view the great engine and visualise how it would have looked and sounded as it powered the ship through the water.

The large upper aft saloon is being prepared for private hire for meetings, celebrations and parties and will be available from the spring onwards. The forward saloon hosts a coffee shop. The lower forward saloon is a cinema room with films about the ship and the lower aft saloon will be used for various displays and exhibitions including our 'Memories of Dunkirk' which will run from 27th May through to mid-August.

Knowledgeable guides are always on hand to answer your questions and point out items of interest. Disabled access to the ship may be restricted by the tides and below decks requires the use of short flights of stairs, but no ladders. Toilets are available on shore and Visitor Centre access is via ramps. Admission to the Visitor Centre is free but there is a charge of £5 (for an annual ticket) per adult to go on board Medway Queen. Accompanied children under 16 have free admission to the ship.

A number of special event days are already being planned for the year, including the following:

- Sat/Sun 15th & 16th April (Easter) 'Review of the Fleet' model Boat Show. Medway Queen was at the Coronation Spithead Review in 1937, 80 years ago, and again in 1953.
- From Saturday 27th May 'Memories of Dunkirk' exhibition in the lower aft saloon. This will run through the summer until mid-August.
- Sat/Sun 9th & 10th September 'Heritage Open Days' Art and photo exhibition and showcase of volunteers' work.

For further details of events visit [www.medwayqueen.co.uk](http://www.medwayqueen.co.uk)

## PS WAVERLEY

The full sailing program for 2017 has been released and again include visits to: Scotland, Liverpool, Bristol Channel, South Coast and the Thames for the full timetable visit: [www.paddlesteamers.org/news/](http://www.paddlesteamers.org/news/)

## R/C SQUARE RIGGERS?

There has been a suggestion that if there is enough interest, it would be an idea to run a R/C square rigger meet somewhere in the UK. If you have any thoughts on supporting this suggestion please Email the editor (contact details on page 7).

## WEHRMACHT PIONEER LANDING CRAFT PILABO 39 KIT RELEASED

In MMI's April 2012 issue our author Chris Koenig presented his Wehrmacht Pioneer Landing Craft PiLaBo 39 built from scratch in 1:35 scale. Afterwards he received numerous emails from readers, asking for details and plans. Some of them suggested this to be a model well suitable for a kit. Robert Schatton from Bavaria is a well known gentlemen when it comes to short run kits and high class details usually precision lathed from brass and aluminum for WW2 weapons and vehicles. Robert took over our author's model and asked for two extra hull halves to be made. Then another hobbyist assisted in developing a 1:35 scale kit of a Pionierlandungsboot 39, which goes on sale by the end of January 2017 at [www.modellbau-schatton.privat.t-online.de/](http://www.modellbau-schatton.privat.t-online.de/). The kit contains the hull in two pieces, main deck and the helm made from resin, while the bulkheads are constructed from precision lasered cardboard. The kit, Nr. 3584, could be converted to R/C. **MMI**



Wehrmacht Pioneer Landing Craft PiLaBo 39

# DIARY DATES

## DATES FOR YOUR DIARIES

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](mailto:mmi@traplet.com) or post to MMI Editor, Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Road, Malvern WR13 6NN. England. We need the Date, Venue, Organiser/who to contact and crucially an email/website address and/or a telephone number, a post code would be useful for Sat Navs. A full listing of events for the year can be found on <http://thehobbyhub.com/water/> we do need at least 8 weeks notice to include in the printed magazine.

### MARCH 2017 MMI DIARY DATES

#### MARCH 4

##### Extreme Footy Series ACT 1

Abington Park MYC, Abington Park, Northampton NN3 3HN. Footy Class Stadium style racing. 9 am – 4 pm. Contact [peter.shepherd62@gmail.com](mailto:peter.shepherd62@gmail.com) or [www.sailfootyuk.com](http://www.sailfootyuk.com)

#### MARCH 11

##### Footy – Mad March Hare

Cotswold MYC, Lake 9 (Spinnaker Lake), Cerney Wick Lane, The Cotswold Water Park, Nr, South Cerney, Wiltshire. 9 am – 4 pm. Contact [david.wilkinson72@yahoo.co.uk](mailto:david.wilkinson72@yahoo.co.uk) or [www.sailfootyuk.com](http://www.sailfootyuk.com)

#### MARCH 12

##### Mini Ship (1/1200-1250 scale) Show

Theale Village Hall (near Reading RG7 5AS), 10:30 am – 2:30 pm. Call Waterline Ship Enthusiasts (Dave) on 02392 352383 or email: [dreadnought9@hotmail.co.uk](mailto:dreadnought9@hotmail.co.uk)

#### MARCH 18

##### Wee Nip Medal Competition – R1

Emberton Park Sailing Club, Emberton Country Park, Olney Road, Emberton MK46 5FJ. 9 am – 3 pm. Race series for Bermuda rigged Wee Nips detail available at [www.weenip.org.uk/](http://www.weenip.org.uk/) or contact email: [peter.shepherd62@gmail.com](mailto:peter.shepherd62@gmail.com)

#### MARCH 18/19

##### Southern Expo

Hornchurch Sports Centre, Harrow Lodge Park Hornchurch Road, Hornchurch, Essex RM11 1JU. 10 am to 5 pm Saturday and 10 am to 4 pm Sunday. Entry: Adults £3, Children £1 and Senior Citizens £2. Open Competition (Sunday only). More details email: [southernexpo@tiscali.co.uk](mailto:southernexpo@tiscali.co.uk) or website [www.southernexpo.co.uk](http://www.southernexpo.co.uk)

#### MARCH 25

##### Midlands Region Six Metre Trophy – R1

Two Islands RYC, Lynmouth Crescent, Furzton, MK4 1JP. Open Competition for Six Metre Yachts part of the Midlands Region Trophy series. 9 am – 4 pm. Contact [peter.shepherd62@gmail.com](mailto:peter.shepherd62@gmail.com) or [sixmetresailing.weebly.com/](http://sixmetresailing.weebly.com/)

#### MARCH 25

##### Solent RCMBBC Charity Exhibition

Highcliffe Sports and Social Club, 387 Lymington Road, Highcliffe, Dorset BH23 5EG. 10 am to 3 pm. In aid of RNLI. Entry by charity donation. Refreshments and RNLI stall. Further details contact David McNair-Taylor, email: [david.mcnairtaylor@sky.com](mailto:david.mcnairtaylor@sky.com). Tel: 07887 967887

#### MARCH 26

##### Mutual Model Boat Society Grand Modellers Bring & Buy Sale

Crimble Croft Community Centre, Aspinall Street, Heywood, Manchester OL10 4HL. Come along and enjoy this famous event, either to sell or purchase your supplies, there are always lots of unusual bargains to be had. Opening time for sales 10 am, opening time for traders 9 am. Food available from 9 am, closing time 1 pm. Admission £1.50 includes a raffle ticket. To reserve a seller's Table, 6 ft x 2 ft, £10, please contact Kevan Winward on 01706 868616, Mobile 07803 975089

### APRIL 2017 MMI DIARY DATES

#### APRIL 1

##### Radio Controlled Model and Craft Show

The Moorhen Model Boat Club will be hosting a radio controlled model and craft show at Roydon Village Hall, Roydon, Harlow, Essex CM19 5HH, between 10 am and 5 pm. Light refreshments will be available to purchase. Entry fee will be £2. Please contact Mr Allan Storrar on 07846 309269 for more details if required

#### APRIL 1/2

##### Coalville Model Boat Show

Hermitage Leisure Centre, Coalville. For further info email: [dave@coalvilleshow.co.uk](mailto:dave@coalvilleshow.co.uk)

#### APRIL 9

##### Footy Open – Videlo Globe Trophy

Frensham Pond MYG, Frensham Pond Sailing Club, Pond Lane, Churt, Farnham, Surrey GU10 2QA. 9 am – 4 pm. Contact [banjo5@btinternet.com](mailto:banjo5@btinternet.com) or [www.sailfootyuk.com](http://www.sailfootyuk.com)

#### APRIL 16

##### Six Metre Open – Shearwater Trophy

Broads RYC, Southern Waterfront, Ormesby Little Broad, Filby NR29 3AA, within the grounds of Filby Bridge Restaurant, Round 1 of the MYA Eastern District 2002 Trophy. 9 am – 4 pm. Contact [terryb523@icloud.com](mailto:terryb523@icloud.com) or [www.broadsradioyachtclub.co.uk/index.html](http://www.broadsradioyachtclub.co.uk/index.html)

#### APRIL 22

##### Extreme Footy Series ACT 2

Abington Park MYC, Abington Park, Northampton NN3 3HN. Footy Class Stadium style racing. 9 am – 4 pm. Contact [peter.shepherd62@gmail.com](mailto:peter.shepherd62@gmail.com) or [www.sailfootyuk.com](http://www.sailfootyuk.com)

#### APRIL 22

##### Spalding Model Engineering & Hobby Show

Springfields Event Centre, Camelgate, Spalding PE12 6ET, Lincolnshire. 9.30 am – 4.30 pm. Traditional Model Engineering, 3D Printing, R/C Vehicles, Indoor Flying Zone, Flight Simulator, Outdoor Boating Pool, several large railway layouts, 35 plus clubs/societies already booked in, miniature live steam outside, daily steam road run, free car parking and lots, lots more! Entrance Adults £7, under 16's £2, Under 5's free. Contact [spaldingshow@gmail.com](mailto:spaldingshow@gmail.com) or 07443 524260 or [www.spaldingshow.com](http://www.spaldingshow.com)

#### APRIL 22

##### South West Ship Show

Gordano School Community Trust Sports Centre, St Marys Road, Portishead, Bristol, BS20 7QR. 10 am to 4 pm. For further information contact 01275 846178 or [www.coastalshipping.co.uk](http://www.coastalshipping.co.uk)

#### APRIL 29

##### Wee Nip Medal Competition – R2

Hollowell Sailing Club, Hollowell Reservoir, Nr Guilsborough, Northamptonshire NN6 8RN. 9 am – 1.30 pm. Race series for Bermuda rigged Wee Nips detail available at [www.weenip.org.uk/](http://www.weenip.org.uk/) or contact [peter.shepherd62@gmail.com](mailto:peter.shepherd62@gmail.com) **MMI**

# WATERLINES

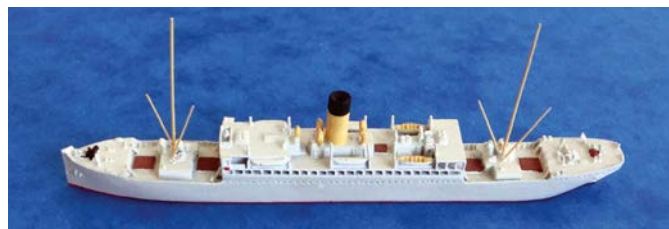
AUTHOR: KELVIN HOLMES (khwaterlines@btinternet.com)

## ELDERS & FYFFES – KELVIN CONCLUDES THE STORIES OF SHIPPING LINES ELDER, DEMPSTER AND ELDERS & FYFFES

Continuing from February, this month we have a list of 1/1200-1250 models of post-1945 Elder, Dempster vessels and describe the formation and history of Elders & Fyffes. As early as 1880 Elder, Dempster & Co ships, returning to the UK from West Africa, would pick up cargoes of bananas from the Canaries and Madeira; an activity later duplicated by London firm E.W. Fyffe & Co. The latter teamed with Hudson Bros who were fruit distributors to form Fyffe, Hudson & Co in 1896. In the face of potential competition from the newly established Jamaica Fruit Importing & Trading Co Messrs Fyffe and Hudson sold out to the growers on the islands who modified the name slightly adding a Ltd.

In 1901 Elder, Dempster with the award of a ten year mail contract (see last month) agreed at the request of the Colonial Secretary to transport bananas in quantity from the West Indies. These came into Avonmouth where the local ED manager Arthur Stockley decided to seek help from Fyffe, Hudson & Co Ltd in handling the distribution. So came about the creation of Elders & Fyffes with Alfred Jones as chairman and three directors coming from Fyffe, Hudson & Co Ltd.

With the five (eventually six) ships of the Imperial Direct West India Mail Service providing a fortnightly service Elders & Fyffes decided that weekly was needed; thus Elders & Fyffes Shipping Ltd was formed with four aging but serviceable ships bought from Furness, Withy.



*Elder & Fyffes Cavina of 1924 depicted by Albatros*



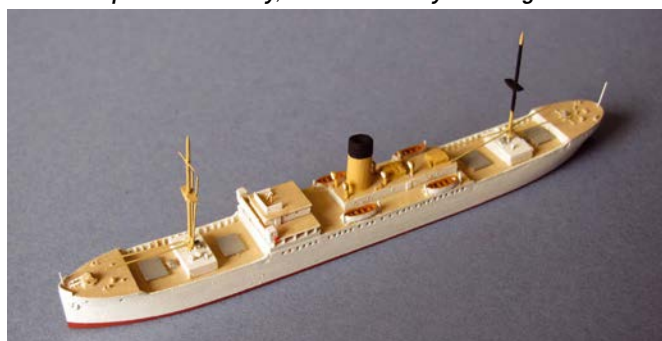
*Elder & Fyffes Golfito (by Albatros) and Chirripo (by Solent) (Peter Anthony)*



*LJ version of Camito in her original Elder & Fyffes scheme; she was later given United Fruit Co funnel colours (Nigel Robinson)*



*Elder Dempster's Clearway, circa 1968 – Llyn 94 (Nigel Robinson)*



*Corrales of the Elder & Fyffes 1919-1930 Chirripo class, model is M96 (Nigel Robinson)*

With this investment there was always the concern that any problems with the Jamaica banana crop would be a financial disaster so in 1902 Stockley began to explore alternative sources of supply. Discussions with the Boston based United Fruit Company saw the latter acquire 45% in E & Fs in return for access to growers throughout the Caribbean and in Central America.

This was just as well because the following year the Jamaica crop was ruined by a hurricane and the deal allowed bananas from Costa Rica to be shipped. Between 1905 and 1911 twelve new purpose built ships were brought into service the last nine of which also had accommodation for 12 passengers.

As already recounted (last month), with the death of Alfred Jones the entire group was put up for sale in 1910. To the disappointment of its current, ex-Fyffe, Hudson & Co Ltd, directors the Elders & Fyffes business, with its fleet of ten ships, was sold to United Fruit. At least the UK based management team was retained although further change was afoot. With the mail contract ending Imperial Direct (always loss making) was closed leaving Elders & Fyffes to provide a weekly service which at least was achievable with the existing fleet. In fact the most successful aspect of Imperial Direct's operations had been passengers, so four new ships of the Chagres class able to carry 50 passengers were ordered entering service in 1912-1913. In 1913 a pair of ships being built by Swan Hunters for the Hamburg America Fruit Line were bought by United Fruit and on completion the following year were allocated to Elders & Fyffes giving a fleet strength of 16 on the outbreak of war. By 1918 just six of these remained although four new builds of the Camito class joined in 1915 (one, the Cavina was lost in 1917).

War reparations provided two ex-German ships including the raider Mowe as described last month. The bulk of the post-war fleet comprised the nineteen ships of the Chirripo class completed between 1919 and 1930 when the fleet reached its maximum of 36. By 1939 transfers and disposals had reduced this to twenty one of which seven survived the war joined soon by the Chirripo which



*Chiquita Bremen of the United Fruit Co 1992 depicted by Bille (Peter Anthony)*



*Elder Dempster's Accra in late 1949 with the grey hull*



*Six ships of the S class were completed for Elder Dempster in 1947/48*

had been one of four ships transferred to a German subsidiary back in 1935; via internment in 1939 and five years with United Fruit's Mayan SS Co she returned to the colours in 1946 serving for a further six years.

Four ex-German ships plus Manistee (built 1932) and Matina (1946) brought the fleet up to fourteen. In 1950 the handsome Golfito entered service followed by a sistership Camito six years later. In 1969 United Fruit set up Fyffes Group Ltd within which Elders & Fyffes Ltd were running the shipping division and in 1970, when the American company became the United Brands Corporation of New York, the decision was taken that the nine ships being operated by Fyffes should adopt United's livery.

During the 1970s further progress was made with moving out of ship owning into bare boat charter (i.e. the ship without crew, fuel or provisions).

From 1981 all the corporation's shipping was being managed by Fyffes Line Ltd (based at Southampton) and in 1986 Carl Libner of United Brands put the company up for sale. Fruit Importers of Ireland Ltd became the new owners with the holding company



*Elder Dempster's Accra as completed in 1947 with a black hull*



*Chuscal was operated by Elder & Fyffes between 1961 and 1972*



*Camito laid up in 1971 shows the funnel colours of United Fruit*

called FII-Fyffes Plc, a nice touch being the return of traditional E&F livery with a banana (rather than Chiquita) logo on the hulls.

In 1990 the company name was shortened to Fyffes Plc and in 1996 the banana business of Geest was acquired. At this time Fyffes were only operating small chartered ships although the new Geest Plc subsidiary possessed two 13,000 tonners. Referring now to Ocean Ships, Fyffes in 2000 were chartering four 10,000 ton ships from Star Reefers whilst the Geest fleet had been supplemented by four on charter. In 2002 Geest moved to Portsmouth although no longer importing bananas.

From 2004 onwards Ocean Fleets lists no ships at all for either company indicating that vessels are chartered, for example Timor Stream seen on Geest's website is owned by Triton Schiffahrts GmbH Germany whose entry notes that hulls are white with charterer's name. In 2015, the same German company was also chartering Agulhas Stream to Geest. Similarly Star Reefer's Star Prima and Star Quality are (or have been) on charter to Fyffes. So really in terms of ship owning this complicated story has come to an end.

| Ship            | Built | Model(s)         | Notes                                                                                                                     |
|-----------------|-------|------------------|---------------------------------------------------------------------------------------------------------------------------|
| Chiripo         | 1919  | LJ M-96          | (class of 19), served as Wesermunde 1935-39, scrapped 1952                                                                |
| Greenbrier      | 1914  | NM81 as Mowe     | ex German Pungo, raider Mowe, ceded to GB in 1920                                                                         |
| Cavina          | 1924  | Albatros (AL) 38 | 1957 sold to Cia.Navieria Lanena, renamed Catusha. 1958 scrapped                                                          |
| Pucuaire/Nicoya | 1935  | AL 60            | Acquired 1946, ex Pelikan & Pontos (AL 60 Pontos)                                                                         |
| Golfito/Camito  | 1950  | AL-186, LJ L-33  | 1971 scrapped / 1973 scrapped                                                                                             |
| Chiripo         | 1957  | SOM 06           | 1969 transferred to Empresa Hondurena de Vapores S.A., Puerto Cortez renamed Olancho, 1972 sold to Greece, 1974 scrapped. |
| Chiquita Bremen | 1992  | Bille 105        | United Fruit Co. funnel colours; traded for Chiquita Brands Inc. USA                                                      |

#### Elders & Fyffes and Related Company Models

| Ship      | Built (depicted) | Model(s)     | Notes                                                                  |
|-----------|------------------|--------------|------------------------------------------------------------------------|
| Zungeru   | 1942 (1947)      | LJ M-47      | Ex Liberty ship, class of 3, sold 1958/59                              |
| Accra     | 1947             | AL-261       | Model with grey hull; sold and scrapped 1967                           |
| Apapa     | 1948             | AL-261a      | Also grey hull, AL-261b with black hull; sold 1968, scrapped 1975      |
| Aureol    | 1951             | LJ L-15      | Sold 1974 becoming Marianna VI, laid up 1990 Piraeus                   |
| Eboe      | 1952             | LJ M-61      | Sister ship Ebani, Eboe sold as Giorgios in 1977, pair scrapped 77/78  |
| Kentung   | 1954             | WMS 16       | British & Burmese SN Co (owned by ED), sold 1966, scrapped 1980        |
| Calabar   | 1936 (1957)      | LJ L-32      | ex-Umtali of Bullard King bought by ED 1957; sold 1962, scrapped 1963  |
| Daru      | 1958             | LJ M-107     | Sold 1979, scrapped 1982 (class of 6)                                  |
| Clearway  | 1968 (1970)      | Lynn 94      | Ex Sealord Challenger, served 1969 to 1973, last heard off Manila 1989 |
| Titan     | 1971             | Lynn KS 2007 | special model for 2007 Kassel event; ex Blue Funnel, served 1971-75    |
| Autolycus | 1949 (1975)      | LJ M-93      | ex Blue Funnel, served 1974/75, sold 1976, scrapped 1978               |
| Obuasi    | 1957 (1977)      | LJ M-33      | ex Blue Funnel, served 1977-78, scrapped 1979 (class of 6)             |

#### Post-1945 Elder Dempster Line and Related Company Models

#### NOTES ON THE 1/1200-1250 MODELS

Featured this time are UK manufacturers Solent Model Ships (SOM), Wirral Miniature Ships (WMS), Lynn and Nelson. The latter two are discontinued although NE 23/24 has been re-issued in kit form (see [www.limitededitions.co.uk](http://www.limitededitions.co.uk)). SOM is an excellent little range, the most recent of which are the 1947 ferry Falaise (09), coaster Grebe (11) with Normannia (12) due this Spring – all vessels which have visited the Solent; for more information contact [somods51@gmail.com](mailto:somods51@gmail.com).

Continental 1/1250s comprise Albatros (AL), Bille and Hein Muck (HM) although again the latter two are discontinued. Fortunately AH Models (24 Broadland Road, Great Sutton, Ellesmere Port CH66 2JS) who manufacture the WMS series have come to the rescue with an extensive reissue programme of Len Jordan L & M series and HM resin kits. All the LJs listed above are available, although disappointingly, in the context of this article, neither WMS 16 or HM 48 currently feature. A Limited Editions reissue of the old Aba would be good. We can hope.



*Rio Cobre was built in 1945 and served Elder & Fyffes from 1969 to 1975; pictured here operating for United Fruit's Chiquita brand (Kelvin Davies)*



*This Chirripo (see SOM 06) was the third to carry the name; she was with the group from 1957 to 1972*



*Matina was completed in 1969 for Elder & Fyffes; she was sold in 1982 and scrapped in 1993*



*Star Prima under charter to Elder & Fyffes*

I would like to thank stalwarts Nigel Robinson and Peter Anthony for yet again providing pictures of models in their impressive fleets. Meanwhile happy collecting and modelling. **MMI**

#### REFERENCES AND FURTHER READING

- 'The Elder Dempster Line Fleet History 1852-1985' by James Cowden and John Duffy (published 1986) Duncan Haws
- 'Merchant Fleets Nos 20 Elder Dempster Lines' (1990) and '31 Elders & Fyffes and Geest' (1996) 'Fyffes and the Banana: Musa Sapientum – A Centenary History, 1888-1988' by Peter Davies (1990)
- 'Elders and Fyffes: A Photographic History' by Campbell McCutcheon (2010)
- 'Yes! We Have Some: The Story of Fyffes' by Patrick Beaver (1976)

|       |                                      |        |
|-------|--------------------------------------|--------|
| £7.45 | Amati Pin Pusher De-Luxe             | £11.45 |
| £6.12 | Pin Pusher                           | £9.00  |
| £5.35 | Waterline marking tool               | £10.40 |
| £3.75 | A3 cutting mat                       | £11.10 |
| £1.65 | Pounce tool with 4 wheels            | £11.90 |
| 10.50 | Assorted grade Sanding Sticks (5)    | £10.90 |
| 10.50 | Shroud Making Jig                    | £12.75 |
| £7.40 | Zona Ultra Thin Kerf Razor Saw 52tpi | £11.70 |
| £7.40 | Zona Ultra Thin Kerf Razor Saw 42tpi | £11.70 |
| £7.40 | Zona Ultra Thin Kerf Razor Saw 32tpi | £11.90 |
| £7.40 | Zona Medium Kerf Razor Saw 24tpi     | £11.90 |
|       | 8 piece twist drill set 5 to 2.0mm   | £7.30  |

# SCALE SCENE

IAN CONTINUES HIS ARTICLE ON CONSTRUCTING WOODEN HULLS

AUTHOR: IAN WILLIAMS (electro-marine@talktalk.net)

**A**s I intimated last month, I'm not going to get heavily into the details of constructing wooden hulls, especially the intricacies of planking. There are whole books dedicated to the subject. However, what I will attempt to do is make you interested enough to want to look out for those books!

## EGG BOX CONSTRUCTION

Mostly used for static models, the egg box or egg crate method is an older but still valid form of hull construction. Often used for full hull, but can be used for waterline models. The benefit over a Bread-and-Butter or Solid block hull is that the tedious template-fitting-procedure is more or less built into this method of construction.



*Example of part egg box construction on a full size sailing skiff*



*Fully framed ship model. Imagine planking round those curves!*

If you refer back to last month's article, you will see a photo of a hull partly constructed using this method. This particular model is a bit of a hybrid as it has been planked. The normal method is to cut out the bulkheads, a keelson and one or more 'decks'. I've used quote marks here as, these could be the actual ship's deck level or even one or two false decks to aid in construction and overall rigidity. It's basically your choice, but the hull structure can be made from balsa, styrene, basswood, lite-ply or whatever else you fancy.

The gaps are then filled in with your choice of blocks of carving material; probably the most common are Balsa, or Styrene foam. Then of course it's just a matter of shaping the filling material to give a nice smooth hull shape.

I have heard it suggested that using a harder material for the skeleton than the filler is best, but there are pros and cons to doing that. On the positive side, you're less likely to remove too much material from the shape defining ribs and backbone. On the negative side, if the structure isn't perfectly true, you won't be able to correct it as easily by sanding a little extra at the high spots.

I would think a middle ground could be found; such as making the skeleton of something slightly harder, but not excessively so. Good combinations include: Styrene sheet structure with light insulation foam filler; hard balsa sheet structure with light balsa filler etc.

