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MARINE

JUNE 2017

modelling INTERNATIONAL

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**PUSHER TO
THE RESCUE**
BUILDING A RESCUE
BOAT



MOWE 2

REVIEW OF A NEWLY RE-RELEASED KIT FROM AERO-NAUT



BELGIAN UNITY

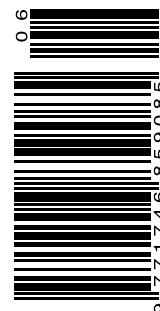
A 1:96 SCALE MODEL OF A LIBERTY SHIP BASED
UPON A DEANS MARINE KIT



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Graupner



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 Plus Digital Trims!
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Overlander Mains Powered
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Fitted with Tamiya connector
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 Superb Quality
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Torque - 1.7KG
 Speed - 0.11 sec
 (L) 22mm x (W) 11mm
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Torque - 2.7KG
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Requires 2.4GHz Radio
Includes Servos
Length: 950mm
Height: 1473mm
ARTR RRP £309.99
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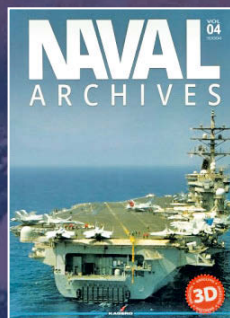
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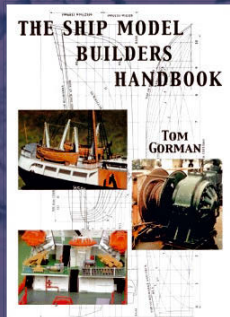
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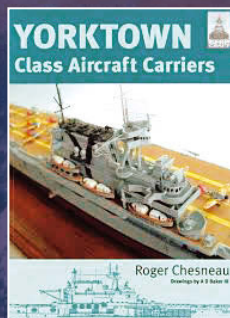
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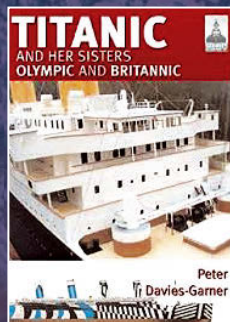
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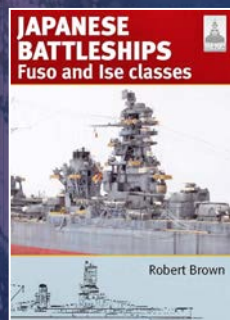
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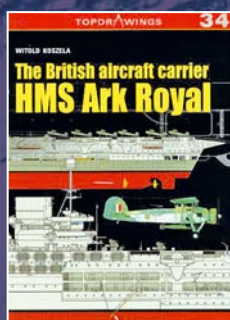
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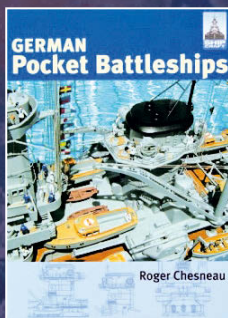
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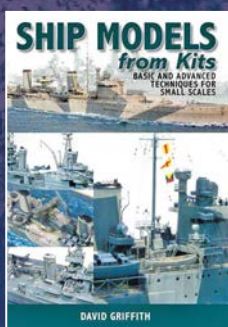
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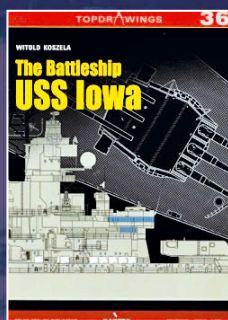
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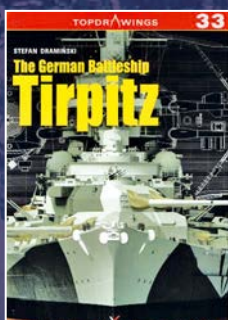
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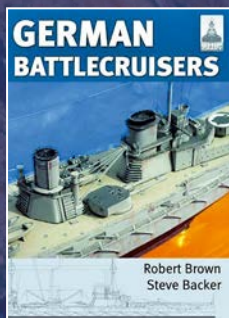
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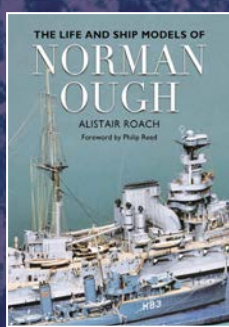
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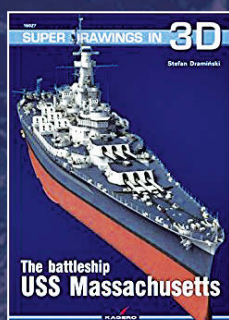
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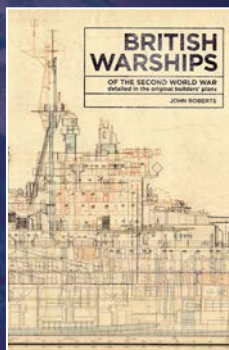
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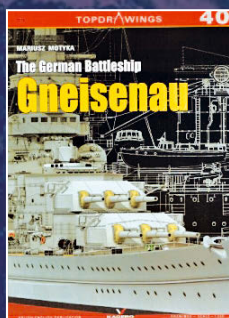
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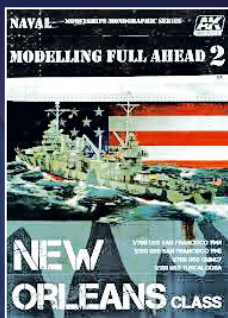
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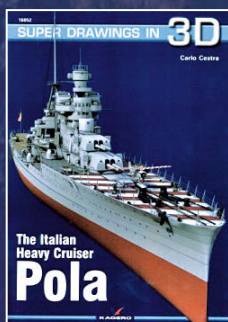
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COVER STORY

MOWE 2

This model kit from aero-naut has been around for some time but has had a recent makeover with new materials and many laser cut parts. The kit is based on an inshore trawler and can be described as an easy build model which is complete with fittings, motor rudder, adhesive and sandpaper, and is an ideal project for the newcomer (or in this case our editor!). The only added extras is a crew and perhaps some fishing nets and fish!

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MESSAGE FROM THE ENGINE ROOM

EDITORIAL CONTACT



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

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

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

HI EVERYONE,

While at the lake, a few weeks ago, a gentleman approached us and invited the club to visit Fablab at the Cardiff Metropolitan University, on Western Avenue. After a number of emails and phone calls the visit was arranged for a Thursday evening. Almost all the club turned out early and we found our way to the correct building on the campus to be met by security. Although there had been a mix-up with dates we were shown into the Fablab. Even in the outer room to the main lab there was an array of modern CNC equipment to make our mouths water!



Members of the Cardiff Marine Modellers with Sam Muller on the visit to Fablab

After a few minutes the technical specialist on duty, Sam Muller, greeted us and ushered us into the main part of Fablab. Our eyes popped out when we saw the number of different 3D printers available to members of the lab. One could even 3D print in chocolate! Next came a pair of high spec laser cutters which were being used to print novelty coat hangers for young children. There was a design section with a large number of very powerful computers and finally an electronic fabrication zone. This latter area included all the equipment necessary to produce printed circuit boards.

Clearly this was an 'Aladdin's Cave' for model builders so a number of members began discussing the possibility of producing specific components. It was only then that it became clear that the economics of the lab did not match the average model builder's pocket. Once the annual membership fee and materials were taken into account each item became rather expensive and this escalated if help was needed in preparing programs for the equipment.

Clearly the university has made an effort to make all this expensive equipment available to the public through membership of Fablab but charges make this only economic on a semi commercial basis. We all hope that a more 'drop in' approach may be possible in the future.

This month we have constructional details on three very different vessels. Belgian Unity is a 1:96 scale model of a specific Liberty Ship using the Deans Marine kit, Robert E Peary, as the basis. This craft had a Belgian crew and so was of special interest to our Belgian author, Eric Bauthier. The second model is of a Super Luxury Yacht 'A' which was scratch built from a plan and photographs, and is a completely original and striking ship.

The third article is a solution to the practical problem of rescuing a broken down model from the centre of a lake. This is a scratch built pusher tug based upon the full sized craft being repaired in a Cuban boatyard. Again our Cuban contributors give us a model of quality and interest.

Among the regular articles we have Waterlines completing a review of the post-war Royal Australian Navy, Vintage Chatter looking at the early days of digital proportional radios, and Plastic Kit Scene bringing us up-to-date with the most recent kit releases. Powerplug looks at solving a heat problem with a R/C system and Scale Scene tries to encourage us to build scale models of fast boats. Overall a varied and interesting read.

Chris Saunders
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



21. Swiss Open 10 Rater Championship

23.06.2017 – 25.06.2017

Schwarzsee, Switzerland

21 SWISS OPEN CHAMPIONSHIP

For the international model racing yacht enthusiasts the Ten Rater event will be held at the picturesque venue of Schwarzsee in Switzerland. It will be held from 23 - 25 June. For further details and registration form contact Gusti Albiez g.albiez@bluewin.ch

SHIP MODELS GO ON PERMANENT DISPLAY AT THE MCMANUS

The McManus: Dundee's Art Gallery & Museum is celebrating its 150th anniversary with a year long programme of exhibitions and event for visitors, highlighting the role Dundee's best loved building has played, past and present as a major cultural attraction.



A model to be seen at The McManus Dundee of Terra Nova, used to carry the 1910 British Antarctic Expedition's Robert Falcon Scott's his last expedition

A new exhibition has gone on permanent display at The McManus in the Maritime Quarter and tells the story of Dundee's rich maritime heritage and the city's links to the wider world. Located in the Dundee & the World gallery, a new bespoke case houses over 30 models from the city's collections. Alongside a range of model sailing ships, war ships and half hulls, the exhibition also features Dundee Perth and London (DP&L) models acquired by the museum.

The display has been inspired by the purchase of eight DP&L Shipping Company models in 2015. Leisure & Culture Dundee campaigned to raise the money and with support from the National Fund for Acquisition alongside seven other public bodies they were able to secure the models. For further details contact

<http://www.mcmanus.co.uk/>

MV BALMORAL UPDATE

After a very intense winter of fund raising it has been confirmed that enough money has been raised to allow this historic ship to sail on UK coastal excursions during 2017. If the dry docking is successful one of the planned excursions on the River Thames on June 11th will be through Tower Bridge in the heart of London with two large cruise ships Silver Wind and Silver Cloud! For the full sailing program visit www.whitefunnel.co.uk

SCOTTISH TRADITIONAL BOAT FESTIVAL JUNE 24TH & 25TH

This event held at the picturesque port of Portsay on the north Scottish coast keeps alive our maritime culture and heritage by bringing together large historic boats, traditional sailing craft and all small craft both historic and modern over this two day festival. With competitive sailing races and on the water displays as well as the opportunity for visitors to get on board and chat with skippers and crews. There should be plenty to inspire new model builds For further information visit <https://stbportsoy.org>

BLACKPOOL MODEL SHOW 2017 21ST -22ND OCTOBER

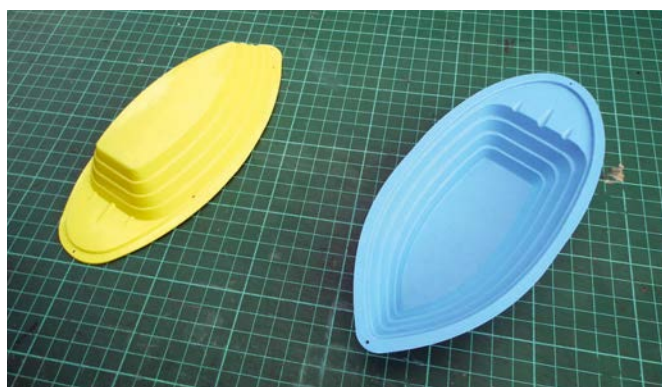
Following the success of the 2016 Blackpool Model Show the format has remained the same by including other aspects of our modelling hobby. Even though a very large percentage of exhibitors are model boating enthusiasts the range of models has been

extended to include Trucks, Tanks, Cars and many other types of models. For modellers wishing to book accommodation in Blackpool it is strongly advised to book early as the event coincides with the popular Blackpool illuminations and much of the accommodation gets booked up very early. The show is again being organised by Component Shop www.component-shop.co.uk or tel:- 01248 719353

CLUB PROJECTS AND CHALLENGES

If your club has a project or challenge you are participating in please let us know here at MMI so we can share with other readers. We have heard of various challenges in the past like building a model vessel using a plank of wood etc. The most recent we have heard is one club who are considering

building/modifying the trays used to serve 'Boat Ice creams!' Please send in your pictures (of the boat not the ice cream!!). **MMI**



Boat Ice cream trays to be used as a possible operational model??

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 e-mail mmi@traplet.com or post to MMI Editor, Traplet Publications Ltd, Traplet House, Willow End Park, Blackmore Park Road, Malvern, WR13 6NN. England. We need the Date, Venue, Organiser/who to contact and crucially an Email/Website address and/or a telephone number, a post code would be useful for Sat Nav's. A full listing of events for the year can be found on :- <http://thehobbyhub.com/marine-modelling-international/> we do need at least 8 weeks notice to include in the printed magazine.

JUNE 2017 MMI DIARY DATES

JUNE 3/4

The Northern Model Boat Show 2017.

Hosted by C.A.D.M.A. 10am to 4pm at the Doncaster Deaf Trust Leger Way Doncaster DN26NY. Opposite the Race Course. Lots of Traders, 100s of models. Restaurant on site. Free parking. Sailing on our undercover pool. Admission Chargers: All Adults £5, Family Ticket 2 Ads 2 Children £12, Children Under 16 £2, Must be accompanied by adult. Adult wheel Chair users + 1 carer £7 Children in wheel chairs + 1 carer £5. Contact Brian Hill Show Manager 07590480866 or visit <http://www.cadma.co.uk/>

JUNE 3

Extreme Footy Series ACT 3

Birmingham MYC, Sutton Sailing Club, Monmouth Drive, Sutton Coldfield, B73 6JL. 9am – 4pm. Contact john@burgoine.com or www.sailfootyuk.com

JUNE 4

Bournville Radio Sail & Model Boat Club Work Boat Day.

The Boat House, Bournville Lane, Bournville, Birmingham B30 1QS. Open to all with models of work boats Tugs, fishing boats, tankers, ferries etc. Refreshments will be available on all events. Toilets. Disabled access and parking. For more information Contact Rob on 077145 17 445 or email rob4boats@yahoo.co.uk

JUNE 11

Stevenage Model Boat Club Model lifeboat day

To be held at Fairlands Valley Park, Six Hills Way, Stevenage, SG2 0BL. There will be have a go boats to try. All monies collected for RNLI. There will be a souvenir stall from Biggleswade RNLI. Start 10am till 4pm. For more details please contact Jeffrey email: happy.holmes@ntlworld.com

JUNE 11

Glasgow Richmond Tug Towing Competition

10am-4.30pm at Richmond Park, Glasgow (opposite Shawfield Stadium). See our extensive harbour system. Hot and Cold food. Car Parking next to the pond, a helping hand to unload vehicles if needed. Toilet facilities are also available. Please come along, join in the fun, you will be made most welcome. Contact club secretary: Murray Wilson, club email: glasgow.richmond@gmail.com Directions on the club website www.glasgowrichmondmbc.co.uk/Where.html We are only 1 mile from junction 1A of the M74,

JUNE 11

Norwich MBC Warship Day

To be held at Eaton Park, South Park Avenue, Norwich NR4 7AY Contact Richard Thurston further details visit <http://www.norwichmodelboatclub.com>

JUNE 17

Dartmoor RS Six Metre Open

Dartmoor Radio Sailing, Cadover Bridge, on Dartmoor, Devon. 9am – 4pm. Contact dave--morris@hotmail.co.uk or <https://sites.google.com/site/dartmoormodelyachts/gallery>

JUNE 18

The East Midlands Model Lifeboat Day 2017

Due to the success of our 2016 event, King Lear Model Boat Club will be hosting this event. All Lifeboaters welcome. We have a jetty and slipway for ease of access to our lake, bring your boats for a sail. Ample parking and picnic facilities at Watermead Country Park, Leicestershire, LE7 1PD. There is a £2.50 entrance fee payable to an unmanned machine. There are no catering facilities on site so bringing your own lunch. Contact Marie Burdett, tel: 0116 2613959 email at kinglearmbc@ntlworld.com Website www.kinglearmmodelboatclub.co.uk

JUNE 18

Edinburgh Model Boat Club Tug Day

Inverleith Park, Stockbridge, Edinburgh EH3 5NZ. All are welcome, start time 11 am. Refreshments and toilet facilities provided. Contact david.jack5@btopenworld.com

JUNE 24

Footy - Cheddar Steam Open

Cheddar Steam Club, Middle Moor Lane, Cheddar, BS27 3DR. 9am – 4pm. Contact isaac.bg@btinternet.com or www.cheddarsteamclub.co.uk/

JUNE 24/25

31st Wings & Wheels Model Spectacular

9.30am - 5.30pm North Weald Airfield, Epping, Essex, CM16 6AR. RC displays of all kinds, trade, Bring & Buy, Boat Pool and lots more. Weekend camping. All enquiries: Email: admin@wingsnwheels.net or Tel: 01242 604126 www.wingsnwheels.net

JUNE 25

Bournville Radio Sail & Model Boat Club Military Boat Day.

The Boat House, Bournville Lane, Bournville, Birmingham B30 1QS. Open to all with models that have a military connection, from battleships to water carriers. If it's been used by the military it's welcome. Refreshments will be available. Toilets. Disabled access and parking. For more information Contact Rob on 077145 17 445 or email rob4boats@yahoo.co.uk

JUNE 25

Furness Model Boat Club Open Regatta

Park Drive, Barrow in Furness, Cumbria, LA13 9BB from 10:00am to 15:30pm. Contact either Adrian Stanton on Tel 01229 827709 or email on adrianstantonroa@btinternet.com or Dave Jacques, FMBC Treasurer, on 01229 831981 or email david1jacques@talktalk.net.

JULY 2017 MMI DIARY DATES

JULY 1

Extreme Footy Series ACT 4

Abington Park MYC, Abington Park, Northampton, NN3 3HN. 9am – 4pm. Contact peter.shepherd62@gmail.com or www.sailfootyuk.com

JULY 2

Navy Day 2017

Knightcote Model Boat Club are hosting a major Naval Day event. Free car parking, club house, toilets, hot food & 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 **MMI**

POWERPLUG

AUTHOR: RICK EYRICH (reyrich99@gmail.com)

RICK RELATES A POWERBOATER'S JOURNEY TO CURE HIS HULL'S RADIO GREMLINS

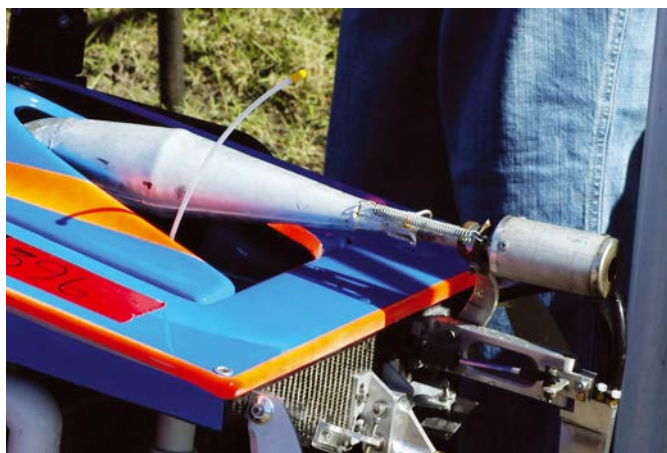


Besides the usual stresses of racing your IC boat there can also be other/more serious loads placed on a hull's control system in the form of high temperatures

No matter what type of remote-controlled marine craft you enjoy running, each style of boat will have its own set of possible radio glitch problems that can ruin your time at the pond. Variations in the vessel's power system (steam, electric, IC and even sail) can/will, on occasion, cause a sudden failure in a hull's various radio components and in this month's column we will overview one such incident that attempted to end an IC modeller's entire season at the lake. Sometimes even the least likely thing can induce a control problem and in this case Mother Nature played a role in what caused the major headache for our hero.

THE BEGINNING

First some background information. The IC boater in this saga had several years' worth of experience with building, running and maintaining both glow and petrol-engine hulls, plus he always did a thorough service on all of his boats during his lake's winter/off season time frame. This meant that the motor, exhaust, driveline, transom and radio hardware pieces all received a complete check, clean-up and testing free of the hull. Once back together, the boat was given a short start up to check it as it was set-up, plus the onboard radio gear was also checked while the engine was running as well.



Situated underneath this hull's exhaust system its onboard radio box and its contents can be subjected to heat levels that can affect servo, receiver signals and even battery voltage levels

As luck would have it, the next boating season came a bit early due to a mild winter, so our friend was able to have a few lake days with cool temperatures but they were still warm enough to only demand a light jacket during the morning hours. As for his petrol-powered boat it had zero glitches during these late spring/early summer days and it only demanded a basic clean-up/service after a full-day's fun at the pond.

