



READERS' MODELS

Mollie Hunt 16-16

Appledore Tamer class lifeboat model

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March 2015 Vol.65
No.772

model Boats

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SEA PRINCESS & FIRE TENDER

Two classic designs updated using
21st Century methods and materials



RANGE FINDER

Dave Wooley's Review of
Warships and Warship
Modelling



SHOW REPORT

Best of the Best at Sandown Park!



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17th CENTURY DUTCH MERCHANT SHIPS

Text, Photos and Plans for the Ship Modeler

Text by Ab Hoving, plans by Cor Emke, models by Herbert Tomesen, photos by Emiel Hoving



152 pages, Full color, Case bound, Dust jacket,
Large 8.5x11 format, 24 sheets of plans

\$75 Shipping
\$9 US / \$20 Canada
\$30 all other locations

This book profiling ten different merchant ships from large to small and the accompanying "Plans Portfolio" of 24 sheets, in both ¼ and 1/8 scale, has something for every modeler. Pick your favorite building method, the size and complexity of the ship you want to build, and you are ready to cut wood. Besides being a treasure trove for ship modelers, this work helps document the merchant ships of one of the world's greatest sailing nations.

The color photography in this book is spectacular, and all lovers of ships will find something intriguing for them.

SCANTLINGS OF THE ROYAL NAVY 1719-1805

Comparisons of 1719, 1745 Establishments, Ship Builders Repository and Steel's Elements and Practices of Naval Architecture

Text by Allan Yedlinsky

This specially formatted book (14"x8 ½") is divided into 2 sections. The first shows all of the scantlings from the 1719, 1745 and 1750 amended figures in an easy to use spread sheet format. The second section compares Steel and Ship Builders Repository in the same format. Additionally, the author provides notes and comments for each section.

The work is presented in a lay flat binding so that when opened, 28" of

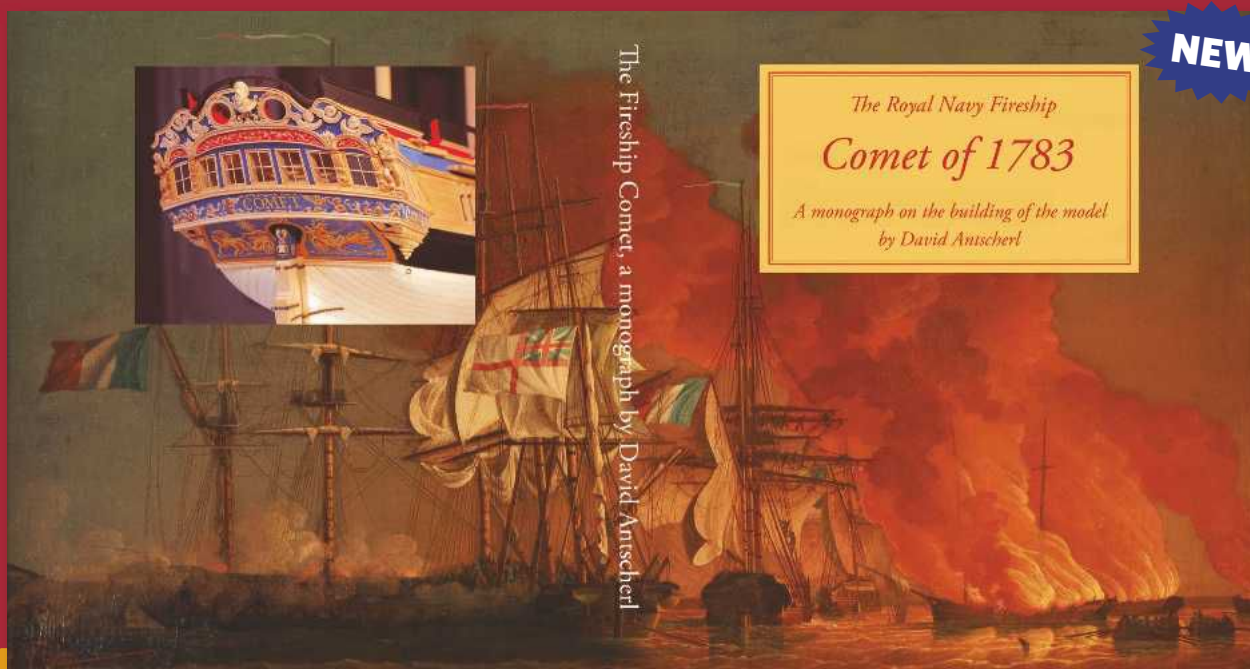


information is in front of the reader.

This book is a basic research tool for anyone building or studying 18th and early 19th century Royal Navy warships.

14" x 8.5". 271 pages.

\$45 Shipping \$9 US/\$20 Canada
\$30 all other locations



New from David Antscherl

This book describes a late 18th century fireship built by a private yard for the Royal Navy. Although built for the express purpose of setting on fire, *Comet* was lavishly decorated in high Georgian style. She was also one of the first naval ships to be fully armed with carronades.

David's new book describes *Comet's* brief history, then details her construction as a fireship as it varied from standard sixth rates of the period. Readers

will find this a useful adjunct to the author's popular series *The Fully Framed Model*, *The HMN Swan Class Sloops of 1767-1780*.