When the block material is glued in, it is good practice not to apply any glue to the bulkheads themselves and use modest amounts of glue in general. Apply it away from the boundary edges between blocks and structure. You want to avoid adhesive squeezing out at all costs. The obvious reason for this is that the difference in hardness between the filler block material and the glue will make you sand too hard and gouge out the blocks, leaving hard ridges where the glue-lines are. It is virtually impossible to make the hull smooth. Instead, secure the blocks with glue away from the edges of the 'egg crate' structure.

So, to recap, the method makes it relatively easy to shape the hull compared to bread and butter or solid block. (More in a bit). This method offers good economy for building relatively large model boats. What is a downside is that the hull structure is time consuming to build. It is also very important that the templates that the structure is made from are accurate and true. Otherwise you will have to 'fiddle' the last bit before you have a smooth hull.

## ROUND BILGE BOAT HULL DESIGNS

In the last article I explained a bit about planking and how hard chine hulls can often be simply sheathed with material rather than planking, for a simpler build. However, a round bilge hull cannot normally be planked with sheets, but has to be either carved from solid (yes I am going to get to that), or strip planked. It is true to say that a long and narrow hull will be a lot easier to plank than one that is short and wide.

Planking a round-bilge hull with sheet material in the way I suggested for hard chine models is not impossible but is a complete compromise. With this method the panel is fitted vertically from the keel and spans only between two bulkheads, the keelson and to deck level at best or even to a false deck halfway up the hull perhaps. It's a convenient solution for styrene or thin ply perhaps, but it's difficult to finish into a true and smooth hull this way. Also, as it's virtually impossible to accommodate complex curves, the bow and stern areas will have to be carved from solid. In fact, that statement raises another point.

For ship models of 19th and 20th century vessels with steel hulls, I'd use solid blocks at the extremes whenever suitable. It is very difficult to get plank strips to form that sharp entry of a full size



**Example of planking at the bow; this model being constructed in two halves**



**The bow of the Titanic. Imagine having to plank to a fine entry like that. Much easier to use a carved bow block as mentioned in the text**

vessel and it almost always ends up blunt, which can spoil the look of the whole model. Also by using blocks at the stern you'll bypass the headache of tight bends and awkwardly tapered strips. Of course this is not an option if the planking is exposed, but works great for hulls that are painted.

If scale appearance becomes secondary to ease of building and/or strength (such as for RC use), some round bilge hulls can be simplified by converting them to some form of hard chine type design. Large ships for instance, can often be built up with balsa or basswood sheet of appropriate dimensions and sanded to take on a more rounded shape. The thicker the planking, the more material will be available to form

a rounded bilge and other joints. This works quite well for some warships and cargo vessels with almost vertical sides. This leads into an area of hybrid construction arising from the idea of carving a hull from solid.

## CARVING HULLS FROM SOLID

This doesn't necessarily mean taking a big old chunk of solid wood and going at it with chisels and a power sander! Mostly it means laminating up pre-shaped layers of material to form a part shaped block which is then shaped to your required hull design. This is the famous 'bread and butter' method. A look at a couple of the photos will show you what I mean.

There are two ways of doing this; in horizontal slices (along waterlines) or in vertical slices (along buttock lines). Again, a look at the photos will show you what I mean.

Traditionally woods, such as Balsa and Basswood, are the most frequently used materials. Other popular woods include Alder, Poplar and Pine. Some woods are less suitable, generally because they are either too hard or not particularly stable. That said, there is no reason foam materials could not be used, such as polystyrene or 'hard' polyurethane. These materials are commonly used when making surfboards, for instance, but would need skinning as is done with the surfboards.



**An example of bread and butter construction to waterlines**



**An example of bread and butter done to buttock lines**



**Bread and butter hull**

There is a big benefit to a carved method in that there is very little stress and tension in the structure to have to deal with during the building, as opposed to those in any of the planked methods. So there is no real need to rigidly hold the hull during construction.

There are a couple of things to think about with bread and butter construction. Laminating many thinner boards makes the job of carving a lot easier, not only physically, but also visually, since there are more joints that help guide you find the true shape of the hull. But and it is a big but, unfortunately, thin wood is often more expensive by volume than thicker wood of the same type. Also, several thin layers require more work at the bow. Also more layers are needed of the more expensive material and it means more transferring from templates and cutting out, more complicated aligning and gluing up. 'You pays yer money and takes yer choice'!

I'll leave you with this thought. Carving and sanding a hull to shape is not as hard as it seems, especially with modern power tools. However, don't try it on the kitchen table! **MMI**

# VINTAGE CHATTER (PART 43)

MASS PRODUCTION...

AUTHOR: DAVID WIGGINS

**H**ello again. At times, over the last few years of this column, I have referred to the restoration of vintage proportional servos as “a thoroughly undesirable task” and the smaller the servo the tougher the assignment. When I was a young tech’ it wasn’t quite so bad – a young man’s eyesight being so very much better – but nowadays it’s hard going.

Looking back on the R/C and electronic servicing world of the late 60s and 1970s I recall that servo maintenance, setup and repair was ‘the’ bread and butter job for me and easily the most commonly requested service task. The reason for that was twofold – firstly that the early feedback servos all needed frequent technician reversing, as the first few generations of digital transmitter did not boast this useful feature.

Secondly, the damage caused by aeromodeller’s abuse together with engine vibration, caused by the 10 cc 2-stroke glow plug engines fitted in many model aircraft and power boats. Bolt one of these powerful engines to a lightly built model aircraft or to a thin and ‘ringy’ fibreglass hull plus some inadequate servo mounting (the dreaded ‘servo tape’) and you have a recipe for damage that, taken together with a dead or dying NiCad receiver battery, accounted for most service requests.

The modern R/C modeller, in our ‘chuck it away’ consumer society, may well wonder why anyone would even bother to have a servo repaired and the reason was the very high cost of a feedback servo back then.

As the late 60s gave way to the early seventies servo mechanisms got smaller and smaller as the major manufacturers, then mostly based in the United States and driven by aeromodeller demand, competed to offer their customers ‘The World’s Smallest’. Starting from large and decently engineered sets of high quality servo mechanics like the Orbit PS2/PS3 duo and the ball raced Bonner ‘Digimite’ the leading US manufacturers ‘progressed’ quickly to designing the tiny, all plastic, lightweight mechanisms illustrated this month.

## THE KRAFT KPS-12

The very small Kraft KPS12, designed by the late Joe Martin, was, by 1970, the holder of the ‘World’s Smallest’ title as you can see from Kraft’s advertising. From its introduction this mechanism attracted loud criticism both here and in the States on account of its outer case halves dispensing with screws in favour of a vinyl tape wrap. Powered by the then new Japanese Mitsumi 16 mm miniature motor its output shaft was driven via a lightweight set



*A set of 4 Kraft KPS12 mechanics being reassembled after cleaning*



*The KPS12 gearbox including the external centre adjust feature*



*KPS12 motors and pot wipers tested, cleaned and refitted*

of nylon gears and pinions. A useful feature – then unique – was the ability to set up the servo centre from the outside via a brass insert set within the output shaft and without pulling the feedback potentiometer out or disturbing the internal wiring.

To sum up the design’s drawbacks I’m afraid that the user must take much of the blame. Inevitably, the strong mylar tape used by

the factory got replaced by cheap wrapping tape when repaired out in the field and a tiny design intended only for ‘miniature’ models found itself getting fitted into 10 cc powered monsters leading to stripped gears, oval bearings, bendy cases and a shortened life.

There really was nothing wrong with the design when employed for the task for which it was intended. Its best points would include a then very high technology Kraft/Texas Instruments TTL (transistor-transistor-logic), custom integrated circuit



*Their tiny new servo being advertised by Kraft*



**A completed Kraft KPS12 servo. Original 'Multicon' connector**

used with PNP transistor outputs in the second series of the design (the first batch of amps were 4 wire and all discrete), a quality 'cermet' feedback pot with a gold wiper and a beautifully assembled PCB. I liked them myself although I acknowledge that many did not.

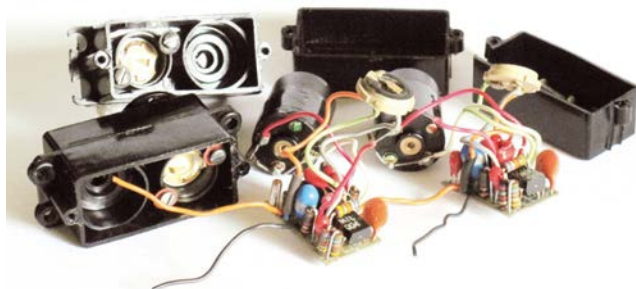
Mr Martin's mechanical design got itself a second life when owner Phil Kraft selected 2 of them to be the mechanical heart of his popular and low cost KP-2/3 (2 or 3 channel), 'brick' sport receiving unit, to which role it was ideally suited. Most often used in gliders and in small boats the KP2/3 brick was a reliable and easy to fit unit that I used for many years in 3.5 cc speed-steering hulls.

#### THE ORBIT/MICRO AVIONICS PS4D

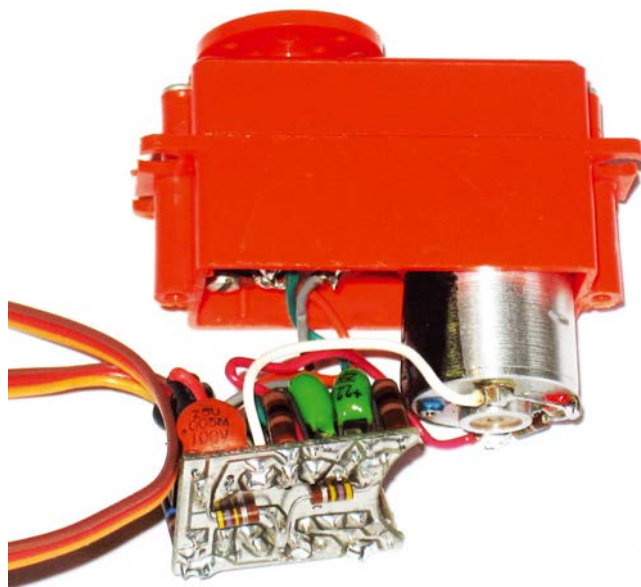
Different in size by a mere 1/2 mm (if that) we arrive at Orbits equally small and light PS4-D micro servo that also held the 'World's Smallest' title at one time. Supplied with both Orbit (in white or black cases), and Micro Avionics (in orange cases), radios the PS4 was a popular unit in its time and it replaced Bob Dunham's reliable and hugely popular PS3D linear and rotary medium-sized servo with both makes.

Unlike the Kraft KPS12 a PS4 case was secured by 2 screws but the design lacks the Kraft level of polish in other areas. For example, the Orbit circuit board is nice but not as nicely assembled as Kraft's and there is no exterior centre adjustment making it a pain to set up on a servo tester by removing and twiddling the tiny pot' track. When re-assembling a PS4 after servicing one gains the annoying impression of 'a quart wedged into a pint pot' whereas Kraft's little servo pops together very easily. As to performance there's no difference – both are lightweight servos for lightweight models – as simple as that.

Of these two miniature designs the Kraft, being sourced by a larger and better financed concern, often turns up with other makes of gear. I've seen them offered by Heathkit, Tower Hobbies and Skyleader and even 'posh' Pro-Line offered them as an option as did the many 'sports' sets built by Kraft for other people or for the bigger Kraft service centres.



**A pair of as-new Orbit PS4-D servos stripped for servicing**



**A finished Micro-Avionics/Orbit PS4D rewired and tested**

#### SUMMING UP

Speaking of American 'micro' servos of the 1970s, one must, I suppose, mention the EK Logictrol 'Super Mini' as well. A touch smaller still than either the Kraft or Orbit I find these just horrible things to work on plus they are fitted with conductive plastic pot tracks which are always tarnished black and troublesome after 50 odd years.

Servicing any of these tiny electro mechanical objects is always a challenge so many years after they were first sold. I begin with a close visual (10X magnifier), examination of all the gears and pinions looking for chipped or missing teeth and of the cases and frames looking for splits and other obvious crash damage, and then move onto checking the motor, potentiometer and circuit board.

As you see, I take the entire thing apart, clean everything thoroughly (often, case cracks are only visible once the muck has been removed), and restart assembly only after oiling and test running the motor and cleaning the pot track and its wiper. Faults on circuit boards are rare but I always replace flexible cable and resolder the pot' and motor joints.

The latter is necessary I find and I've done this ever since first coming across a transmitter circuit board where every single joint, whilst looking perfect, had dulled, work hardened and cracked where the old lead solder tinning met the board or stick pot'. The usual culprit for this sort of thing is the use of an acid flux which should never, ever be present in radio solder.

Well guys, that's about it. See you all next time, here in MMI.

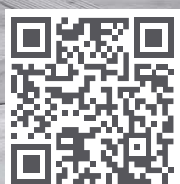
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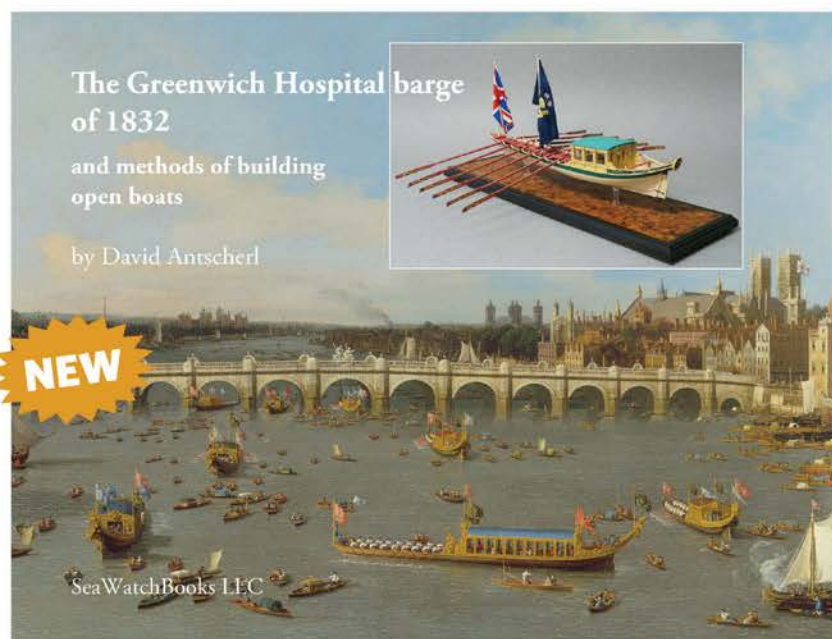
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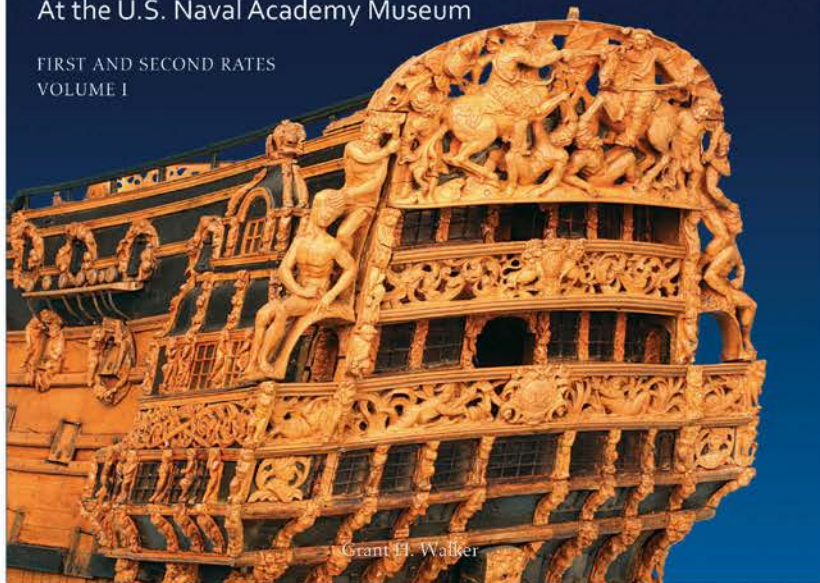
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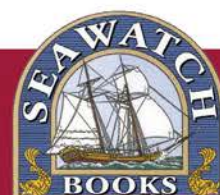
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# PLASTIC KIT SCENE

HERE IS A SELECTION OF SOME UNUSUAL NEW PLASTIC KITS

AUTHOR: **ROBIN TROTT** ([robin.trott@yahoo.co.uk](mailto:robin.trott@yahoo.co.uk))

## NORTH STAR MODELS

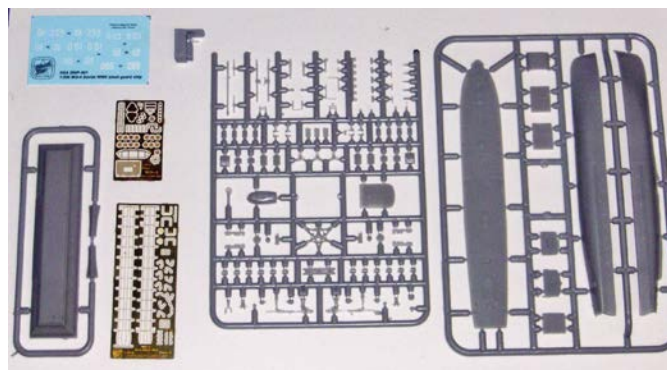
### WWII Soviet 'MO-4' Patrol Boat

Model No. NSA 200P-901  
Scale 1/200  
Length 13.5 cm  
Beam 2.1 cm  
Parts 131 plastic, 3 resin, 2 P/E frets and decals

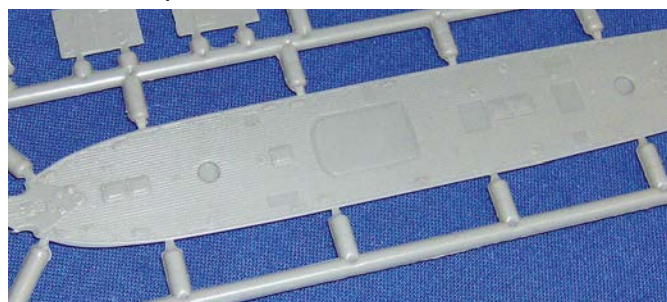
The 'MO' class were built for the Soviet navy before and during WW2 (1937-1943), they were mainly used in anti-submarine roles but as a very versatile craft they were given other roles including escort duty and for landing small numbers of troops. The craft were not armoured and were built mainly from wood, within the hull were several watertight compartments this allowed them to take some damage without sinking. They were powered by three motors and armed with depth charges, semi-automatic guns and machine guns.



**North Star Models Patrol Boat**



**Vast amount of parts for a small kit**



**Well reproduced deck moulding**

The detail of the kit is very good with the deck planking well reproduced; the sprues contain some very small parts which need very careful cutting to remove from the sprue. There are some small bits of flash on a few parts but this can be easily removed. The assembly instructions are very comprehensive but easy to follow; it includes full colour painting guide. This new kit will be a hit as it is of a warship not available, as far as I know, as a model.

North Star Models are produced in Latvia; they make a full range of aftermarket upgrade sets and parts for many different types of models. This also includes crew figures in different scales here are examples of two of their sets.



**Kriegsmarine 1/200 scale figures**

### Kriegsmarine Summer Static Figures Set 1

Set No. NSA-200 503  
Scale 1/200  
Contents 57

### Imperial Russian Navy in Working Positions

Set No. NSA-350 517  
Scale 1/350  
Contents 60+

This is just a sample of the set of figures that they produce. All figures are moulded in plastic and are full bodied and not flat like many other makes and P/E figures; the 1/350 figures are in one block and care is needed when removing them. For

such small figures the detail and the figures positions are very good and will look great crew figures. The 1/200 scale figures are attached to sprues so they could be painted before removing; their detail is also very good and will look quite impressive on a model warship.



**The minute Russian 1/350 figures**

Full details of these items and the complete North Star Models range can be found by visiting [www.northstarmodels.com](http://www.northstarmodels.com)

## FLYHAWK MODELS

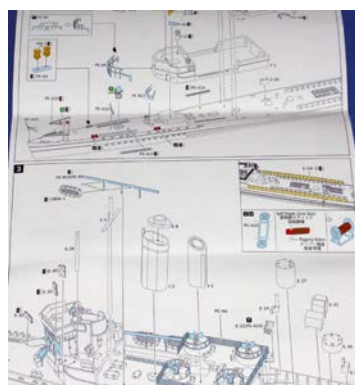
Here are details of a fantastic new kit that definitely needed to be reproduced in this form by some company and Flyhawk have done just that...



Great new Campbelltown kits from Flyhawk



All these parts are from the limited edition kit



Details of the assembly guide

#### HMS Campbelltown 1942 (Delux Edition)

Model No. FH1105S  
Scale 1/700  
Length 13.8 cm  
Parts 90 plastic, 2 P/E frets, 13 metal fittings, Uschi rigging thread and decals

#### HMS Campbelltown 1942

Model No. FH1105  
Scale 1/700  
Length 13.8 cm  
Parts 90 plastic, 1 P/E fret and decals

HMS Campbelltown was an American Wicks class four funnelled destroyer dating from the 1st World War. Fifty of them were transferred to the Royal Navy under the lend-lease agreement during the first years of the 2nd World War. Campbelltown was chosen to spearhead the attack on the German held French port of Saint-Nazaire.

The port had the largest dry-dock on the Atlantic side of the French coast, which could be used to repair the German large warships like the Tirpitz.

It was decided to convert the Campbelltown appearance by removing some of the funnels and make her look like a German torpedo boat, within her hull over 4 tons of high explosives were concealed and a time bomb. The plan was for her to be rammed into the dry-dock gates and explode, wrecking the dock; she would also carry a force of commandos who would disembark and attack other installations within the port.

So under cover of darkness in the early morning of 28th March 1942 Operation Chariot, as it was called, went ahead, the Campbelltown made it undiscovered until the dock was in sight when the Germans opened fire. At full speed she was rammed into the gates and became wedged on them. The commandos now did their part of the operation destroying much of the docks vital installations.

When dawn broke the Germans had gained control with many of the commandos killed or captured, but as time ticked by they did not discover the bomb and explosives on board the Campbelltown. At 10 am it exploded completely wrecking the dry-dock gates and the surrounding area. The sacrifice of the Campbelltown meant that the Germans had now been denied the dock on the Atlantic side; it was never repaired during the war.

This is a fantastic model of the ship after she had been converted; it is based on Flyhawk's model of the Wicks-class destroyer that was released over a year ago. The deluxe edition kit includes many extra details; more P/E parts, some of the smallest metal gun barrels and fittings I have ever seen, smaller than a pinhead so not a kit for the beginner or with bad eyesight! Very fine rigging thread is also included made by Uschi; amongst the extra P/E fittings are some fifty tiny commandos to populate the decks of the finished model.

This deluxe kit and the standard kit will be just what many naval modellers have been waiting for; well done Flyhawk.

The next two kits from Flyhawk are limited edition kits with extras, both of the standard versions of the kits have been reviewed in PKS when they were released. So I will only give details of the extra that come with these limited edition kits.

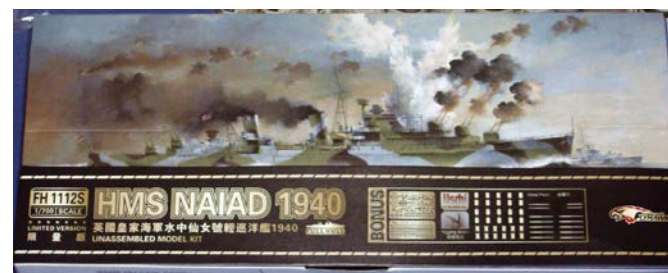
#### HMS Hermes 1937 (Coronation Fleet Review Version)

Model No. FH1126  
Scale 1/700  
Length 26 cm  
Parts 360+

This version depicts HMS Hermes when she took part in the 1937 Coronation Fleet Review. The model is full hull, as the standard kit, and contains bonus extras which include some different mouldings, Uschi rigging thread, aircraft and a sheet of Royal Navy flags and pennants; these will add some colour to the finished model rigged for review by the King. Aircraft are included although the instructions state no aircraft is on the deck when finished with flags and pennants. This is a great, unusual way to display the finished model. Details of the standard kit (FH1122 1942) were in my November 2016 PKS article.



HMS Hermes 1937



HMS Naiad 1940 limited version

#### HMS Naiad 1940 (Limited Version)

Model No. FH1112S  
Scale 1/700  
Length 22.3 cm  
Parts 250+

This limited version of the Dido Class light cruiser HMS Naiad includes all the same parts from the standard kit but now has bonus extras. These are two extra P/E frets, thirty six very small metal fittings, ten turned metal gun barrels and Uschi rigging thread. With these extras an extremely detailed version of this model can be reproduced; experienced modellers only. Details of the standard kit were given in the May 2015 PKS article.

More details of these new releases and the complete Flyhawk range can be found at [www.flyhawkmodel.com](http://www.flyhawkmodel.com) **MMI**

# POWERPLUG

COMMON DRIVELINE GREMLINS ARE THIS MONTH'S MAIN THEME

AUTHOR: RICK EYRICH (reyrich99@gmail.com)

If there's anything you could call the weakest link on any type IC marine craft, it would likely centre around a hull's connection between its onboard engine and whatever propeller is fixed to its transom plate. Failures of your vessel's various driveline components can be caused by numerous things and the result can be anything from a simple re-tightening of the cable coupler to the complete replacement of your boat's driveline.

In some situations the improper design of a ready-to-run IC power craft's drive layout can lead to gremlins occurring at the lake, or the boater can overload the propshaft, strut or engine connection through such things as a lack of maintenance, installation errors or just a sudden impact with debris, the shoreline or another boat at speed.