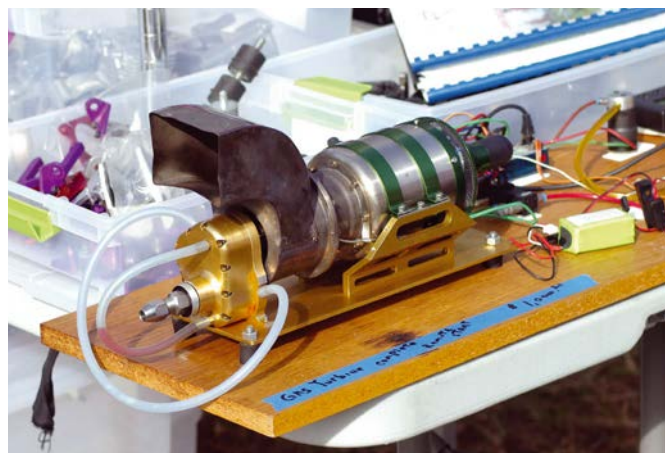
THE TROUBLES BEGIN

With the coming of warmer-to-hot days, our friend now began to see a tiny bit of negative control inputs with his gas hull. For the majority of the time, no gremlins were noted with the marine craft's rudder/throttle actions, but he did see the occasional twitch as his boat was making a full-throttle turn. Believing it was a glitch being induced by a too-short receiver antenna tube, he switched-out the stock upright tube and once back on the water it seemed the glitch was gone; at least for a couple of weekends.

Now running in mid-summer (hot all day) conditions, our modeller soon found that there was a much more serious control problem somewhere in his power craft's radio unit. What made the situation even crazier was that while the boat would run perfectly for a



Depending on the level of deck/hatch sealing on your boat its interior can heat up and in the case of this hull the air can stall-out and allow the exhaust to 'cook' the radio gear with heat



Imagine the possible inner boat temperatures running this converted jet engine that would demand both cooling and intake air flow to just protect the power plant itself

couple of tanks of fuel, it would then become an uncontrollable vessel on that third trip out on the lake. Now thinking his boat was suffering from a bad cell in the onboard battery pack, he tried another boater's pack and found that the gremlin disappeared for the rest of the day.

Unfortunately, even with a fresh 5-cell rechargeable pack affixed inside the hull's radio box, our hero's radio dilemma quickly returned and almost caused the loss of the boat. Following a trouble-free morning, the large gas mono hull's fourth run turned into a real nightmare as the boat's rudder control became a completely random event.

With no input from the transmitter, the deep vee was making sudden 180 degree turns, at full throttle, and would then just as quickly slow down and motor around in a wide circle. All the other IC boats on the water made their way to shore to avoid the runaway vessel, so with no other moving obstacles present, the boat finally quit when the fuel tank went dry.

Recovery went smoothly, and once the owner's heart rate had returned to near normal levels, he again did an onshore radio test to find that nothing appeared wrong with the boat's powered-up control system! Knowing that this was no basic/simple radio malady no further run attempts happened that day and the boater packed-up his hull and decided that until he knew exactly why his mono hull's on-water actions went crazy there would be no fun at the lake.

WORKBENCH TIME

Back at the work shed, the boat's entire onboard control system was removed from the radio box for inspection and outwardly, no obvious faults were noted on the ON/OFF switch, receiver, servos and the battery pack. Asking a fellow boater who used the same brand/model transmitter for help, our friend did the proper binding to the boat's receiver unit and the components were tested with no twitching or sudden hard-over servo movements occurred.

The next step involved doing a check of each servo lead and its connector for any signs of corrosion or a crack in the wires or plugs, plus both servos were subjected to a range of motion test by simply moving their mounted control arms from side-to-side yet no 'notchiness' was detected in either the servo gears or their motors.

Removing the shrink wrap on the battery pack was then done to make sure no corrosion had crept into the cell/tab connections or the lead wire, but again, all was well on the power pack. Basically, our friend was now at an almost complete loss to understanding why these seemingly fine control pieces refused to yield their problem. So he decided to look around a bit on the web for maybe a hint on what the problem was.

Searching multiple online forums did reveal several possible glitch-making maladies he could use/test on his gear, however none revealed the 'smoking gun' moment that would tell him what was wrong. So, the next step was a simple process-of-elimination



Removing a hull's entire control package may be necessary to determine the cause of a glitch especially one that doesn't easily show itself

TIP OF THE MONTH

As your writer sometime does, I'm going to cover a previous theme that involves protecting any glow/petrol hull from damage from any number of common things the boat must encounter on a regular basis. This means adding a good coat or two of a marine-grade epoxy resin throughout the entire inner areas of any IC hull to help prevent both water and fuel residue seepage damage.

A good epoxy layer can help prevent staining from water, fuel and even exhaust gas contact all of which can breakdown your wood or composite hull materials. An inexpensive paintbrush will likely give you the best/easiest coverage of the two-part resin, while a small model brush can be used to coat any openings like motor mount holes and the required openings for the transom hardware pieces.



Protected outwardly by paint or gelcoat an IC boat's interior spaces can be made bulletproof with a suitable epoxy resin



Many types of two-part epoxy resin can be applied to a boat's inner areas using just a regular brush and/or a small hobby brush to handle any holes in your marine craft

checklist on all of the control parts. Having inspected all of the components for water had revealed nothing and since he'd always been very careful to remove/air-out any water that had got past the hull's radio box lid, the servos and battery were outwardly in excellent condition.

Voltage was the next check as the pack was given a thorough load test via his battery charger's built-in cell-check mode. As for the radio's ON/OFF switch, this check had already been made earlier at lakeside, as the boater had totally eliminated the switch assembly and plugged the battery pack directly into the receiver unit.

All of these steps made it seem that one of the servos was the culprit, yet without a solid reason and/or reaction from either unit there was no sure reason to replace the servos and know for sure the problem had been solved.

A LIGHT AT THE END OF THE TUNNEL

With his possible checklist seemingly done, the modeller did one more online search and although no major feedback was gained, one small side note he saw did provide the clue needed to cure the hull's radio glitch. Found on a fast electric boat forum, a FE competitor had discussed how his outrigger's radio system had acted-up due to excessive heat produced by his 20-cell power pack. Sealed tight, the small rigger's motor/radio compartment had the tendency to hold-in so much battery heat that it began to over-stress the rudder servo during a long heat race run.

Reading this, our friend thought: 'maybe my radio gremlin is also heat-related', so he devised a simple test rig to recreate the conditions his hull was running under when the radio problem occurred at the lake. Since it wasn't possible to run the hull and also monitor its onboard radio box temperatures his plan was to do the test on his workbench using a couple of regular hardware store clip-on work lamps and a small handheld temperature gauge. To help further create the same conditions that the onboard radio components would be under inside the 'box', both servos were tacked to the bench with hot glue; then, a cardboard 'box' was also glued around the static servos as well.

Following a full recharging of the 5-cell battery pack and the separate AA transmitter cells, the whole radio unit was powered-up and allowed to sit as-is for fifteen minutes. Then, by situating the two work lamps so they faced the radio 'box' our hero then began to monitor the heat around the receiver, battery and the two servos. As the heat levels began to rise the transmitter was used to move the servos through their normal range of movement and as the gauge showed that they were reaching the temperatures they encountered on the day of the boat's runaway woes there was still no negative actions from the servos.



Using two regular heat lamps and a digital temp gauge our boater was able to induce the faulty rudder servo's heat problem



Although no radio gremlins cropped-up on our hero's boat during cooler weather once the warmer lake days began so did his hull's radio maladies

TRICK OF THE MONTH

For those IC modellers who rely on muffled exhaust systems you have several options for the re-packing the exhausts tip, which does most of the pipe's silencing duties. In general, a fibreglass material not unlike wall insulation can be used, as can regular steel wool pads found at your local DIY outlet. Wrapped around the removable inner tip of the exhaust unit, the steel wool can absorb both exhaust gases and sound and due to its low cost, you can replace the wool regularly to ensure that your boat's DB levels stay low, plus there'll be no big rpm losses due to oil residue build up in the steel wool's fine mesh.



Regular DIY store steel wool can provide sound and oil residue protection on a hull's silenced exhaust pipe, as can fibreglass insulation material that you wrap around the pipe's inner silencer tube

Moving the lamps a bit closer to the cardboard box helped to ramp-up the heat and once the digital gauge screen indicated when it was a few degrees past the day's weather at the lake, a slight twitch was noted on the rudder servo. At first no reaction was seen on the throttle servo, but with another upward bump on the gauge it too began to move its control arm without any transmitter input.

Now the rudder servo really began to glitch, so the boater decided to remove the servo from the test bed. Once unplugged from the receiver the rudder servo was still only slightly warm to the touch, but it was being over-stressed enough to act up under normal IC hull usage. As for the rest of the heated radio gear it remained unaffected by even higher heat levels which meant that the throttle servo, battery and the RX unit had passed this test with flying colours.

To further check the system another servo was plugged into the RX's rudder control slot and as nothing changed in the radio's gremlin levels, the test was complete and the lamps were turned off. Re-mounted in the mono hull, the control hardware equipped with the new rudder servo was now capable of running in any weather found at the pond without any fear of a heat-related runaway.



Outwardly this high-torque servo looks in good working order, but it can be damaged from heat/water contact and give you a lot of headaches at the pond

As for the affected rudder servo, it was shipped to its manufacturer's service depot and on its return to the modeller this repaired servo was placed in a backup mode should a shunt cause the need to change-out a damaged rudder servo.

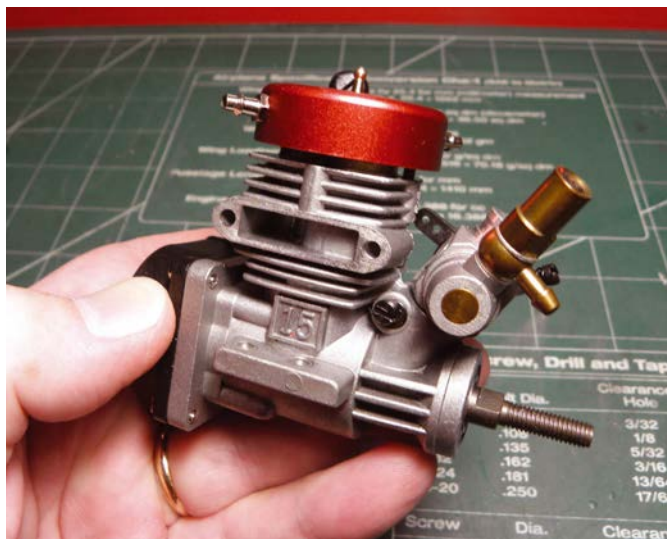
FINAL THOUGHTS

In some instances the average IC boater is going to encounter a problem on his/her vessel that could be as strange as the one we discussed in this month's column space. Thinking a bit outside of the box (pun intended) helped our friend to detect his hull's control problem and this same idea could also be applied to any number of R/C boat headaches. Besides an IC or fast electric boat heat-related maladies could occur on a steam-powered model craft's radio system, so keep this theme in mind should you suddenly develop an unwanted servo glitch on any hull in your fleet of model craft. Talk to you next time.

IC HISTORY NOTE

NOTE: Under no circumstances is this lowly writer attempting to infringe on David Wiggins Vintage Chatter column, I just had a chance encounter with a bit of IC model engine history that I must comment on.

Luckily, my good friend Jack Noell recently gave me a whole stack of old model magazines, including some published several years



At one time it was possible to use a glow engine as an airbrush compressor providing you had a strong electric drill to 'power' the aftermarket sprayer unit

SILLY SEGMENT OF THE MONTH

During a regular day at the lake, a novice IC boater arrived with his nitro-engine hull, and after a quick setup cranked-up his boat for a run. For everyone else along the shoreline the sudden explosion of an un-muffled glow engine hit their ears, so they soon asked why the gentleman had removed the entire exhaust/muffler unit from his power craft. Looking very surprised the boater stated that he felt that the mono hull ran faster minus the exhaust, plus it was also easier to start as well!

Explaining that the un-muffled nitro engine would run hotter and be far too loud for the pond's surroundings, the regular powerboaters also showed that left without any exhaust routing unit that increasing dark coating of old fuel and oil residue would become very difficult to remove from either the inside or outside of the hull. Live and learn!



Just the idea of removing this gas boat's exhaust unit makes an IC boater cringe both for the higher noise factor and the massive clean-up of exhaust crud that would coat the inside of the hull



Even little things like a work lamp, some epoxy resin or some regular steel wool can improve your IC boat's ability to run smoothly without any glitches

before I was born. To truly understand how many small companies were out there in the 1940s-1960s time frame, I found a tiny advertisement in one magazine that blew my mind! Basically, the ad said that you could use your small glow engine as an airbrush compressor by simply purchasing this outfit's kit that converted the power plant into a pump for the included airbrush setup.

Powered by an electric drill or stand-alone motor, the sprayer worked-off the engine compression/adaptor plug and when equipped with a 50-50 mix of aeroplane dope and thinner, you could spray your model with a sealing/finish coat via your IC engine 'pump'. Again, I must thank Jack Noell of Noell's Hobbies, Wildwood, Florida, USA, for providing your MMI scribe with this titbit of model engine history. **MMI**

PLASTIC KIT SCENE

I BEGIN THIS MONTH'S REVIEWS WITH A TREAT FOR MERCHANT SHIP MODELLERS

AUTHOR: ROBIN TROTT (robin.trott@yahoo.co.uk)

REVELL MODELS

Container Ship 'Colombo Express'

Model No. 05152
Scale 1/700
Length 47.9 cm
Parts 226



Revell Colombo Express (courtesy Revell)



Plenty of containers to be painted (courtesy Revell)

This container ship was built in 2005 in South Korea for the German Hapag-Lloyd shipping company. She is one of the largest container ships in the world carrying over 8700 containers; all this is looked after by a crew of only 23. She operates out of her home port of Hamburg and mainly travels between Europe and South East Asia; with her top speed of 25 knots she does this round trip in about 56 days.

This is a great re-release from Revell. I have this model that I built several years ago and have it on show with my collection of model ships. The detail is first class and is a massive model being only 1/700 scale so it shows what the size of the real ship is. The kit is complete with a full load of containers which accounts for a great percentage of the parts for the kit. Many merchant ship modellers will be eager to purchase this model if they missed it the first time it was released.

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.

TRUMPETER MODELS

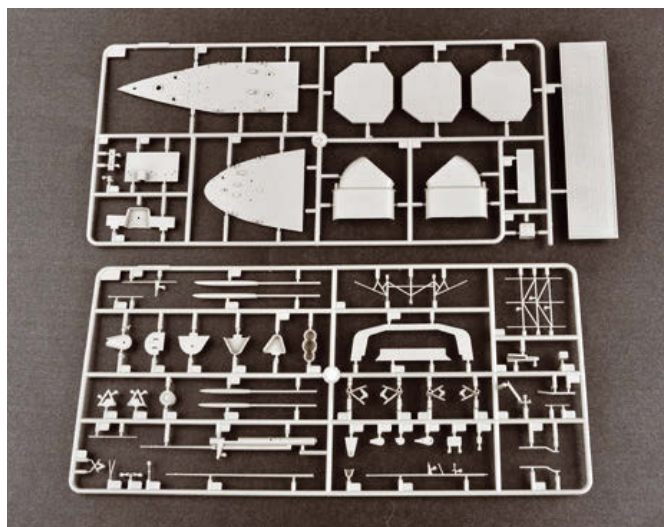
German DKM Graf Zeppelin

Model No. 05627
Scale 1/350
Length 75.0 cm
Beam 9.0 cm
Parts 840

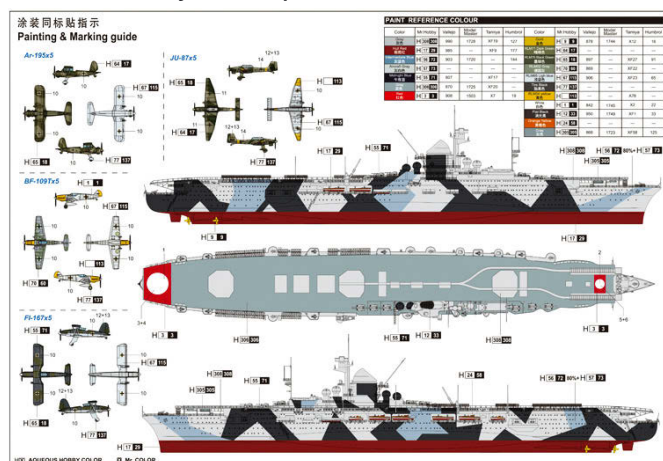
Construction started on the Graf Zeppelin in 1936 but when the 2nd World War started in 1939 she was only 85% completed and construction was stopped. Due to other war time needs work was never restarted and in March 1945 she was scuttled to prevent the ship falling into Russian hands. The Russians raised and moved her but it was decided to use her for bomb tests and she was eventually



Graf Zeppelin German Aircraft Carrier (courtesy Pocketbond)



Some of the many detailed parts for the carrier



A detailed paint guide is included in the kit

sunk in 1947. This was the only German aircraft carrier built; she would have carried over 45 aircraft if she had been completed.

The kit is very detailed in all parts and includes detailed flight deck and hangar deck, the hull is moulded in two parts with a one part flight deck and builds into a very large model when finished. The anti-aircraft armament is well replicated; there are over seventy guns for this model aircraft carrier. There are eight P/E frets with the kit many of these parts are used to detail the aircraft. The complement of aircraft is four different types; AR195, BF19, JU87 and FI 167, five of each type are included with the kit and all of these are well reproduced.

This is a very good reproduction of the Graf Zeppelin if she had been completed, and will not look out of place amongst any model collection.

Italian Heavy Cruiser 'Zara'

Model No.	05347
Scale	1/350
Length	52.2 cm
Beam	6.5 cm
Parts	460+



The Italian Heavy Cruiser Zara (courtesy Pocketbond)

She was the lead ship in the Zara-class of which there were four, the others were Fiume, Pola and Gorizia. Commissioned in 1931 she carried a crew of 841 and her main armament consisted of eight 8 in guns and sixteen 4 in guns. In June 1940 Italy entered the 2nd World War by joining the Axis forces; this was now a very serious threat to the Royal Navy in the Mediterranean.

In March 1941 she was with the Italian fleet attempting to intercept a British convoy near Crete, but the Royal Navy had battleships and an aircraft carrier helping to protect this convoy and the ensuing engagement became known as the Battle of Cape Matapan. This battle saw many of the Italian ships damaged including the Zara which sank taking most of her crew with her.

I have only just received information about this latest release so I do not have any further details about the kit, but if it is the same as all Trumpeter models the detail of any moulding will be superb and probably will include P/E frets to enhance the detail of the finished model.

Full details of these models and the complete Trumpeter range of plastic kits can be found at www.pocketbond.co.uk and www.trumpeter-china.com.

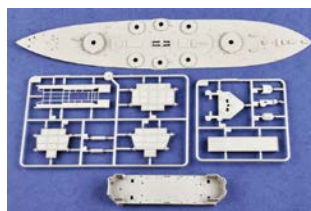
HOBBYBOSS MODELS

HMS Lord Nelson

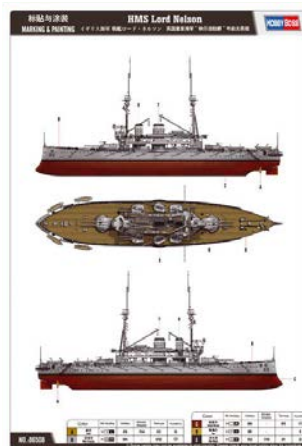
Model No.	86508
Scale	1/350
Length	38.6 cm
Beam	6.9 cm
Parts	460+ plus 4 P/E frets



HMS Lord Nelson, a 1/350 scale model from HobbyBoss (courtesy HobbyBoss)



The Lord Nelson parts have great moulded detail



A full colour painting guide for the Lord Nelson

period. I love modelling this type of warship.

Another warship from this pre-dreadnought era has also been released by HobbyBoss...

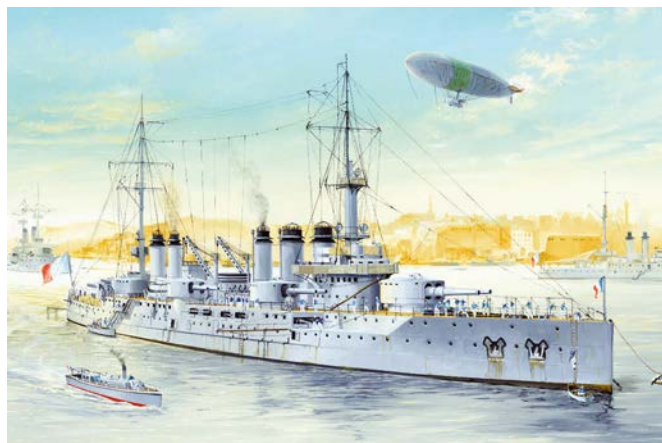
French Navy Pre-Dreadnought 'Voltaire'

Model No.	86504
Scale	1/350
Length	41.4 cm
Beam	7.3 cm
Parts	470+ plus P/E parts

The Voltaire was another ship built in the early 1900s that saw service during the 1st World War and survived and was in use until the late 1930s. HobbyBoss released a model of her sister ship Danton last year and I found it to be an extremely detailed kit and a great build, so this model will be the same. It has a 2 part hull with all the parts attached to no less than thirteen sprues and also includes three P/E frets and a metal chain for the anchors.

Further information and details of these kits can be found by visiting www.hobbyboss.com and www.creativemodels.co.uk.

MMI



The Voltaire a French pre-dreadnought (courtesy HobbyBoss)

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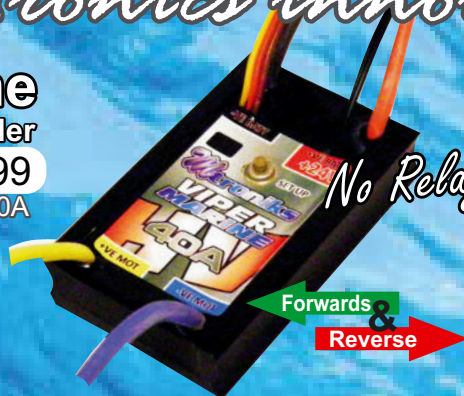
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VINTAGE CHATTER (PART 46)

IDRIS FRANCIS AND HIS 'FLIGHT LINK'

AUTHOR: DAVID WIGGINS

Hello vintage fans and welcome to (hopefully), a summer of great vintage modelling or collecting. For some years now (and I've been writing vintage and collecting themed columns for well over 20 years), I have wanted to feature an example of the – to me – 'most British' of all UK manufactured radio control brands but have been obliged to wait some years until I could find and purchase the object of my desire.

EARLY DAYS IN PROPORTIONAL RADIO RECALLED

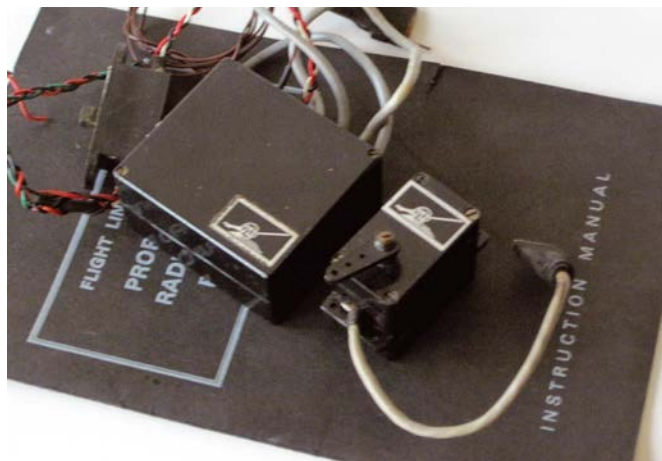
During the very early sixties electronic designers around the world were racing to develop the first genuinely proportional 'closed loop' (aka 'feedback'), radio control systems. This resulted in the first wave of American designed sets like the (analogue), Dee Bee (Don Brown), 'Quadraplex', Zel Richies 'Space Control' and the first two 'Orbit' proportionals, and (digital), Doug Sprengs 'Digicon', Howard Bonners 'Digimite' and Hoovers F&M 'Digital Five'. Whether these early sets were basically analogue or digital in design was of no real significance to the first purchasers as what mattered to them was simply 'did these radios offer precise 'proportional' control? This was especially important for model aircraft aerobatics as at the huge prices being asked for the new and exciting technology saw the old reed radios gave way to propo' bit by bit. Britain had a tentative foot in that race too, of course, with early analogues like the RCS 'Tetraplex' and the 'Nucleonics' and a significant early pioneer on our side of the Atlantic was Mr Idris Francis.



A nice, original, 4-channel Flight Link 'Series III' twin stick transmitter and handbook



A close-up of the distinctive logo/trademark



The 4-ch receiver and a sample of the very high quality FLC servo unit

IDRIS FRANCIS AND HIS 'FLIGHT LINK'

Mr Francis published his first design as 'Super Dual Proportional' in RCM&E magazine during 1962 (I think it was). As the title suggests this radio offered 2 proportional controls, as well as a sequential throttle control using a pair of press buttons mounted on the side of the case. The design was sufficiently well received to encourage the designer into commercial manufacture and thus the first 'Flight Link Control' radio (the Series:1), entered small batch manufacture in Hounslow London during 1964.

I was an early owner of one of those first Flight Links; it replaced the reed R/C in my boats with genuine proportional control. Driving boats at speed became a complete revelation even though it was a big, heavy and bulky set compared to the R.C.S. (Radio Control Specialists Ltd were Britain's biggest maker of single, pulse, and multi-channel r/c by about 1960 or so), reed gear it replaced.

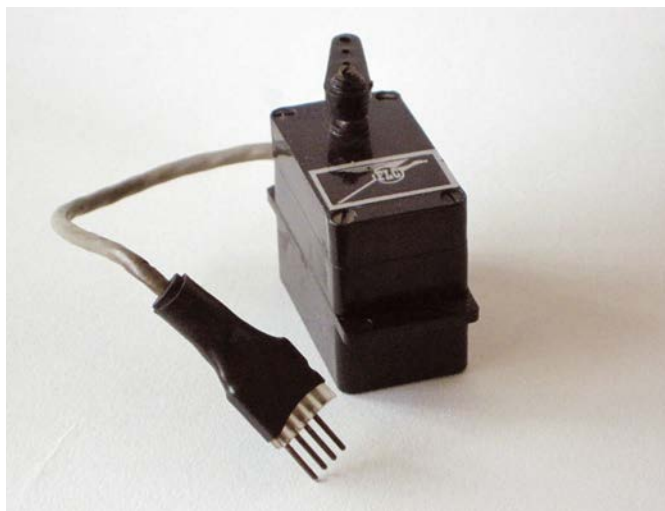
BEFORE MOVING ON

At Flight Link, as across the R/C and aerospace industries during the late 60s and early 70s, progress in electronic and semiconductor design was mercurial. The third generation FLC set, under examination this month, is about a decade on from the (still partly valve – or radio tube), Series:1. It is a fine example of Mr Francis more advanced and all solid state (fully transistorised), Series:III. Mine is the more popular model with 4 channels in a dual stick configuration. Slightly more expensive versions with 5 channels were available as were sets with 'single stick' (triple axis), control columns.

I plan to add the 5th channel to my own set when I remove the old FLC circuit board to go 2.4 GHz/PPM digital. Thankfully, the chrome bezel for the 5th channel lever is in place – I'll just need an extra pot' and a control lever.

If Flight Link were famous for anything it was for their mechanical parts which were of really splendid quality throughout compared to others. The designer was very much a single stick model pilot and his triple axis control column was a magnificent bit of model engineering. I would compare this item to the famous 'Pro-Line' triple axis stick built in the USA. Both were very fine mechanisms; the Pro-Line item still being much sought after even today as it having never been surpassed even after the passing of 40 odd years.

The dual axis control stick seen here is not quite so nice as FLC used sticks bought-in from another UK supplier – quite a rare decision for that firm. "We had a lot of trouble with them at first" recalled the designer when we corresponded during 2016, but "we



A closer view of the small, brass geared, FLC servo

got them up to our standard with some re-engineering in the end". This was addressed with the Series:IV radios, that followed these transmitters, featuring sticks that were manufactured entirely in-house.

The second FLC servo design was, by the late sixties to early seventies, equally fine. Indeed, it was, quite possibly, mechanically, the best mechanism that one's money could buy back then and I happily include the top American systems in that statement. They were of such a high standard with their metal gearboxes and Swiss motors; smooth and silent in operation they were simply 'The Business'.

The receiver was designed in such a way that it was not necessary for the servos to accommodate electronic amplifiers, these being housed within the receiver, so that FLC servos were appealingly small as well as precision items. This scheme, also used by E/K Logictrol out in the USA, has its points both for and against but it can permit servos to be easily reversed without 'stripping' to perform that necessary but irksome task. In the FLC case this was not possible as they epoxy encapsulated their connectors for strength.

AND SUMMING-UP

Flight Link was a brand that, one recalls, rather polarised customer opinion back in the days when proportional was, sometimes in a rather uncertain way, starting to take over from reed control systems. I liked them myself but could be in a minority locally. Modellers could say that sets like the one illustrated 'looked old fashioned' in their black and chromium cases and, certainly,



A technician's eye view inside this month's FLC transmitter

an FLC radio could look a bit out of kilter stood next to the many, snazzy, US built radios on the flight line in colourful gold, yellow, red or orange cases. The 'style thing' was addressed somewhat when Flight Link introduced the much more modern looking 'Series IV' range followed up by their last radio, the 'Sovereign Series'.

That said, the FLC brand had a niche customer base in the boat World where the smart 'Launch Link' and its later sister – the 'Duette' two channel outfits – were both well suited to the demands of marine use. They had more or less waterproof servo and receiver casings plus a dual frequency (switched crystal), capability at modest extra cost. Other users would be fiddling about looking for loose crystals while we FLC users just flipped a switch.

If anyone out there still owns a 'Launch Link', especially if it's the variant with stick rather than knob rudder control, I could be very interested in becoming its new owner so please get in touch via the Editor. To find any Flight Link radio today is not easy and, as I have said, I waited for some years until I tripped over this 4-ch set on a London Model Engineering Exhibition club stand. It was expensive to buy but I snapped it up and have not seen another since.

In his summing-up for the instruction manual with this radio the designer stated that – "We at Flight Link are not hidden away behind red tape and secretaries. We are enthusiastic modellers and we are always available to help or advise you on any problem connected with the equipment. Your experience with our equipment is of vital concern to us so let us have your comments!"

Next month I move from radio to vintage boats as the 1950's Yeoman 'Minx' is featured here in MMI. **MMI**

GREAT BRITAIN

READERS LETTER

A NOTE TO THE EDITOR



HI BARRIE

Further to item shown in the March MMI regarding lifting model boats by straps where they can slip. I enclose an attachment showing how I modified my straps to overcome the problem. When I first used the straps I found they floated and it was not possible to site them under the boat, so I attached two strips of lead around the strap which overcame the problem. To prevent slipping a piece of anti-slip mat was sewn between the lead. My straps have been used for several years without dropping a boat. I use my straps as a loop which enables them to be rolled for easy storage. I hope this will be of interest.

George Kirkham Swindon MB&EC

LEFT: George's boat lifting straps

SCALE SCENE

IAN BRINGS YOU A DIFFERENT TYPE OF SCALE SCENE

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

I've been mulling over this article for a while now. The fact that it actually surfaces here is down, in part, to someone I saw who was struggling to get a kit built scale model of a vintage hydroplane to work. As far as I could see the main reasons that the boat wouldn't get on the plane (the main problem) was that the boat had been built exactly to plan. A good thing you might think, but it had turned out to be quite heavy due to the materials used in the kit construction.

Also the motor and battery setup advised in the instructions were not suitable at all! The motor was a standard brushed type with not much power and NiMH cells had been used which only increased the overall weight. To cut a long story short, seeing this resurrected the idea of this article and lead indirectly to the following statement.



A static version of Amati's kit of the Ferrari hydroplane. This can be built as a working model



Shot of the box top for the Billings kit of the Slo Mo Shun IV hydro. This can be built as an R/C boat



Another Amati kit. This I believe is one of the Riva boat

SCALE BOATS DON'T HAVE TO BE TUGS

Now I know that is a sweeping statement and probably inflammatory too, but I will explain my meaning in the next few paragraphs. I don't mean to downplay any type of model boat, after all I have built a couple of tugs a lifeboat or two and several warships, as well as other things. No, what I am getting at is looking at scale subjects which most scale modellers wouldn't think of. I am talking mainly about scale models of very fast powerboats, not particularly MTBs, but scale models of speed record breakers and the like. Donald Campbell's Bluebird, Ken Warby's Spirit of Australia is the type of boat I had in mind.

Now I know for a fact that quite a few FE racers build scale boats of varying types, but I can't say that I know many dedicated scale modellers who would even think about building a fast boat except for the odd MTB, Police boat, Lifeboat and suchlike. So what I am going to attempt to do is at least get you thinking about looking at building one of the types of boat I have mentioned.

Regular readers will know I am connected to the Fast Electric racing scene and write the Livewires column as well as this scale one. Having a foot in both camps, so to speak, I am going to try and explain some of the differences in construction techniques you will have to come to terms with. Just to be clear, I am not talking about building all out competition Fast Electric boats here. Just boats that will perform in a scale-like manner, as with any other scale model you might build, only a bit faster!

THE FE BOATER'S MANTRA – 'BUILD LIGHTNESS IN'

The first thing I am going to look at is the slightly different construction techniques needed. Now I know this is a generalisation, but more often than not you don't have to worry too much about the weight of a scale model. Obviously this depends on the type of model, but it is more than likely that you will have to add weight to bring the hull down to its designed waterline. This is definitely what you don't want with a Fast Electric racing boat where the hull itself needs to be light to offset battery weight and relatively large motors.

The same thing applies to models of record boats and other fast craft which often do not have visible waterlines! So, to reference the heading of this paragraph, it is better to build lightness in than to try lightening a heavy boat retrospectively.



Bluebird K7. Plans are available as are kits from several manufacturers to different scales



Fiona Countess of Arran at speed in An Stradag, an electric powered record breaker. Plans and full write up available from the Traplet plans service



Hull of the Billings Slo Mo Shun under construction (see text)

How you do this depends on the type of model you are building; also whether it is a kit or a scratch build from plans. If it is a kit, what is the method of construction? All wood built up construction, possibly plank on frame or with a GRP moulded hull that has to be wood covered. Whatever the type of construction there are ways to build as light and strong a model as possible.

So how do we go about the job of 'building in' lightness? There are several ways but I am going to describe one major way you can save weight and I will give you a couple of scenarios.

If you are scratch building from modelling plans, they will almost certainly include specs for the materials to be used. Again almost certainly plywood will feature somewhere and this will be the case for any kit built boats featuring all wood construction. Alternatively, you could have a kit boat with a GRP hull but with included ply components for bulkheads, various support structures etc. If you replace the ply parts with what I am about to explain to you, there could be a weight reduction of between 5% and 20% compared with the original build spec. The method I use when constructing wood cats and outrigger hydroplanes is the process I am going to outline here. I have talked about it before in Livewires but never here in Scale Scene.

Basically what I do is to make a laminate from balsa and thin ply. I use the thinnest marine 3 ply which is 0.4 mm (about 1/64th inch) thick. This is very easy to work as it can be cut with scissors. I usually use a 1/8th or 3/16th inch balsa core and glue the ply on either side using medium or thin cyano. You could use whatever balsa thickness you need, but still use the thin ply.

This type of laminate provides a very light but very strong material, especially if the grain of the ply and balsa run at 90 degrees to each other. Most areas where ply is used in the model can be swapped with the laminate, frames, deck supports, whatever! The trick is to cut the shapes required out of the balsa core first then glue them to the sheet of ply. When dry, cut from the ply using the core as a template (very carefully). The lamination can then be completed by gluing the shape (frame, bulkhead etc.) onto the ply sheet. There it is cut out and trimmed to the exact shape required when the glue has dried.



Miss Britain III in the National Maritime Museum Greenwich. Plans for this boat are available from the aforementioned plans service



A model of John Cobb's ill-fated jet powered Crusader. The model by Ernie Lazenby



Ken Warby's world water speed record holding boat

The resulting lamination is lighter and more stable than lite-ply and easier to seal. If you use the laminated material in place of ply components, or at least as many as feasible, you will save a significant amount of weight right there.

One little tip is to seal and harden the edges of the laminate (especially for ribs or frames, bulkheads etc.) with thin cyano. Use surgical gloves, or a sandwich bag to protect your fingers and smear the cyano all around the edges and leave to dry.

There are all sorts of little things you can do to keep the weight down during construction, such as using styrene sheet instead of wood (if feasible) for any cockpit, hatch or superstructure detail. Weight savings can be made in the motor/drive/hardware area too, but I'll get to those next month.

Now I want close to give more room in the article for extra photos of the type of model I'm talking about. Just as a matter of interest, two of the photos show the full size prototypes of plans available in the Traplet plans service, An Stradag, a full size electric record breaker and Miss Britain III. **MMI**



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MYA
Radio and Free Sailing in the UK

NEWS

MYA NEWS FROM THE TECHNICAL OFFICER

AUTHOR: ROGER STOLLERY

The Model Yachting Association looks after radio and free sailing in this country and its Council makes the decisions that make the UK's organisation the envy of the world.

The new faces on the 2017 MYA council, including the Chairman Terry Rensch, Vice-chairman Phil Holliday and the Digital Communications Officer, Austin Guerrier have joined the remaining crew, with Darin Ballington moving to one of the most important posts as Racing Officer. His role involves the organisation of the radio sailing calendar for the future year, coordinating events for the nine affiliated classes and 150 club open, district, ranking and national championships, as well as chairing committees dealing with the racing rules, which the world authority for sailing, World Sailing, revise every four years after the Olympics.

The first 2017 Council meeting was a great success with the new blood injecting enthusiasm and opening up a positive approach to promoting the sport. Terry, in particular wants to get club members more involved in the MYA.

Apart from racing matters, the Technical Officer and the District Senior Measurers form the Tech Team and we work in the background with the 120 measurers to sort out any rules issues in the international classes, IOM, Marblehead, 10 rater and A boat, as well as the MYA's national classes. This involves making sure that the racing is fair by 'official measurers' helping owners to keep their boats in compliance with their class rules.

As the MYA technical officer, I am reporting on some of the current technical issues after Council meetings as a way of introducing news from the classes. Currently the Tech Team is working on the two national classes, the elegant 6 metre yachts and the 36" class box boat and updating both class rules.

6 METRE

The MYA's 6 Metre class is a small scale version of the full size rule, first established in 1906 and it produces elegant boats about one and a half metres long. The rule encourages overhangs, which give the appearance of an elegant classic yacht of yesteryear and attracts any club members who like this traditional shape. However, there is nothing old-fashioned about the construction of these boats and most are built from carbon fibre with carbon fibre spars etc.

Over the last couple of seasons the class has been revived by class captain, Mike Ewart, and is now putting on lots of events to support this revival. The MYA Tech Team is currently concerned with changing the class rules to close a loophole that appeared last year; the triangle between the main boom, kicking strap and mast was infilled to increase sail area.

Apart from closing a loophole, the class rule is being updated with the latest World Sailing Equipment Rules of Sailing definitions and an all new electronic registration system. Currently the storage of paper certificates and related documents occupy several metres of shelf length and the new system will remove the need for this and make it easier for the MYA's 6 Metre registrar, Bill Green, to both create and store certificates.

The MYA is able to contact its members and specific boat owners, because the details are on a database created by an annual club return, such that for any of these class issues, owners can be contacted direct for commenting on anything new and voting on proposals to change class rules. 6 Metre owners will shortly be voting on these new class rules and bringing them into the 21st century.

As well as the photograph showing the elegant hull and wave form of a 6 metre sailing, included are the lines of my only 6 metre design, as it is so rare these days to see the curved lines that create the shape of such graceful boats. These lines owe a lot to



Phil Holliday Vice Chairman MYA



LEFT: Terry Rensch Chairman MYA



Darin Ballington Race Officer MYA

this magazine, because I was reading the late Chris Jackson's Sail Free article early in 1985 when to my surprise he reported that I had designed a new 6 metre, which was far from the truth, as although Ray Baker had asked me to design one, I hadn't even started it!

The most difficult job in creating any new design is the name and in this case 'WILD RUMOUR' seemed entirely appropriate. In the same year it went on to win the 6 metre National Championship so that the speedy design and production was well worth it.

This boat was designed to be sailed in the vane racing fleet and so if anyone wanted to build one for radio it would

36' Racing at the National Championship run by Guildford Model Yacht Club



6 m Sailing

need to be a bit shorter and adjusted to gain enough sail, because when vane sailing a spinnaker provides the downwind sail area, which you don't have with radio.

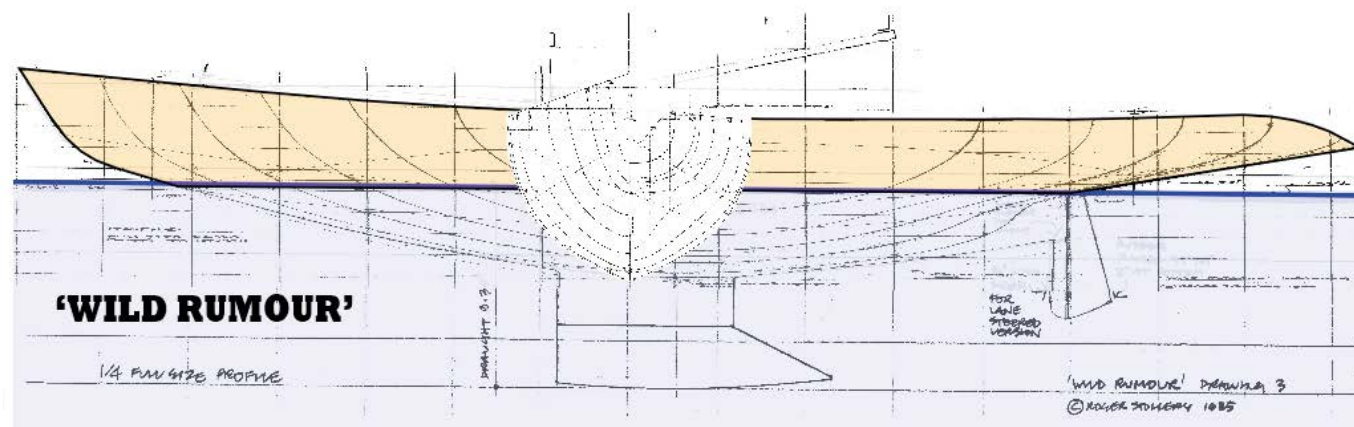
36" CLASS

This class is also under discussion, because although the hull and appendages have to fit into an open top box 940 long x 229 wide x 279 mm deep, there is one restriction in an otherwise totally free rig design. The rule has been going since the 1930s, but some time ago a restriction was introduced on the spar materials, limiting them to timber or aluminium in order to limit the cost, just as in the IOM class.

Nowadays, however, carbon tube can be just as cheap or cheaper and is available in a greater range of sizes and suppliers than aluminium tube. It will be interesting to see whether the 36" Class Owners Group vote to update their class for the future.