So, this month's Powerplug column will detail some simple, easy techniques the IC modeller can use to either prevent, repair or protect his/her nitro or petrol hull's driveline parts. Hopefully this will keep everything in shape when you are able to spend some quality time at the local pond.

## MAIN CABLE CONCERNS

If you look at the history of the gas boat driveline, it's clear that almost all of the early hulls used a curved/angled stuffing tube layout achieved using some kind of power tool drive cable. Present day gas (and nitro) vessels' propshafts look like enlarged versions of automotive speedometer drive cables; a thick cable made up of smaller multiple strands that can both transmit a lot of torque and do it while under the stresses of a curved delivery tube/shaft. Smaller glow marine drive cables look very similar and both types can be cut to length using a thin cutting disc mounted on a Dremel tool.

Gloves and safety glasses are also needed for this job and no solvents, paints, etc. should be nearby as this cable-cutting will create a lot of sparks as the cutting disc works its way through the cable strands. A clean cut, followed by some gentle grinding of the freshly cut end will prepare the drive cable for its required finishing



*Cut to length with a Dremel tool/cutting disc setup. Multi-strand flex cables can easily connect your hull's power unit to your strut/prop design*



*To prevent damage to your drive cable's coupler end, a small torch or high-watt soldering iron is used to flow solder into the cable end to create a solid grip point for the coupler*



*Strong marine-capable IC engines can spin-up big metal propellers easily, but without the proper driveline you'll have a tough time at the pond*



**Forming a proper stuffing tube will involve whatever tube bending tool is needed along with a tube liner like the Teflon style sold for powerboat usage**



**Depending on your boat's design and transom space the propshaft and stuffing tube may need to be installed at a bit of an angle to achieve the right thrust on the propeller**

work which, in most IC boat situations, will involve a high-watt soldering iron or a small butane torch.

The basic process is to carefully pre-heat the steel cable end and then 'sweat' some solder into enough of the cable strands to create a good solid clamping area for your engine's crankshaft-mounted cable coupler. There are tiny gaps between each of the wound metal coils that make up the drive cable, allowing solder to fill/seal the gaps gives you a much tighter connection between the soldered cable end and the clamping jaws of the engine collet. Adding a good-quality rosin flux to the cleaned cable end will allow the solder to flow smoothly off your iron or torch.

Your finished job should seal the cable's strands with a minimal amount of solder present throughout the clamp area of the cut cable end. Without a full round of clean solder present on your trimmed prop cable, you'll end up with an unequal gripping surface for your power plant's locking collet and an imbalance condition between the shaft which could create a wicked vibration in your boat's driveline.

Once you do see a complete 'wrap' of flowed (and shiny) solder on your cable end, you can carefully smooth down the area with a grinding bit in your Dremel. A good metal file and/or some mild-grade emery cloth/paper finish the job.

For these chores you'll need to catch the filings created as during the clean-up there will be both sharp pieces of steel and some solder/flux residue to be removed. Having some old newspaper or a small tarp laid-out around your work area should do the trick.

The goal is to end up with a smooth, round cable tip that will move smoothly through your boat's stuffing tube, strut and whatever liner material you use and then enter your motor's locking collet without any need for excessive force. Of course this will also involve a careful lining-up between your collet/coupler and the inner end of your hull's stuffing tube, plus, having the right gap between the two. In most cases, a gap of around 1/2 inch (depending on your tube's length and curve settings) will provide enough space between the coupler and stuffing tube as they can move around a bit once the engine and prop combination are under load. Too much collet/tube gap can cause a 'whip' condition that could end up damaging both the drive cable and stuffing tube inside the hull.

Like any flexible strand cable, the link between the vessel's power source and its propeller can generate a lot of force, so should you be concerned about your particular hull's drive tube we'll now switch-over to some thoughts focusing on the metal/Teflon-lined tube found in your IC boat.



**Over time, a flex cable's strands can get clogged with old grease so cleaning it with a fine wire brush followed by a solvent clean up keeps the cable spinning smoothly in the tube**

## STUFFING TUBE NOTES

Not unlike the multi-strand metal propeller cable we just talked about, the cable's routing/stuffing tube combination must receive some careful routing, tweaking and mounting in your hull to avoid any possible gremlins. With poorly aligned systems you will start seeing excessive wear on any portion of the flex cable, discolouration of the cable or the stuffing tube, a sudden tightness in the cable's movement/rotation inside the tube or, in the worst case scenario, the loss/breakage of the hull's cable, which can wreak havoc with all the hardware in the boat.

Cable whip, caused by an excess gap at either end of the stuffing tube, is eliminated

by closely measuring your drive tube to the engine collet/strut/propeller dog bone, as cables can expand and contract under the stresses of your boat's engine/blade combination. Hobby-quality brass tubing is the normal stuffing tube material on IC hulls; however, I have seen other styles of hollow tube like hydraulic tubing and other similar brass/steel tubing used for cable drive routing duties.



**An excessive amount of spray from your hull's propeller could indicate an over-sized blade or a misaligned strut, which, if left in place, could over stress the whole driveline**

## TIP OF THE MONTH

Depending on who you ask, it's not uncommon to get different answers to the question: "What do you use to lubricate the drive cable/shaft on your IC boat?" Both oil and grease compounds have been used to reduce the friction/heat levels inside a hull's driveline and each has its own advantages. Any heavy grade oil can lubricate a solid or flexible steel propshaft, but you will have to have an oiling tube present on the boat's stuffing tube to help the oil get into the driveline.

Nothing more than a short piece of brass tubing soldered to the brass stuffing tube your oiling should include a small rubber cap on its tip to help prevent the oil from backing-up the now-full oil tube. The same rubber cap that's normally found on your boat's external radio receiver/antenna tube will be equally at home on your stuffing tube oil tube to help stop any oil from coating the inside of the hull.

On the other side of the coin, most IC modellers prefer grease for lubricating their prop cables so a small nipple can be introduced into the stuffing tube and this will allow you to add grease via a small 'gun'. Yet no matter what type of lubrication compound you use, always be sure to regularly clean the entire drive assembly before you add fresh oil/grease to the driveline.



**Whatever type of oil or grease you choose to lubricate your hull's driveline the goal is to clean/lubricate the system regularly to avoid dry spots in the stuffing tube**



**Adding a regular radio antenna tip to your stuffing tube's oiling point will prevent excess lubricant blowing-back inside your hull once you've filled the stuffing tube**

Like any metal tube that is used to situate a propshaft, it must be bent in a smooth action to help prevent binding/friction of the cable once the vessel's under power. There are several techniques for shaping a new stuffing tube available through your local hobby dealer, the DIY store and even a plumbing shop if they sell tools to the public.

A smooth, even bend throughout the tubing's entire length is your goal, and you can use coiled spring tubing benders along with heat and even fine-grain sand inside the tube to create these curves. No sharp creases should be seen in the tube and if possible bends

## PRODUCT OF THE MONTH

I've been using Sullivan brand hobby products for many years and they now market a new universal fuel tubing called 'ProFlex' which can be used on both glow and petrol fuel marine engines. A bright yellow in colour, the ProFlex line also comes in different inside diameters and hose sizes. Sullivan states that this fuel tubing will never harden over time.

This proprietary fluorolastomer line (say that fast three

times!) is sold in different lengths/packaging, plus, I believe you can also purchase ProFlex in rolls should you require a lot of fuel tubing replacement on your fleet of boats. Having just purchased this product, I can't attest to the Sullivan hose's abilities; however, I will be testing this new fuel line in both styles of IC boat fuel systems. Stay tuned!



**Usable on both glow and petrol marine fuel systems the Sullivan ProFlex fuel line comes in different diameters and is supposed to remain flexible for many boating seasons**

should flow evenly along the length, especially those near the engine's coupler opening.

Minimal bends on a Teflon-lined tube are necessary to be able to install the lining material which in turn is secured with either epoxy or a slow-cure cyano adhesive. High-wear problems will occur when the tube/liner features a too-extreme bend or bends, with the metal strand being rubbed hard on the curve, which in turn causes heat to damage the whole driveshaft arrangement.

Other glitches can include allowing too much old oil/grease to build up in the cable's strand gaps, which will limit the cable's ability to flex inside the stuffing tube. A small brass or steel wire brush will clean away the gunk build up in your drive cable as will some light solvent on a cotton rag. Cleaning the stuffing tube itself with the spray solvent is also recommended as it too can get dirty with just normal use at the pond.

Many a propshaft has snapped due to a lack of cleaning of the cable/tube and you can also see gremlins from such things as oversized/pitched metal propellers, a too-tight transom/strut cable gap and even an unbalanced prop can destroy your hull's driveline after only a couple of tanks of fuel being run through the vessel.

## MISCELLANEOUS DRIVE GLITCHES

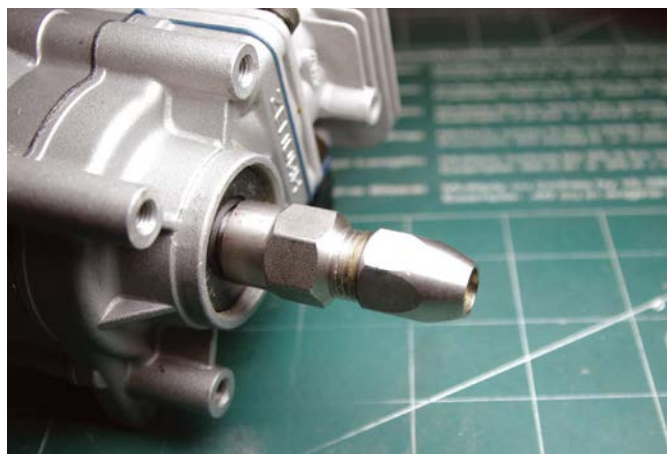
When building or modifying any IC boat the alignment between the hull, strut, engine and whatever propshaft you've chosen to join up these components will have to be closely positioned to avoid binding of the shaft. Again, the gaps at either end of the stuffing tube are important as well and the tube itself must be glued-in tight to remain stable. Epoxy, auto filler and other adhesives are used for this chore and you'll need to fill-in around the transom opening to prevent leaks where the tube exits the hull.

Avoid using a lot of epoxy in the bottom/keel of your hull as some adhesives get quite hot when applied in large amounts which could damage the hull due to the heat given off by the curing epoxy.

You will be able to slightly tweak a glued-in stuffing tube to align it with the engine coupler but don't get too rough with it; you could damage the hull. Adding micro-balloons to the epoxy will create a lighter adhesive but it will speed up the glue's curing



**Along with the placement of the engine, the alignment of the strut/bracket and the cable drive dog gaps must be factored in to prevent problems**



**Upgrading a hull's driveline will include increasing the size of engine cable coupler that has the correct lock down force for the larger cable shaft**

time which means getting the tubing straight the first time as you position it in the hull.

Overall you want to end up with a cable/tube that can easily slide all the way into the engine coupler without any excessive force and still maintain a grip to the engine collet. Again, some gap will be required at each end of the cable so that it can expand/contract a bit; plus, you'll have to install the required drive dog to the cable to create the mounting point for your propeller.

The prop strut holds the shaft at this area and it too must be positioned and maintained by the boater as its bushing/bearings live in water and are able to support your prop as well.

On that note, we should also consider the fact that even with the proper setup, placement and fixing of a hull's driveline parts, there



**Aircraft-style wheel collars can also prevent cable loss when attached at the engine/stuffing tube gap**

## SILLY SEGMENT/TRICK OF THE MONTH

As is the norm, this month's segment occurred at a hobby shop in my neck of the woods. A regular customer to this dealer was usually a R/C aircraft enthusiast, but he also had a sport-style RTR petrol monohull he ran on a regular basis.

Having owned the hull for almost two years, the gentleman came into the store and asked for a new engine spark plug and a drive cable for his gas boat. As the shop owner looked up the part numbers, he asked the customer if he'd had any problems with the RTR hull. The answer was: in all the time the modeller had owned/run his IC boat he'd never needed any parts or tools at the lake, so he had only taken the monohull, its support stand and a fuelling setup, nothing else! Just the thought of this makes your lowly scribe very nervous; plus, with no spares or tools handy, many of your possible lake days could be ended very quickly!

So here's the Trick; since many folks carry a basic tool kit in their vehicles why not do the same for your powerboat? I found just such a tool kit at a discount store and it has both hand tools and a few basic repair items that could be very handy at the pond especially for curing small gremlins on a regular/modified IC hull. Kept inside its carrying case, this kit stays in your vehicle at all times and it is a good backup fixer-upper for your car, boat and home.



**Normally used for auto/house repairs this low cost tool kit can also help the lakeside IC boater, plus the kit stays together in its case and in your car boot as well**

can always be those times when a drive cable can suddenly break and although there will be some level of damage, we can still do some preventive work to help minimize the total workbench time/wallet damage to the power craft's make up.

On many boats, you can add an aircraft style wheel collar to the drive cable's engine/tube gap area, as this will prevent the loss of the cable and propeller should the shaft come free/break at the engine coupler point. Used to retain larger aircraft wheels to equally-large piano wire or stub axle landing gear, these all-metal collars use a small grub screw for holding the wheels in place and they are equally helpful for stopping a free cable from heading to the bottom of the lake.

Finally, in the event you're having a constant failure glitch with your hull's drive layout, you might want to consider up-sizing the cable, stuffing tube, and the boat's transom strut to a larger size. A sport-style nitro hull would be the most likely candidate for this kind of drive upgrade, as there are a couple of different diameter flexible cable sizes that can be used to increase the boat's driveline strength.

This type of switch will also allow you to use some different propellers you think might improve the vessel's speed abilities; within reason. Plus, this type of drive modification will demand some extra workbench time to complete, so keep this in mind should you decide to replace your marine craft's engine-to-propeller connection. Talk to you next time. **MMI**

# LIVEWIRES

IAN TIDIES UP A COUPLE OF THINGS FROM LAST YEAR AND LOOKS AT SOME THINGS TO CHECK BEFORE THE 2017 SEASON

AUTHOR: IAN WILLIAMS (electro-marine@talktalk.net)

**T**his month's Livewires is going to be a much shortened version. Why? Well there is very little happening at the moment! Now I know what you're thinking, how can that be when it is March and so close to the start of the season? Well you see, you might be reading this in March, but I'm writing it in early January! At the magazine we are always two months ahead of ourselves and being ahead of the game is one thing; being clairvoyant is something entirely different!

So, what I am going to do is tie up a couple of loose ends, explain a fault in my catamaran that puzzled me for 2 years and remind you of a few checks to make before the new season.

## ZOOM 4 FINALISED – FOR NOW

In the last Livewires I detailed the Zoom 4 mono 1 boat and explained some of the little setup difficulties I had. Since then the designer and maker of these boats, Dave Clague, has been in contact and sent me a photo of his own boat with twin turn fins which he tells me is a good improvement.

Now I haven't tried this with mine yet as with the limited testing I had I have not tried out the last adjustments I made. However, with the time I've had with the boat, one thing really stands out. The boat is exceptionally good at going in a straight line. No, I'm not extracting the water! The Zoom 4 will track perfectly straight hands off and is obviously a 'slippery' hull as it is pretty quick with relatively low power.



*The back end of Dave Clague's Zoom 4*

So, I'm going to give up the idea of using it as an oval racing boat, for the moment anyway, and concentrate on making it go really fast in a straight line. After all, the next national event is the SAWS! So there is a nice long case TP motor going in and I'll let you know how it goes.

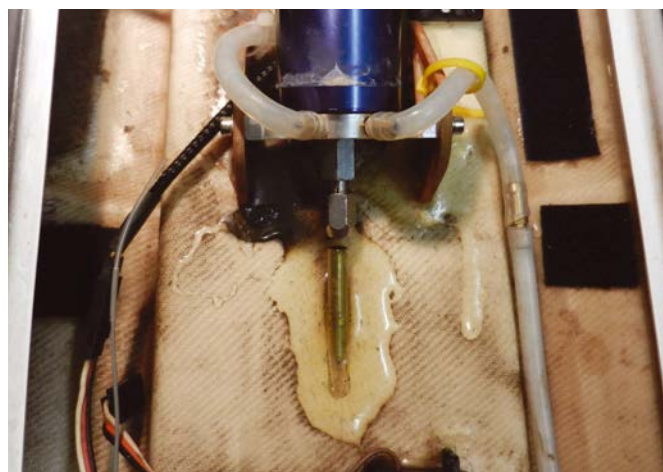
## THE LEAK

That's a bit of an enigmatic start to a paragraph isn't it? Well, I'll come straight out with it. Ever since I built my Apparition cat a couple of years ago it has had a leak. Nothing serious, but every time I ran the boat it always came back with a little water in it; enough to be annoying, but not enough to be damaging.

I went over the boat with a fine tooth comb but I could never find the leak. So eventually I just decided that the water was coming up

through the shaft. Not an uncommon occurrence with flex shafts, so I protected the ESC and receiver as much as possible and just lived with the problem. That was OK until I noticed the dirty stains in the boat and the fact that there seemed to be increasing amounts of water in the boat after every run.

The staining was eventually a clue to what was happening, but it still took a while and a few more runs to figure it out. If you look at the photo of the interior of the hull, you can see what I mean about the staining. What you will notice mainly is the large very dark area on the left hand side of the motor mount. That area has a lot of



*The inside of my Apparition Cat as explained in the text*



*The shaft exit on the Cat. The arrow points to the tiny hole*



*Arrows show the areas where the water is coming into the hull (see text)*

epoxy on it and whilst trying to clean the area up a bit I noticed that the staining was underneath the epoxy!

It was obvious the water was getting under the epoxy somehow. But where and how was it getting into the boat as everything felt really solid and there was no obvious point for the water to come inside the hull.

I suppose that I should explain about the staining. I sail a lot at Bridlington and the lake there has some very large Carp in it, introduced to keep the weed down. However, they do stir up mud from the lake bottom and this gets suspended in the water, hence the stains in the boat. So anyway, now back to the leak.

I thought the obvious thing was that there was a crack in the hull in the tunnel area immediately below the motor mount, but there wasn't! I tried putting extra weight in the boat and sitting it in the bath for several hours – nothing!

Anyhow, to cut an increasingly lengthy story short, the water appeared to be forced in at a pinhead sized hole in the epoxy at the front of the shaft exit (see photo) whilst the boat is running. Then making its way under the epoxy at the motor mount and spraying into the hull via a couple of points where the epoxy has lifted slightly at the left side of the motor mount (again see the photo). I wouldn't have thought it possible, but there it is! I am currently assessing my options for the repair.

I have subjected you all to this just to prove that even the smallest fault can cause a major problem, so it pays you to check very carefully. After all you buy a good hull and then start drilling holes in it! There are 12 in my cat hull! Checking your hull carefully leads me to the next bit.

## PRE-SEASON CHECKS

My experience explained above should be cautionary. I know that there are people who pick their boats out of the garage the night before the first race of the season then wonder why it didn't perform like it did the season before. Don't be that person, give yourself plenty of time, check the hull thoroughly for any hull cracks which may have happened the season before. Check all the hardware to be sure everything is free and that all mounting bolts etc. are tight. It's amazing how much water can come into a hull through a slightly loose rudder bracket bolt.

Two really great areas for allowing water into your boat are the rudder bellows and the water cooling tubes. The bellows can easily perish and split and the water cooling tubes can easily get nicked



**Brand new flex shaft**

and holed when putting batteries in and out. In other words check everything!

Once you've finished with the hull, do all your radio/motor checks to make sure that all the electronics are working correctly. I am assuming all your LiPos have been correctly stored during the winter. If not, 'Oh Dear How Sad Never Mind!' Assuming that everything seems OK, make sure to give the boat a couple of shake down runs before the start of the new season.

Oh and before I leave the subject. You did remember to remove the flex shaft from your boat after the last run didn't you? No? 'Oh Dear' again! I have included some photos of flex shafts to explain for those of you who haven't used flexis before. One of the photos shows a nice shiny new flex shaft. Another shows one of my old shafts, coming up for its third season it is stained, but in perfect condition because it has been removed from the boat after every day's running. Cleaned, dried and lightly oiled before being stored (not fitted to the boat). The last photo shows what can happen if you do not maintain your flexis correctly.

Dirt and rust can clog the strands of the shaft causing friction in the inner liner which could lead to it melting, causing more friction and eventually failure. I have seen whole shafts, including the brass outer tied into a knot causing real damage to the hull. To quote the late George Michael, "If you're gonna do it do it right"! See you next time. **MMI**



**My flex shaft from the Apparition heading towards its third season still in good condition**



**What can happen due to neglect (see text)**

# AIRWAVES

## COMPONENT-SHOP (ACTION ELECTRONICS) 'P110 NOISY THING II'

AUTHOR: STEVE DEAN

It was back in November 2010 that the author reviewed the original ACTION Electronics 'P100 Noisy Thing' and since that time technology has moved relentlessly forward. So it's time for a fanfare and drum roll as the new 'P110 Noisy Thing II' sits on the bench ready for testing.

### FIRST IMPRESSIONS

There's an old saying that goes, 'you can't make a good first impression at the second attempt'. Well it has to be stated that the P110 makes a very good first impression. This feeling grows when you realise that within its 113 mm long by 59 mm wide 3D printed enclosure there lurks a fully programmable dual-channel sound module. This means that you can have independently controlled twin engines, each with start, run and shutdown as well as up to 16 other sounds (bell, horns, etc.). It should be noted that only two sounds can be played at the same time, so if you are running twin engines and you select one of the other sounds then one of the engine sounds will stop for the duration of the general sound and resume once that sound has finished. Of course if you're running just the one engine sound then you can select and play another sound simultaneously. And if that wasn't enough it also contains a 25 watt Class 'D' amplifier.

*Behold the P110 Noisy Thing II, SD Memory Card, 4 servo leads and Manual. It's time to make a brew, grab some biscuits and settle down for a bit of reading*



*The P110 in all its glory showing the clarity of the printed label. Note the SD Memory Card slid into the left hand side*

To put this in context, one P110 replaces 2 x P100 Mk1 Noisy Things, 2 x P104 Sound Selector Switches and a P101 Amplifier, i.e. five separate modules – and all for less money than a single P100.

The enabler to the new P110's cleverness is the inclusion of an SD memory card which plugs into a slot on the left hand side of the unit. It is on this card that the sound files reside and we'll look at the functionality that this provides in a moment.

The printed label on the facia of the P110 is very clearly marked. On the right hand side is a 2-way screw terminal block for connection of the speaker(s). Along the bottom edge are two set-up buttons labelled 'A' and 'B' and a 2-way screw terminal block for power connection. This can be 12 to 24 Volts DC, although it will operate down to 8 VDC at reduced audio power.

Along the top are two Status LEDs and four groups of double 3-pin headers (8 connectors in total), which will accept standard Futaba or JR/Hitec servo leads. These are labelled P1 to P4.

The reason for the headers being in pairs is that it eliminates the need for a 'Y' lead when connecting to a speed controller (ESC).

Next is another 3-pin header which most people will not use. It enables the audio (Ground, Left channel & Right channel) to be connected to an external amplifier. In the top right hand corner is a recessed volume control (Make sure this is only turned up about 25% before using the unit otherwise you'll wake the neighbours). The final connector is a 3-pin header in the centre of the module which is NOT user accessible (this may be blanked off in future production).

### MANUAL LABOUR

The P110 is supplied with a 12 page manual and your writer emphatically states that you do need to read this manual. In fact it's strongly recommended that you make yourself a brew, place the P110 in front of you and read through the manual at least twice and familiarise yourself with the units functionality and connections. Make sure you have a good understanding of how it works before applying power.

A further recommendation would be to place all the parts you need for your installation on the bench before fitting them in your model. For this you'll need your receiver, receiver battery, the P110, speaker and main power battery (possibly a 12 V sealed lead acid or appropriate LiPo pack). You can even connect your rudder servo to the receiver as this is a good way of showing that your radio gear is working before delving into the P110.

Furthermore, read on before applying power.

## IT'S A CARD GAME

The SD memory card provided with the P110 has been pre-loaded with an engine start, run and stop files (Man diesel) and also three folders which contain a selection of Alarms & Sirens sounds, Naval sounds and Ship sounds. By putting the memory card into your PC you can select any of the sounds in the folders for use in the P110. However, before explaining how to do this and suggesting a few house-keeping tips when moving files, let's first look at connecting things together.

## GET CONNECTED

For this exercise we'll assume you use your transmitter in the normal way for a model boat, i.e. you'll have throttle on the left hand stick (forwards and astern movement) and rudder on the right hand stick (side to side movement). First connect one of the servo leads that are supplied with the unit (it is supplied with four of them) from the Throttle (normally Channel 1) output of your receiver to the 3-pin header marked P2. It doesn't matter which one of the pair of headers you use. If you want to plug in a servo acting as the Rudder you can also connect this to your receiver. Remember because most radio sets are marketed at the flying boys, then this servo is connected to the receiver port labelled as Aileron (normally Channel 2).

Now connect another of the short servo leads from the receiver channel labelled Rudder (this is side to side movement on the LH stick – normally Channel 4) to P3 on the P110. Connect power to the 'Positive' and 'Negative' connectors (preferably via a switch) and also connect a speaker to the other 2-way screw terminal connector.

Double check your connections and then turn on your transmitter (make sure the Throttle stick is in the mid-position), then turn on your receiver and finally the P110. You should be greeted with silence. As a test, move your right stick side to side to check that your Rudder (Aileron) servo operates.

Now for the big moment! If you move the Throttle stick forward the engine start sound will play and then it will transition to the engine run sound. If you push the throttle up the engine run sound will speed up. The engine sound will also speed up if you move the throttle stick down, i.e. astern. If you leave the Throttle stick in its central position for more than 60 seconds, the P110 will play the engine stop sound and then go silent. Have a little play with this function until you feel comfortable with its operation.