MYA COUNCIL VACANCIES

As well as involving members to take part in these decision making processes, as in these 'class owner's groups', Terry is keen to fill the vacant officer posts to complete the forward looking Council. As a long term Council member, I can confirm that Council meetings can be very rewarding and a good payback for the efforts made between meetings. Members interested in making a contribution should apply to the Secretary to Council, Chris Cook at cookcsn@sky.com. **MMI**



Combined set of lines for my 6 m 'WILD RUMOUR'

MEETING POINT

REPORTS FROM AROUND THE UK AND ALSO ONE FROM THE USA

SOLENT RADIO CONTROL MODEL BOAT CLUB CHARITY EXHIBITION, HIGHCLIFFE – 25TH MARCH 2017, BY KELVIN HOLMES

As a collector of 1/1200-1250 ships (please see 'Waterlines') it was a novelty to visit an exhibition of large scale models. The event was in support of the RNLI, a most deserving cause, whose headquarters, with an excellent staff restaurant and which is open to the public, is not far away in Poole. Anyway back to the models on display which ranged from battleships to trawlers and most impressive they were – steamers that steamed, submarines that submerged (albeit not in the hall) and hovercraft that hovered. It was also very rewarding to talk to the modellers concerned, friendly, enthusiastic and knowledgeable to a man.

Particularly impressive for me (as I have equivalent models in 1/1250) were the Japanese battleship Kirishima (circa 1942) and the Type 42 destroyer HMS Exeter, the latter even fitted with the JTIDS antennas that were part of my final project at work. I can't wait to see them on the water.

The Solent RCMBC is a very active group with two sections – 'Scale Boats' and 'Sailing' – who hold regular events at Setley Pond just south of Brockenhurst in the New Forest as listed on www.srcmbc.org.uk. The next SRCMBC exhibition is on 2nd September in Milford-on-Sea, although judging by 'Diary Dates' there are similar meetings all over the country. This would definitely be worth a visit whatever your preferred scale or interests; and for all you large scale enthusiasts please pop into one of our 'mini ship' shows.



Various warship models including HMS Exeter



RNLI lifeboats 'Alfred Albert Williams' and 'Ernest and Mabel'



WW2 minesweeper Sir Lancelot 'steaming'

THE SUNNYLAND ANTIQUE BOAT FESTIVAL AT TAVARES, FLORIDA USA – MARCH 23RD TO MARCH 26TH, BY RICK EYRICH

With a town motto of 'America's Seaplane City', the central-Florida community of Tavares hosted the 30th annual Sunnyland Antique Boat Festival at the city's Wooten Park and the seaplane base/marina spaces. As the largest classic wood boat show in the US, there were over 250 boats on display along the festival's 1/3-mile-long footprint.

Situated on the Harris chain of large freshwater lakes, the show site was located on the north shore of Lake Dora and the running vessels were showcased on a series of floating docks and also along the park's paved/grassy walkways and shoreline. Having missed several of the previous festivals your scribe visited the 2017 event with cameras at the ready.

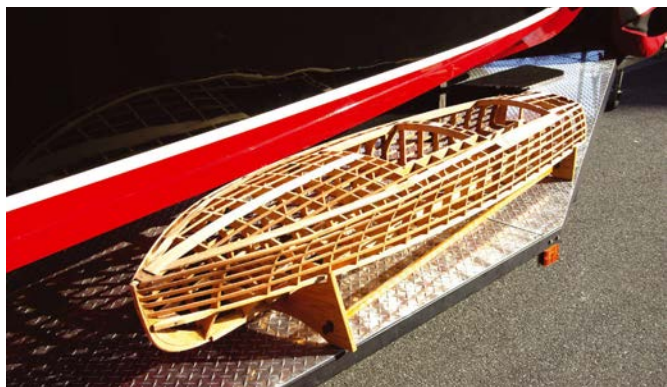
Laid out with different styles of hulls in separate areas the visitor could get close and even into any number of wood-constructed vessels, however there were also a good number of early fibreglass moulded boats on display at the show. Mixed-in with these displays were lines of tents with vintage outboard motors, parts and most anything else connected with restoring/rebuilding an old hull. For the modeller, these areas can allow you to document/photograph countless hardware pieces you may be creating on a scale project on your workbench.



Covering everything from a tiny racing hydro to this massive wood boat the Sunnyland Antique Boat Festival held its 30th event in Tavares, Florida



The Gar Wood-built U-19 Miss America made runs on Lake Dora and was moored on the site's multiple docks to allow ample viewing of it and the rest of the 250-plus vessels at the show



This model skeleton of a large runabout was next to its full-scale counterpart which featured stairs to view the boat's engine/cockpit areas



Viewing and photographing the dockside boats got a bit busy with the crowds, plus when the winds picked up you could get a bit light-headed while shooting a boat



Recreating a pleasure craft's cockpit area can be difficult without documentation or images, but with plenty of boats at the event gathering pictures was doable for any modeller



Although advertised as a wood boat event, the three-day show had many restored fiberglass powerboats like this hull that would be right at home carrying the bad guy in a 1960's action film!



New/old stock model boat gear was seen at the event's Flea Market zone, including those still-in-the-box kits that likely came from a dusty attic or a shelf in someone's garage



A classic fiberglass runabout and period-correct outboard motor combination is now commonplace at the show and these boats are model-friendly with an early electric OB on the replica's transom



Along with this waterline model the Into Things L.L.C. tent also had full-hull models on display and this US-based outfit has a number of possible model boat services for the hobbyist



Engines of all kinds powered these boats, so, you could find anything from a basic Ford V-8 to...



...a really high-output racing unit from a fairly new flat-bottom racing hull

This same idea carried over to the many boats both trailered and moored on the docks, as with a decent camera you could collect plenty of images that detailed the look and feel of a classic wooden power craft. A good mix of racing, pleasure and working style hulls were in the show, plus many of their engine bays were on display, so you could get several different photo angles of everything from a 12-cylinder aircraft-to-marine motor to a totally-stock Ford flathead V-8 sitting idle inside a likely barn-found race hull.

Moving to the Flea Market/bring and buy section of the event, the modeller could see or purchase any number of old boat models, kits and pieces of antique bits useful for building his/her projects. Photographs, old manuals, decals and other items that I call 'attic queens' (old models found in the home) were seen on the vendor tables and if they were priced right, went home with someone in the crowd.

One vendor of note was the display model craft of John Into and Nancy Price AKA Into Things, L.L.C., as they presented their one-off scale boats in both full and waterline hull forms. Due to crowd/number of people present around their tables, I was unable to talk with either John or Nancy, but you can view their website and/or Facebook page to learn more about their various services. Now on the other side of the coin, you could purchase an entire trailer-full of old outboard motors and parts and the trailer itself to help you get the mound of outboards home!

Altogether, the 2017 festival in Tavares was a very enjoyable day out for yours truly. If I was to really nitpick anything, I would of course say having at least one or two model boat clubs included in the event would draw-in a lot of hobbyists and I know first-hand of several scale and sail clubs within a decent radius of the show. Beyond that, this annual gathering of all things related to the early days of the classic wood boating remains a favourite on my schedule.

GAMES 3 AND RANKING EVENT IN GOLDSWORTH PARK 26TH MARCH, BY ROGER STOLLERY WITH THANKS TO DARIN BALLINGTON

Radio Sailing Woking put on a very good event for Marbleheads in beautiful sunny and windy conditions with 26 entries from 17 clubs and 11 races were sailed. Although the forecast was for strong east north-easterly wind blowing over and around a bank of trees behind the control area, wind became more easterly blowing more down the lake yet still giving swirling gusts and leaving holes on the windward leeward course set by Race Officer, Terry Rensch.

The first race started promptly at 10 o'clock for what would turn out to be a marvellous day's racing. After a couple of races the course required a bit of re-alignment to match the wind veering east, but after this the racing flowed well with skippers behaving themselves with few raised voices. Indeed often heard above this, or the silence, were the shrieks of delight of competitor's young children enjoying playing games by the lakeside.

Tony Edwards sailing a GRUNGE started well by winning Race 1 and then going on to win Race 3. Peter Stollery sailing an UPROAR also won his first race and then had a series of second places and a win in Race 5. Darin Ballington sailing a GRUNGE was also consistent gaining 4 fourth places after a win in Race 2. The lunchtime leaderboard features these three skippers with Peter 7, Darin 12 and Tony 15 points.

During a short break for lunch the breeze built with almost all sporting B rigs. There was even more spectacular planing on the off wind legs in the vicious gusts at the beginning of the run to the leeward gate where the wind suddenly died in the lee of the trees allowing boats to bunch up and make the gate rounding difficult and bringing in an element of chance. The race victories were split amongst the fleet and a large number of the fleet going up and down between the two heats. The increased breeze allowed the



The winner Darin Ballington



Running at the gate



'A' heat getting excited at the windward spreader mark

increasingly large number of spectators to see the boats at their speedy best, as the afternoon's racing was a fantastic way to start the season.

Tony kicked off the afternoon with a win and then Rob Vice sailing an UPROAR took Race 7, before letting Darin win Races 8 and 9. Colin Goodman, who had been very consistent all day sailing his QUARK, took Race 10 and the final race was won by a welcome newcomer to the Marblehead fleet, Nick Ennion sailing a QUARK.

Special mention to others included Tracey sailing her STARKERS for a well-deserved trip into an A heat, despite all attempts to throw it away on the finishing line; Hugh McAdoo on return to the rankings after recent race team duties sailing his PRIME NUMBER and Duncan Ellis who is starting to show glimpses of form with his STARKERS CUBED.

Although those close to the top were starting their campaign for 2017 with a clear intention to gain points for selection for the British team for the 2018 World Championship in Biblis, Germany, it was good to see the enduring nature of this class and boats to be able to report some notable races for the lower positions. The final reckoning saw the overall result being decided on the last race; Darin needed to beat Peter by two places or more to win and he did so by finishing second allowing him to tie with Peter and win on countback, with 3 as opposed to 2 wins.

Colin Goodman and Tony Edwards pushed both of the top two all day, but couldn't quite match the consistency, with a small gap back to the rest of the top ten, Roger Stollery, John 'Shozza' Shorrock, Hugh McAdoo and James Edwards all being within 8 points of each other.

There were five different designs in the top ten, proving again that good race skills are as important as boat design in this closely fought class. Thanks to Terry Rensch for running the event, Simon Jeffs, Peter Dunne and the Radio Sailing Woking Club for their efforts and the class skippers for making this a great start to the 2017 season.

All in all another fantastic day for the Marblehead class with more to come in a 2017 season packed full of good events, which apart from the Nationals and Ranking events include the GAMES series run in the Met and Southern district especially for Marblehead club sailors.

Results of top 10:

- 1st Darin Ballington, Manor Park, GRUNGE, 21
 - 2nd Peter Stollery, Guildford, UPROAR, 21
 - 3rd Colin Goodman, Coalhouse Fort, QUARK, 34
 - 4th Tony Edwards, Yeovil, GRUNGE, 41
 - 5th Roger Stollery, Guildford, UPROAR, 57
 - 6th John Shorrock Datchet, Water, QUARK, 61
 - 7th Hugh McAdoo, Datchet Water, PRIME NUMBER, 62
 - 8th James Edwards, Yeovil, GRUNGE, 65
 - 9th Vinnie Zammit, Norwich, STARKERS CUBED, 76
 - 10th Rob Vice, Clapham, UPROAR, 81
- Ladies prize: Tracey Ballington, Manor Park
Furthest travelled: Damian Ackroyd, Leeds and Bradford



Darin's winning boat, GRUNGE



Hugh McAdoo's beautifully turned out PRIME NUMBER



Close racing at the windward mark

COALVILLE MODEL BOAT SHOW, APRIL 1ST AND 2ND, BY BARRIE STEVENS

This event held at the Hermitage Leisure Centre is geographically the centre of England and should make reasonably easy transport for many modellers. The event has been held for several years at this venue but like last year this year's event was organised by Component Shop (Iain and Natasha Lewis) and Dave Jones (Stavros). The room used for the show was full of very good exhibits



Joint organiser Iain Lewis busy serving a customer on his Component Shop stand



Mike Alsop with some of his latest model flags



Euan Green on the Tony Green stand with three of his latest steam engines

and around the outside were 14 traders with a purpose built 24' square pool outside for on-water demonstrations.

The 12 club stands had some new and interesting models and the bring and buy stand was kept busy during our visit. Like the Blackpool Model Show (organised by the same team) there were a number of competitions for Best Tug, Best Lifeboat, Best Yacht, Best Military, Best Workboat, Best Novelty, Best Scratch Built, Best Semi Scratch built, Best Kit, Best Club Stand, and Best in Show.



Trader Chris Brown with his Cariad Bristol Channel Pilot Cutter hull and fenders



Kim and Susan Maclean on their Clyde Model Boats stand



Adrian Clutterbuck manning the Lifeboat Enthusiasts' stand



The Best Novelty, International Rescue, owned by Bruce Fletcher of the Brentwood club



Best Boat in the Show, HMS Fearless, owned by Dennis Rowboatham of Gipping Valley MBC, the first show for this model after a six year build!



Mark Tommy's first model craft built from a Billings kit, Fairmount Alpine

All the judging was done by the respective clubs apart from the Best in Show, which was judged by a secret visitor!

Even though the date of this show slightly clashed with the Dortmund show it did not affect many of the traders. It was good to see, we think the farthest trader to attend the show, Kim and Susan

Maclea from Clyde Model Boats, down from Glasgow. Apart from meeting some of the many modellers we only seem to meet up at shows it was good to see some new faces like Mark Tommy who was exhibiting his first build model at his first show, an excellent build and his paintwork is (as Mrs S. mentioned) better than mine!

A very good show and congratulations to the organisers for a well run event, one to put in the diary when next year's show is confirmed. **MMI**



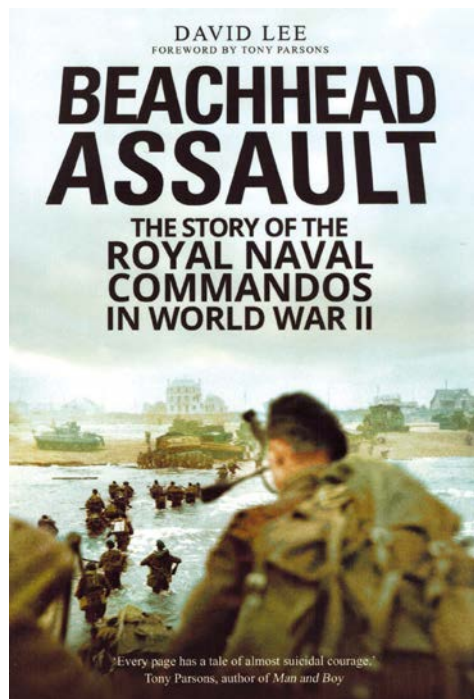
The purpose built portable pool was well used in the sunshine, some good navigation required!



The newly released kit from Mountfleet Models, the Steam Tug Kerne

CHANDLERY

BOOK REVIEWS



BEACHHEAD ASSAULT

The story of the Royal Naval Commandos in World War II

During World War 2 a new type of fighting soldier was formed and was initially called The Commandos. They were not from one branch as the Army, Royal Marines, Royal Air Force and Royal Navy had their own Commandos only distinguished by a number, apart from the Royal Naval Commandos. The motto of all the commandos was 'First in last out!'. Without doubt the Royal Naval Commandos had one of the most dangerous and important tasks of any unit in WW2, this book lists many first hand anecdotes of operations including the D Day landings and every page includes many horrific deaths. Many references are made of the various landing crafts and small craft used to make the first invasions of assaults which many model-makers are keen to model and create dioramas, but by reading this book it will make capturing the atmosphere of these horrific days more realistic.

Author: David Lee

Pub Date: 2017

RRP: £14.99

EAN/ISBN 9781473894297

Format/Pages: Softback 272

Illustrations: B&W photographs diagrams and maps

Dimensions: 15.6 cm x 23.4 cm x 2 cm

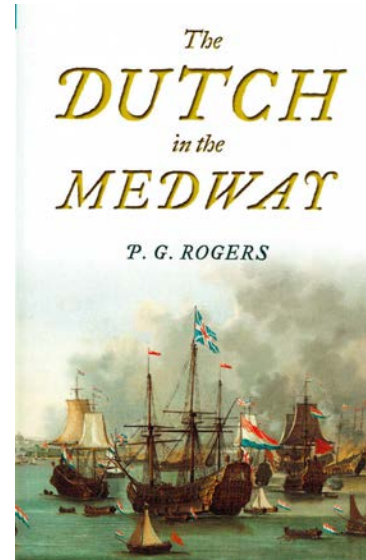
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THE DUTCH IN THE MEDWAY

In 1667 the Dutch navy made a surprise raid on King Charles navy when they were laid up near Chatham. The raid intended to bring to an end English procrastination at the peace negotiations in Breda and was deemed to be one of the worst defeats in the Royal Navy's history. This was humiliating enough but the flagship 'Royal Charles' was captured and towed back to Holland and the sternpiece can be seen in the Rijksmuseum in Amsterdam. For modellers researching for a possible model this book gives a full account of the politics of the time and the reasoning for many of the actions by the English and Dutch Navies.



Author: P. G. Rogers

Pub Date: 2017

RRP: £19.99

EAN/ISBN 9781473895683

Format/Pages: Hardback 192

Illustrations: Colour and B&W photographs and diagrams

Dimensions: 14.5 cm x 22.5 cm x 2.2 cm

Publishers: Seaforth Publishing, 47, Church Street, Barnsley S70 2AS, UK,

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THAMES TUGS IN COLOUR

This book includes some stunning pictures and details of tugs which served on the River Thames from early 1960s until 2016. The full range of tugs are included including lighterage tugs and the modern larger tugs serving the lower reaches of the Thames. Many of the over 100 pictures includes sufficient deck details for the modelmaker to reproduce an accurate model of the era when the pic was taken.

Author: Andrew Wiltshire

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BELGIAN UNITY

A 1:96 SCALE MODEL OF A LIBERTY SHIP BASED UPON A DEANS MARINE KIT

AUTHOR: **ERIC BAUTHIER**

The Liberty Ships pretty much marked the course of the Second World War. Thanks to them, the United Kingdom and its allies were able to be supplied with various forms of equipment, including military items, and food. 2,751 of these ships were built during the conflict, an impressive number. Jacques Pansaers, an experienced designer and also a thoroughly nice guy, built a copy of a specific member of this fleet based on a Deans Marine 1:96 scale kit. It was manned by a Belgian crew, and called the Belgian Unity. In total, seven ships have sailed under this name; two liberty ships and the rest were Victory Ships.

From 1939, the German U-boats reigned supreme in the Atlantic, shamelessly torpedoing merchant ships trying to supply Britain. These submarines, the 'Grey Wolves' had a remarkable advantage over the Allied ships. They approached underwater, fired their torpedoes, and sometimes guns while on the surface, and then disappeared under the waves. The U-boats sank more ships than British shipyards were able to build.

In addition, the destroyers experienced great difficulties protecting these convoys. Thus, Germany imposed on the British people a veritable blockade in order to cripple its economy and also to prevent the delivery to Europe of further American troops.

From 1943 the building of the Liberty Ships reversed the balance of power. Destroyers, meanwhile, were better armed, having been fitted with Asdic, an echo system that detected submarines underwater and also had radar for detection on the surface. Submarines could also be located when they sent out radio signals. In addition, messages were decoded thanks to the capture of an Enigma encryption machine. Thus, the Allies regained control of the seas.

THE SHIPYARDS

Under the Lend-Lease (*) scheme, the Liberty Ships were leased to Britain to replace ships torpedoed by the Germans and also provided a way of supplying planes, trucks, tanks, locomotives, etc. through multiple shipments.

The construction of these ships was through a national company, thousands of men and women working night and day in sixteen huge American yards, Vancouver, San Francisco, and also in the Gulf of Mexico. Each section was made in workshops located in the same vicinity as the shipyards. They were finally put together on an assembly line, a technique borrowed from the car manufacturers. These prefabricated modules allowed for the construction of different versions of Liberty Ships: freighters, tankers, troops carriers, etc.



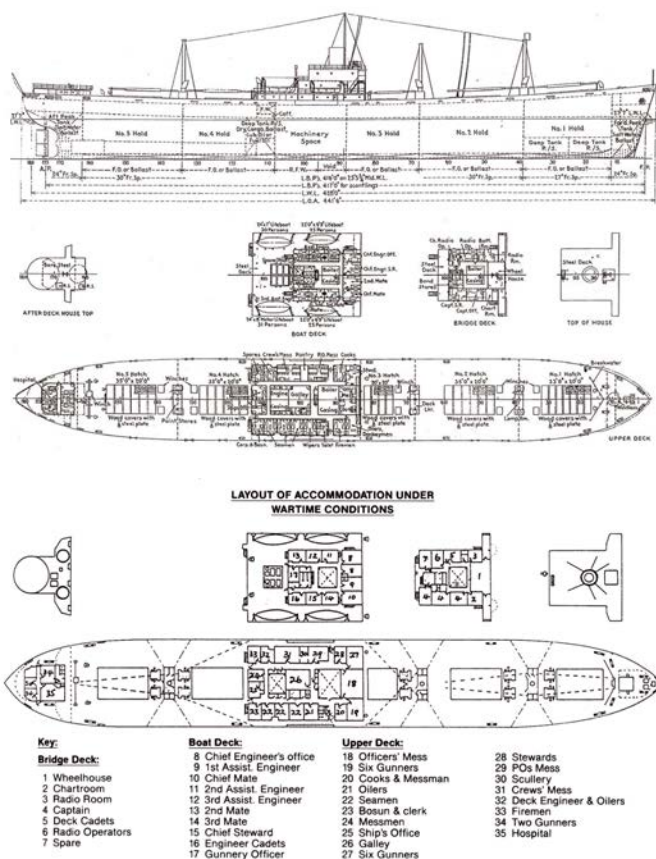
The most famous of Liberty Ships, the 'Jeremiah O'Brien' kept as a memorial to San Francisco, here at the D-Day Cruise in 1994 (Rights reserved)



The 'Jeremiah O'Brien' (Source Wikipedia)



Another reproduction of a Liberty Ship, the 'City of Brunswick'



ABOVE: Overviews of a Liberty Ship

In addition, these ships were equipped with their own lifting equipment to load and unload cargo without depending on whether the port facilities existed or not. Quick to make and with a low production cost, 2,751 ships were launched, making it the most built type of ship in the world. It was a real symbol of American industrial power. The training of crews, which traditionally took six months, was reduced to just six weeks.

(*) The Lend-Lease, a leasing scheme, was an arms programme put in place by the United States during the Second World War. This gave provisions to countries it regarded as friends without intervening directly in the conflict, before their own entry into the war.

AN IMPROVED VERSION...

The Victory Ship was an improvement on the Liberty Ship. Its hull was strengthened, its bow was more vertical and its weaponry was upgraded. While being slightly larger, it had advantageous features, firstly its range and then the speed it could reach, as a result of the type of engine, 15-17 knots instead of 11 knots. A more powerful Lentz engine, either steam turbine or diesel, allowed the Victory Ship to escape more easily from the U-boats. 543 of this type were built.

THE POST-WAR PERIOD

In the wake of the conflict, through the Marshall Plan (*), the Liberty Ships continued to supply Europe with equipment and wheat. On the return trip they shipped refugees and emigrants to the United States and Canada.

Belgium and France received some Liberty Ships to rebuild their merchant navies. Some owners, such as Aristotle Onassis, built their fortune by buying surplus ships to perform short shipping services before getting into oil transportation.

Today, two Liberty Ships in working condition are kept as memorial ships, the 'Jeremiah O'Brien' in San Francisco and the 'John W. Brown' in Baltimore.

(*) The Marshall Plan, called 'the European recovery programme', was an American project earmarked to help Europe with its reconstruction after the Second World War.

'THE DESIGNER'

Jacques Pansaers, at about eight years old, began model building with a few kit planes, such as Monogram were distributing at the time. He told us that the glue was more expensive than the plastic. He had tubes of glue which were infamous for leaking contents everywhere. This rather precocious youngster used to cut the decals and other decorations provided in the box with scissors before sticking these on the model. The minimum contact with water caused these decorations to slide off and he soon became aware of the correct use of decals. As a result Jacques gained a great deal of experience.



Jacques Pansaers, with his latest creation, a diorama

Much later, friends opened a model-making store. The wife looked after the business as the husband already worked full time. Originally named 'Au Seizième Escadron' (The Home of the 16th Squadron) it became 'Chez Christine', and was known well in Brussels by fans of the genre. Unfortunately, Christine is no longer with us today.

From time to time, Jacques gave a helping hand in the store, and in doing so he immersed himself more and more in this multifaceted world. Rubbing shoulders with wholesalers and importers, he learnt all about the latest innovations, tricks and tips. Eventually he made his own models of tanks in resin.

Incidentally the Verlinden Company used some of his designs to make changes to their versions of these models allowing them to improve their catalogue which left a somewhat bitter taste, but it didn't matter. At the same time Jacques looked after a beautiful collection of model trains in HO scale, another passion of his.

Jacques, who was also interested in full size tanks at this time, took on a voluntary role at the NPO Tank Museum of the Royal Museum of the Army and Military History in Brussels. There, with other enthusiasts of the genre, he restored several vehicles including a Sherman which is now in perfect working order.

Jacques returned to his first love, model ships; usually building in 1:350 scale, but this time he decided to make a large model. His choice was the Liberty Ship from Deans Marine, a ship at 1:96 scale, giving a length of 138 cm!

THE DEANS MARINE KIT

The model marketed by Deans Marine in its standard version is a Liberty Ship, the Robert E Peary; a ship that can also be built as a merchant ship, the City of Ely. Jacques describes the fibreglass hull as a good working base, but there was some work to be done, such as drilling haw holes and scuppers.

The bridge elements are made of wood while the cabins are

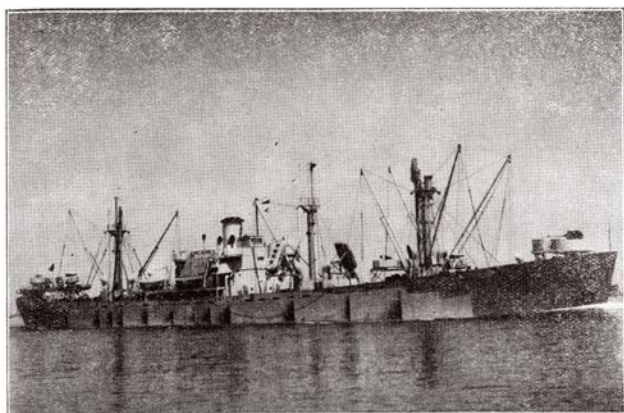
built from pre-printed plastic sheets. However, it was necessary to check the measurements before making any cut as some 'inaccuracies' appear here and there. The other components consist of injection moulded and vacuum formed plastic parts, such as canoes, chimney and air vents. The propeller shaft with its tube, the propeller, the rudder and the blocks for the possible fixing of a motor are all included.

The kit had a construction manual and a plan giving two views of the ship at the scale of the model. These have many coloured photographs to give additional information for the experienced modeller.

If considering a powered sailing model then as the hull is 138 cm long it allows for the easy installation of a complete radio control, as well as various accessories such as; noise maker, smoke generator, lighting, etc. Any batteries must be positioned at the centre of gravity of the hull.

THE BELGIAN UNITY

Being Belgian and a good Belgian besides, it was quite natural for Jacques to build his Liberty Ship as one which flew his national flag. In order to do this he checked his documentation and built up a large file thanks to the Internet. He discovered that there was plenty of information available, such as details and measurements that he could compare with the Deans Marine's scale plan. It was in large part thanks to this research that it was possible for him to model the Belgian Unity as described here.



7. — s.s. Belgian Unity.

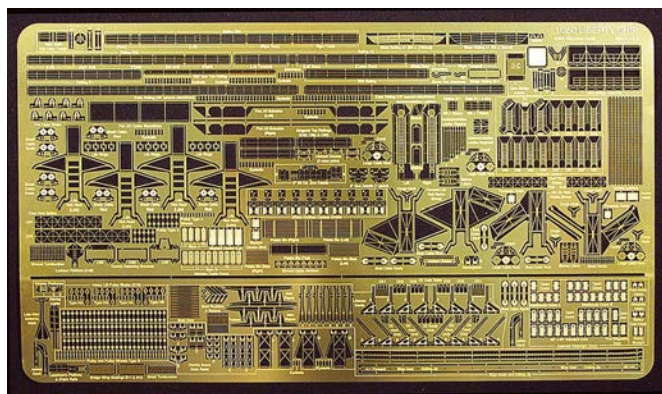
While of poor quality, this shot shows the Belgian Unity photographed in 1947

CONSTRUCTION

The wooden deck provided in the kit was marked with the different cabin locations, but these were not sufficiently accurate. Although he used the deck, he covered it with plastic so that he could mark it accurately. Note that the painting of this material gives a surface that resembles steel, which is not always the case with wood.

To the bulwarks were added a number of personal details which conformed to full sized craft. The kit masts were replaced and, like the originals, a telescopic version was fabricated using brass tubes that slide into one another making them more realistic. The various lanterns, the sailing lights, the lighting in the cabins and the open bridge are functional, which adds a beautiful touch of authenticity. The power switch and power supply battery were located under the rear cabin.

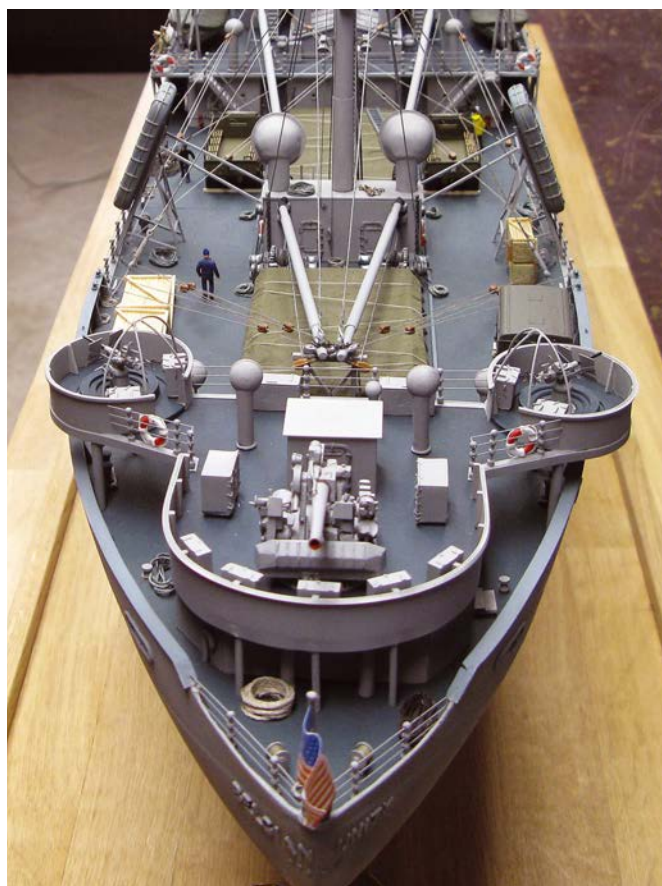
Jacques did not use the deck hardware, the barrels or the pulleys in the kit as these did not have the fineness of detail to satisfy him. He replaced all these pieces with parts from the John R Haynes' company which he sent for by post. On the other hand, the various winches were kept and improved while the mountings of the guns, among other parts, were reproduced in plasticard; always for the



Model ships can often be improved by the use of accessories: figurines, various materials, but also with photo-etched metal parts as shown from the American company, Gold Medal Models

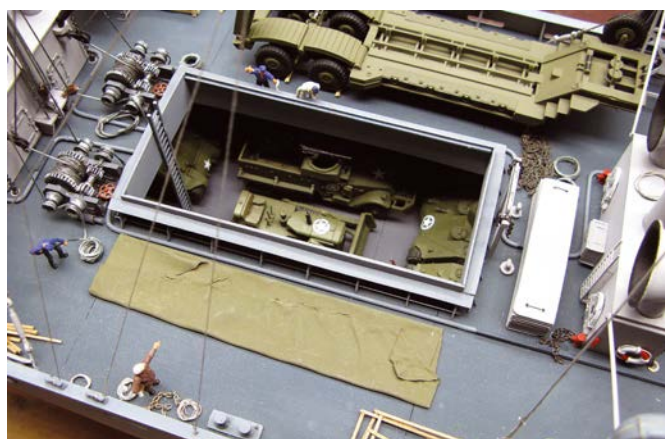
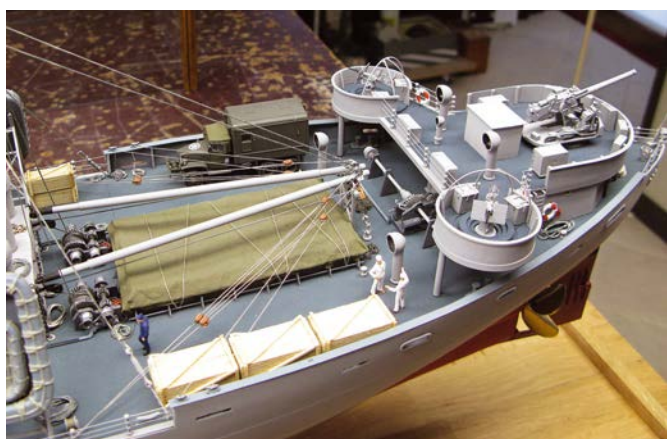
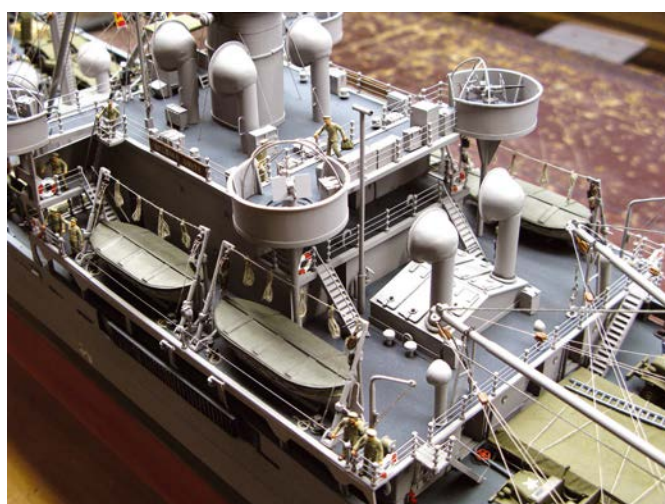
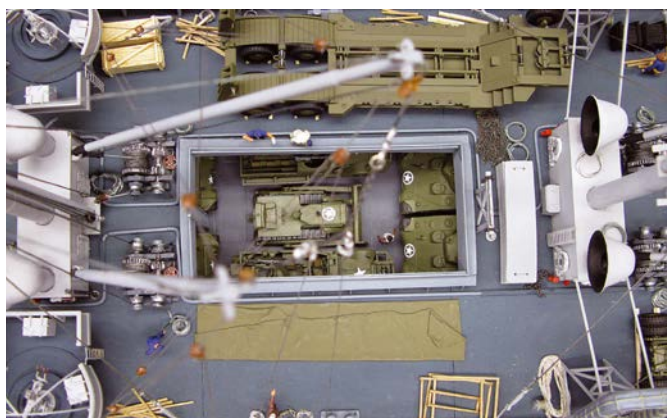
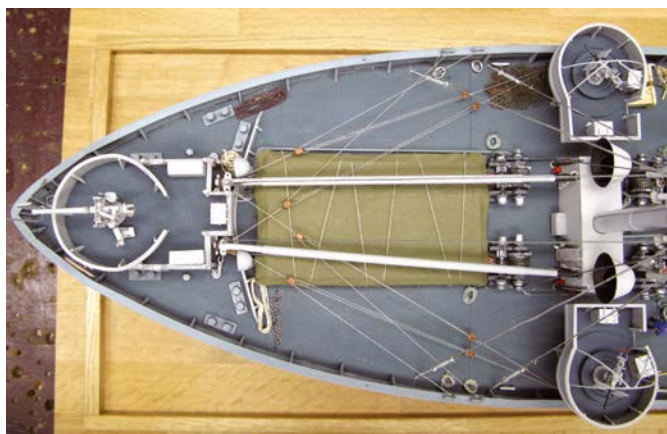


Details of the completed model



sake of accuracy. As for the rescue boats, they came from the aero-naut brand; while the mouths of the air vents were kept the intake tubes were replaced by brass tube.

The shrouds were formed from wire of different diameters. The tarpaulins were made from Japan paper, wetted and coated with diluted white glue. The white metal propeller was replaced by a very beautiful brass version, an accessory bought from Naval Modelling, just like the turnbuckles and some other deck fittings.





The Belgian Unity was complemented by US military equipment: a Pacific tractor with its trailer, GMC, a Dodge, a bulldozer and seven Sherman tanks; everything being supplied from the Rocco brand and then reworked. The ship

was displayed during loading, so the vehicles are stowed but not yet covered with camouflage nets. To this were added boxes of a personal design, as well as a variety of other equipment. Finally, some figurines of the Preiser brand, a model railway company this time, gave additional realism. **MMI**



The completed model is exhibited in the Marine Section of the Royal Museum of the Army and Military History in Brussels

USEFUL INFORMATION

Deans Marine website: www.deansmarine.co.uk/
If you want to view two video clips made by Jacques Pansaers concerning its Belgian Unity, simply log on to You Tube (<http://fr.youtube.com/>) and sign up in the window 'search' the keyword: 'libertyrcmeb'
John R Haynes: www.johnrhaynes.com/
Bad Ship Models: www.badshipmodels.com/
Gold Medal Models: www.goldmm.com/
J & D productions: www.jdproduct.com/
The floating drydock: www.floatingdrydock.com/
Nautilus Models: www.nautilusmodels.com/
Model Shipwright: <http://modelshipwrights.kitmaker.net/>
Photos by Jacques Pansaers

CHARACTERISTICS OF THE ORIGINAL

Length	134,57 m
Width	17.37 m
Displacement	14,500 t
Engine	triple-expansion steam engine
Power	2500 Cv
Speed	11 knots
Crew	45 sailors + 35 gunners

Features of the model

Scale	1:96
Length	138.4 cm
Width	18.5 cm
Weight	16 kg



ABOVE: The civilian version of the Deans Marine Liberty Ship, the City of Ely (Deans Marine photo)

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- ★ Reversed battery protection.
- ★ Size: 73 mm (ex. mounting) x 51 mm x 24 mm.



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

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

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



FR12X (12 amp. 6 to 24 volt) £28.95

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

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Medium speed, 6 to 12V

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

Motor Type 543-12 (Traditional scale)

Very low drain, 6 to 12V

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

Motor Type 365-14 (Small scale)

Very low drain, 6 to 12V

£5.15

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

IMPORTANT

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

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

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

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MOWE 2

A BUILD REVIEW OF AN ATTRACTIVE FISHING BOAT BY AERO-NAUT

AUTHOR: **BARRIE STEVENS**

This wooden boat kit is of a fishing boat seen in and around the North Sea and is very typical of a small inshore craft. The Mowe 2 kit by aero-naut has been available for some time but the Mowe 2 is a re-release using new materials and laser cut parts. The model should attract modellers who like building in wood and is small enough for easy transport to the lake side and for stowage in the home shipyard!

One of the main attractions of this kit is that everything is included apart from the radio control.

THE KIT

As with all kits the first job is to check that you have all the parts. The joint language of the instruction book (German and English) makes this easy as the last page of the instructions shows over 70 of the parts with full descriptions. The kit includes all the laser cut wood parts, aluminium tubes for the masts, boom and exhaust pipe,

electric motor, propshaft with prop, rudder, flag, glue, sandpaper, stand, wooden fittings of winch, wheel, fish boxes, lifebelts and anchor, plus rudder horn and linkage to the servo. All the laser parts are numbered and the quality of laser cutting is good, however, as with all laser cut wood it is advisable to give any surface to be glued a light sanding before applying the glue.



LEFT: All the parts are well packaged

The main sheets with the numbered laser cut parts

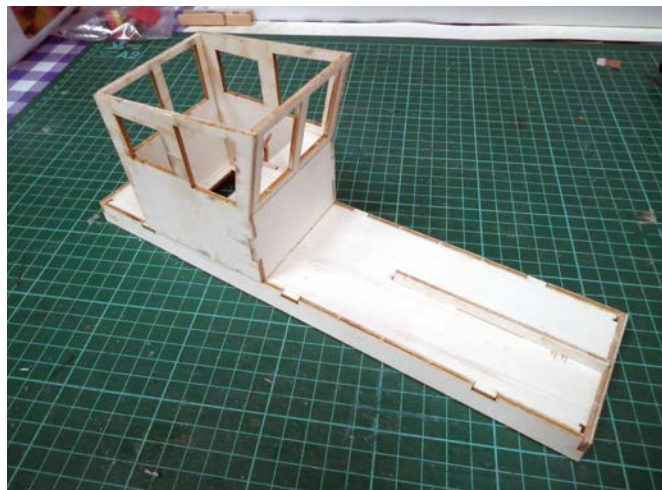


First sea trials proved a success

THE BUILD

As with conventional full size ship building which starts with laying the keel, the Mowe 2 is no exception. The propshaft and rudder tube is inserted during this process and it is an idea to temporarily cover the ends of the tube to prevent ingress of any glue or building material. The bulkheads are then fitted to the sub deck and the motor fitted (a suppressor capacitor is supplied with the motor). After the keel is fitted to the bulkheads the doublers are fixed in position where a good supply of clothing pegs or clamps are a necessity! The skins are now fitted, again using plenty of clamps and building pins to hold in position.

One side of the 0.8 mm side ply skins are covered with a cloth material which should be on the inside, this adds to the strength, the upper two skins are doubled up to increase strength. After the transom, hatch comings and the hand rails are fitted work can commence on the superstructure. I did distract slightly from the build sequence by not fitting the top deck as I wanted to check that the hull was fully waterproof before reducing the access to the hull when the main deck was installed.



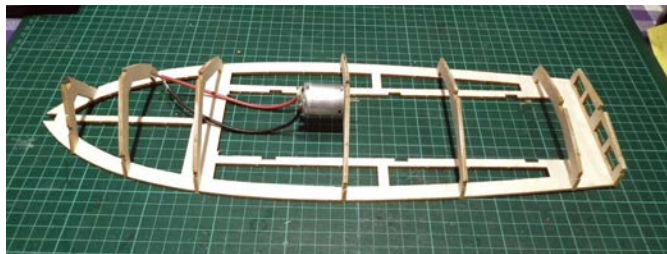
The wheelhouse being assembled



First job is to assemble the keel



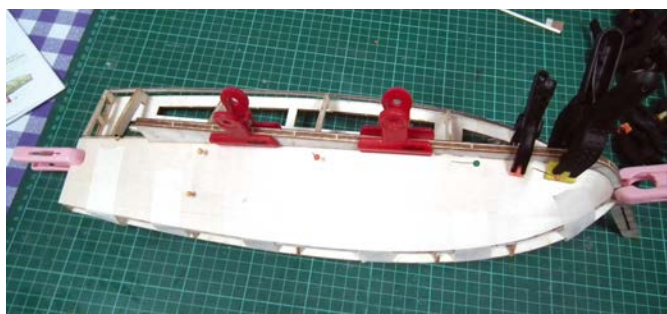
The upper skins clamped in position



Bulkheads fitted on the sub deck and motor in position



Keel fitted to the bulkheads



Fitting the lower skins



The upper skins are doubled up and need plenty of pegs and clamps!