Now, if you remember we also connected a lead from the receiver Rudder channel (normally Channel 4, which is side to side movement on the LH stick) to header P3 on the P110. In theory if you blip this stick once to the left the P110 will play the 'sound1' file on the memory card. However, at this point we haven't set one up. Therefore get yourself a second brew and read on.

## SOUNDS INTERESTING

If this next part pushes the boundaries of your PC knowledge then don't despair as someone in your Club or your 10 year old nephew will be able to help. Just don't take offence when they laugh at you!

You may recall that the P110 has the ability to play up to 16 sounds in addition to the engine start, run and stop sounds. These need to be Microsoft compatible WAV files and they need to be named in a specific manner. This is very easy as they need to be named 'sound1' to 'sound16'.

Sounds 1 to 8 will each play once, whereas sounds 9 to 16 will play continuously until triggered to stop. To play sounds 1 to 8 you just need to blip the left hand stick on your transmitter to the left the appropriate number of times. Blip the stick 3 times and the P110 will play 'sound3', etc, etc. Now here's the clever bit. If you blip the stick just once to the right the P110 will play 'sound9' and two blips will play 'sound 10', etc, etc.

As sounds 9 to 16 will play continuously you need some way to stop them, therefore a good trick is to NOT have a sound loaded as 'sound9' and then when you're playing any of sounds 10 to 16,

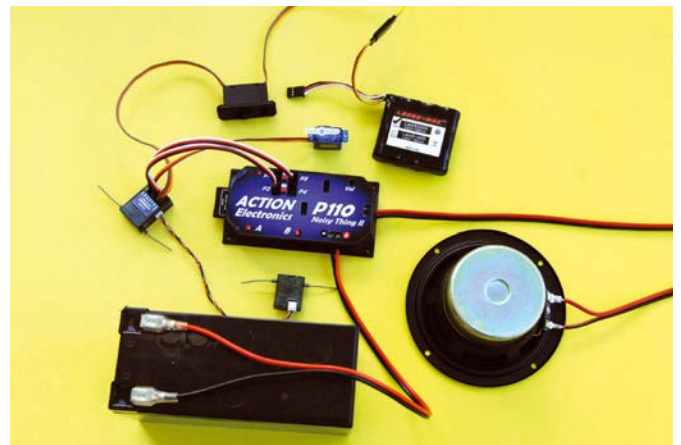
you can then just blip the stick once to the right and the sound currently playing will stop.

So let's load a sound file. Plug the SD memory card into your PC and open File Explorer, then click on the icon for the SD card. This will probably be labelled SD (F). You'll then be able to see the files and folders on the card. Double Click on the folder named Alarms & Sirens. This will bring up a long list of various sounds. As an example we'll choose the file named 'Horn\_1'. If you double click on it, then it will play on your PC. If you don't like the sound of it then choose a different sound.

Once you have found a sound you like, highlight it and click on Copy. Then click on the SD card icon and click on Paste. It will then be in the list of files on the SD card. Now we need to rename it to play on the P110. Click on it to highlight it and then right-click and select Rename. Change the file name to 'sound1'. You can then eject the SD card from your PC and pop it back in the P110.

Switch everything back on and then blip your left hand stick once to the left and the P110 will play 'sound1'. Next push the throttle stick forward to trigger the engine start sound, wait for it to go into the run sound and then blip the stick once to the left and the P110 will play your chosen sound over the engine run sound. To load more sounds you just need to repeat this process and remember to rename each file in the sequence 'sound1' to 'sound16'.

A much more elegant methodology is to create a Folder on your PC Desktop and name it appropriately for your model, i.e. 'Trawler' and store all your renamed sound files for that model in this Folder. It makes life much easier as you build up a library of sounds for various models.



**Ready to go.** The test setup has a small servo plugged into the Aileron channel (Rudder on a boat) for ease of checking the radio gear is working



**Note the Throttle channel connected to header P2 to trigger engine start, run and stop sounds and a spare channel connected to P3 to trigger individual sounds**

It is also possible to connect a servo lead from the Elevator channel of your receiver (normally Channel 3) to header P4 on the P110. If you then move the right stick on your transmitter forward the P110 will start the engine sound a second time, thus simulating the sound of a model with two engines. Both sticks will operate proportionately.

If you have a spare channel you can connect this to header P1 and then indulge yourself by triggering two sounds to play at the same time. An example would be to have some seagulls playing continuously and then play a single horn blast as well.

For those intrepid modellers who want to really get into manipulating sounds files you may care to download the programme Audacity. This will enable you to edit sound files to your hearts content. Also for the bargain price of just £5, Component-Shop supply a CD which contains loads of sound files including lots of different engine sounds.

## A NOISY SUMMARY

Your writer spent a number of years in the pro-audio industry and has the facilities to record and edit live sounds in broadcast quality. As an experiment, a high resolution recording of a twin cylinder Lister engine was resampled to a lower resolution and loaded into the P110. Wow... it sounded fantastic and very loud.

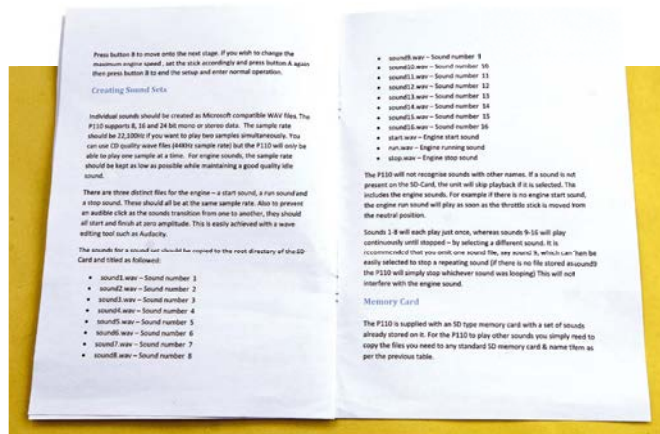
The P110 is a sophisticated product with a great deal of functionality and at a price of £79.95 is a veritable bargain. Time spent thoroughly reading the manual and fully understanding the product by testing it on your workbench before installing it in your model will be well rewarded.

The P110 is highly recommended. To listen to some of the sound effects from this unit visit: <http://thehobbyhub.com/water>

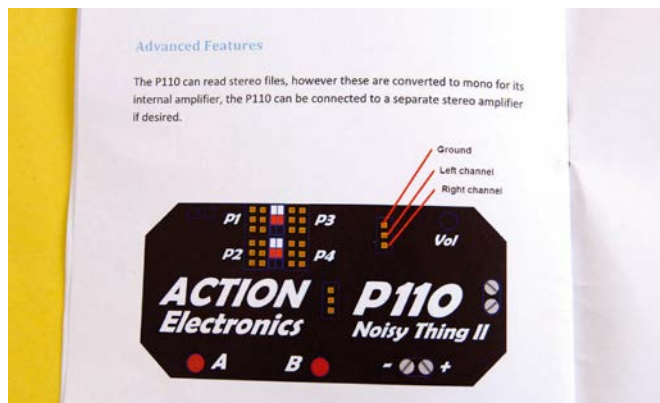
Available from Component Shop – 01248 719353

(10 am to 4.30 pm, Monday to Friday);

[www.component-shop.co.uk](http://www.component-shop.co.uk) **MMI**



A page from the manual which describes the creation of sound sets and the naming of files



If you want to turn your boat into a floating discotheque, this page of the manual shows connections to a 3-pin header which enables connection to an external stereo amplifier

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# MEDWAY QUEEN

## A SMALL SCALE HISTORY!

The paddle steamer *Medway Queen* was launched in 1924 for excursion service across the Thames Estuary. She operated routes in the area from 1924 through to the outbreak of war when she took part in the evacuation of children from London before being requisitioned and converted for minesweeping. Her wartime claim to fame is her part in the Dunkirk evacuation in 1940 when she rescued 7000 British and French troops.

After the war she returned to excursion runs on her old route and from 1965 she hosted a nightclub and restaurant on the Isle of Wight. *Medway Queen* also operated special excursion trips including to the Coronation Naval Reviews at Spithead in 1937 and 1953.

The *Medway Queen* Preservation Society has now launched models of the ship in 1/1250 scale. Wartime and peacetime versions are available, manufactured by Mountford Models. The temptation to use the models to illustrate the ship's history proved just too great! Here they are supported by other ships from a MQPS member's collection.

### PRE-WAR EXCURSIONS (1924-39)

*Medway Queen* was launched in 1924 and entered service on her regular route across the Thames Estuary that same year. She is seen here steaming away from the pier with *Queen of the Channel* in the background. The pier is the standard Triang-Minic model. This *Queen of the Channel* was lost at Dunkirk and replaced by a motor vessel of the same name after the war. The make of the model is thought to be Albatross.



*Pre-war excursions (1924-39)*

### REVIEW OF THE FLEET (1937)

In 1937 *Medway Queen* went to the Spithead Coronation Review as an excursion ship. She picked up her complement of passengers who had travelled by train from London at Portsmouth or Southsea and became their floating grandstand for the day. She is seen here passing the Russian battleship *Marat* (left) and the German pocket battleship *Admiral Graf Spee*. Both ships were at the Review and the models are by Treforest Mouldings.



*Review of the fleet (1937)*

### MINESWEEPING (1939-45)

In 1939 *Medway Queen* was converted for minesweeping and became HMS *Medway Queen*. For much of 1940 she was based in Dover and was part of the 10th Minesweeping Flotilla. She is



*LEFT: Medway Queen logo*



*Minesweeping*

### DUNKIRK (1940)



seen here leading a group of sweepers, the second ship in line is a *Racecourse* class ship by Navis, representing *Queen of Thanet* or *Queen of Kent*. These two were in the 7th Flotilla at that time and worked closely with the 10th. The more distant ship is a conversion from a Triang-Minic vessel purchased at a toy fair some years ago.

### DUNKIRK (1940)

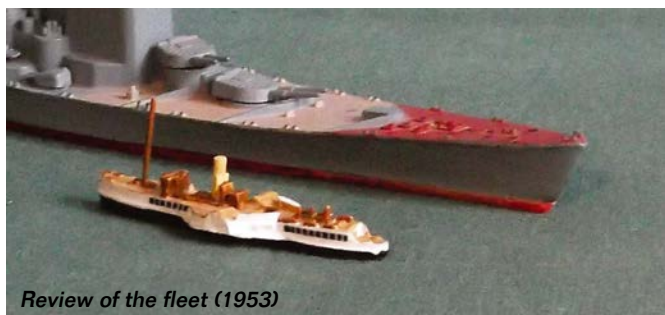
HMS *Medway Queen* made seven return trips to Dunkirk during the evacuation sometimes picking up men from the harbour mole and sometimes directly off the beaches. She is seen here steaming for home while destroyers and other ships are still loading and HMS *Calcutta* (Treforest Mouldings) uses her AA armament to discourage the Luftwaffe. The 'mole' is made of Triang breakwater parts. The destroyer is HMS *Jaguar* (Treforest) and *Queen of the Channel* can be seen again beyond the mole.

### POST-WAR EXCURSIONS (1947-63)

*Medway Queen* returned to civilian service in 1947. She is seen here loading at the pier where other paddlers are berthed. The two Triang-Minic models are standing in for *Queen of Thanet* and *Queen of Kent* to which they bear some superficial resemblance. The two ex-minesweepers were hastily converted back for civilian use after the war and used as a stop gap until more modern replacements were available. They were sold on to Red Funnel and scrapped in the early 1950s.



*Post-war excursions (1947-63)*



*Review of the fleet (1953)*

### REVIEW OF THE FLEET (1953)

In 1953 Medway Queen attended another Coronation Review at Spithead. She picked up a train-load of passengers in Southampton Docks and after touring the fleet took her place in the Review as the Royal Party steamed by. She is seen here passing HMS Vanguard (Hornby-Minic).

### REBUILT. MEDWAY QUEEN LEAVES THE DRY DOCK (2013)

Medway Queen was withdrawn from service in 1963 and eventually became a restaurant and nightclub on the Isle of Wight. The 50th anniversary of the opening of the club was celebrated on the island in 2016. She fell out of use in 1974 and was moved back to Kent 10 years later. The current Medway Queen Preservation Society became owners of the ship and in due course her hull was rebuilt in the Albion Dockyard, Bristol. She is seen here being moved out of the dock in 2013 for her journey under tow back to the Medway. Harbour pieces and tug are Triang-Minic.

### PRESERVATION (20??)

Medway Queen is seen here at some as yet unknown future date in company with PS. Waverley, MV Balmoral and SS. Shieldhall. All three ships are Clydeside models.

You can visit this famous old ship at Gillingham pier on Saturdays from 11th February (half term) through to 16th December, just before Christmas. The ship and Visitor Centre are open from 11 am



*Rebuilt. Medway Queen leaves the dry dock (2013)*

to 4 pm (last admission strictly 3 pm) with occasional special event weekends. The first of these will be a model boat 'Review of the Fleet' on Easter Saturday and Sunday 15th /16th April 2017, where you will see an array of model boats displayed on board including two real treats for the 1/1200, 1/1250 collectors. More details on the society website [www.medwayqueen.co.uk](http://www.medwayqueen.co.uk)

The Medway Queen models are available to visitors to the ship on Gillingham Pier and by mail order from Richard Halton of the society's Reading Support Group. Each model comes assembled and painted, as shown, and costs just £12.95 each. UK P&P is £3.30 per order so one of each of the models plus P&P costs just £29.20. Send a cheque for the appropriate amount, payable to Richard Halton, to 21 Lakeside Earley, Reading RG6 7PG. Please note that the other models shown are all privately owned and cannot be supplied.

Photographs by Jasmine Gregory and Richard Halton. **MMI**



*The future*

 GREAT BRITAIN

# READERS LETTER

*Dear Barrie*

It was Brian Knight's article about the boat launcher (MMI October 2016) which stimulated me into writing a few words about my latest boat trolley. With my first simple practice model boat project just about brought to a conclusion it was time to give further initial thought to the preferred long planned larger model.

In retirement I seemed to get periodic spates of trembling and twitching which is cured as soon as I've looked in the nearby skip. One particular occasion I was in luck as there were a couple of damaged sack harrows in the skip. Taking both these home it was a case of some careful thought, then some effort with the hacksaw and electric hand drill to join the two salvaged ends together. A couple of wheels from the boot sale and I had a new boat trailer.

Shown is the trolley with some of the salvaged seasoned ex-roof timbers as I plan my new model. The trolley has also proved decidedly useful as a modest workbench and equally useful moving suitcases to the car!

**James Wells**

**Ed:** Please remember to get the owner's permission before you remove anything from skips



🇬🇧 GREAT BRITAIN

# COASTING IN MINIATURE

DETAILING A VACFORM WATERLINE KIT FROM SARIK HOBBIES

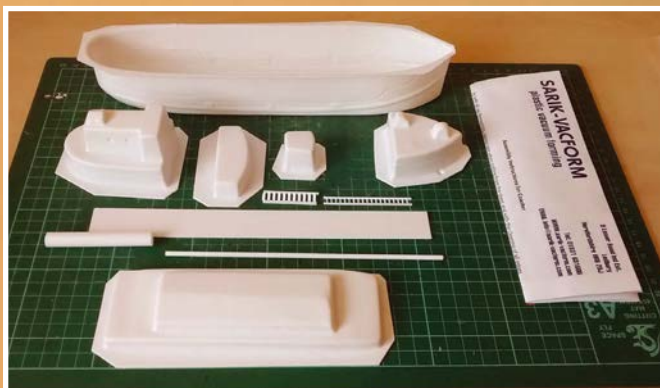
AUTHOR: ARMANDO LONI

**R**ecently, I visited the Sarik Hobbies premises in my home town of Ledbury (Herefordshire, UK) and took the opportunity to show them my radio controlled version of the '63 ft RAF Air Sea Rescue Launch', upon which I had spent quite a lot of time modifying and detailing. Whilst the Sarik vacform kits are fairly basic, they do serve as a good introduction to model boat building and, with some know-how and skill, they can form the basis of highly-detailed models. With a remit to further demonstrate what can be achieved, I was glad to come away with a couple of kits. One of these, the single-hatch Coaster, is the subject matter of the present article.

Whilst a vast range of aftermarket scale items can be purchased to facilitate a detailed model build, I have predominantly made use of scratch building in combination with the modification and recycling of common-or-garden items that can be found in most households; my thrifty Scottish upbringing comes into force here! I also highlight some of the finishing touches that can be applied to the model to achieve added realism, including effective weathering and the construction of a simple 'sea-scape' display base.



**ABOVE:** Freeing/wash ports drilled out; interior bulwark surfaces filled and detailed; hatch coaming constructed



**Kit contents**

## KIT DESCRIPTION AND CONTENTS

The Coaster is a waterline kit in a stated OO-gauge (1/76 scale). Measurements, and comparisons with my 1/72 scale Clyde Puffer and commercial figures, suggest that the actual scale approximates to 1/100; this brings it into the auspices of the 3 mm/TT scale modelling scene, which has been around for more than 50 years.

The kit comprises a set of vacuum-formed mouldings for the one-piece hull, superstructure, forecastle and mid-section hatch/deck, as well as plastic tubing in two diameters for the mast and funnel, some sheet styrene, one section of injection-moulded steps, two injection-moulded ladders, and a set of basic instructions which include some colour images of the key stages of construction.

## COMPONENT IMPROVEMENTS

After removing each component from the carrier sheets it was evident that some fettling was required. I found that the fit of both the forecastle and one-piece rear deck/superstructure mouldings within the hull was improved by trimming off more of the support styrene than suggested by the instruction photos.



**Finished model on sea-scape base**



**D-section rubbing strips applied; solder wire framing of anchor port; filling of bow sides**



**Rear deck/superstructure detailing of wheelhouse and engine room: showing rubbing strips, funnel, life rings, porthole frames, railings etc**



**Detailing on bulwarks, wheelhouse and superstructure bulkhead: showing horizontal freeing ports, filled area, window frames, steps and navigation light boards**

A slight asymmetry was evident along the length of the hull when comparing the lengths and lines of the port and starboard bulwarks; after measuring, re-measuring, and remeasuring again ('measure thrice, cut once'), these were marked and trimmed to ensure that the port and starboard lines were symmetrical.

The internal exposed surfaces of the hull are indented where the external rubbing strips are moulded in; these areas, and the bow of the hull were filled and smoothed with Isocon P38 filler – this is a fast-curing and easily sanded filler, but was used in combination with model putty (Milliput) to achieve blemish-free surfaces.

I planned to incorporate a partially open hatch with some interior cargo in the hold, so removed the moulded-in hatch detail from the mid-deck; the resulting hole was not perfectly square at both ends and required some trimming to make good. The fit of the mid-deck piece within the hull was perfect, although careful positioning and marking was required to ensure that each end of the deck would be covered by the forecastle and rear deck/superstructure mouldings. Coaming was made for the open hatch from strips of styrene off-cuts.

The fit of the rear deck/superstructure was slightly out when offered up to the hull, so a paper template was made by drawing around the hull profile at the stern and transferring the correct shape to the moulded deck piece, before trimming it to fit.

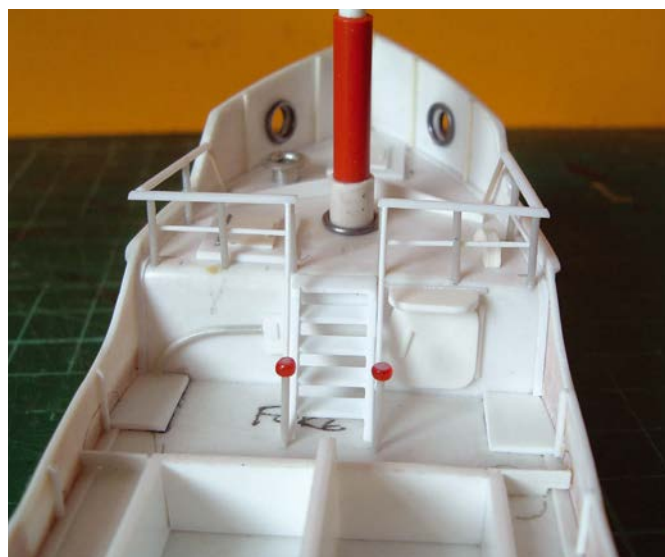
### **DETAILING THE HULL**

Extruded styrene D-section (available from Evergreen Scale Models or Plastruct, amongst others) was glued along the top of the bow and around the stern of the outside of the hull to represent additional rubbing strips. The D-section was made more pliable to follow the curve of the stern by drawing it lightly over a straight edge (alternatively, it could have been taped in place before running liquid polystyrene along the join).

The positions of the rope and anchor chain ports were marked on the hull and drilled out. The outsides were framed with electrical solder wire formed into circular shapes around a dowel and fixed onto the hull with cyano-acrylate glue (with the join between each end being filled). Horizontal freeing ports were incorporated in the mid-deck bulwarks by chain-drilling small holes and opening them out lengthwise.

### **DETAILING THE MID-DECK, REAR SUPERSTRUCTURE AND FORECASTLE**

The joint line between the mid-deck and hull was tidied up by incorporating lengths of very thin styrene strip section, with a number of upright supports made from short lengths of styrene square-section attached to the inside of the bulwarks.



**Forecastle detailing: showing railings, steps, mast, bulkhead door, hawsehole, hatch covers and bulwark supports**

The rear superstructure required some surface filling and sanding as the mould was not quite perfect. The engine room ventilation skylight was removed from the top of the superstructure, as it lacked realism, and a replacement was scratch built with styrene off-cuts, strip and rod and clear acetate windows. The join between the rear deck/superstructure and hull was tidied up in a similar way, but using plastic rod, which has better flexibility around the curved profile – this can just be seen in the earlier picture where the rear superstructure was trial-fitted (it was not glued into the hull until after painting).

I decided not to open out the wheelhouse to reveal interior detailing but I did incorporate window frames using thin styrene strip, with a view to infilling with blue decal film (after painting). Portholes were marked and drilled out of the superstructure (where indents were present), and the outsides framed with small metal washers. The inside and outside of the wheelhouse bulkhead was detailed with styrene strip and two styrene mounting boards were made up for navigation lights.

Doors and access hatches were formed on the superstructure, wheelhouse, forecastle deck and bulkheads from styrene sheet off-cuts, with hinges and handles made from styrene rod. The forecastle and superstructure bulkheads were detailed with styrene off-cuts and rod to represent electrical control boxes, running lines and pipework. Metal wire was used to make up handrails for the mid-deck to rear deck.

Different sizes of air and exhaust vents were made from styrene tube, rod and metal wire. The outside of the funnel was detailed with styrene strip and the top covered with metal mesh found in the spares box. Life rings were made from rubber 'O' rings and thin lining tape (these can also be made from Polo mints, after consuming them to the correct size!).



**Finished model: showing anti-slip walkway tape, funnel stays, and weathering of superstructure**



**Finished forecastle and deck detailing: showing cargo hold, fender, mast stays, hawsehole with anchor chain and anti-slip walkways**



**Finished superstructure: showing deck and navigation lights, steps, bulkhead fittings and weathering effects**



**Finished forecastle detailing: showing weathering, deck light, steps, railings, bulkhead fittings, cargo hold and anchor in sea**

The two surface structures on the forecastle moulding also lacked realism so were removed and replaced with horizontal hatch covers made from styrene sheet and rod. Protective railings were made for the rear of the forecastle using styrene rod for stanchions and cross-pieces, and D-section hand rails.

The tube supplied for the mast is under-scale so I made up a three-section mast using different diameter tubing from the spares box and detailed it with styrene strip and rod; electrical solder wire was bent around the bottom section of the mast to improve the appearance. Contrary to the instructions, I positioned the mast on the forecastle rather than forward of the hatch at mid-deck level – many coasters were converted by removing the beam originally attached to the mast that would be used to load and unload cargo; removing this also negates the requirement for a winch, which would otherwise have to be scratch built or purchased as an aftermarket product. Support stays for the mast and funnel were made from thin styrene rod cut to length.

A winch would also normally be used to raise and lower the anchor – in my rendition this function originates below the forecastle, up through the deck via a hawsehole made with a metal eyelet glued on upside down. A piece of styrene tube cut in half (to form half a doughnut shape) was used to represent a rope tie. A rope tie for the rear deck (behind the superstructure) was made using an upturned plastic button salvaged from a digital timer clock, topped with a styrene circle pressed out of a thin sheet.

There is some flexibility with regards to positioning of the section of steps provided – I chose to place a central step running from mid-deck (where the mast would be on the kit instructions) to the forecastle deck. Two smaller steps were made from styrene off-cuts and placed from the rear of the mid-deck leading to the superstructure deck. Railings for all of the steps and ladders, and hand holds, were made either from metal wire or styrene rod.



**Finished superstructure detailing: showing lights and weathering effects**

## **PAINTING AND MARKINGS**

With a view to spraying, the hull and superstructure were painted separately to minimise masking. A primer coat was sprayed onto all surfaces (grey, automotive acrylic paint can) which showed up the usual imperfections that required filling and sanding. After a further primer coat, a light blue top coat was sprayed (automotive paint can, left over from other models) then masked so that the mid-deck, bulwarks, forecastle, and separate superstructure, could be sprayed white (Tamiya acrylic for polycarbonate, from a can). After masking the hull with Tamiya masking strip, a line of red enamel was applied by brush to represent the very top of the waterline.

Rather than paint the deck surfaces to resemble anti-slip paint, I tried a different technique in this model. Several years ago I picked up some black lining tape in a job-lot from a model railway auction – this is a self-adhesive product (Quik™ Line Narrow Slit Tape) manufactured by W H Brady Co. for graphic design (from the 1970s, I think); the surface of the tape is lightly textured. Lengths of the tape were cut and applied to walkway areas and steps on

the forecastle, superstructure, rear deck and mid-deck. The effect is realistic so I will be using it again. At this point the rear deck/superstructure was fixed in place on the hull.

I planned to name the Coaster 'Sarik-2', as this is the second Sarik vacform kit that I've built. However, I messed up with the rub-down transfers and ran out of '2', so it became 'Sarik-3' (see picture)! The white '3' on the funnel sides were also of the rub-down variety. Rub-down decals are better than self-adhesive vinyl at this scale, as they do not stand proud of the surface. The Union Jack flags, printed onto decal paper, were leftover from another model project, and the hull numbers were also from the waterslide decals spares box.

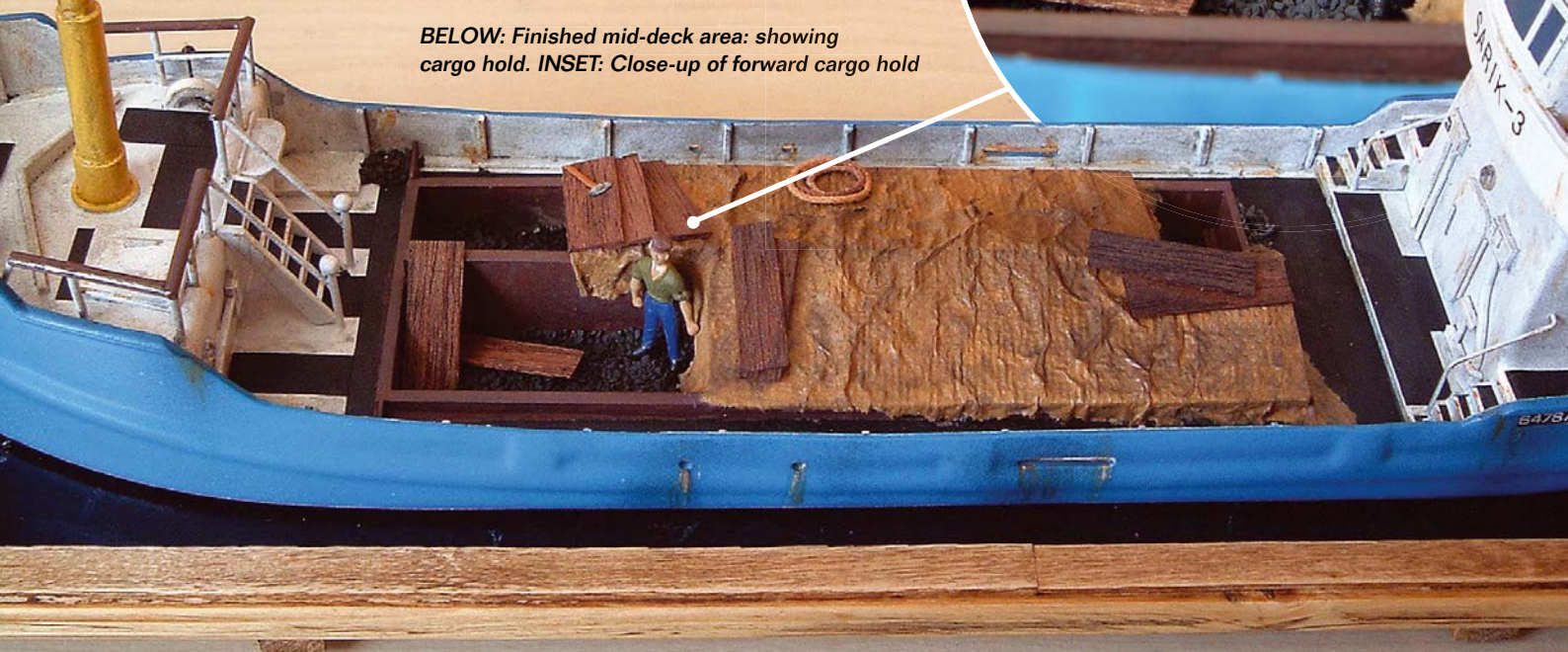
## **CARGO HOLD DETAILING**

I think this sort of detailing can add a lot of realism to a model, and is best done after painting and before weathering. I decided to add cargo in the form of replica coal – a typical scenic product used in model railways. After painting the hatch area, the floor was covered with thick PVA glue and the 'coal' granules poured in – once the PVA hardened, I repeated the process to build up different thicknesses. Other scenic materials could be used, of course, such as sand or wooden logs and crates.

Earlier, I stated that the cargo area was to be partially covered with styrene sheet; wooden planks would have been used in the real thing, covered by a tarpaulin. The tarpaulin effect was achieved by tearing pieces of double-ply tissue to shape – irregular tearing of the edges, rather than precision cutting, added to the well-worn appearance. The styrene sheets (now glued in place over the hatch coaming) were covered with a layer of PVA glue, brushed on non-uniformly but not too thickly, and the tissue placed over this and pressed into the wet glue by stippling with a brush; then the surface and edges of the tissue were stippled with very thin diluted PVA glue; this enabled the wet tissue to conform to the hatch details, draping over onto the mid-deck, just like a real tarpaulin would.



**BELOW: Finished mid-deck area: showing cargo hold. INSET: Close-up of forward cargo hold**



After applying two coats of brown matt enamel (the first one thinned and allowed to dry), the tarpaulin was weathered by applying a very thin dark enamel wash and dry-brushing to achieve a dirty effect (pastels could also have been used). Further weathering would be applied with the rest of the model.

Wooden planks for the area of open hold were made from lengths of dark wood veneer (I forget which type) from the spares box, and glued randomly on top of the tarpaulin as well as in the cargo area itself; these were also weathered by running over the surface with thinned black enamel (very thin, which highlighted the grain).

## WEATHERING

Whether to weather (!) a model is an age-old question, the answer to which depends very much on the individual. I prefer to see a weather-beaten hulk of a ship rather than something straight out of the yard or after a refit. When weathering, it is best to start with a pristinely-painted model.

There are many different techniques available, depending on the degree of weathering required. The procedure I used was to first weather the decals and transfers by lightly scraping them with fine-grade 'wet-n-dry' paper – this gives the appearance of distressed markings.

Secondly, I brushed all surfaces, including markings, with a light wash of well-thinned black enamel, with slightly thicker washes to pick out individual details such as hinges; lightly touching the area to be detailed facilitates the thinned wash to transfer from the brush and 'wick' along the surface – this is a good method of highlighting areas such as joins and panel gaps. I then simulated areas of localised rust by stippling the area with brown matt enamel, almost dry-brushing; if the paint is stippled too thickly, it can be thinned on the model with a wet brush.

Thirdly, I simulated worn topcoat paint and runs at the wash ports and freeing ports, and particularly at the anchor chain hole where much wear would have occurred; this was achieved by lightly dry-brushing with white enamel combined with stippling the white and brown then creating vertical streaks by dragging a finger over the wet paint in a quick downwards motion.

A final weathering step used was to airbrush matt black enamel thinly over all of the surfaces, paying particular attention to apply a wider and more prominent spray to areas subjected to more wear and tear (e.g. around the anchor hole on the bow and the cargo areas).

## SIMULATED LIGHTING, GLASS AND FINAL TOUCHES

After weathering, the model was sprayed with a coat of matt varnish (satin could be used to more simulate a wet surface) – this acts to protect the finish as well as the transfers and decals. Then, attention was paid to simulated lighting and windows.

Deck lights were placed on the port and starboard sides and rear of the superstructure, and on the forecastle and superstructure bulkheads – these are small reflective clear plastic shapes that were salvaged from a card-making craft kit. The port and starboard running lights were represented by red and green translucent plastic beads and a larger clear plastic bead used for the mast light – all salvaged from crafting card kits (thank you, Mrs L). The portholes were glazed with Humbrol Clearfix. The wheelhouse window frames were 'glazed' with blue decal film (Microscale), this then being coated in gloss varnish.

Rubber fenders were made from modelling putty (Milliput), beads and string. A couple of Prieser 'Railway Workers' figures from the spares box were used as crew – these being OO-scale, they had to be shortened at the legs and slightly modified to suit. A length of string was colour-dyed and placed on the tarpaulin, together with a hammer from one of the crew.

## CONSTRUCTION OF A SEA-SCAPE BASE

As a waterline model, it should be displayed on scenic water. Commercial vac-formed bases are available (from Sarik Hobbies,

for example), as are translucent blue sheets injection-moulded with a ripple/wave effect. Clear resin-based systems are also available, as are photographic images digitally reproduced and 'printed' onto a base (although these lack 3-dimensional detail and are used commonly for architectural models or with waterline ships of very small scale appearance).

For thrifty modellers, like me, perfectly realistic seas can be represented by spreading domestic filler (Polyfilla, for example) or PVA glue onto a board base, texturing to represent waves, with painting of the layers thereafter.

For this model, I wanted a calm sea which was achieved simply by painting with oil-based enamels. The technique relies on applying darker colours first then working in lighter colours whilst the underlying paint is still wet. The paint should be applied directly, without thinning, as some degree of texturing is then possible, depending on the degree of sea calmness required.

I used an off-cut of pine 'tongue-and-groove' board I had in the garage. After cutting to size, the edges were sanded smooth and the perimeter masked to reveal a central portion for painting. Dark blue (Humbrol) enamel was applied uniformly, then lighter blue applied on top – very small wave tips and breakers were incorporated by randomly dry-brushing white colour from a 1/4" paint brush (bearing in mind the sea flows in a single direction). I didn't sand the surface of the pine so some of the grain pattern could be seen through the paint – this was a bonus as it gave the subtle effect of a flowing sea surface.

After allowing the paint to cure, the masking tape was removed and flat wooden stick borders stuck on (coffee stirrers, in fact) – cut to length and sanded flush. All of the exposed wood was given two coats of furniture wax (Briwax) and buffed to a nice shine.

I planned to show the model at anchor so drilled a small hole into the painted base and glued in place a pre-measured length of (painted and weathered) chain. The model was then attached to the base with contact adhesive, which allowed some positioning before setting (one thing to remember before attaching a waterline model to a base is to ensure that the bottom of the hull is perfectly flat, minimising any curvature present due to the moulding process). The anchor chain was run up through the hull and attached to the hawsehole. The area of sea around the chain was gently stippled with white paint to represent small wave breakers.

Finally, a nameplate was made using clear acetate sheet cut to shape but leaving the rear opaque protective film in place – this formed a contrasting background for the black rub-down lettering to show on the reflective upper surface; the lettering was protected with a layer of liquid decal film (Microscale), although varnish could have been used.

## IN SUMMARY

I hope to have shown that realistic models can be made from quite simple kits simply by using some imagination and modifying whatever materials come to hand. The degree of realism is down to personal preference and patience (as well as skill). Added realism can be achieved through weathering; although not to everyone's fancy, in my view it just has to be done – it's a very good way of hiding mistakes! **MMI**

### DATA BOX

Sarik Coaster Kit  
Code TW71  
Scale 1:100  
Length 250 mm  
Beam 55 m  
Sarik Hobbies, 9 Lower Road Trading Estate,  
Ledbury, Herefordshire HR8 2DJ  
Tel: +44 (0) 1531 631605  
[www.sarikhobbies.com](http://www.sarikhobbies.com)

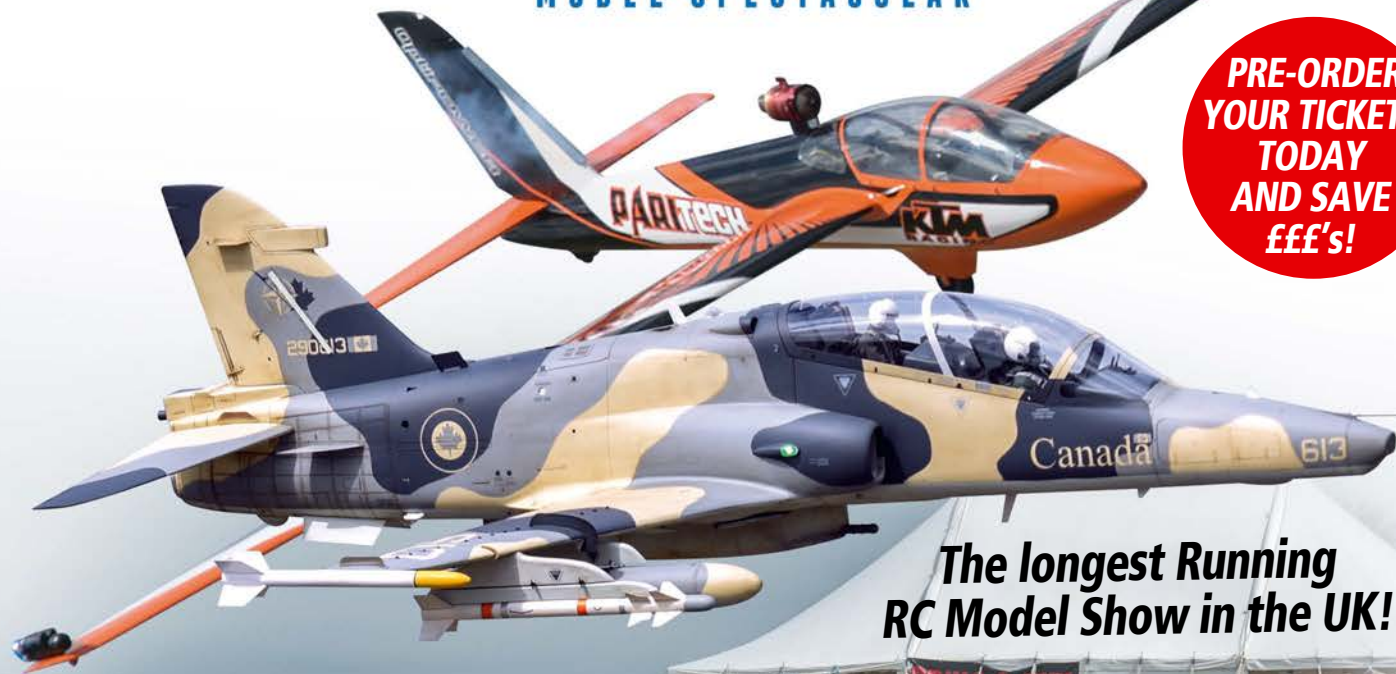
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# INSULINDE (PART 1)

AN UNSINKABLE AND SELF-RIGHTING LIFEBOAT

AUTHOR: CHRIS KOENIG

**W**hat springs to your mind when you picture yellow wellies in your head? Well aside from those sporting Hunter wellies at the Glastonbury or the Danish Roskilde festivals? It may be the courageous crews of the RNLI. Their unofficial logo is yellow wellies. A smart logo if you ask me.

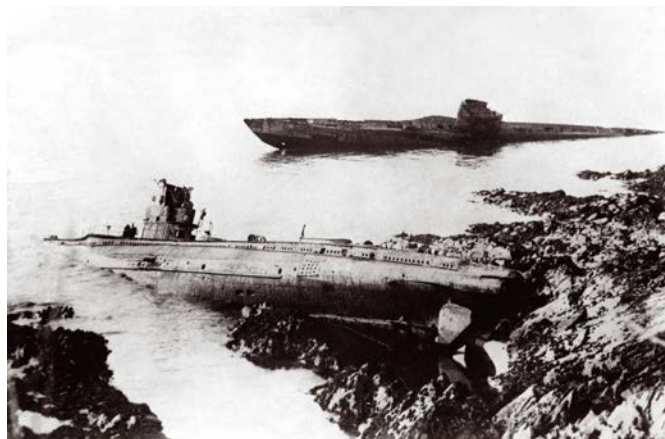
Another lifeboat service in Europe is the Dutch Koninklijke Nederlandse Redding Maatschappij (K.N.R.M.). Their crew also wear wellies, at least some of them. The K.N.R.M. is a fairly young lifeboat service as it was only founded in 1991. However, this year marked the only time when two similar effective organizations were consolidated into a single one: Koninklijke Noord-en Zuid-Hollandsche Redding-Maatschappij (K.N.Z.H.R.M.) and Koninklijke Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen.

While the first of the two was formed as Noord-en Zuid-Hollandsche Redding-Maatschappij (commonly referred to as 'Noord') on the 11th November 1824, the latter, abbreviated the 'Zuid' (Dutch for Southern), was formed on the 20th November 1824, as Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen. Both services were awarded the title 'Royal' ('Koninklijke') as late as 1948. As is the case with other major Northern European rescue services such as D. G. z. R. S. (Deutsche Gesellschaft zur Rettung Schiffbruechiger) or RNLI Royal National Lifeboat Institution, K.N.R.M. relies solely on donations for funding.

Needless to say, all three institutions share a common goal and exchange on a regular basis to boost their effectiveness and efficiency, together with similar services from France, Belgium, Denmark, Norway etc.

My link to KNRM has been very personal and has covered decades; I am rather linked to the 'Noord'. My parents used to spend the summer vacations either around Ringkøbing Fjord in Denmark or in the vicinity of Ijmuiden, close to Amsterdam.

One summer we were at Katwijk. Back then the Noord operated an open lifeboat called 'De Casparis' in Katwijk, and I was extremely fortunate to be invited for a tour in the shallow waters of

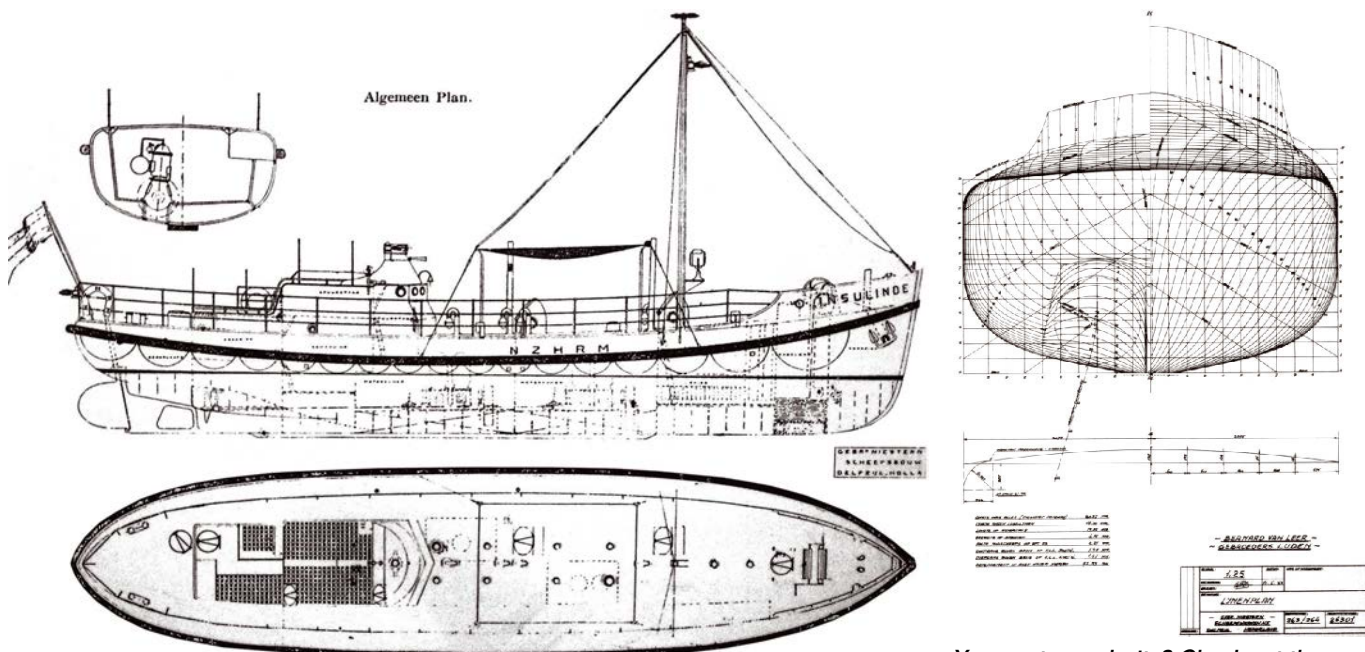


German submarines such as type UB III-boat U 86 – beached in Falmouth/Cornwall after the war – largely influenced 'Insulinde'

Katwijk, and later rode the boat while it was transferred back to the boathouse. If I was a millionaire, I wouldn't want to have a stylish yacht, but 'De Casparis' instead! Back in the 1980s I donated all my summer's pocket money to the Noord, and received an orange and blue 'Noord' pin in exchange, which I wore for many years.

On my many business trips to the Netherlands I always tried to choose hotels close to the sea, and, after good dinners with colleagues from all across the globe, I would take a relaxing walk looking for the Noord (or later KNRM) boathouses. The history of the Noord has been inseparably connected with Dorus Rijkers and Mees Toxopeus who were the most popular and highly awarded lifeboat skippers.

Mees was born on the 22nd October 1886, in Nieuwe Pekela, and died on the 28th February 1971, on the island of Schiermonnikoog. His grandfather Mees Kielema (1836-1922) also used to be a skipper, but not on a lifeboat. Kielema owned



General arrangement plan of 'Insulinde' in 1926

You want complexity? Check out the lines of a traditional Dutch lifeboat



**Front view of 'Insulinde' during construction at Gebroeders Niestern yards at Delfzijl**

a traditional Dutch sailing barge, transporting turf. He enjoyed inviting his grandson on the many voyages he took navigating the Dutch inshore waterways. In return, his grandson wanted to become a skipper and indeed became one. Mees Toxopeus, however, wasn't just a sailor; he became a strong oarsman aboard a lifeboat, and after a few years climbed up the ladder and became a lifeboat's skipper.

Believe me this wasn't all that pleasant. Manning an open lifeboat while the ocean was wild, sculling through the

breakers and trying to rescue human beings was Russian roulette most of the time. It took an enormous amount of physical strength and experience to navigate a lifeboat through the violent storms and close to any stricken vessel, and back again. Quite often, when the power was gone, lifeboats suffered from painful accidents after rescuing people. Broken bones and lacerations were minor injuries and widely accepted. The risk to one's life was a great deal bigger.

The winter of 1920/21 was bitter cold and wet. Storms wreaked havoc amongst the shipping off the Dutch coast. Back then many of the lifeboats were still open constructions, manned with volunteer scullers. It was in this winter that the Noord suffered many tragic losses. In the north of the Netherlands the lifeboat station Schiermonnikoog lost their open lifeboat, while the motorized 'Brandaris' also fell victim to breakers. The Zuid nearly simultaneously lost their steam powered lifeboat 'President



**The tapered hull became standard for lifeboats after 'Insulinde' appeared. In 1926 this design was revolutionary**



**Prop in the left tunnel as seen shortly before the launch**



**Starboard view during construction**



**The tunnelled props in a portside view**

van Heel'. Along with the Noord's men the Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen counted for ten drowned crew members; a devastating situation.

Mees Toxopeus was deeply affected by the blood toll paid in that winter. At the age of 35 he was a remarkably knowledgeable skipper and a smart guy as well. World War 1 had ended two years ago, in this Great War U-Boats played a dominant role and Mees started to think about a new lifeboat which should resemble a surfaced submarine.

He sat down and wrote a letter to H. De Booy, back then the secretary general of the N.Z.H.R.M. Mees explained he wanted a boat with a rather beamy hull, incorporating watertight segments in order to achieve an unsinkable construction. All entry hatches had to be made to extra heavy duty specifications, at best similar to those hatches produced for torpedo boats during the war. On the aft section he planned for a hut resembling a submarine's conning tower. This hut incorporated a fly bridge; however, it also included a helm stand within. If the conditions became too bad, the crew should man positions inside the boat and reduce the risk of being injured outside. Twin engines and tunnelled drive drains added to operational safety. Finally, Mees Toxopeus summed up his ideas in a remarkably simple, yet powerful sentence: The new lifeboat should appear as "...een onderzeeboot boven water" or, in English, "...as a surfaced submarine".

De Booy was very pleased with what he had just read, and asked Mees Toxopeus to develop this idea. He did – and contacted Jan Niestern. Jan along with his brother owned a small shipyard, but most of all was a true inventor. The surfaced submarine idea was ok, but it did not solve the risk of men drowning if their lifeboat capsized. Jan and Mees started to think about a lifeboat that could capsize but immediately regain buoyancy and right itself.

Jan analysed captured German submarines and added a bar keel to aid to the standard buoyancy. He then suggested the inclusion of tanks inside the lifeboat that would fill with water once the capsizing process had begun. Additional water within the hull would affect the buoyancy, and as such added to its momentum. The hull capsized faster, until the bar keel's weight would help the boat to tip over – and back into its original state. A battery of vents would then allow the water to leave the tanks and prevent the boat from capsizing again.

Jan Niestern may well have been the first coffee addict in the Netherlands, because he stayed in his yard's construction office for many days and nights. When he finally left the office for a good night's sleep at home he had invented the first self-righting lifeboat in the world.

Jan Niestern wasn't a true engineer, he was an excellent craftsman and inventor. The new lifeboat design, however, relied on mathematics and a knowledgeable constructor. Eventually, Prof. Ing. Ernst Julius Vossnack was asked to come up with a smart design incorporating the ideas of Jan Niestern and Mees Toxopeus. Vossnack formulated an ideal hull, suggested snorkel vents to

automatically switch off the engines in case the boat tipped over, drafted two separate engine rooms with separate fuel supplies and separate controls for two 60 hp Kromhout oil engines. This layout would allow an emergency retreat in case one engine was crippled, and as such prolonged the chance of survival.

Each engine room sported a 120 litre operational fuel tank, while another 2,000 litres were to be stored in the doubled floor plates. With 2,240 litres of fuel the lifeboat wasn't relying on refuelling during rescue operations any more, instead it was able to stay offshore for many days.

1924 marked the 100th anniversary of the Noord. Many firms in the Netherlands decided to collect money to donate to the Noord. Amongst them was the CEO of the Javasche Bank, E. A. Zeilinga, who founded a committee to collect money in the Dutch-Indies. He proclaimed that if enough funds were raised the inhabitants of the Dutch-Indies could possibly fund a new lifeboat in the Netherlands. The Dutch vice admiral Umbgrove helped Zeilinga, and both were overwhelmed by the many donations they received. It proved to be enough money for the Noord to contract Jan Niestern and his yard Gebroeders Niestern by 1926 to build a new self-righting, unsinkable lifeboat.