Handrail around the deck edge and rubbing strakes being fitted



Parts of the winch

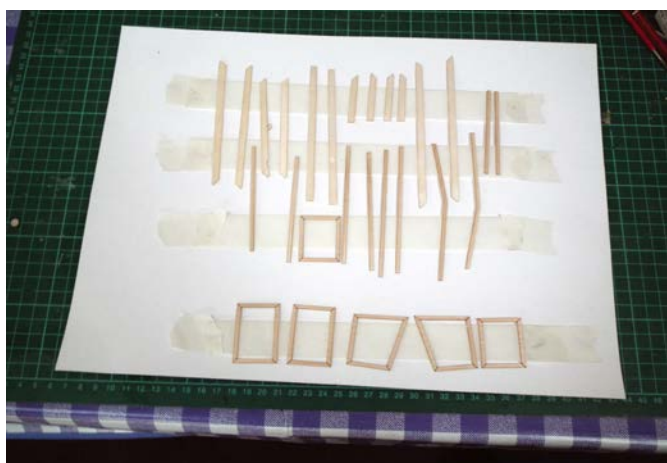
The wheelhouse is simple to construct and as with all the parts fitted together superbly with very little adjustment. Also assembled were the fittings like the ships wheel, winch, anchor and fish boxes along all laser cut.

PAINTING

As the deck, doors and hatch covers are very nicely laser marked to simulate planking the thoughts were to stain/varnish the respective sheets. Being keen to start the staining process I found all my existing tins at the back of the workshop were rather old and the stain solid inside! I did experiment using cold tea but the effect on the light coloured ply was not successful. Mrs S then presented me with a dish of cold coffee to try. After applying and letting this dry it proved to be very successful!

You will notice that around the wheelhouse and windows are narrow strips of ply (which conveniently cover the joints on the wheelhouse) again all these parts are laser cut to size and they were mounted on a sheet using masking tape for spray painting. The hull was spray painted inside and out, first with an undercoat and then the coloured top coat.

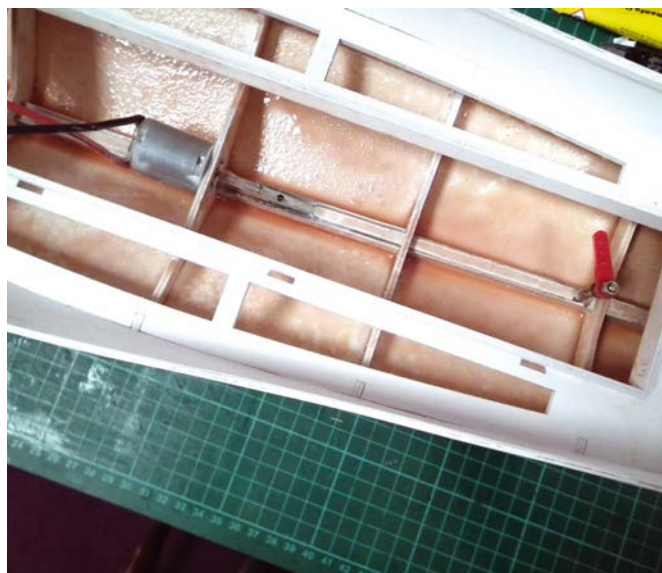
As mentioned in the instructions it is wise to check that the hull is totally waterproof before fitting any other parts. This was a good suggestion as I found a small leak but could not see where it was coming from, hence at this point I applied a coat of polyester resin to the inside of the hull which cured the problem.



Wheelhouse edging strips temporarily mounted on masking tape for painting



Doors in position and other fittings painted



Inside of the hull coated in Polyester resin



Wheelhouse parts painted and fitted

The deck can now be fitted either using the supplied white PVA glue or, as I chose, using clear silicon bathroom sealer with the theory if the deck had to be removed in the future this should be easier. When all painting has been completed the windows can be fitted and the strips around the windows and doors fitted.

FINISHING

The exhaust, flagstaff and the crane can now be built and fitted. The floor inside the hull to mount the radio, battery and servo is now glued in position, and the prop and propshaft fitted. I filled the propshaft with silicon grease to prevent any water running up the inside of the shaft.

FITTING RADIO

There is plenty of room inside for radio, servo, speed controller and battery. A mini servo was used in the review model but a standard servo would just fit and a 2-cell LiPo battery was used. One very useful item included with the kit was a preformed rudder linkage to connect the rudder to the servo. If a 2.4 GHz radio system is used there is no problem with positioning the receiver antenna as it is only about 50 mm long.

ON THE WATER TRIALS

Mowe 2 performs very well on the water with realistic speed and good turns in both directions. She sits well on the water but I feel a little more weight is required as gusts of wind can make her heel over a little too much. The first maiden voyage lasted around 15 mins with no evidence of water inside. As with most models with a single prop steering astern can be very slow to respond.

CONCLUSION

This is an excellent kit and includes everything to create a very attractive model, the quality of the parts are very good and the laser cut parts fit together precisely with an easy to understand assembly book. A very good model, realistically priced for the beginner to our hobby or for the experienced modeller who wants a small, easy to transport and store model. **MMI**



Exhaust and flag pole fitted



Deck fitted and inside floors with radio and batteries installed



DATA BOX

Mowe 2
Order No 309100
Length: 495 mm
Beam: 168 mm
Height: 350 mm
Scale: 1:12
Manufacturer: aero-naut, www.aero-naut.de

Completed Mowe 2 with the crew waiting for the tide to come in!

🇬🇧 GREAT BRITAIN

EARL OF PEMBROKE

PATRICK VISITS THIS RATHER FAMOUS,
WOODEN, THREE MASTED BARQUE

AUTHOR: PATRICK BONIFACE



*Stern details and note
colour scheme of black
and two tone grey*

As the Earl of Pembroke slowly sailed to her berth at the Southampton International Boat Show 2015 you could be mistaken for thinking you had seen the magnificent vessel before. You might think that you had seen her at another major boating event and you could be right but it is far more likely that you would have seen the tall ship in a wide variety of movies and television shows ranging from Moll Flanders, The Count of Monte Cristo, Hornblower, Treasure Island and Alice in Wonderland.

The Earl of Pembroke is replete with history having originally been built in 1945 in Sweden to the designs of her first owner, ship architect and builder, Albert Svenson. For the next few decades she led a productive, if slightly anonymous, existence sailing around the Baltic Sea under the name of Orion. Her role was to carry wood around the region and at the end of her original career she was laid up in Thisted in Denmark. And that could have been it for this glorious ship.



Starboard side looking forward



Looking magnificent at the Southampton Boat Show 2015



Stern starboard side details



Main mast details



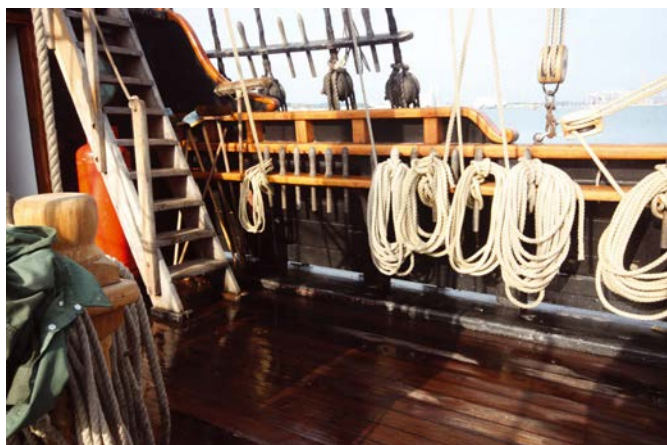
Port side main deck details looking forward



Onboard main deck looking forward

In 1994, however, her fate was changed when she was given a complete restoration and also a repurposing. When the refit was complete the schooner of old had been replaced with a barque rig and had also been transformed to resemble the legendary 18th Century HMB Endeavour. The HMB Endeavour had taken Captain Cook around the world and discovered, amongst other locations, Australia. So why is she called Earl of Pembroke? Simply put it was one of the previous names of the ship that was eventually called HMB Endeavour.

Earl of Pembroke's career, post refit, has been filled with glamour having played host to a wide variety of film and television stars with major productions such as *The Cloud Atlas* and most recently in the adaptation of the classic *Wuthering Heights*. Being 70 years old, however, the vessel was, a few years ago, starting to show her age and another full restoration was put in place that saw her entire hull re-caulked and a number of her masts replaced with brand new timbers.



Port side main deck details looking aft



Poop deck looking aft



Poop deck details



Stern of poop deck

The work on Earl of Pembroke was carried out by a team of specialist restorers at T. Nielson and Company and a whole host of other organisations. Now the tall ship is, once again, ready and able to take starring roles in movies and will appear in the Hollywood blockbuster *Alice Through the Looking Glass*. **MMI**



Main deck viewed from poop deck above



Ship's wheel



Fixtures and fittings around base of main mast



Starboard side main deck looking forward



Front of cabin details

WATERLINES

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

THE POST-WAR ROYAL AUSTRALIAN NAVY (PART 2): THIS MONTH WE CONCLUDE OUR LOOK AT THE ROYAL AUSTRALIAN NAVY WITH FRIGATES, SUBMARINES AND A SELECTION OF AUXILIARIES PLUS A CONTINUATION OF THE GUIDE AS TO THE AVAILABILITY OF RELEVANT 1/1200-1250 WATERLINE MODELS

FRIGATES

Ending the war with eight River class (ASW) and four Bay class (similar but configured for AA) vessels these were gradually taken out of service during the early 1960s with some transferred to new auxiliary roles such as survey and surviving into the early 1970s. HMAS Diamantina (River class) is preserved in Brisbane: she was damaged in the 2013 floods but is now open again; check out www.maritimemuseum.com.au/exhibitions/vessels/diamantina.

The first new builds also to be known as the River class were based on the RN's Type 12 design (Rothesay class). HMASs Parramatta and Yarra were commissioned in July 1961 differing from their RN counterparts by dint of the huge aerial for a Dutch air warning radar. Whilst in service Sea Cat replaced a 40 mm gun and Ikara one of the Mk 10 Limbo ASW mortars; the pair served until 1991 and 1985 respectively. A second pair HMASs Derwent and



HMAS Parramatta as modernised circa 1981 (RAN)



HMAS Derwent with new style pennant number 49 which was carried from 1969



HMAS Swan as completed in 1970



HMAS Adelaide, the first of eventually six Oliver Hazard Perry class frigates, was commissioned in 1980

Stuart commissioned in 1963/64 and differed in that the deck aft was only cut down to starboard where a Variable Depth Sonar was installed. It seems that Sea Cat and Ikara were fitted at the outset although the VDS was removed in the early 1970s. By 1985 both had been modernised significantly altering their appearance and affording another decade of service.

The final pair of frigates to an RN design, this time the Leander class, was HMASs Swan and Torrens commissioned in 1970/71. Unlike the RN vessels no helicopter was carried and the space aft utilised for a Limbo mortar and an Ikara launcher. Neither vessel was modernised to any extent serving until the mid-1990s. Going back to 1974 it had been decided to procure two (eventually six) missile frigates (FFG) of the American Oliver Hazard Perry design. The first four were built by Todds of Seattle entering service in 1980 (HMAS Adelaide), 1981 (HMAS Canberra), 1983 (HMAS Sydney) and 1984 (HMAS Darwin); the final pair – HMASs Melbourne and Newcastle – were built in Australia and commissioned in 1992 by which time the first three had been lengthened by 9 ft to allow for a new helicopter (Sikorsky S-70B2). The last four to be built were modernised between 2004 and 2009 and remain in service, although HMAS Sydney (decommissioned 2014) is confined to alongside harbour service at Fleet Base East (Sydney).

In 1989 a contract was awarded for the local construction of eight new frigates of the German MEKO 200 (modular) design similar to



HMAS Anzac (MEKO 200 ANZ type) entered service in 1996



MEKO HMAS Parramatta as completed (2003) and HMAS Newcastle the final OHP (1993)

those that were built for Portugal; the RNZN had an option for up to four but eventually settled on two. Designated FFHs, the first RAN vessel – HMAS Anzac – was laid down in 1993 and entered service in 1996. The programme continued at a steady pace with the final ship HMAS Perth completed in 2006. Beginning in 2010 the class are being modernised, the most visible change being a substantial new amidships mast for a fixed array radar. Thoughts are now turning to their eventual replacement with Australian industry desperately needing the boost that this would bring. The RAN also operates a substantial force of large patrol boats, which range out far beyond the EEZ. Their replacements are also under consideration and are expected to be what any other navy would call corvettes.



HMAS Anzac as recently modernised with a fixed array radar

SUBMARINES

The very first submarines to be operated by the RAN were AE1 and AE2 in 1914 and then there were six Js in 1919-22 and two Os in late 1920s. There was also an RN submarine squadron based in Sydney until the 1960s, operating As and Ts. The first post-war submarines to be operated by the RAN were six Oberon



One of six Collins class completed between 1996 and 2003



HMAS Success entered service in 1986

Class (number of vessels)	Notes	(Potential) 1/1200-1250 Models
River class (2)	HMASs Parramatta & Yarra	Skytrex TT1047/48, Wiking
modified design (2)	HMASs Derwent & Stuart	As above
further modified design (2)	HMASs Swan & Torrens	None but maybe start with a Leander
Oliver Hazard Perry class (6)	4 modernised, other 2 disposed of 2005 and 2011	HMAS Adelaide Argos 50/01 (as in 1980), HMAS Sydney Argos 50/03 (2003), HMAS Newcastle Argos 55 (2012) generic OHPs Delphin, Trident,
Anzac (MEKO) class (8)	Entered service 1996 - 2006	HMAS Anzac Argos 54 (1996), HMAS Perth Argos 54a (2012)



Stern details on HMAS Westralia to help with that modelling conversion from RFA Appleleaf



HMAS Sirius is a converted mercantile tanker built in Korea (RAN)

class diesel electrics which entered service in 1967-69; two of these have survived as museum ships namely HMAS Ovens and Onslow (decommissioned in 1995 and 1999 respectively). The above waterline section and control room of HMAS Otway are also preserved at Holbrook, an inland NSW town renamed in 1915 after the hero of B-11 (see www.holbrooksubmarinemuseum.com).

The O boats were replaced by the Swedish designed/largely Australian built Collins class (Kochums type 471) which entered service progressively between 1996 and 2003. In April 2016 it was announced that these would be replaced by twelve boats of a French design.

SOME AUXILIARIES

In August 1962 the RAN took possession of the RFA Tide Austral, a ship that had been completed for Australia in 1955 but loaned back to the British. In September she was re-named HMAS Supply. She went on to serve until 1985 being replaced by HMAS Success



HMAS Choules is the former British RFA Largs Bay (RAN)



HMAS Tobruk displaying lots of deck detail for the modeller (RAN)

built in Australia to the French Durance design. In 1989 the former RFA Appleleaf, with a small helicopter deck added, became HMAS Westralia serving until 2006. In 2004 the mercantile tanker Delos was bought; following modifications she was commissioned as HMAS Sirius 2006. When the latter and HMAS Success were being refitted in 2013-14 the Spanish AOR Cantabria was chartered and, with tenders out to replace HMAS Success, procurement of two of the Cantabria type is a possibility, although a South Korean design is also under consideration.

Also of interest is the heavy landing ship HMAS Tobruk, this ship being a modified Sir Bedivere class LSL which entered service back in 1981 replacing HMAS Sydney in her transport role. In 1992 the RAN bought two 20 year old ex USN Newport class landing ships; these were almost rebuilt but taken out of service in 2011 due to severe corrosion.

Finally, we have the dock landing ship HMAS Choules which in a former life was the RFA Largs Bay acquired in 2011 after a mere six years' service with the RFA. Finally and unique to the RAN is HMAS Jervis Bay – the first wave piercing large catamaran in naval service.

For further reading at least up until 1988, Australian & New Zealand Warships since 1946 by Ross Gillett is recommended. Otherwise the only non-online references seem to be Janes Fighting Ships, Combat Fleets of the World or the magazine 'Australian Warship'

(www.topmill.com.au). **MMI**

Class (number of vessels)	Notes	(Potential) 1/1200-1250 Models
Oberon class (6) submarines	Served late 1960s – 1990s	Trident T1722, Fleetline, Skytrex Triton, Mountford
Collins class (6) submarines	Entered service 1996 - 2003	none
HMAS Tobruk	modified RFA Sir Bedivere class	Fleetline, Skytrex Triton
HMAS Supply	ex RFA Tide Austral	Oceanic
HMAS Success	French Durance design	Sirene
HMAS Success replacement	Possibly Cantabria type	Loftines – Spanish version
HMAS Westralia	ex RFA Appleleaf	Skytrex Triton
HMAS Choules	ex RFA Largs Bay	Albatros, Mountford
HMAS Acute & Aware	Patrol boats	Sirene 24 and 24a
Ton class minesweeper (6)	Minesweeper	Triang, Skytrex Triton, MBM

Other Vessels (selective)

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Designer: Francis MacNaughton
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Beam: 10cm
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Scale: 1:96
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IN PRAISE OF LITTLE BOATS

REMEMBERING THE HELP OF FRIENDS

AUTHOR: NEV WADE

IN THE BEGINNING

I started model boat building when I was about fifty-six years old. As will have been the case with many of you, I went to my local pond (in Sheffield), and asked those who were already sailing their boats there, about the hobby and how to start it. It was my immense good fortune to find some old timers, twenty years or so my seniors, who were exceptional in their intelligence, flair and experience. It was them who guided my first steps, and their take on model boats has been the yardstick by which I still judge the hobby, and all involved in it.

They recommended the 'Fairwind' to me, as a good starter yacht,

and then let me get on with it, only answering questions as I came up with them. When it was obvious that sailing, as opposed to powered boats, was going to be my direction of travel, they then opened up to me the world of scratch building, and plans.

Among the lovely boats that they had, and had built, were two small yachts, both owned and built by a man called Bob Wardropper, and they were the early objects of my attention, as the next projects, after the 'Fairwind'. Little did I know then that these boats would still be with me today, in regular use, and a perfect foil to what became my particular branch of model boat building, making models of square-rigged sailing ships.

My mentors, at the pond in Millhouses Park, Sheffield, in July 2007. Bob is second from the right. Over their modelling careers, they had embraced many fashions; this was their 'Footy Phase'



A BUILDER AND HIS BOATS

Bob came originally from the north-east, South Shields, I think. He started with models as a child, sailing lolly sticks, with twigs as masts, and leaves as sails. In his time he built everything, from his own steam locomotives to submarines, and from yachts to square-riggers. After he'd seen my efforts with the 'Fairwind', he gave me three sheets of A4 paper. One had the side elevation and cross section of a yacht, one the general arrangement of the same vessel, and the third, the internal arrangement of her. She was the 'Sheila 2nd', a yawl designed by Albert Strange in 1911. Her main claim to fame, as far as I know, is that she was sailed from the UK to New Zealand, single handed, by Adrian Hayter, after WW2. He wrote the story of the voyage in his book, 'Sheila in the Wind'. Bob had a lovely model of her, called, 'Betty', after his wife.

He also had a small gaff cutter, called 'Emanuel'. The original boat was built in 1928, by Andrew Anderson & Son, in Penarth, and she was, if anything, even more attractive than 'Betty'. Bob had used all his tricks on her, taking old furniture, and making from it strip wood for everything from planks to cabin panels. He made his own blocks, and had lovely brass portholes. She was a work of art!

A SEED PLANTED

The gift of the drawings for the yawl implied a challenge, and I took it up immediately, greatly desiring my own version of this

unusual boat. As you'll see from the pictures, I did build it, using plank on frame techniques, around the frames from Bob's drawing, which I had had enlarged, to make a small boat, of the same size as Bob's. 'Bonny Lad', for such she is named, after Bob, is 710 mm from bow to stern (not including the bumpkin, the 'bowsprit' at the stern).

As you will, with your first scratch built boat, I learned a lot! Initially, she had a 7.2 V battery, a motor and driveshaft big enough to drive a sizeable scale Hull trawler and a speed controller, as well as a sail arm for the sails, and the vital rudder servo. With lead



Bob, giving the thumbs up to my first scratch-built boat, 'Bonny Lad' (see text)



Adrian Hayter's 'Sheila 2nd', original for 'Betty', and 'Bonny Lad'



I'm no yacht expert, but I think this is a 'spoon' stern. 'Bonny Lad' during building



'Bonny Lad' racing with 'Betty'. I was so proud to be able to sail with someone like Bob



Originally, 'Bonny Lad' had a cockpit, and a propeller (see text)



'Bonny Lad' on the water. Since then, she's had a paint job in the same colours, looks the same, and sails just as well



Not difficult to see who the master builder between Bob and I was

chips resined into the bottom of the hull, the interior was complete. I built her with a huge hatch opening, to give good access, and then constructed a combined cabin and cockpit, to fill in the hole in the deck, and finish off the hull.

The maiden sail wasn't a complete disaster but, with all that weight aboard and most of it high up in the hull, when she rolled she had to think for quite a while about rolling back the other way before actually doing it! She also took on a copious amount of water through the huge hatch opening.

This is not the time, or place, to take you through all the ins and outs of the next several weeks, suffice it to say that I put in a smaller battery, took out motor, driveshaft and propeller, likewise the speed controller, and replaced their weight with more lead chips, as low down as possible! I've never put a motor in a sailing vessel since, as there is always wind to use, if you keep your wits about you.