Jan Niestern's calculations resulted in a price tag around 50,000 Dutch Guildens. In return he promised a state of the art lifeboat to be built entirely from Siemes-Martin-steel, measuring 18.80 m in length, 4.05 m in width and sporting only a very shallow draft of around 1.45 m.

If you check out the pictures of the boat's construction you may want to compare them with U 86, an UB III-type submarine built



*105 seconds after deliberately capsizing 'Insulinde' she was up and afloat again. Snapshot taken in Delfzijl on the 27th April 1927*



*'Insulinde' during a show tour in 1927. Note the N.Z.H.R.M. pennant is orange and blue*



*Satisfied N.Z.H.R.M. board members after placing 'Insulinde' into service*



*'Insulinde' as she appeared in 1940-1945: white all over with large red crosses*



**The second mast was added before WW2. This 1947/48 shot shows the NZHRM letters on the boat's hull. The 'K' wasn't yet awarded**



**In 1948 the Dutch Crown awarded the title 'Royal' (koninklijke) to the NZHRM. Consequently the 'Insulinde' carried the new letters K.N.Z.H.R.M. ever since. In this picture she is in her new dark blue livery**

by AG Weser during the Great War. The boat was beached off Falmouth, Cornwall after the war (and its remains are still visible there just off the rocks). It was U boats like this one that made Mees Toxopeus think about a new style of lifeboat.

Jan Niestern's construction gang bolted together an ultra-sturdy hull which incorporated 21 watertight compartments and a bar keel measuring 9.30 x 0.10 m and weighing six tons. Two four-stroke twin cylinder Kromhout M. D raw oil engines rated at 60 hp each achieved some nine knots at 400 rpm.

Niestern's plans seemed to be foolproof; however, the new vessel still had to stand the ultimate test. A strong tower crane was needed to capsize the 50 ton lifeboat in Delfzijl's harbour to test the self-righting mechanism. On the 27th April, 1927, the experiment was carried out for the first time and was a great success. Just 105 seconds after deliberately capsizing the boat, it regained buoyancy and tilted back into its original position! Soon after the boat was named 'Insulinde' and placed into service at Oostmahorn, with Mees Toxopeus as skipper. Mees managed to talk Jaap van der Meulen into his crew, becoming the boat's helmsman. Three other men from Anjum joined the crew, and operational service began.

The winter of 1927/28 proved to be tiresome again, with foul weather and many ships asking for assistance. 'Insulinde' ploughed through the waves like a submarine, always in time and at the right place. The N.Z.H.R.M. quickly realised the great value of her design and by 1928/29 contracted the Niestern yards for



**Close to retirement in the early 60s: 'Insulinde' without masts**



**Mees Toxopeus dreamed about, "... een onderzeeboot boven water" (surfaced submarine) in 1921/22. It was to become the world's first unsinkable and self-righting lifeboat**

a second lifeboat. This time the money was largely donated by Vereniging voor den Effectenhandel van Amsterdam (VE). Their fund raising activities resulted in the boat being named by them. The CEO of VE was Mr Stroeve, who asked his wife to christen the boat in July 1930. She did so with great pleasure and chose her own name 'Neeltje Jacoba'.

The Noord surprised the commissioning party with a newly appointed skipper: Jaap van der Meulen, the former helmsman of Mees Toxopeus aboard 'Insulinde'. Just West of Amsterdam is IJmuiden, and there 'Neeltje Jacoba' was based for the next decade.

When I sailed 'De Casparis' in the early 1980s, 'Neeltje Jacoba' was still in operational (also reserve) status at IJmuiden!

Lifeboat operations have always been carried out throughout the decades and despite political changes. Through peace and war, the boats went out to rescue people in distress, ploughing through storms and battling heavy seas, as fast as the shreds of clouds. They were determined to be there just in time, unstoppable, unbreakable, unsinkable, and undaunted by the elements they faced.

Neither 'Insulinde' nor 'Neeltje Jacoba' sustained any serious damage from the treacherous encounters the North Sea confronted them with. At first both boats appeared in their light blue and white livery, which changed to white all over in the war years 1940-1945. The cabins received red crosses back then, to indicate these registered lifeboats were protected vessels under the Geneva Treaty. Before the invention of radar devices the light blue and white dress code assisted in spotting the boats, which lost importance as technology advanced. Consequently the boats livery changed to dark blue and white.

Modernization measures by N.Z.H.R.M. were meant to increase the effectiveness of the boats and enhance their crews' chance of survival. By 1949 the old oil engines were replaced with more modern diesel engines aboard 'Insulinde'. Two six cylinder Gleniffer diesel engines rated at 900 rpm/120 hp and 2:1 transmissions were added. They increased the top speed of 'Insulinde' to ten knots and came with much better fuel efficiency.



**'Insulinde' as she appears today in front of the Reddingsmuseum at Den Helder/Netherlands**

The mast was moved backwards before the outbreak of WW2 and after the war a more powerful radio installation was added, along with a radar and depth sounder. The fly bridge was intensively modified and a windscreen added. It's all these tiny changes that helped maintain full operational status in a time when new designs were evolving and accepted one by one. These new boats looked even more like surfaced submarines, as their bridges really were raised structures similar to conning towers.

In the final years of 'Insulinde' the younger brother of Mees Toxopeus – 18 years his junior – became skipper aboard.

38 years after sailing for the first time 'Insulinde' was replaced at her station by the lifeboat 'Gebroeders Luden' in 1965. Overall she had been out on 341 operational sorties and rescued 332 souls. The boat was kept in a reserve status for another two years and then handed over to the shipping museum of Amsterdam. She was a much visited exhibit there, then in 1996 K.N.R.M. decided to build their own national lifeboat museum at Den Helder/North Holland. The Reddingsmuseum Dorus Rijkers at Willemsoord (Den Helder) planned for their own fleet of traditional lifeboats and 'Insulinde' was to become the flagship of this unique floating exhibition.

By April 5, 2005, K.N.R.M. took over 'Insulinde'. Volunteers formed a working group and restored her to her former 1950s appearance between 2006 and 2010. Roughly 6,500 man hours had to be invested. The result stands second to none and leads one to wonder whether any 1950s lifeboat was ever in such good shape during their operational time.

If you visit Den Helder today, you will notice a large fleet of former lifeboats moored at Willemsoord. All of them are in a fantastic condition. The Reddingsmuseum Dorus Rijkers ([www.reddingsmuseum.nl](http://www.reddingsmuseum.nl)) invites visitors inside the building and in the summer months, the visitor is often offered a special experience, for a small and definitely affordable donation (usually 3-5 Euros) visitors can take a ride on a traditional lifeboat. You feel the vibration of the diesel engines beneath your feet and enjoy the wind blowing in your face when 'Insulinde' or any of her beautiful sisters takes you out to Den Helder's harbour or along the Nieuwe Diep. **MMI**

#### SOURCES/PICTURES

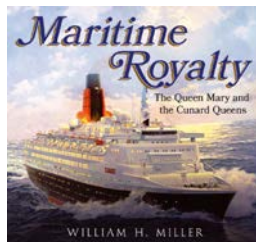
Museum Gronigen, Koninklijke Niestern Sander of Delfzijl, Reddingsmuseum Dorus Rijkers Den Helder, Wikipedia, KNRM IJmuiden.

**IN THE NEXT MMI OUR AUTHOR WILL SHED SOME LIGHT INTO BUILDING 'INSULINDE' IN 1:16 SCALE FROM SCRATCH.**

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BOOK REVIEWS



#### MARITIME ROYALTY

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**Author: WH Miller**

**Pub Date: Nov 2016**

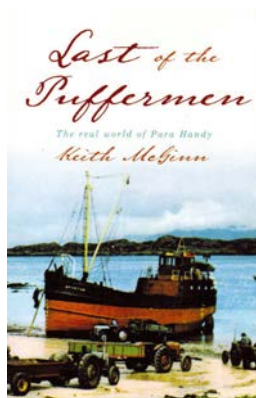
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**Author: K McGinn**

**Pub Date: 2009**

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**Format/Pages: softback/134 pages**

**Dimensions: 22.5 cm x 15 cm x 1 cm**

**Publisher: Neil Wilson Publishing Ltd, 226 King Street, Castle Douglas DG7 1DS, Scotland. Tel: 01556 504 119**

**[www.nwp.co.uk](http://www.nwp.co.uk)**



## TUGS IN COLOUR BRITISH BUILT

This book is a sequel to the author's first book on tugs called Looking Back at British Tugs (2007). It concentrates on covering tugs build around the UK coast at some of the 46 different shipyards. Some of the

tugs listed are still operational after 50 years of service and for the model maker each page has a detailed coloured picture of each tug with a full description of where they operated and what use they were designed for. Also very useful for model making is the different colour liveries of the owners, some tugs changed owners many times during their lifetime.

**Author: Andrew Wiltshire**

**Pub Date: Oct 2016**

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**EAN/ISBN: 9781902953809**

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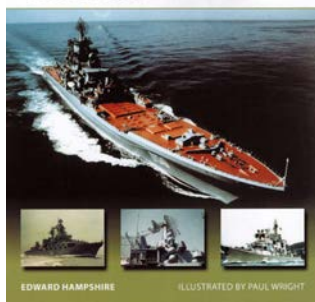
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**Author: Edward Hampshire**

**Pub Date: 2017**

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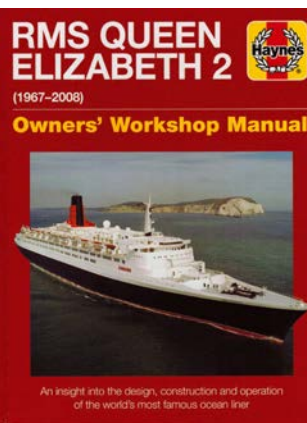
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showing the inside layout and a full time line giving details of events over her 39 years in service. Queen Elizabeth 2 was retired in 2008 and now resides in Dubai.

**Author: Dr Stephen M. Payne**

**Pub Date: 2016**

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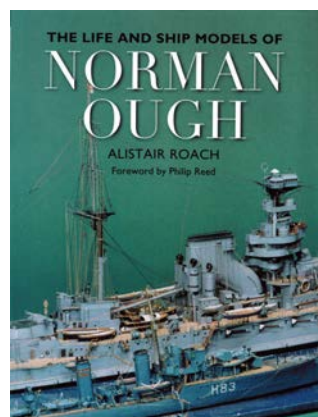
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very frugal existence living and working on his models in a small flat in London. The book consists of a detailed autobiography of his life plus many of the articles he had published to the Model Maker magazine. For each of his models he drew detailed plans and most of these are now held in the archive of the Brunel Institute (ss Great Britain trust). The author of this book Alistair Roach has captured many unknown facts of Norman Ough's history with help from Norman's family. An excellent book for reference.

**Author: Alistair Roach**

**Pub Date: 2016**

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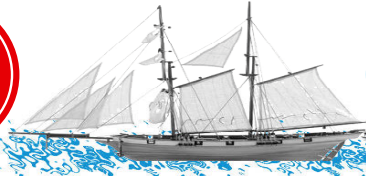


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Length: 863 mm  
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Designer: John Brinkler  
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Designer: Roger Clark  
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Designer: J Thompson  
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HMS Onslow

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Length: 816mm  
Beam: 75mm  
Designer: Stuart Bolton  
Difficulty \*\*  
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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 \*\*\*  
Product code: MAR2643  
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Thornycroft 55' CMB

Scale: 1:24  
Length: 760mm  
Beam: 145mm  
Designer: Barrie Griffin  
Difficulty \*\*  
Product code: MAR3311  
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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 \*\*  
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Scale: 1:96  
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Difficulty \*\*\*\*  
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Beam: 225mm  
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Difficulty \*\*  
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Difficulty \*\*  
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Length: 540mm  
Beam: 150mm  
Designer: David Heaps  
Difficulty \*\*  
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Scale: 1:50  
Length: 595mm  
Beam: 135mm  
Designer: Jim Pottinger  
Difficulty \*  
Product Code: MAR3470  
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**Eleanda**

Scale: 1:28  
Length: 815mm  
Beam: 234mm  
Designer: Jim Pottinger  
Difficulty \*\*\*  
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# INS TRIKAND

PATRICK HAS A RARE OPPORTUNITY TO VISIT THE INDIAN NAVY'S MOST MODERN WARSHIP

AUTHOR: **PATRICK BONIFACE**



*Forecastle looking aft showing INS Trikand's main 100 mm AK-190 gun*

**D**uring DSEi 2015 Patrick Boniface was allowed onboard one of the Indian Navy's premier warships, the frigate INS Trikand. This impressive warship was making her, and the Indian Navy's, first visit to London in September 2015.

INS Trikand is one of six Talwar class frigates operated by the Indian Navy and is the last of the second batch of three vessels constructed for India by the Yantar shipyard in Kaliningrad. The Talwar's are modified Russian Krivak III class frigates and whilst a great deal is of Russian origin the Indians also utilise different electronics and systems than their Russian counterparts.

INS Trikand was ordered on 14th July 2007 and was laid down on 11th June 2008. Her construction was somewhat protracted due to labour shortages and problems in the delivery of key components. She was launched with great ceremony on 25th May 2011 by Ira Malhotra, wife of the Indian Ambassador to Russia. She was finally commissioned 29th June 2013, under the command of Captain Ajay Kochhar, and sailed to India to join the Western Fleet.



*Forecastle seen from the bridge*



*3S-90 launcher for the SA-N-12 surface-to-air missile*



**Mooring and deck fittings at her bow**



**Bridge superstructure details**



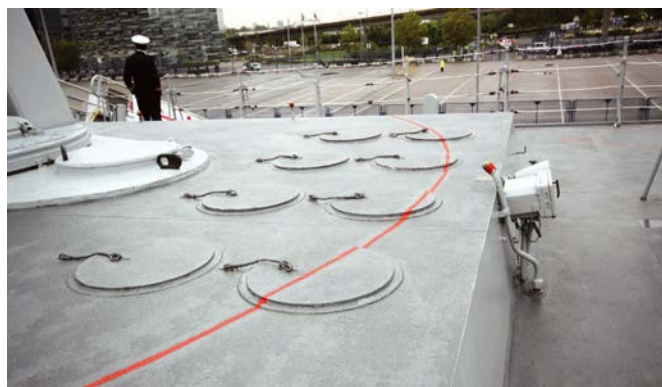
**Behind the forecastle water break**



**Twelve barrelled RBU-600 anti-submarine warfare rocket system can fire 212 90 ASW rockets or RGB-60 depth charges**



**Rear details of the AK-190 100 mm main gun looking forward**



**Eight vertical launch silos for the Mach 3 Klub-N anti-ship missile with a range of 220 kilometres**



**Starboard side looking forward showing the launcher for the SA-N-12 SAM and the AK-190 main gun**



**3S-90 launcher and bridge details**



**Forward superstructure details on starboard side looking aft**



**F51 on port side**



**Aerials, antenna and main mast**

The Talwar class are extremely heavily armed vessels and the two batches differ considerably. In INS Trikand's case the main difference being the substitution of the Klub-N anti-ship missiles with the supersonic Mach 3 BrahMos missile system with a 190 mile range. These are housed in an eight cell 3S14E vertical missile launcher.

For anti-air warfare the ship is equipped with the 24 Shtil-1 multi-channel medium range surface-to-air missiles, which is the export version of the Russian SA-N-12 Grizzly. The ship also has eight Igla-1E (SA-16) portable air defence missiles onboard.

For anti-missile defence the close-in weapon systems are two AK-630 air defence guns and missile systems comprising of two GSh-30k six barrelled 30 mm Gatling guns and two SA-N-11 surface-to-air missiles. INS Trikand has a single 100 mm gun on the forecastle with a range of 8.2 nautical miles and fires a variety of rounds including a rocket assisted long range round.

For anti-submarine warfare INS Trikand carries the RPK-8 12 barrelled RBU-6000 firing anti-submarine rockets or RGB-60 depth charges. This system is supplemented by a pair of twin 533 mm DTA-53-11356 fixed torpedo tubes mounted amidships.



**Main gun**



**Main gun details**



**Ships capstans on the forecastle**



*Electronic equipment on rear superstructure*



*Funnel details*



*Aerials and antenna and main mast*



*Sharply raked bow so indicative of Russian built warships*



*Stern details*



*Captain Vinay Kalia*

The Talwar's have a standard displacement of 4035 tonnes and dimensions of 124.8 metres in length, a beam of 15.2 metres and a draught of 4.2 metres. Each is powered by a GOGAG propulsion system comprising of two DS-71 gas turbines and two DT-59 boost turbines giving the frigates a top speed of 32 knots and a range of 4850 nautical miles.

Her visit to London to attend the biannually staged DSEi 2015 defence conference and exhibition came about as the warship was operating in British waters during joint naval exercises with the Royal Navy off Plymouth with, her second commanding officer, Captain Vinay Kalia in command. **MMI**



*Tied up alongside London's Excel Centre for DSEi 2015*

# BY WAY OF CAPE HORN

SAILING THE END OF THE EARTH

AUTHOR: NEV WADE

## BEFORE WE START

I'm not a sailor, I've never been to Cape Horn, still less round it, and nor am I ever likely to go there. I suspect that even if I did, I could never appreciate what a westward Cape Horn rounding was like under square-rig. I have, however, been under the spell of sailing ships all my life and, inevitably, that means I've rounded the Horn on many occasions, even if only in my imagination through reading books.

I'm also not a meteorologist, but, in spite of that, I'm going to make sweeping statements and large generalisations on the subject in this piece. In my defence, they will all be based on the meteorology of sailing ship captains, and, I hope, will give an insight into what was required in order to use the winds to best advantage.

'Cape Stiff' has fascinated me, and surprised me, by turns. I hope I can pass on some of that fascination here, and take you back to a bygone age, when very little was guaranteed, and much was at risk, in what was, after all, just the industrial life of the time. First, a word about terminology...

## 'BY WAY OF CAPE HORN'

In the final days of sail, say from 1880 to WW1, when a sailor signed on a British ship, he agreed to many things; obeying the Master, and being taken wherever the ship was chartered to go were just two of them. The term, 'by way of Cape Horn' was specifically mentioned in the articles of the voyage, if a vessel was to go there. She would be bound for 'Portland, Oregon, by way of Cape Horn', for instance. Also, if a vessel's passage was announced, as it often was, in the press, the same thing would apply, she would be 'bound to Valparaiso, by way of Cape Horn'.

It signified to anyone who cared to think about it, what that passage would be like, and carried with it a gravitas difficult to conjure up today. Even though it was simply trade, it still had epic connotations and, indeed, it still involved going close to the limits of the 'known world'.

*The forbidding cliffs of Cape Horn itself, no safe landfall here*

A Cape Horn rounding was a specific thing. It was the westward traverse of the tip of South America, from 50°S, in the Atlantic, to 50°S, in the Pacific, (or 40 to 40, depending on your nationality). A rounding in the opposite direction was not viewed in the same light, as an eastward rounding was, more often than not, made with favourable winds, whereas a westward one was a fight to windward in any season.

## CAPE HORN

Cape Horn is on an island, one of many to the south of the large island of Tierra del Fuego. There are channels between the islands which allow passage of ships, but to a large square-rigged sailing ship they are not practicable routes; hostile landfall, adverse wind and current and lack of sea-room all mitigating against their use under sail in a large vessel. That didn't stop the 'Beagle' on which Charles Darwin sailed but she was a tiny thing in comparison to the giants which we will consider.

The cape itself is in 55°S, and 67°W. I live in Whitley Bay, North Tyneside, which is 55°N, and 1°W. Not much difference in the distance from a pole, but oh what a difference in terms of the actual climatic conditions ruling in each place, and it is in this context that we shall encounter the meteorology of the Southern Ocean.



*The islands of Diego Ramirez, west-south-west of Cape Horn. The consequences of bad navigation here are obvious*



Finally, before we embark on our Cape Horn experience, it will be useful briefly to mention some other geographical features of the area, pertinent to a sailing ship, bound to the west. To the east-north-east of the cape lies Staten Island, separated from Tierra del Fuego by the Strait of le Maire. This was a 'short cut' to the Horn, and will feature in our story, as will the Diego Ramirez Islands, to the west-south-west of the cape itself.

## THE WAYS OF THE SAILING SHIP WORLD

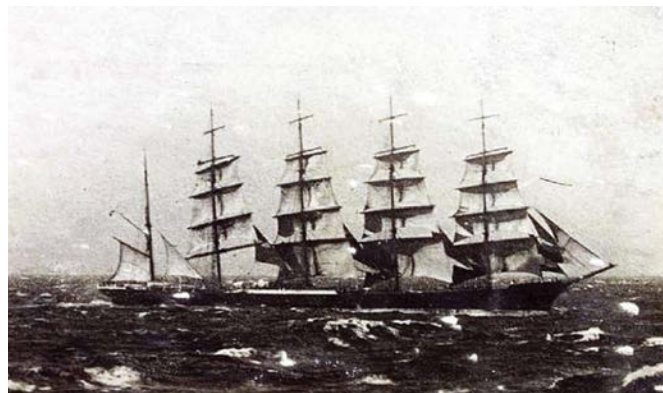
Long voyage, deep water sailing ships, from Europe and the east coast of the Americas circumnavigated the world in the high latitudes of the Southern Ocean; that is the southern Atlantic, Indian and Pacific Oceans. They did so because there they would find the strong west winds, which would blow their ships across the lonely miles of sea. Also, the degrees of longitude are shorter down there; they could cross to the appropriate longitude more quickly, before heading north to their destinations. All that is fine if you are bound to the Far East and Australasia. You go out via the Cape of Good Hope, and return via the Horn, theoretically with strong fair winds in the Southern Ocean.

If, however, you are bound from Europe to the west coast of the Americas, you have to contemplate the westward rounding of Cape Horn. For a long time, until well into the nineteenth century, the issue hardly came up, as industrialisation, even in Western Europe, didn't require such voyages. It was sufficient that the East Indiamen and the tea clippers went their way, along with the later wool clippers, all using Cape Horn bound to the eastward, when homeward bound. In any major sense, it wasn't until the Welsh 'Copper Ore Men' came along that there was a more regular use of the classic westward rounding of the cape.

Small barques, only measured in hundreds of tons, took good Welsh coal to the west coast of South America, and returned with copper ore, for the smelters of South Wales, in what has become known as the 'hardest trade in the world'. It was they who opened the way to the regular, commercial use of this route, at the end of the earth, one that was alien to the methods used hitherto, and which put the utmost strain on the crew of a sailing ship.

In their wake came ships growing ever bigger, for economic

reasons, and also for their better ability to take on the Horn. This developed trade with Peru and Chile for nitrates and guano, and with the ports of North America and Canada, for grain and timber. The San Francisco Grain Fleet came to be a particular feature of the British sailing ship world, with the French later playing a part. The nitrate ships of Germany, France and Britain were the grand finale of the merchant sailing ship, in the years up to WW1, with vessels that were giants, compared to the copper ore men. The vessels of these trades are the ones which left the most detailed accounts and pictures of their passages, and it is with these that we shall now concern ourselves.



*The magnificent five masted barque, 'Potosi', seen north-west of the Falklands, outward bound from Hamburg to Valparaiso, in March, 1913. She is under topsails, and lower topgallants, in a full gale of fair wind*

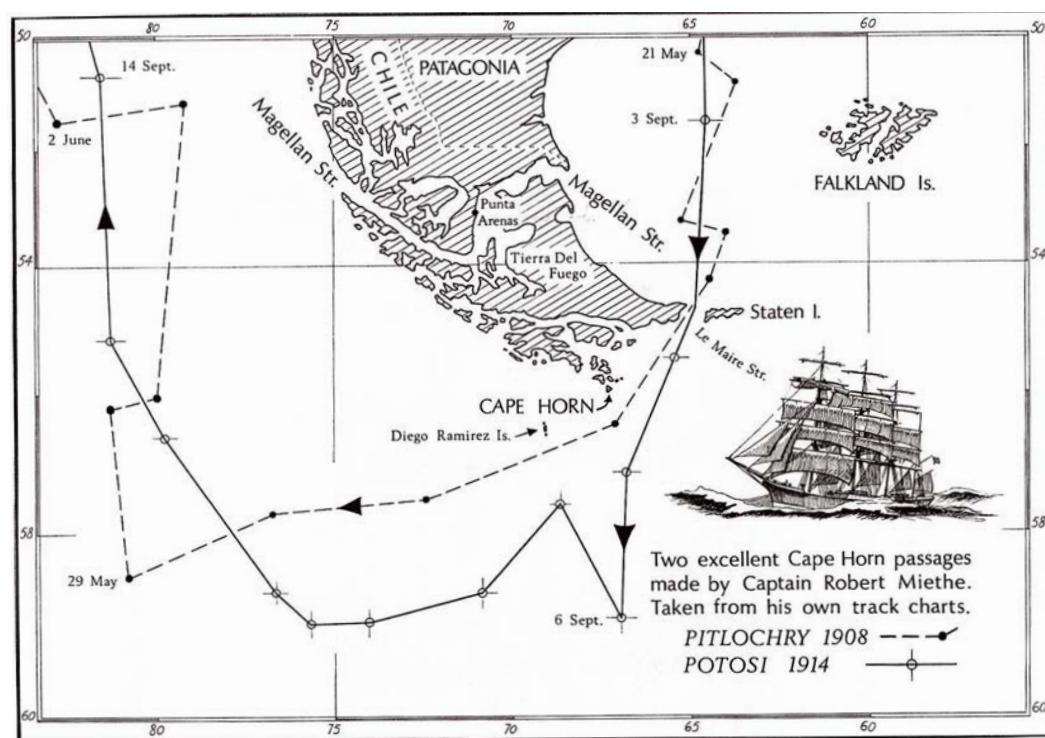
## THE END OF THE EARTH

"Cape Horn is the place where the Devil made the biggest mess he could. It is no place for any sort of handicapped ship, or men, certainly not in winter."

Thus spoke Captain Robert Miethe, master of the German, five masted barque, 'Potosi', arguably the most successful square-

rigger ever built, which made regular voyages from Europe to Chile and back, deep loaded, round Cape Horn both ways, between 1895 and WW1. He, and his colleagues in the Laeisz line of sailing ships, were the people who took 'passage making' on this route to its ultimate, along with the French skippers of their nitrate fleet, and the best of the remaining British sailing ship masters.

The best captains, ships and crews were able to take on the westward rounding of the Horn so well because their ships were built to take the pounding that they were to receive. In effect, they were built to take hurricanes, indeed to use them to make effective headway in almost any conditions. To understand the successes and failures in the vicinity of the Horn, it is important to realise that single, basic fact. At the time of which we are



*The track charts of two excellent westward roundings of Cape Horn, by 'Pitlochry', in 1908, and 'Potosi', in 1914. Note that both ships used the Strait of le Maire, and how far west they went, before turning north, for Chile (see text on the subject of Chile's lee shore)*

talking, 1880 to WW1, sail was on the decline, but was still the best way to trade with the west coast of the Americas before the Panama Canal was opened. Despite the undoubted quality of the best ships, many others were old and poorly maintained, with second rate masters and crews, so some of the disastrous events which took place, down there, at the end of the Earth, were almost inevitable.

The final developments in sailing ship building, which saw larger iron and steel ships built, with steel masts and yards, and steel wire rope rigging, produced the ships which finally made Cape Horn less of a lottery, to those who could use them to their fullest extent.

Too often, though sometimes with good reason, masters approached the Horn filled with trepidation. In this particular area, the effects of the Drake Passage add to those produced by the westerly winds. The Drake Passage is the stretch of sea between Cape Horn and the Antarctic Peninsula, in which the eastward moving water is compressed between those land masses and makes westward progress even more difficult. Less confident, or competent, masters entered this area almost expecting to have their progress halted by the conditions. Also, their 'good reason' was often a ship which was handicapped by old or weak gear, rigging, masts etc., but it was also, reading some accounts, a matter of mental attitude. They were expecting to be defeated by the sea and the weather. Many are the weakened ships which foundered here, or which have had to turn tail, and run 'east about', right round the world, to approach say, Chile, from across the Pacific. In how many cases was the cause a conservative Master, or a vulnerable vessel? We shall never know.

## METEOROLOGY

Weather systems, depressions, circulate in the Southern Ocean largely from west to east. They rotate in a clockwise direction, meaning that on their northern sides the winds are westerly, and on their southern sides they are easterly. The latitude at which these depressions travel from west to east varies with the seasons of the year, but none of the above was, at the time of which we are speaking, in any way predictable as there were no weather stations in the region. For the captain of a westward bound sailing ship, the important thing for us to remember is that fair winds could be obtained by placing your ship in the correct position, at the right time, in relation to the centre of passing depressions.

Sailing ship captains had at their disposal a barometer, their navigational instruments (that is a sextant and a chronometer), and their experience and personal knowledge. They needed to know their position, particularly in relation to the nearby land, remembering that in this area they are, of necessity, very close to it, with all the dangers that entailed on this inhospitable coastline.

Therefore, and oversimplifying, a captain would be looking to be on the eastward side of a depression as he approached the tip of the continent, to get northerly, and fair wind; to the south of a depression when trying to make westing, to get beyond the continent; and to the west of a depression, when trying to get back northwards.

As you'll imagine, it was never that simple, you would always be in the wrong place at the wrong time, and current and tides would also take a hand. The best captains took actions to use what wind they had, to try and put themselves into better positions, from which to use the wind. Their watchword would always be to do something, never just to wait, at the pleasure, or mercy, of the conditions.

The last thing to bear in mind about the conditions down there is the fact that the prevailing winds are westerly all the way up the west coast of Chile. Thus, a sailing ship, before turning north, after rounding the Horn, had to get far enough west not to be blown on to the coast of Chile as she sailed northwards. Chile is the biggest lee shore in the world, and, if a vessel was too close, it was all too easy to be blown ashore.

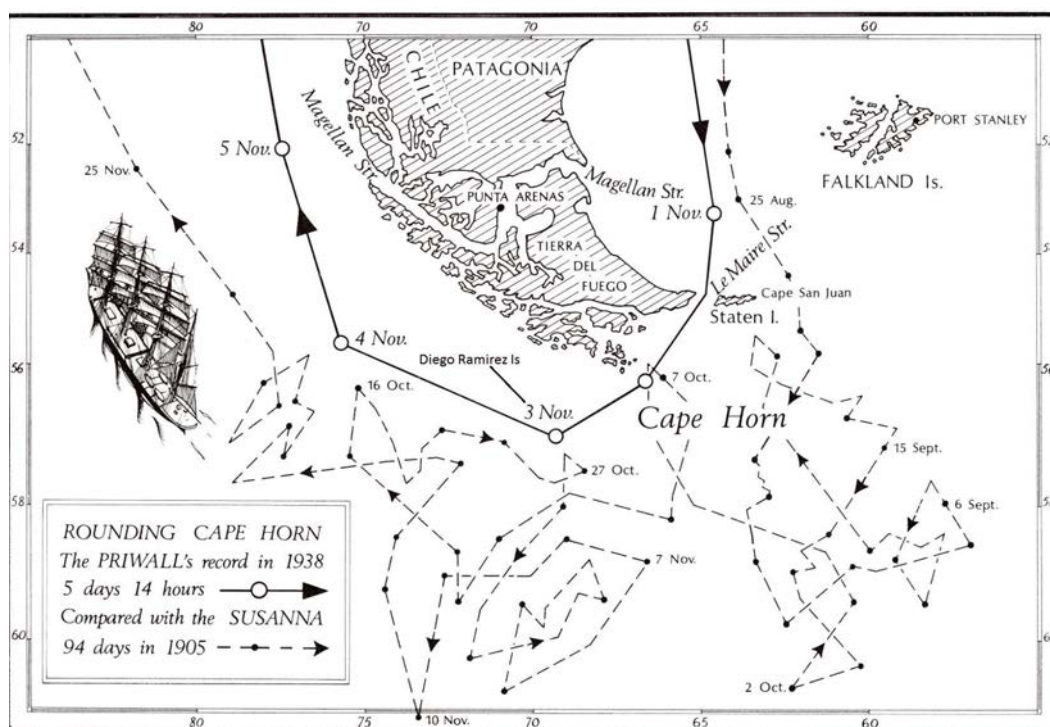
Before moving on to listen to the words of the actual practitioners, it is interesting to note that German captains were required by law to record all information relevant to passage making under sail, and send it via their companies, to a central body. That body, in turn, made the up to date, collated information available to all German captains, for their use, on current voyages. Therefore, each German captain set out with the sum of previous knowledge, in addition to the sum of his own, a very great advantage.

## IN PRACTICE

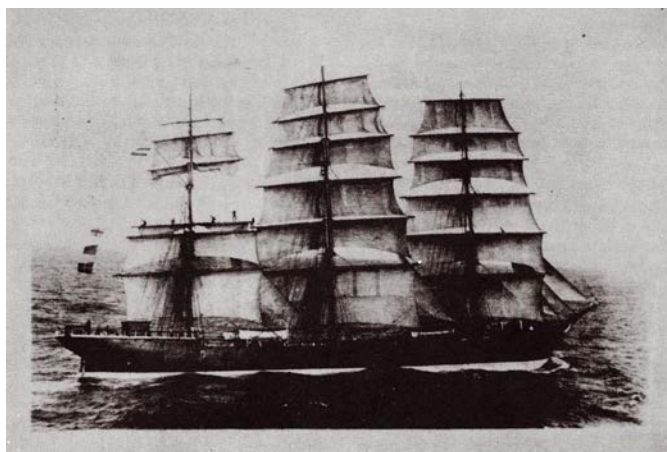
The generally accepted, best ever, westward rounding of Cape Horn by a laden, merchant sailing ship was that made by the German, four masted barque, 'Priwall', in 1938. Here's some of what her master, Captain Adolf Hauth, had to say on the subject.

"It was early November, I got through the Strait of le Maire alright, with a strong north-westerly, and drove before that, almost to the south of the Horn. Then we had a day of light easterly, sometimes almost calm, as one does get in the summer. The wind shifted to south, strong and squally. I could use all that under full sail, pounding along. Next came south-westerly winds, but, by the time the wind shifted to that quarter, I was far enough west to use it very well. It worked to the westward, of course. I stood on but I was never near cutting the corner on the Chilean islands."

These were perfect conditions, used to perfection by what was at that time the best sailing ship afloat. You will see that the depressions and, therefore, the winds were understood, and used



**The best, and one of the worst. The contrasting fates of two vessels, 'Susannah', in 1905, and 'Priwall's' record westward rounding, in 1938**



**The full rigged ship, 'Pinnas'**



**'Pinnas' was dismantled off the Horn, and the picture shows a boat from the SS 'Alfonso' going to rescue the sailing ship's crew, 25 miles south-west of Diego Ramirez, on 27th April 1929. See the text for the remarkable story of the dismantling**



**The main deck of 'Pinnas' after the dismantling. Remember this is steel wire rope rigging, and steel spars and masts**

as they should have been. You will also note that the Strait of le Maire was used. We will hear more of that anon. The track chart of 'Priwall' is in one of the illustrations, and on the same map is the track chart of the German ship, 'Susannah', which rounded Cape Horn in the bitter southern winter of 1905.

Her story is the opposite of that of 'Priwall', in that she took 94 days to round the Cape! The prime reason was navigation, or rather, problems with it. The ship's chronometer was in error, so that the master thought he was far further to the east than he actually was. Thus he sailed much further to the west, before turning north, than he need have, adding at least five weeks to the time he had to spend down there. The southern winter of 1905 was an exceptionally bad year; westerly gales, high seas, and lots of icebergs being the lot of all the sailing ships down there at the time. Aboard the 'Susannah' the hardship was intense.

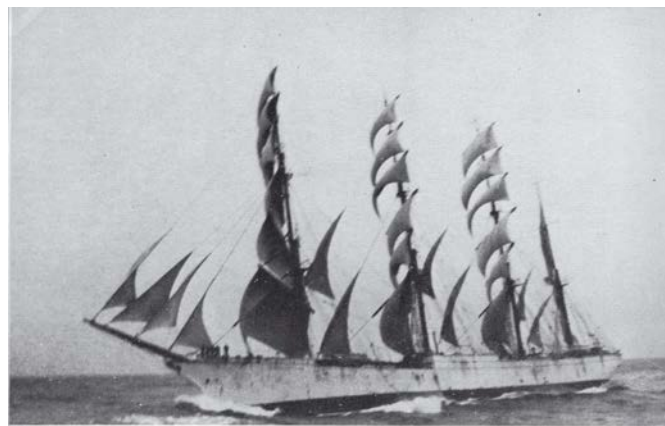
It has been recorded that in the winter of 1905, 130 vessels left European ports for the west coast of the Americas. Of that total, 52 arrived at their destinations, 4 were wrecked, 22 put into ports in distress after Cape Horn damage and 53 had not arrived, or were unaccounted for, by the end of July.

Among the stories that we are aware of, are the wreck on Staten Island of the magnificent British skysail yard, four masted barque, 'Bidston Hill', and the 70 plus days rounding of the Cape by the British full rigger, 'British Isles'. 'Bidston Hill' was aground because, literally, she ran into Staten Island, another navigational fault, whilst 'British Isles' was simply a victim of conservative sailing, and an attitude that precluded the seizing of opportunity.

During the period of which we are speaking, the British full rigger, 'Brenda', under a well-known Scottish master, James Learmont, made the rounding in 12 days. Learmont was to say, years later, "In my five roundings (Atlantic to Pacific) as master, my average was eight days, without the loss of a sail. I have often thought since that the dread of Cape Horn had a psychological effect, which caused some masters to hang about expecting the worst, and they generally got it."

Navigation appears time and again in books about sailing ships, bad landfall, everywhere from Cape Horn to Land's End being the cause of lucky escapes, and almost farcical tragedies. The instruments involved were crude, but their use was often inefficient, one older master calling his chronometer "an infernal machine"!

The rocks of Diego Ramirez figure often in stories of rounding Cape Horn. As you'll see from the maps, they are to the west-south-west of the Cape, almost exactly the area in which a westward bound sailing ship needed to be to make her westing before turning north. Time and again, in accounts written years after the event, we hear of them appearing unexpectedly. In such accounts, the ships survived, to tell the tale. Who knows how many didn't?



**'Olivebank' and 'Herzogin Cecilie' were in company, near Cape Horn, in 1933, and some unique pictures were taken from 'Olivebank'. Here is the 'Herzogin' (Duchess) with a fine quartering wind**



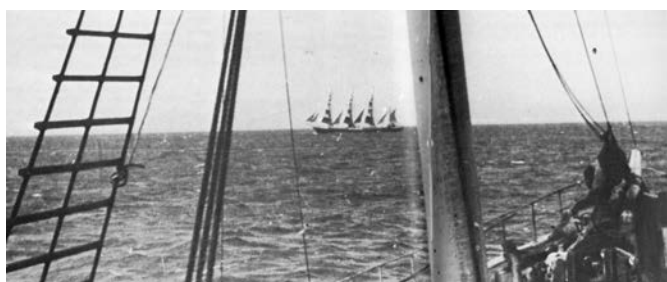
**Still on the port tack, but this time, seen from the lee bow, as 'Herzogin' passes under 'Olivebank's' stern**



***With one of 'Olivebank's' sails in the foreground, both ships are racing, in what was, by this time, a very rare meeting at sea***

Not all the situations encountered near Cape Horn were caused by error, however, sometimes sheer bad luck was the cause. Take the case of the German full rigged, 'Pinnas', seen in the illustrations here. She was bound from Hamburg to Chile, with a cargo of coke and cement, and passed through the Straits of le Maire in April, 1929. The weather worsened rapidly thereafter and she was subject to high winds, and very high seas. A few days after passing through the straits, the wind died away suddenly, leaving the ship rolling violently in a terrific swell. No rigging could stand that and within minutes the masts had all gone by the board.

There followed nine unimaginable days of effort for the crew as they laboured to keep the mess on deck from stoving in the hatches in very heavy seas and more high winds. Fortunately, the vessel had radio, and they had been able to send an SOS, to which responded the Chilean steamer, 'Alfonso', which was landing passengers in the Magellan Strait. By the 27th, the 'Alfonso' arrived on the scene as the wreck was nearing the rocks of Diego Ramirez. By dint of great bravery on the part of the Chileans, the entire crew of 'Pinnas' were taken off. 'Pinnas' herself was never seen again.



***This is 26th January 1945, nearby to Cape Horn, and the four masted barque, 'Lawhill' is seen from the deck of the sealer, 'Eagle'. 'Lawhill' was on passage from Adelaide to Port Natal, by way of an eastward rounding of Cape Horn, and the sealer was on her way to the Antarctic. 'Lawhill' is bounding along, with a good, fair wind***



***Four sailors aboard 'Garthsnaid' in 1920, re-securing the furling foresail. The picture was taken by the Second Mate, Mr. Turner, from the bowsprit***

There aren't many detailed descriptions of a sailing ship voyage, written by a Captain, but one such does exist, written by Captain Herman Piening, Master, in turn, of the four masted barques 'Padua' (now the Russian 'tall ship' 'Krusenstern') and 'Peking' (now at South Street Seaport Museum, New York). His descriptions of the skills involved in a Cape Horn rounding are very instructive. The following are excerpts from his account of such a rounding, in 'Peking', during a passage from Hamburg to Corral, in Chile, in 1928. With a fair, northerly, wind, the Captain decided to go through the Straits of le Maire...

"The sound is 12-14 miles wide. The passage is considered risky, and it is. Under full sail, we are holding before a stiff north wind toward the south. Something rises to starboard; out of the grey sea ... land ... then land comes into sight on the port side also. First it is a low blue streak ... then the most comfortless shore one can imagine ... blocks and squares tower above one another. Now, to starboard, blue mountain ridges rise above the Cape (Cape San Diego). Before our prow ... the gateway opens, through which we are to pass.

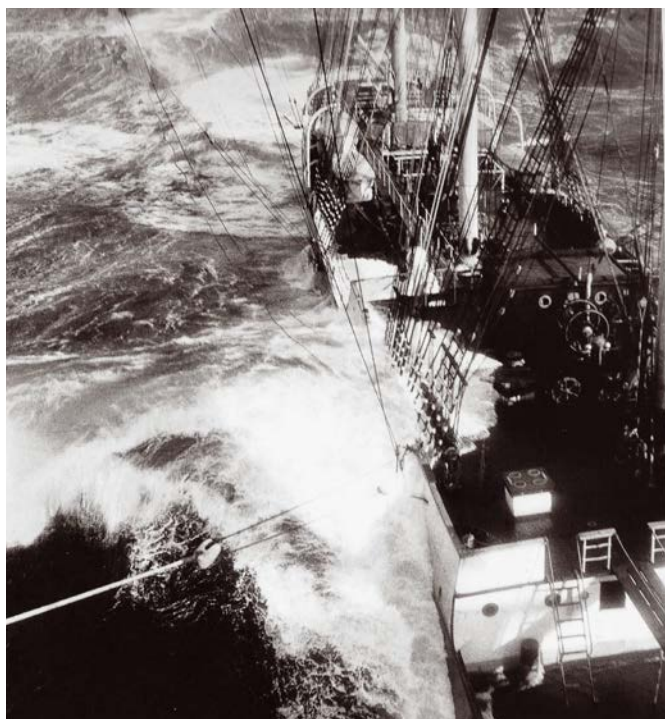
On entering the strait ... the mighty swell of waters, which giant forces press through the gate between Tierra del Fuego and (Staten) Island ... create a sharp piling up of backwater. One sails into the strait only under favouring winds, and this drives its own sea rollers ahead of it. In the narrows now flares up a conflict between the northward striving current, and the opposite running swell. The sea is mightily stirred ... these waves rush up perpendicularly, as if cast up by an invisible power, and fall to ruin again on the same spot.

The vessel no longer rolls, she does not pitch – but she moves nevertheless. Full south we steer into the strait, but if we check ... by compass bearings, we realise ... she is hauled to one side, now backward. It is only 16 sea miles ... the log (a primitive device for measuring speed through the water) shows 10 knots ... yet after three hours, one still sees land on both sides. Old seamen gave to the southern doorpost, on the Tierra del Fuego side, the name 'Cape of Good Success' ... We take it with us as a favourable omen as we pass.

As soon as the vessel has got out into free water, a large swell seizes her. It rolls up from the south-west, a sign that, in the neighbourhood of the Horn, the north wind waits. Further to the south ploughs the 'Peking', the north wind turns into the west ... the swell grows longer and higher ... the barometer shows a lowering of air pressure ... it does not look good in the south-west.

Quick and threatening, night falls. Both watches are needed to take in the upper topsails, and reef the courses (Foresail, Mainsail and Cro'jack). Hard though it blows, the wind is favourable ... sailing is our job ... something can confidently be expected of a vessel like this.

A whole hellish concert roars in the rigging. Rushing seas come over the port rail ... buries our bulwarks deep under the water. 'Down under, to the south,' must be our watchword ... Although it



*This is 'Moshulu', then the world's largest sailing ship, in 1939, 'running her easting down' en-route from Australia to Europe, 'by way of Cape Horn'. The conditions are obvious*

will be colder down there, in the neighbourhood of the eternal ice, I must try to find, on the south side of the storm's centre, the east wind that will carry us to the west, around the Cape of Storms.

When morning dawns ... in an endless procession, the glassy, grey/blue mountains (of water) are marching from the west. Black/grey clouds are balled deep ... a universal roaring fills the air. The air is grey with flying water, and opaque as milk glass. Most of the watch are young, hardly 20, or slightly over, with two 16 year olds, and one 15. They are learning that God gave man two hands to lay hold with, and two legs to keep his place.

Before we reach 58°S, the wind turns south, and later south-west. 10 days after passing the Strait of le Maire, we are able to pass 50°S on the Pacific side."

I can't add anything to that...

## AFTERTHOUGHTS

In the days when sailing ships often sighted one another in the region of Cape Horn there weren't any cameras. By the time there were cameras, the ships had almost gone, and sightings near the Horn were extremely unusual. I have included here all such pictures that I know of. They cannot hope to give a real flavour of the place, but they are all that we have. The on board heavy weather pictures were all taken from vessels which were running, with the wind. Bear that in mind, when looking at them, and try to imagine going the other way into those seas!

The very last roundings of Cape Horn, by laden, merchant sailing ships were made in 1949, by the four masted barques, 'Pamir' and 'Passat', homeward bound from Australia to Europe, loaded



*Looking aft from 'Moshulu' with a big following sea. Such conditions could result in even a large ship such as 'Moshulu' being 'pooped', i.e. being overwhelmed by a sea from astern, which would then just drive her under, causing her to broach to, and founder very quickly*



*The last time round Cape Horn. 'Passat' and 'Pamir' were the last two merchant sailing ships to make a Cape Horn rounding, coming back from Australia to Europe with grain, in 1949. Here are their Masters, Captain Hagerstrand of 'Passat', and Captain Bjorkfelt of 'Pamir', seen in Port Victoria, South Australia, in March 1949, before setting sail*

with grain for a hungry, post-war world. They were eastbound, and so 'don't count' in our tale of westward roundings, but, as you'd imagine, there was sadness for all involved at the end of an era.

In the days of sail, the passage around the north of Scotland was sometimes referred to as 'the other Cape Horn', in that ships bound out from the North Sea ports of mainland Europe had either to go down the Channel, to reach the Atlantic, or go around the northern end of the UK. If they chose to go north about, they could face much the same conditions as those found at the end of South America, that is, trying to make progress, out into the North Atlantic, against the prevailing westerly winds. Many is the ship that was driven dangerously close to Greenland while trying to make the passage out into the open ocean.

Remembering that in the Northern Hemisphere, the depressions

rotate in an anti-clockwise direction, next time you watch the BBC weather forecast for the UK, just look what the depressions are doing, and try to decide what you'd do, with your big, four masted barque, bound out to Chile, go down the Channel, or north about, round Scotland. Bon voyage! **MMI**

## ACKNOWLEDGMENTS

For information, accounts and pictures, I've drawn entirely on books. Here are some of them:

'The War with Cape Horn', by Alan Villiers, pub. by Hodder & Stoughton in 1971

'Master in Sail', by James Learmont, pub. by Percival Marshall in 1950

'FL', by Rohrbach, Piening and Schmidt, pub. by J. F. Colton & Co. in 1957

'Learning the Ropes', by Eric Newby, pub. by John Murray in 1999

'The Grain Races', by Greenhill and Hackman, pub. by Conway in 1986

'The Tall Ships Pass', by W.L.A. Derby, pub. by Jonathan Cape in 1937

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BK 2 presentation at the  
'Boat Stories' of 2007

 BELGIUM

# BK2

## ARMoured RUSSIAN PATROL BOAT

ERIC GIVES THE HISTORY OF THIS N  
BOAT AND DESCRIBES THE BUILDING  
OF A 1/15 SCALE MODEL

AUTHOR: **ERIC BAUTHIER**

### INTRODUCTION

During the third 'Boat Stories' held in 2007 on the outskirts of Charleroi, a Russian armoured patrol made by Marc Durieux, president of the 'Nautic Club de Roux (B)' really attracted our attention. The plans for this model came from a Czech website, and we redrew them to build a fully working R/C model of this manoeuvrable and easy to transport rather unusual craft.

Following the assassination of the Austrian Archduke Franz Ferdinand in Sarajevo on 28th June 1914, Europe caught fire: it was the beginning of the First World War. Although it had known revolutionary turmoil since 1905, Russia took part in the conflict against Austria and Germany. At the end of February 1917, due to riots in Petrograd (Saint Petersburg), a provisional Russian government was formed. On March 2nd, 1917, the Tsar Nicolas II abdicated under pressure from the Socialist movement and the Chief of the Imperial Staff. The latter believed this move would save Russia but it led the country into indescribable chaos. He realised



Nicolas II, the  
last of the tsars  
(Al. MRA)

his mistake and he became the instigator of the first army that fought against the Bolsheviks: the White Army.

While Tsar Nicolas II stayed in residence, it was difficult for the Communists to join the Socialists apparently because of a duality of power between them; certainly a failed coup d'etat was incited because the real ambitions of the Communists no longer corresponded with those of the first revolutionaries. On 10th October the Polit Bureau of the Bolshevik Party was formed by Lenin, Trotsky and Stalin. On the 24th and 25th of the same month the October Revolution happened in Petrograd and the members of the provisional government were arrested. The failure of this government resulted, amongst other things, in the continuation of the war.