I put in a lot of effort to keep out the water, including doing away with the cockpit, and using duct tape to seal what amount to 'inner' hatch covers, under the cabin. Some of my mentors fitted their on/off switches above deck, and had charging points sticking out of the deck, to which they attached their charger leads via crocodile clips. All that looked like good stuff to me, so I adapted 'Bonny Lad' similarly, and then went back on the water.

I was delighted! You will all know the moment, the first time you built something that really worked. I shall not forget it. The real boat, 'Sheila 2nd' was a very hardy craft. If you read Hayter's book,

you'll be made aware of how much she looked after him, also about her sailing characteristics, how he could sleep leaving her to sail herself, if she could be left 'reaching' across the wind, but how he had to steer her for hours at a time if she had to be sailed downwind with that mizzen sail at the stern, pushing her about, making her yaw about her course.

It is just the same with 'Bonny Lad'. When one of my fellow sailors in Sheffield (not one of my mentors, I hasten to add) 'borrowed' a sail of her, he handed her straight back, saying she was uncontrollable downwind!

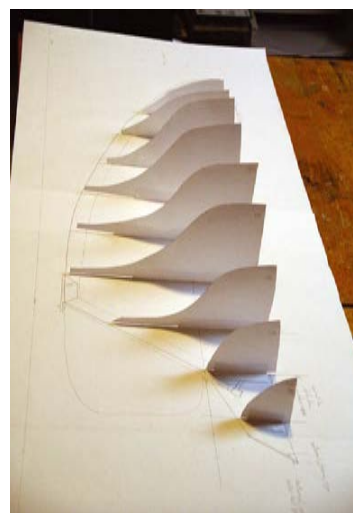
So, in the summer of 2005, I had the use of my two yachts, the simple, easy sailing 'Fairwind', and the characterful 'Bonny Lad'. It confirmed me in the thought that I'd chosen a good hobby, and my wonderful 'Old Boys' became ever better company as I got to know them well. It was only a matter of time before I moved on to the next logical step.

A WANDERING EYE

I've mentioned Bob's beautiful gaff cutter, well it wasn't long after ironing out 'Bonny Lads' teething troubles that I began to cast longing eyes on 'Emanuel', in the hope that Bob had some plans for her too. In the event he didn't, so I suffered a setback. As the summer wore on, an idea began to form. Remember that I was new to our hobby, so what seems obvious to me now wasn't so then.



The small pond in Millhouses Park. 'Facsimile', drifting on a peaceful autumn morning



In order to convince myself that I was on the right track when taking the lines off 'Emanuel', I cut out paper frames for 'Facsimile' and stuck them onto the side elevation to see if they looked OK before I cut the frames out of wood (see text)

I was trying to think of ways of making a copy of a boat, without the plans. Eventually it came to me, do a kind of freehand drawing of the side elevation, full size for the model, then use a profile gauge, at predetermined points on the hull, to create the cross sections. The idea had no sooner arrived, that I had borrowed 'Emanuel', to measure and to take pictures. He never said so, but it was my distinct impression that this development pleased Bob no end, he could watch how the apprentice did!

It all went well. I was able to make the freehand drawing of the side elevation without too much trouble, and a simple tile cutting profile gauge did the job of taking the cross sections. It was amply big



The simple framing of 'Facsimile', I hadn't yet heard of building boards!



Gaff cutter, 'Facsimile' on the water

enough for the job on a boat that was only 600 mm from bow to stern (excluding the bowsprit). Having generated the drawings, I made some paper half frames, and stuck them onto the side elevation, just to see if it looked right. It did, so I carried on, and made all the frames in plywood. I hadn't yet understood the techniques of building upside down, on a building board, so, for the second, and last time, built this boat on a Billings building slip.

The building, hatch making and waterproofing all benefitted from the lessons learned with 'Bonny Lad', but for control of the sails I availed myself of the methods used by Bob on 'Emanuel'. He used a multiplying pulley system, to give more movement to the mainsail, than to the jibs, and I made a straight copy. Imitation is the sincerest form of flattery! I've used this kind of technique since, on every square-rigger I've built.

This boat, called, perhaps for obvious reasons, 'Facsimile', is a pleasure on the water. She sets a lot of sail for a small boat, so she is only good for quiet days but, when the conditions are right, she is really pretty on the water. Her only fault, from the point of view of my created drawing, is that I have the hull a little too full towards the stern, so you'll see that 'Emanuel' is the more elegant in terms of hull lines.

AFTERMATH

After these two boats, I turned my attention to my interest from childhood, large iron and steel sailing ships, the windjammers, and yachts faded somewhat from my attention. 'Bonny Lad' and 'Facsimile' continued to sail, however, and it became apparent that, if I wanted to sail two boats on a particular day, I couldn't fit two



'Emanuel' and 'Facsimile'. Once more, craftsman and apprentice are apparent



Little boats, with a nice breeze in the sunshine. Days to cherish, now that my friends are gone

square-riggers in the car, so a sailing ship and a yacht came to be loaded up. I would sail the yacht for forty-five minutes, and then the square-rigger for the rest of the session.

It is like that to this day. The two little boats have prospered, on their original pond, a small one in Millhouses Park in Sheffield; on the lake in the Pavilion Gardens, in Buxton, and even on the large lake, by the North Sea, in Tynemouth. I now live in the north-east, and the Tynemouth lake is my local pond, and regular venue. I have to be careful when I sail the little yachts, because the big, open lake at Tynemouth can build big waves, but it's still a pleasure to see them do their stuff, and I suspect that when I get older, their small size will be a boon long after the big sailing ship models have proved too big to carry!

Sadly, my mentors from Sheffield days are now all dead, but I still often think about them, and their memory is reinforced by the sight of these models, in whose development they played such a part, sailing gaily on a bright day by the North Sea. I'd like to think that they would have been pleased by the travels of the little boats too, as everywhere they've been they have been admired, and also copied over again by fellow modellers. **MMI**

FURTHER READING

If you'd like to see a little more of my mentors, and their boats, see two articles in past MMIs.

Bob: 'The Spark', MMI, March 2009

Ken: 'Onker Barquentine', MMI, July 2009

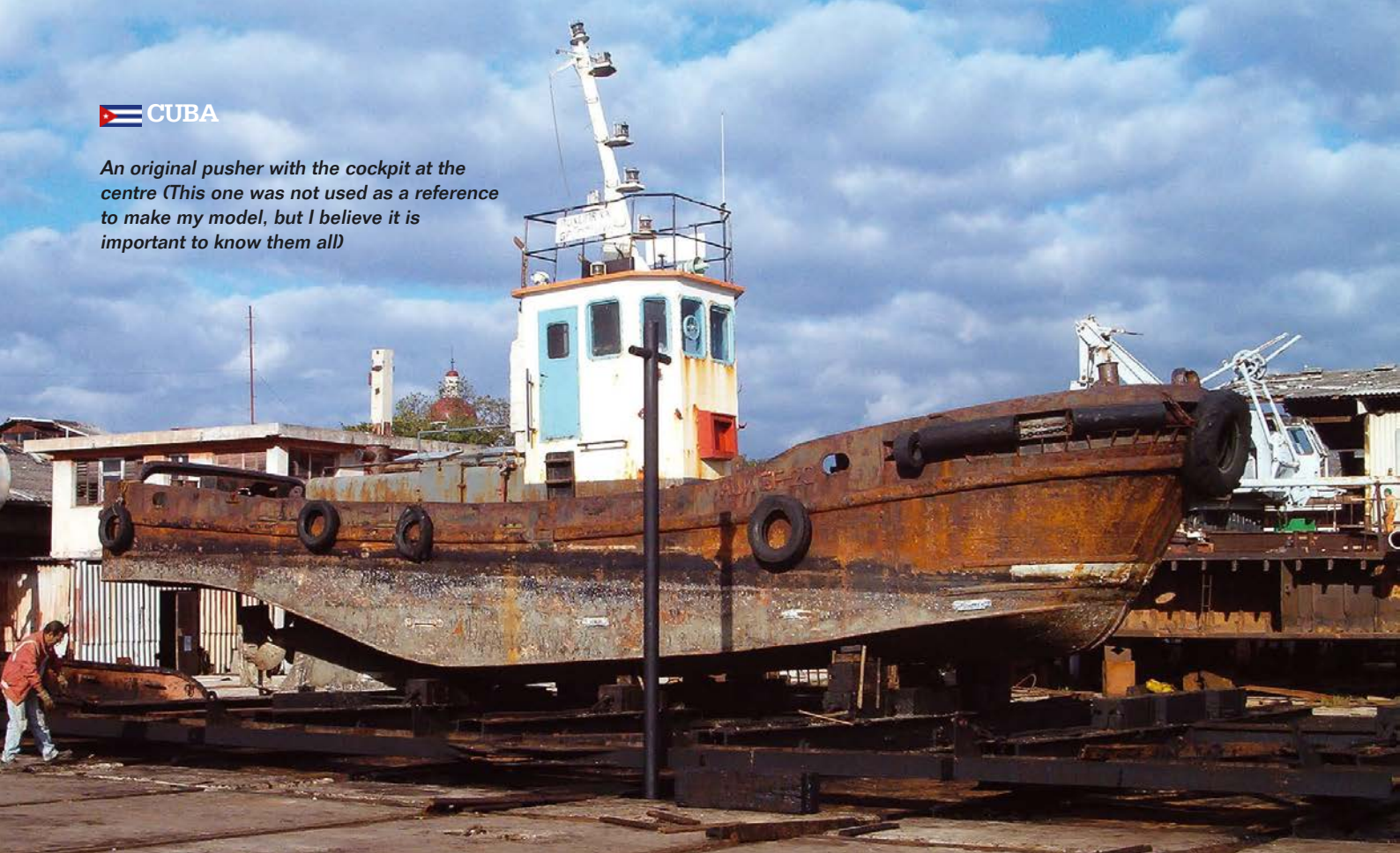
Adrian Hayter's book about the voyage of 'Sheila 2nd' is called, 'Sheila in the Wind', pub. by Hodder & Stoughton in 1959

Recent information about the originals of both these boats can be found on the following websites:

'Sheila 2nd' www.albertstrange.org (Search 'Sheila').

'Emanuel' www.yacht-emanuel.co.uk

An original pusher with the cockpit at the centre (This one was not used as a reference to make my model, but I believe it is important to know them all)



PUSHER TO THE RESCUE

HOW A MODEL WAS DESIGNED AND BUILT TO RESCUE OTHER MODEL BOATS IN DIFFICULTY

AUTHOR: ISRAEL WILFREDO DÍAZ GÓMEZ 'WILDY'

THE CHOICE OF CRAFT

The lack of a means to recover and/or bring back to the shore a model with navigation problems was the main reason that I built a rescue boat capable of dealing with those situations. Even if my first model had never let me down, there is always the possibility of mishaps such as a faulty contact or a glitch of some kind, and given that forewarned is forearmed, I thought of making a pusher.

A friend had provided me with the blueprint of a pusher published in a foreign model-making magazine, but I wanted to make something more similar to a Cuban model. My colleague Luís

Vladimir Torres Hernández's help proved to be very important for the undertaking of this project, since he had worked in Havana's Regla Shipyards, where some of these vessels are based. We agreed on a visit to the premises and I was allowed to take pictures of several pushers which had been dry-docked for repairs.

I used the pictures as reference to make my own drawings of the deck, a project based on putting together what I believed were the most attractive features of the models that I had seen, trying all the time to keep it simple to facilitate its construction and operation.



Pusher at a shipyard in Havana (full size)

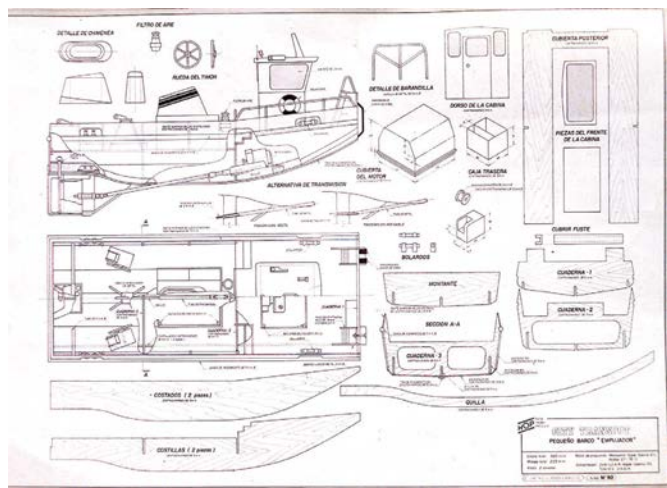


View of the stern and the propeller of a pusher (full size). These pictures were taken as a reference to make the model

RECYCLED MATERIALS

Just like my yacht Pilar, this model would have a Russian 12 V car fan, but unlike the formers (which is directly coupled to the axis of the propeller) this one had a 3:1 reduction to drive the 50 mm propeller, my idea to make it stronger rather than faster. Vladimir had made the reduction mechanism for Pilar, but in it I had used the direct coupling instead, and he also helped me to make the universal joint, the axis and framework of the propeller, and the blade of the rudder.

The plywood for the keel and the ribs came from the packing cases of a model train donated by my British friend Peter Smith to the Cuban Railroad Museum and which a farsighted Vladimir had kept. I lined up the hull with a number of 2 mm thick, rectangular, pinewood panels. Making it was relatively easy.



Plan of the model used as a reference to make the pusher



The frames and side panels



A view of the planked underside



The propeller, shaft and rudder

Inside I put on a generous coat of sawdust mixed with white glue before I painted it with white enamel, both to guarantee waterproofing and make it easier to see any part encased in the hull. I applied a sealant and then painted the outside surface of the model black. I made a detachable deck fixed by 4 screws (one on each end) and a flange to prevent water from coming in. The cockpit is also detachable to make the switch accessible.

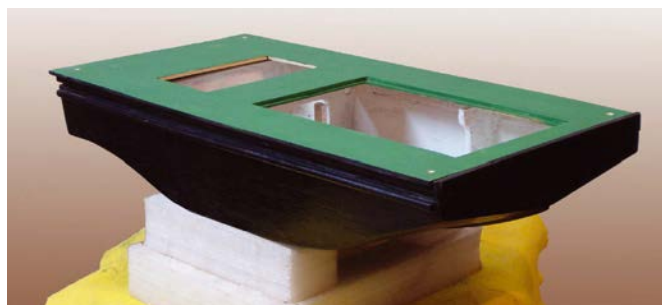
The construction stage was not too complicated. I used the plans from the Spanish magazine and the pictures I had used to give my pusher a definite shape. I used white glue, epoxy resin and cyanoacrylate as adhesives.

ELECTRONIC COMPONENTS

I used an engine and a rudder activating two-channel radio. In order to feed the engine speed control, I prepared a box for AA batteries and adapted another connector to use other types of batteries. Two LEDs, one red and one green, imitate the sidelights, independently fed by two 1.5 V batteries and a separate switch. Finally, I attached a piece of rubber to the bow from the sole of an old slipper to absorb any impact caused by handling.



The motor and gearbox



The deck in place



Main superstructure fitted



Completed model



Internal view of radio and drive components

TESTING THE MODEL

I carried out the first test of my model's seaworthiness in the swimming pool of the Sevilla Hotel, using neither a radio nor a speed-controlling device, but only the battery directly connected to the engine. It was effective however, and pushed to the shore a string model brought by Vladimir, who was there with me together with another friend, Bebo, who had brought his own models.

The second test took place in a tourist resort of Sancti Spiritus province called Lagos de Mayajigua. By then I already had a two-channel radio, also thanks to my friend Peter Smith, but only one model. I tested for effectiveness by having the pusher bring a coconut to the shore. At first I found it hard to lock onto the vessel, but in the end I managed to drive it as I wanted.

RECOVERING THE PUSHER

Nonetheless, the third time I sailed my pusher it was in a reservoir on the outskirts of Havana, and a faulty contact occurred that kept the vessel from responding to the remote control and left it at the mercy of the wind that took it so far from the shore that I lost sight of it. I had to borrow an inner tube from some anglers I saw nearby and used my arms to paddle far into the reservoir to find my pusher, a difficult task because it was hard to discern its black hull, green deck and white cockpit against the lush greenery on the shores and all the flotsam and jetsam on the water.

My search was actually a bold thing to do, since most of the shoreline was covered by water hyacinth, an invasive aquatic plant commonly known in Cuba as malangueta, which prevents you from swimming or walking through it with its underwater hanging roots. I found out later that some people who tried had become entangled in them and drowned.

In the end I found my model in the deepest corner of the reservoir and recovered it, not without paying close attention to the malanguetas. Paddling against the wind and staying clear of the said dangerous plants on the shores took me around two hours. I was exhausted, and decided to not sail my model for some time. As a precaution against future problems, I made a new deck without a cockpit and painted it red, and used two bicycle spokes as flagpoles to better operate the pusher from a distance.

THE RETURN OF THE PUSHER

Problems were common when models were operated in the reservoir of the National Zoo, and recovering them usually entailed swimming or using an inner tube, therefore, I always checked and fixed all the connections before using it. I decided to operate my pusher, made of a type so unfamiliar to most other model owners that they were curious as soon as they saw it and amazed when they witnessed its effectiveness, to help bring back to the shore a speedboat that stopped moving in the middle of the reservoir. The experience showed me that the best thing to do when a model starts failing is act quickly and go to its rescue at once.

While my rescue pusher is hardly a match for airboats and speedboats in terms of speed and beauty, the model has earned everybody's appreciation and respect to the point of being awarded for its services and prodding other model makers to make one of their own. **MMI**



How it was done, Yunier using an inner tube to recover a model



Sailing in Lagos de Mayajigua, Sancti Spiritus



Pushing a coconut



Pusher to the rescue. Reservoir of the National Zoo. A pusher with a red deck and no cockpit

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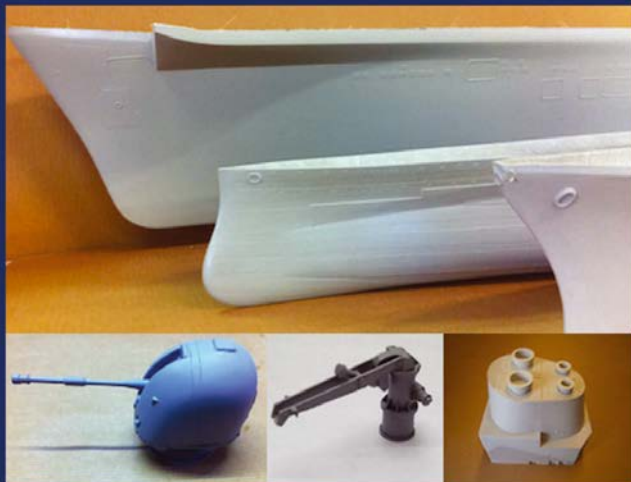
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SUPER LUXURY YACHT 'A'

DAVID HEAP UNDERTAKES THE SCRATCH BUILD OF A VERY MODERN 'GIN PALACE'

AUTHOR: DAVID HEAPS



The Super Luxury Yacht

When I first saw a picture of this luxury yacht, I was struck by how strange she looked. However, she looked completely original and striking. I also realised that to make a model of this boat would be very difficult. Now, after three months designing building and finishing her, I think she was worth all the effort. She is incredibly impressive and in a way, very beautiful, particularly at speed.

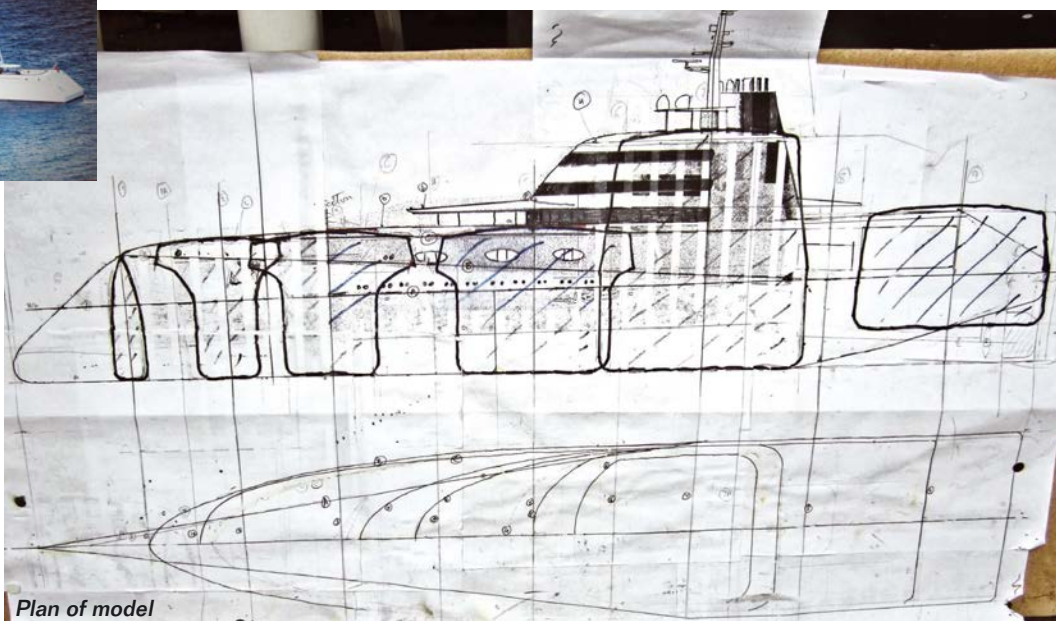
I searched for a good side-on photograph of the boat in order to make a suitable set of plans. I scanned the photo on my computer and then printed it out on several sheets to give me a side elevation to the size I wanted. As my printer takes A4 paper, I had to print several sheets both along its length and over its depth. After these were glued together to give me a side elevation (above water level only), I set about calculating the necessary draft and beam to make a 'pond worthy' model. This drawing is very crude, but contains all the necessary elevation details, to enable me to produce a plan and the cross sections.