Breitwimpel  
Sr. Majestät des Kaisers

Breitwimpel der Großfürsten

Standarte Seiner Majestät  
des Kaisers

Standarte der Großfürsten

Standarte des Thronfolgers

Kriegsflagge

Nationalflagge

Landwehrflagge

Standarte eines Großfürsten,  
wenn er den Rang eines  
General-Admirals hat

Admiral

Vize-Admiral

Kontra-Admiral

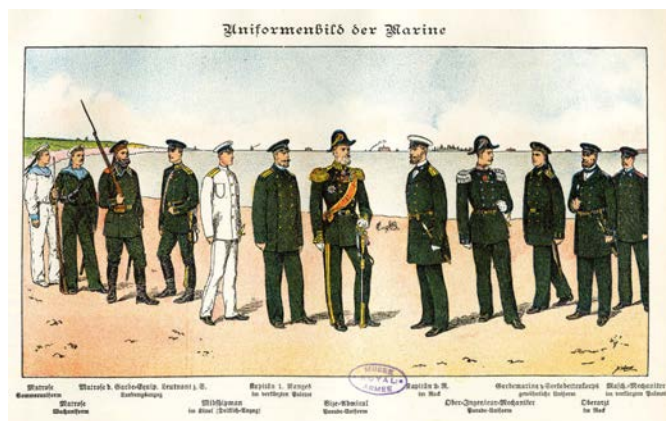
Ober-Komm. eines Hafens

Lotenflagge

Kriegswimpel

MUSEE  
ROYAL  
ARMÉE

The Russian people were split into two: the Reds (the Bolsheviks), made up of a large number of sailors, and the Whites. The latter consisted of a large number of officers, supporting the Tsar. Their army was formed at the beginning of 1918 by generals who had escaped prison and some regiments who shared a common patriotism, without being especially faithful to the Tsar. The Cossacks were at their side. There followed significant waves of repression which were bloody and bestial. The first concentration camps were also appearing. The Whites were mercilessly hunted down and executed. Some passed, whether voluntarily or not, into the ranks of the Bolsheviks. The country now had to endure a World War and a civil war!

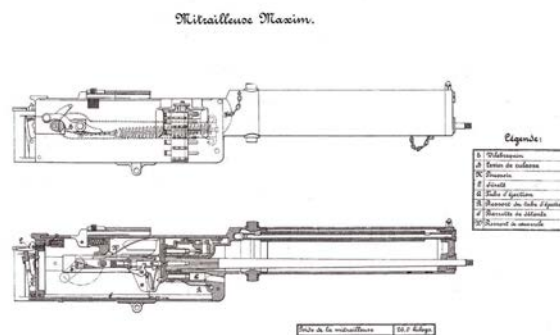


An Anglo-French fleet came to lend a helping hand to the revolutionaries and many front lines materialised. Industry, supplies and the economy had major problems. Famine took hold, which reached an unimaginable level, cases of cannibalism were frequent. It should be noted that this was already the case under the reign of the Tsar. The Red Army, supported by Latvian regiments and some often ragtag units, relentlessly retook the towns held by the White Army and vice versa.

In January 1919, the White Army, despite its poor resources, went on to multiply its actions with bravery. On both sides the number of victims was substantial. Even when the French contingent was evacuated in April 1919, the White Army was supported by Czechoslovakian, Polish, Serbian and Czech troops. In addition, the British Navy destroyed part of the Bolshevik fleet at Kronstadt. However, the White Army leaders pursued several goals at the same time and sought their own personal glories. These aims divided forces and bit by bit, the Communists repelled the counter-revolutionaries successfully.

Finally, in November 1920, the Russian fleet took 135,000 civilians and soldiers on its vessels still carrying flags of the Navy and Tsar (a first evacuation of thousands of people had already taken place). Some ships were sunk. This population took refuge in Constantinople (Istanbul), Finland and China. The ships worked non-stop and a long exodus started for the White Russians. From 1921, although still subject to skirmishes, the Red Army considered itself to be victorious.

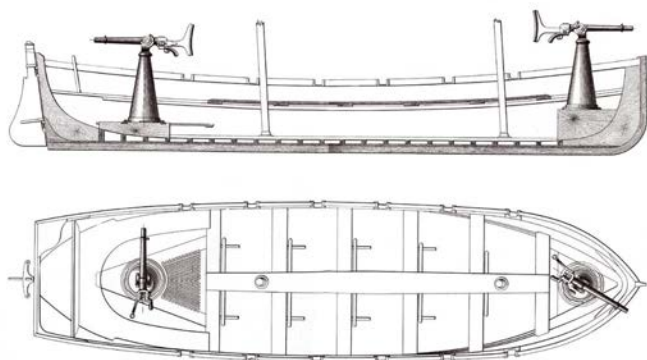
During the civil war that we have just mentioned, it is easy to understand that the channels of communications were highly disturbed. Certain rail routes became impassable and waterways were proving invaluable for leading the fighting, and moving troops



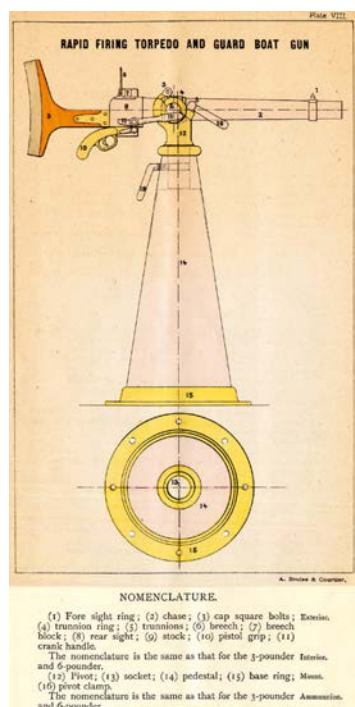
1 PORT. GUN ON STEEL CONE.

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www.marinemodelmagazine.com MARCH 2017 63



**The installation of the Hotchkiss 37 mm gun on board a boat (AI. MRA)**



**The same type of 37 mm Hotchkiss gun intended for installation on a boat. Illustration from an 1887 book (AI. MRA)**

Czech information gleaned on the internet ([www.mo-na-ko.net/php/portal/](http://www.mo-na-ko.net/php/portal/)) next to the original plan specify that the BK2 was named after Lenin and that it belonged to the Dniepr (phonetically 'nieper') fleet which in 1919 consisted of 850 vessels of different tonnages. Crews came essentially from the troops of the Black Sea. After the civil war, BK2 remained posted there.

An issue of the Almanach magazine published by the military Museum of Kiev, shows a copy of our type N boat, flying the Ukrainian flag and bearing the caption: "armoured type N boat manufactured in the USA by the shipyards 'Moulinet & Co' in 1917, suitable for a river fleet".

## WHAT FLAG TO CHOOSE?

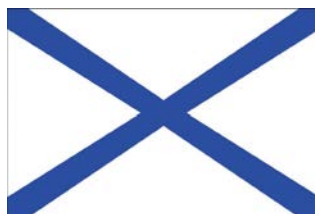
Which flag should we erect on the type of armoured boat shown here? We know that Russia made weapons purchases in the United States in 1914. Thus, one can easily assume that this kind of craft was acquired between 1914 and 1917.

The choice of the flag focuses on four key possibilities:

The first, partly because this patrol is equipped with a 1 pounder (37 mm) Hotchkiss gun, here manufactured under license by the Russians, suggests to us that we are before the October Revolution of 1917 (a period more focused for the manufacture

and military equipment. The safety of the ships was ensured and the banks secured by armoured and armed boats.

The armoured type N boat, which is the class of the BK2 presented here, had a length of 9.48 m, a width of 2.56 m and a height of 2.35 m. Its low draught of 0.62 m allowed it get close to land. Its 5 mm armour plate protected it from the majority of small arms fire. Its armament consisted of a Maxim machine gun with a 7.62 mm calibre, installed in an armoured turret, and a 37 mm Hotchkiss gun, located at the rear. This boat had a displacement of 6.5 tons and its 58.8 kW Stirling engine drove it at a speed of 11 knots, or 20.3 km/h. Its manoeuvrability made it a difficult boat to reach with artillery fire. This type of armoured boat could be found in many operations in the field.



**The imperial flag**



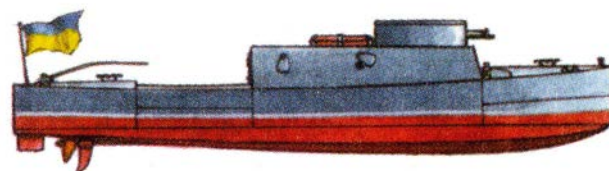
**The flag of the Russian Navy**

of this gun would be the end of the 19th century, or even the beginning of the 20th century). That is why we can easily believe that the type N boat could have already operated before this date. In this context, she would fly, in addition to the flag of the Russian Navy, the one of Tsar Nicolas II, the Imperial Flag.

A second possibility is based on the Czech documentation that accompanied the original plan and, as we have seen, this tells us that the BK 2 was named after Lenin. Therefore, although it is possible that it could have sailed before October 1917 with the

Imperial Flag, it would have had to fly the red flag at this time. This one, made in a hurry in the aftermath of the revolution, consisted of a simple rectangle of fabric.

Another possible version is easy to understand: the White Army had ships and armoured N-type boats that would have been assigned to escort missions. The White Army fleet flew the Imperial Flag until the end of 1920, the date of its disappearance.



Бронекатер типу Н. Збудований у США фірмою „Мулліні і Ко“ в 1917 р. Наліжав до річкових флотилій.

**Although of poor quality, this image extracted from the Almanach, the magazine published by the military Museum of Kiev, is interesting. It shows an armoured Type boat N under the Ukrainian flag**

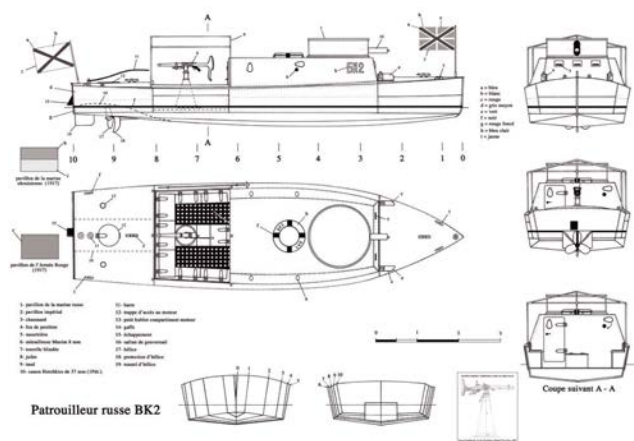
The last possibility is to use the flag of a country which had ambitions of independence from Russia, such as the Ukraine. The issue of the Almanach magazine published by the military Museum of Kiev, which we talked about earlier, shows us a type N boat, similar in all respects to our BK 2, where only the Ukrainian flag is flown. This sky blue above and yellow below, reminds us of the sky of the Ukraine and its fields of wheat. Note that this boat is not equipped with an awning, or a Hotchkiss calibre 37 mm (1 Pdr) gun as is the case on the BK 2, but it has an armoured turret fitted with a Maxim machine gun.

## THE MODEL AND ITS CONSTRUCTION

The sailing model built by Marc Durieux is at 1:15 scale, which makes its length 63 cm, an ideal size for easy transportation.

The hull and superstructure were mainly composed of 2 mm marine plywood assembled using wood glue (only the propeller shaft and the motor frame were fixed using epoxy glue). Several juxtaposed slats were added to represent the original armour plating. Nearly 1,000 nails were required to reproduce all the rivets, which reminds us, that even on a small model, you must sometimes have patience. The armoured turret, also in 2 mm plywood, was shaped and glued on to two hollowed out rings.

Some major components of the BK 2 are removable; like the rear cover to access the steering control, the gun unveils the propeller shaft, the main roof gives access to the engine, radio control, and ESC etc. The gratings are of a personal design and the turret can also be removed. All of the ammunition chests are functional, on each one hand-made hinges have been fitted.



**The redrawn plan**

On the plan, the hull was equipped with a rectangular profile propeller tunnel, which seemed anachronistic with the proper drainage of the water flow caused by the propeller. It was probably easier to make. Whichever it was, Marc Durieux preferred to reproduce this section with a rounded shape.

The watertight integrity of the hull was ensured by the installation of a layer of fibreglass and polyester resin, while the interior was protected by two layers of sealant. The model was painted using acrylic aerosols and given a final layer of satin varnish.



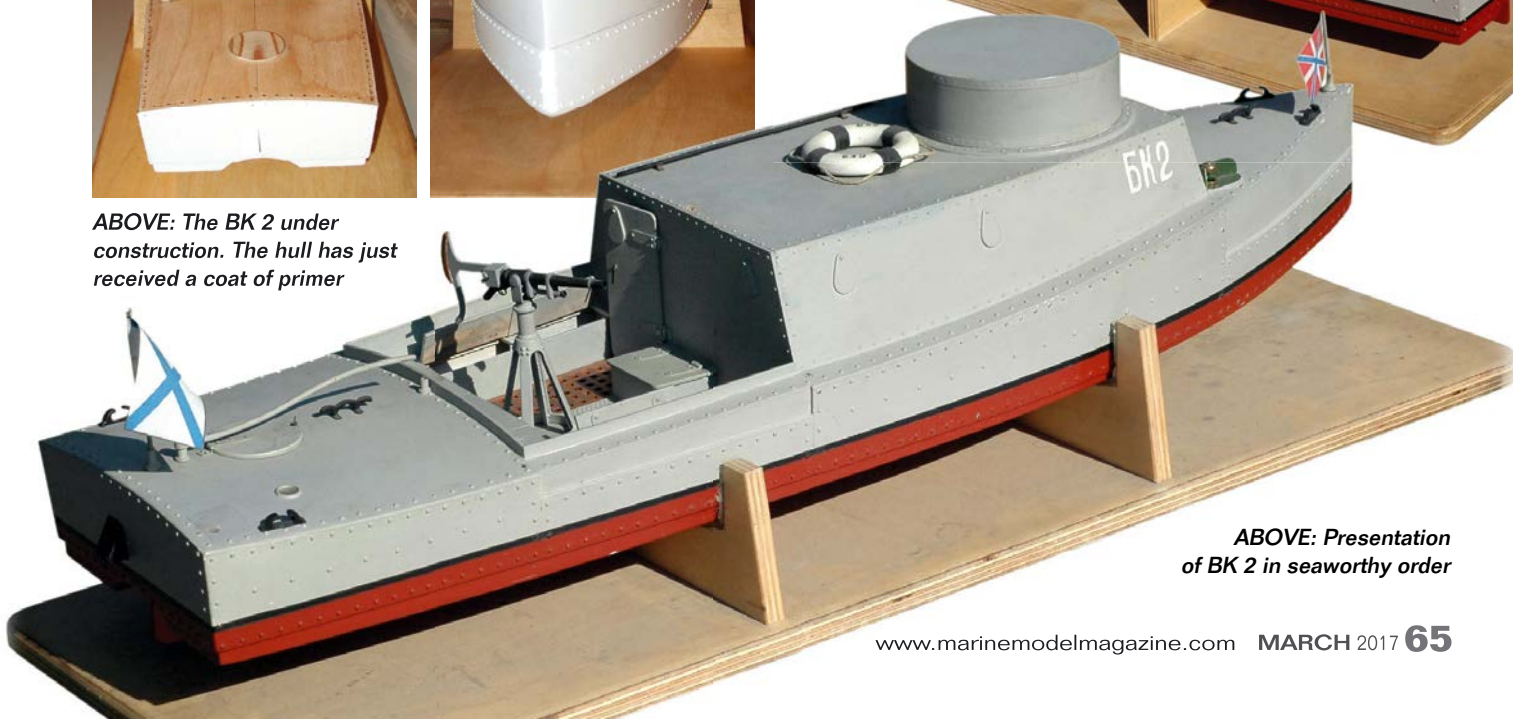
**ABOVE: The BK 2 under construction. The hull has just received a coat of primer**



**The Hotchkiss gun 37 mm (1 Pdr.). Note that each safe can be opened**



**The armoured turret, armed with a Maxim machine gun**



**ABOVE: Presentation of BK 2 in seaworthy order**



The fittings of this type N boat are relatively few. The Hotchkiss gun was turned from an aluminium bar while its other components were shaped from copper or wood. The buoy was a curtain ring. As for the position lights they were bought over the counter from a local model shop.

*The Hotchkiss gun 37 mm calibre (1 pounder) all in metal*



*The gun and the armoured superstructure*



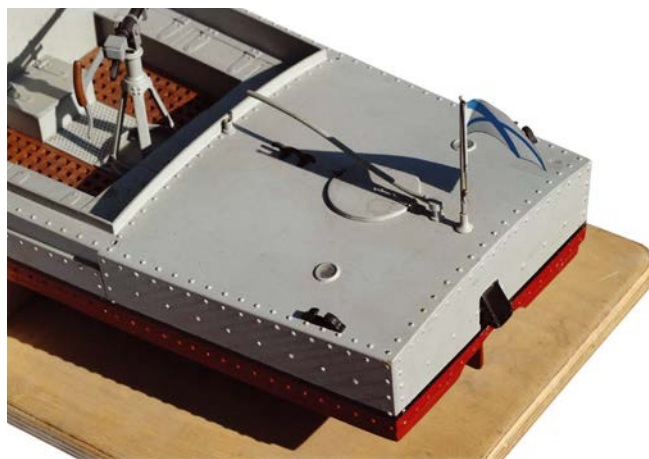
*The tunnel is, in this case, rounded, unlike the original configuration that has a rectangular shape*



*View of the three quarter decks from the rear*



*The front deck in all its simplicity*



*The rear deck. Note the multitude of rivets*



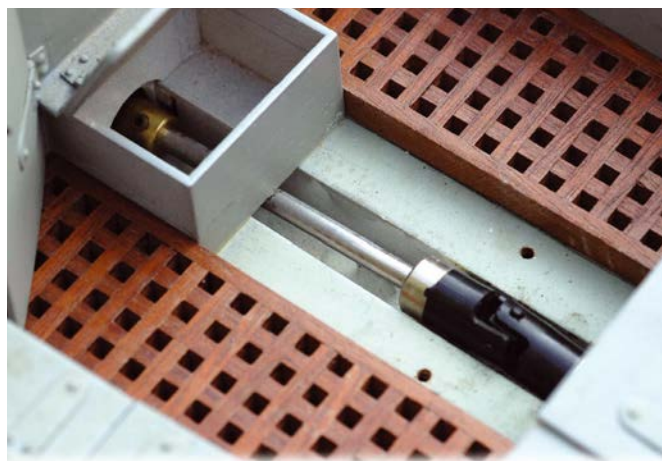
*Bird's-eye view of the superstructure*



*Details of the buoy initially made from a curtain ring*



*The removable armoured turret lets us glimpse the materials that it's made of*



*The gun and its removable platform allows access to the propeller tube. To install it so low, it is necessary from the engine to use a bearing*

### THE TECHNICAL PART AND SAILING

The BK 2 was equipped with a Graupner Speed 400 (ref. 1705.18) motor equipped with a reduction gear. This was powered by a NiMH battery that delivers 6 V with a capacity of 3,500 mAh, which provides approximately forty minutes of sailing. A simple set of two channel radio was enough to make it work. However, a third channel was dedicated to switching on the lights. It is possible to also motorise the armoured turret, or even install a sound module reproducing the sound of the diesel engine.

Due to the relatively low platform that supports the gun, the transmission from the engine was through two slanting shafts installed at different levels and connected by a bearing. Two universal joints ensured the smooth movement of it all.

Expert modellers will note that the BK 2 has a smooth hull making it ideal for sailing navigation courses in competitions. On the other hand when in reverse it is better to manoeuvre delicately as there is a risk of shipping water on board, but at low speed it is easy to steer safely.

### THE MODEL NAUTIC CLUB OF ROUX

Marc Durieux, the constructor of the armoured boat in this article, is the president of the Model Nautic Club de Roux (B). Here, is a little of what he said about the club: "In a pleasant atmosphere we are a group of enthusiasts who are interested in everything that relates to the Navy. Our club offers the opportunity to share a passion with other people having the same focus, to share experiences in a constructive manner without limits of age or gender. Indeed, regardless whatever the type of vessel that interests you, all categories are addressed: Navy – old or recent, static or sailing models, Sailboats, boats powered by steam, electric etc.



*The access to the Stirling engine compartment, and on each side, two small portholes that provide a semblance of light*



*The rudder mechanism*

Sailing takes place in a pleasant and wooded setting on the artificial lake at the Marcinelle leisure centre. In addition, our club organises and participates in various activities (contests, exhibitions, etc.) which allow people to meet modellers from other regions and exchange experiences to enrich knowledge and technique in a constructive, friendly and dynamic atmosphere."

(The construction pictures are by Robert Delgado) **MMI**

#### FEATURES (ORIGINAL)

|                |                     |
|----------------|---------------------|
| Total Length   | 9.48 m              |
| Width          | 2.56 m              |
| Height         | 2.35 m              |
| Draught        | 0.62 m              |
| Displacement   | 6.5 t               |
| Engine         | 58.8 kW Stirling    |
| Speed          | 11 knots            |
| Armament       | Hotchkiss 37 mm     |
| Armour Plating | Maxim 7.62 mm, 5 mm |

#### FEATURES (MODEL)

|         |                    |
|---------|--------------------|
| Scale   | 1/15th             |
| Length  | 63 cm              |
| Width   | 17 cm              |
| Height  | 15.5 cm            |
| Draught | 4 cm               |
| Motor   | Graupner Speed 400 |

# MALTA MEMORIES 3

IAN YOUNG BRINGS US A FINAL SELECTION OF PHOTOGRAPHS OF THE MANY SAILING VESSELS MOORED IN MALTA'S GRAND HARBOUR

AUTHOR: IAN YOUNG



21 m Austal Class Inshore Patrol Vessels P22, P23 and P24, together with P21 replaced the Swift-class patrol boats along with the Bremse Class patrol boat P32

In my final offering relating to my business trip to Malta in late 2014 I've gathered together a few more photographs featuring some of the many ships and boats moored in Malta's Grand Harbour. My trip around the harbour provided some interesting photo opportunities and in this final selection I've included some of the various naval craft I spotted during what was a most enjoyable trip.

Sadly, there was nothing as large as the battleships and cruisers that once frequented Grand Harbour, but I'm sure they will be of interest to those who enjoy modelling naval subjects. **MMI**



As luck would have it we came across P21, an Austal Class Inshore Patrol Vessel returned to her berth while we were out on the water



P23 is a Swift Class Patrol Boat of the Maltese Navy with a tragic history; seven men were killed while dumping illegally manufactured fireworks off Qala when the fireworks exploded. Today it is preserved at Xatt it-Tiben as a memorial to those killed



P24 is a 21 m Austal Class Inshore Patrol Vessel built by Australian boat builders Austal and was delivered to Malta in February 2010. It's operated by the Maritime Squadron of the Armed Forces of Malta



*P32 is an East German Bremse Class boat that was decommissioned in 2012 and is seen here moored at Hay Wharf in Malta's Grand Harbour. Note the addition of a fixed cover behind the bridge that replaced an earlier canvas cover*



*This is the only Italian-built Diciotti Class Offshore Patrol Vessel operated by the Maritime Squadron of the AFM, it replaced the East German Kondor Class boats*



*P51, the other Protector Class boat used by the Maltese is seen here with the preserved Swift Class P23 Patrol Boat behind on the dock*



*And finally, anyone remember the film 'U-571', well this is the star of the film, which was shot in Malta and the fully working replica (surface running only, not submerging) is now moored at the Marsa Yard of Cassar ship repair yard*

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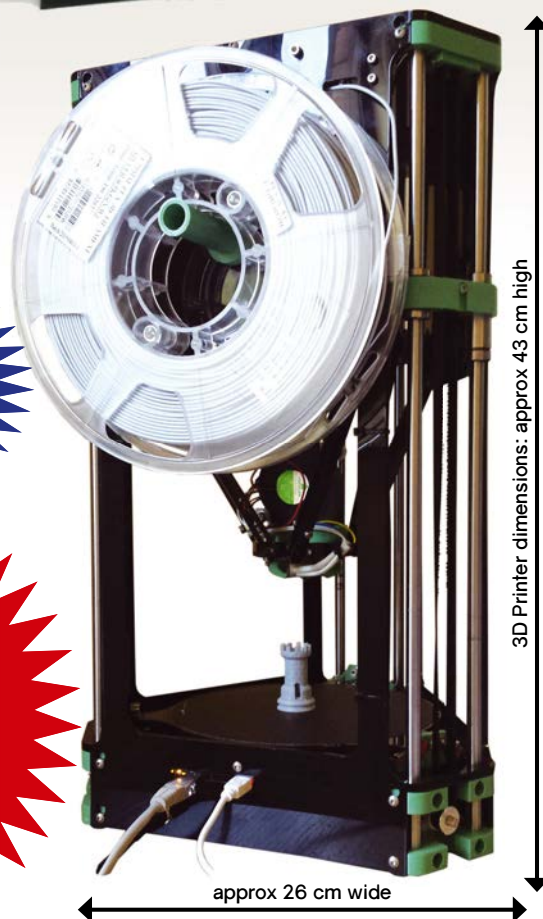


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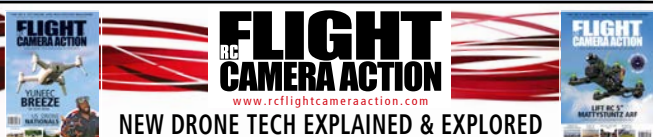
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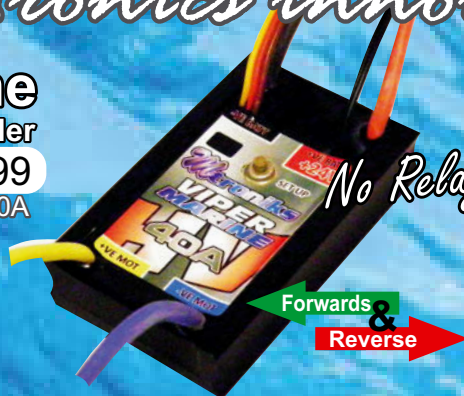
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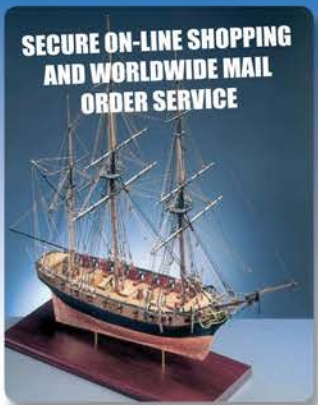
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