LEFT: The Luxury Yacht 'A'

THE ORIGINAL YACHT

The super yacht 'A' was built for a Mr Andrei Melnichenko by Blohm and Voss of Germany and launched in 2008. She is 119 m long, about 19 m in the beam and has a draft of some 5 m. She has a speed of some 23 knots and is powered by two 6035 hp MAN RK 280 diesels. She has seven cabins and a crew of 42.

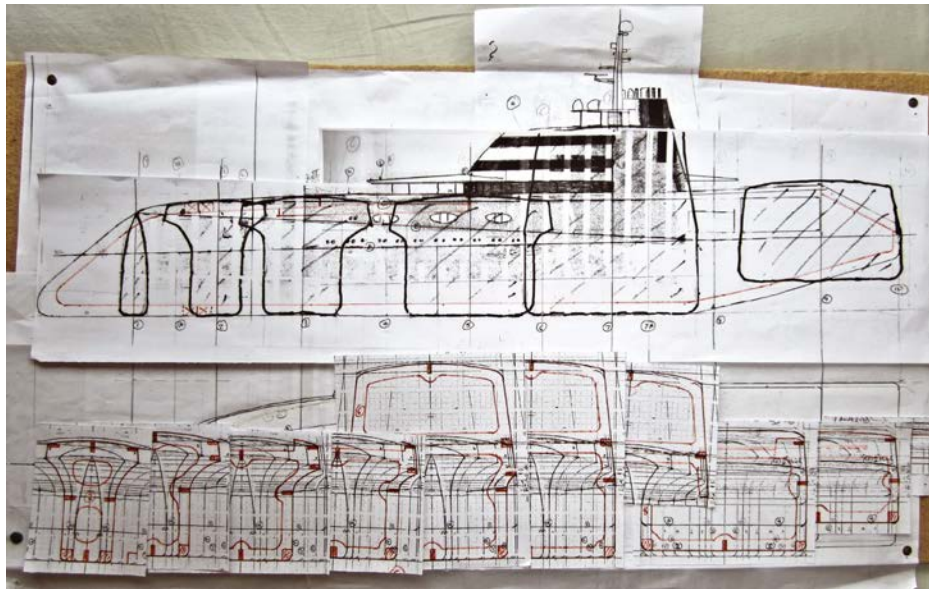


Plan of model

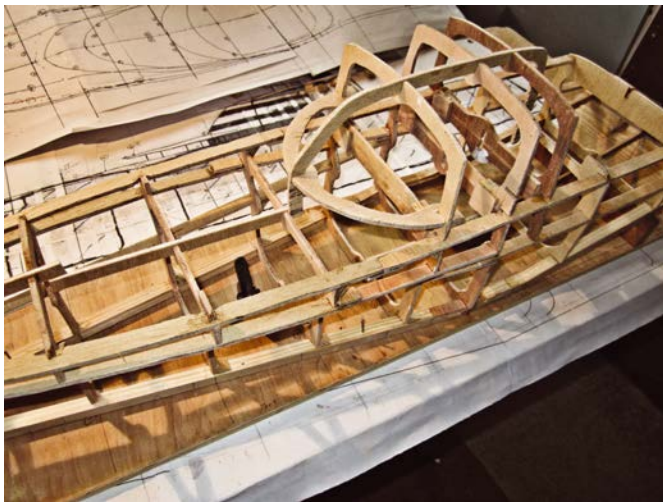
STARTING THE HULL

From the side elevation, plan and photographs, I set about designing the frames both vertical and horizontal. The photo shows the frames laid out on the drawing. The quickest and most accurate way of marking out these complex shapes onto the ply, is to scan them and print out copies of each frame member. You can then cut the paper out and glue them to the ply. I use an office type glue to stick the paper to the ply and if you cut them out soon after having glued them, the paper pulls off the ply easily. This method applies equally to the vertical rib members and the horizontal formers.

Having cut out the frame members, comes the job of assembling and gluing them to form the skeleton of the boat. The frame is very complex so to ensure



Plan with sections



Rear of hull framework



Forward of hull framework

we get a straight and true frame we must start with a solid base board onto which we mark the keel, the plan of the outer frame and the positions of the cross section frames. The pictures show the assembled frame and that the keel was clamped to blocks along its length. You will notice that the framing to the superstructure is included in this construction. These will be cut free later.

The next stage is to cover the frame and make the hull watertight. Before we release the frame from the board, it is advisable to glue small 10 mm gussets to about half of the frame joints. Leave the frame for a day or so to ensure all the glue joints are set, and then release it from the base board. To cover the frame, we start by scanning the shape of the bottom of the boat and cutting it out of 1 mm ply. This has a simple, mainly flat shape. Turn the frame upside down and glue it to the frame, clamping it to the frame around the sides.

COVERING THE FRAMES

Covering the sides is a little more complicated but is made easier by using the sides of cornflake packs. Stick two or three packet sides together so that the piece is long enough to cover the whole side. Clamp the card onto the side of the frame and mark out the shape of the ply required. Cut the card to size and check that it is correct. It is worth checking that this template suits the other side as well so that you can cut both sides from the same template. The photo shows the starboard side glued and clamped and the port side laid ready for fixing. This concludes the simple part of the build!

The top of the hull involves making sharply curved parts and long twisted sides. The picture shows the required complex curves of the bow and shearwater. The curves are created by filling the frames with pieces of dense polystyrene foam glued in with PVA glue. These are shaped with a sharp knife and sandpaper before being coated with polyfilla and again sanding to shape (see photo).



Gluing sides on hull



Bows of hull

The top parts of the hull sides are created using the cardboard template system on ply and the whole complex shape is then polyfilled and sanded to suit. I usually cover the foam parts with light glass fibre but the finished plastered hull was hard and stiff enough to miss out the glass fibre. A few coats of old emulsion paint, sanded between coats, helps to smooth and stiffen the surface. The photo shows the finished hull prior to painting.



Sides and shear



Skinned hull



Foam infill to deck house



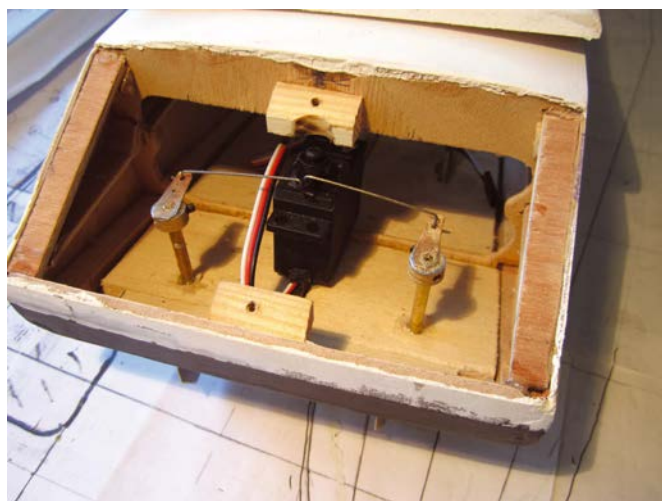
Primed hull and deck house

ACCOMMODATION AND DECK HOUSE

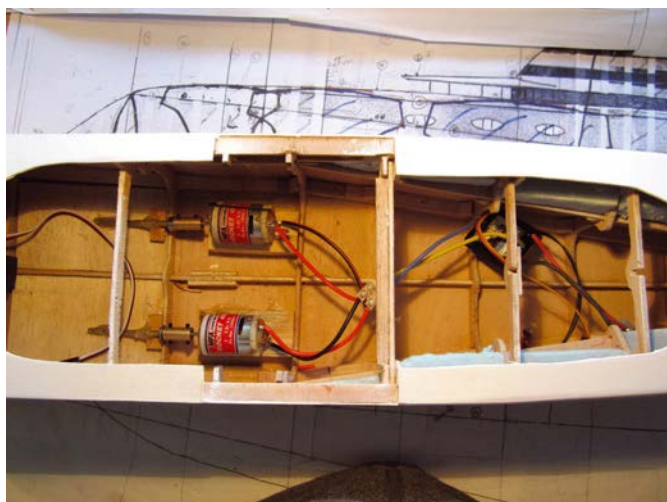
The rear of hull framework picture shows the framing that helps to build up the complex shape of the of the accommodation and deck house. The photo shows how the frame is filled with blocks of dense polystyrene and then cut and sanded to the required shape. The flat sides of the shape are made from pieces of 1 mm ply. The whole is then covered in polyfilla and emulsion paint, sanded between each coating. The primed hull and deckhouse picture shows the hull and accommodation and deck house painted.

THE CONTROL GEAR

The photographs show the installation of the rudders steering mechanisms, drive motors and the propellers/rudder assembly, respectively. The rudders are made from thin brass plating soldered to brass shafting. The boat is powered by two 400-size, 6 to 12 volt motors controlled by a 2.4 GHz radio through an electronic speed controller. The propellers are made from brass rod turning on the lathe with thin brass blades soldered to it. The propellers have opposite pitches to eliminate the effects of propeller torque on the hull.



String servo and rudder cams



Motor placement



Propellers and rudders

COMPLETING THE MODEL

The final job is to build the exhaust stacks, mast, radars, satellite domes and paint in the large windows and port holes. I find these items most difficult to do but I was helped along by photocopying the hull side windows and port holes onto transfer paper on the computer.

The finished boat is shown on the water at speed and looking very striking. This has been a demanding boat to build but its striking looks and original shape made it a worthwhile job. Have fun with your boat building! **MMI**



Unlined boat in water for first time



Finished boat at speed

HMS KING GEORGE V

A MODEL TO REMIND US OF THE PAST

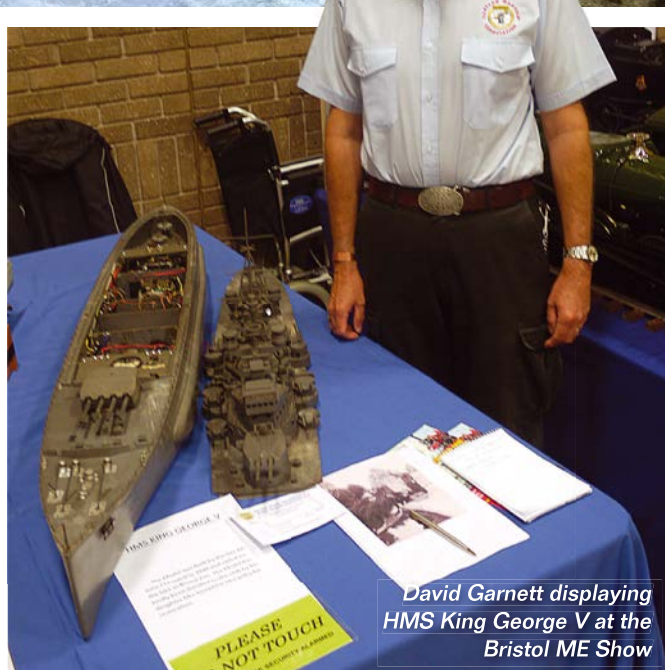
AUTHOR: CHRIS SAUNDERS



HMS King George V

While looking around the Bristol Model Engineering and Model Making Exhibition at Thornbury I met with David Garnett who was displaying a model of HMS King George V built in 1948 by John J Chantrell. What was surprising is that there has been no updating of the model since it was last sailed on the lake at Bristol Zoo more than 68 years ago. Being an early radio controlled model the electronics are all valve driven with the high voltages these devices require.

The boat was presented to the Surface Warship Association by John's daughter, Josephine McCarthy and she can be seen in the photograph watching her father launch the ship. The Association are presently checking the circuitry and hope to get the boat seaworthy without making too many adjustments to the historical interior. It is uncertain whether the guns will get back to their original working order as they used to fire .22 blanks. The firing order was determined by rotating the turret through a cam like trigger system. The rudder is operated by a multi-step system and



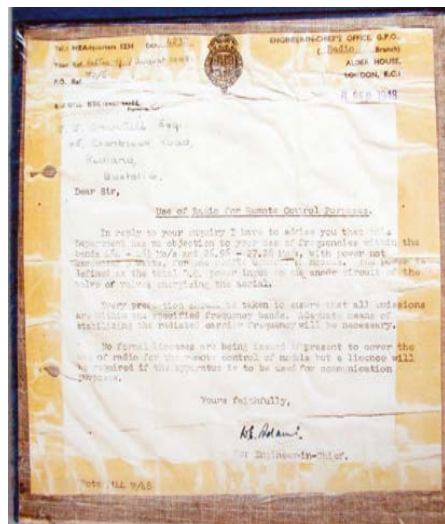
David Garnett displaying HMS King George V at the Bristol ME Show



Bristol Zoo lake in 1948



The Bristol Evening Post of 8th June 1948



John's radio licence from 1948

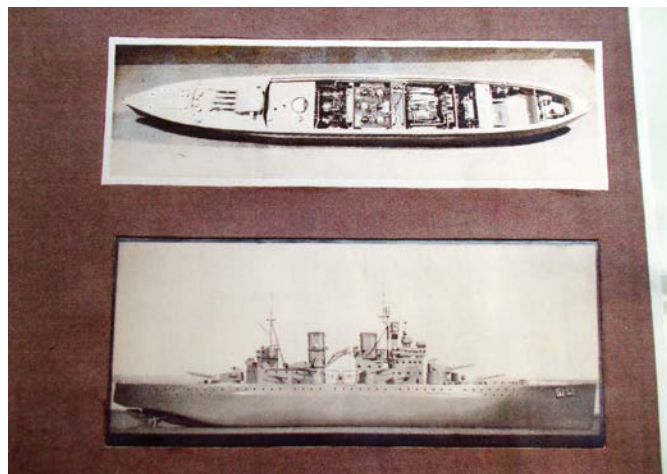
chain drive (one of the chains has broken in the picture). This must have made the helm fairly unresponsive.

Although the boat has been presented with the original transmission licence, the original transmitter has been lost. His daughter says: "My father was a chartered electrical engineer who worked for all of his working life for the BBC on the engineering side. He started off in radio, transferring to television in the early 1950s. On his retirement he was the Engineering Manager of the main television studio in Bristol. He carved the boat out of a log, and obviously installed all the working valves, etc. It took 2 boxes of tricks to control the boat, as can be seen in the picture, which seems ridiculous in this day and age of hand held controls".

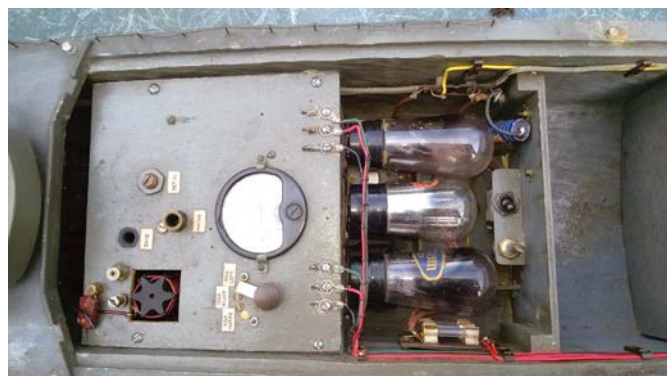
In a recent email David tells me that he has got the motor running using the original speed controller. He has also managed to get the original gun traverse motor and gearbox working. **MMI**



Diploma awarded to John's model in the 'Model Contest', held in conjunction with the 'Industrial and Modern Home Exhibition' (Sept. 22nd to Oct. 2nd 1948)



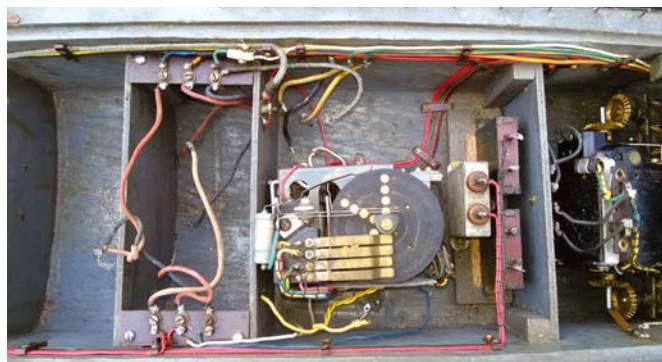
Early photographs of the completed model



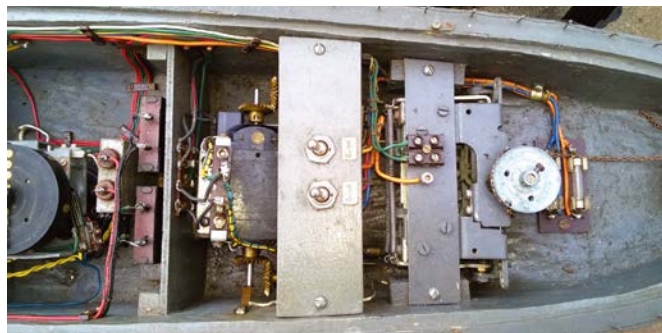
The receiver in its original condition



Spaces for all the different batteries required



The speed controller seems to be an adapted telephone exchange unit



The complex motor and relay system for operating the rudder



The rudder linkage has a broken chain



The internals of the gun which fired .22 blanks

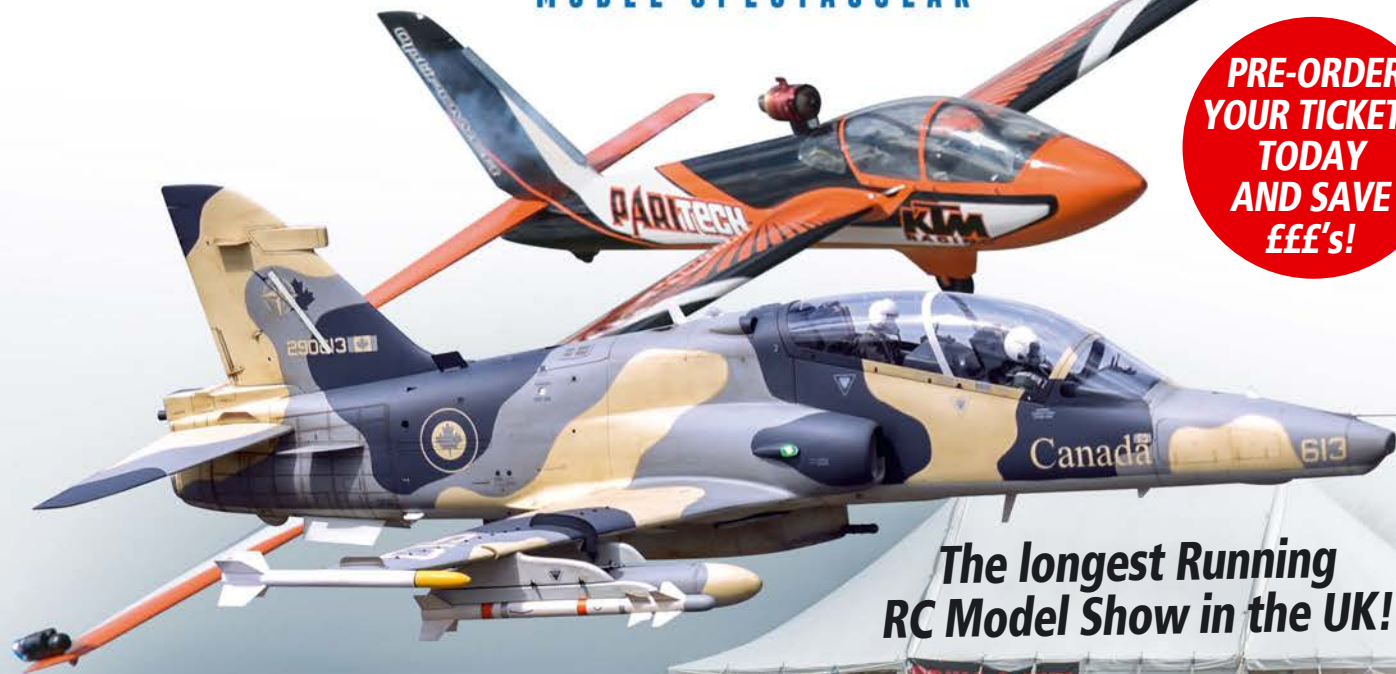
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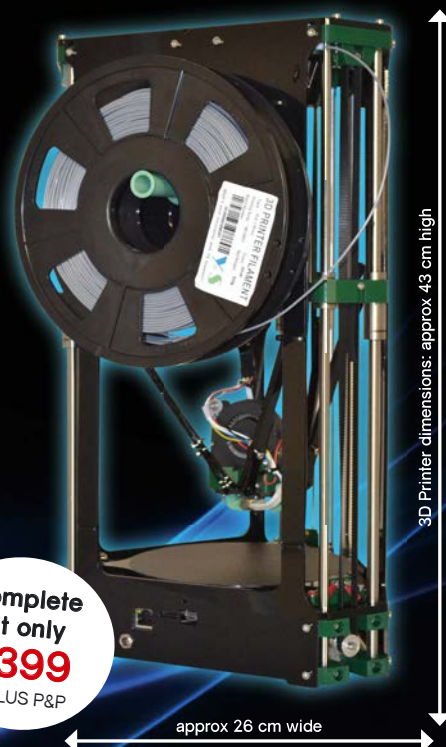
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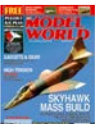
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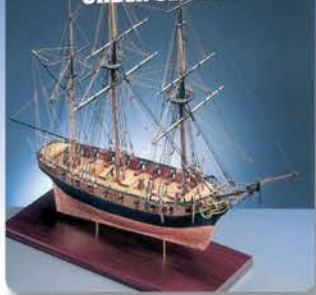
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