FEATURES

- 160 pages
- 8.5x11 format
- Color section
- 6 sheets of plans with frames

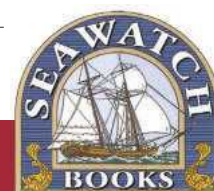
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contents

Regular Features

6 COMPASS 360

General items, what's on, comment and news



26 RANGE FINDER

Dave Wooley's Worldwide Review of Warships and Warship Modelling has a close look at USS Little Rock CLG-4 and continues with the Deans Marine HMS Skirmisher project



42 GALLERY

David Walter presents some fine pictures of European Tugs

52 FLOTSAM & JETSAM

John Parker looks at Streamlinia



56 BOILER ROOM

Richard Simpson with Part Two of Pressure Gauges

60 AROUND THE CLUBS

This includes the Stan Cleal Trophy event and Gosport MY&BC



52 READERS' MODELS

F.V. Resplendent, RNLB Mollie Hunt and a semi-scale Severn class lifeboat are featured this month

68 MOORING POST

Hints and Tips from Glynn Guest

70 TEST BENCH

New items for the modeller

73 READERS' FREE CLASSIFIED

Your free private advertisements

74 BMPRS NEWS

Craig Dickson reports from Branstion





10 2014 MODEL ENGINEER EXHIBITION

Colin Bishop reports from this popular top-class event

Special Features



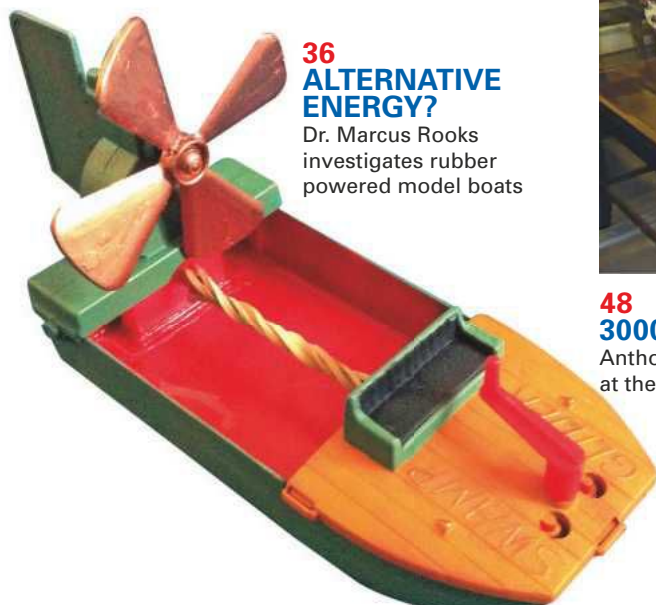
16 SEA PRINCESS AND FIRE BOAT REVIVED

Ron Rees' modern versions of these classic designs



44 FREE RUNNING LONGTAIL OUTBOARD MOTOR BOAT

Peter Whitehead's unusual free-running model



36 ALTERNATIVE ENERGY?

Dr. Marcus Rooks investigates rubber powered model boats



48 3000 MODELS IN STORE!

Anthony Addams explores the reserve collection at the Chatham Historic Dockyard

55 HMS VELOX

Brian King's superb 1:96 scale static model

Bow piece



This issue includes a comprehensive photo feature by Colin Bishop for the December 2014 Model Engineer Exhibition, an event that was widely regarded as the best of recent years with in particular, more top-class model boats. Ron Rees has a major feature article for retro-models of Sea Princess and the classic Fire Boat of yesteryear. Dr. Marcus Rooks explores the use of rubber drive in model boats and Pete Whitehead describes his unusual outboard powered model. Anthony Addams visits the Reserve Collection of Ship Models held at Chatham Historic Dockyard and there is short photo feature about Brian King's new 1:96 scale HMS Velox model, which is well up to his usual high standard.

In Readers' Models, three enthusiasts describe their models and we do of course also have all the usual regular articles including Range Finder, BMPRS News, Flotsam and Jetsam, Boiler Room and a rather nice Gallery of European Tugs from David Walter, so I hope there is something here for everyone in these pages.

Paul Freshney - Editor

Compass 360

Model Boats notice board for your news

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Southport Model Boat Club - Events 2015

This club is holding three Open/
Fun Days during 2015 at the
Jubilee Pond, Rotten Row,
Southport, PR8 2BZ, from 1000hrs
to 1600hrs on each day.

The dates are:

Sunday 10th May 2015

Sunday 12th July 2015

Sunday 13th September 2015

The club also organise the Model
Boat Marquee at the Woodvale
Rally held in Victoria Park,
Southport, PR8 2BZ, and local
clubs are invited to exhibit at this
event, held on **Saturday 20th**

June and Sunday 21st June

2015 from 1000hrs to 1700hrs.

Further information from Les
Thurgeson, Secretary Southport
MBC, website:
www.southportmodelboatclub.com
or tel: 07976 251627.

Bournville MY&PB

This club are holding the following
events in 2015.

Saturday 16th May -

Submarine Day

Sunday 2nd August -

Tug Day

Saturday 19th September -

Submarine Day

The Submarine Days are for all

March 2015 Model Boats

This issue has been part-edited and completed ready for printing
by Colin Bishop whilst I recovered from a surgical operation in late-
January. I thank him for his efforts and dedication, and everything is
back to normal with the forthcoming April issue.

Paul Freshney - 2nd February 2015

enthusiasts of this branch of the
hobby. The Tug Day welcomes
tugs(!) and offshore supply
vessels for display and operation,
together with tanker towing for
teams with a maximum of three
members and a Tug-of-War
to discover who has the most
powerful tug on the day. There
is ample free parking, toilets
and food at the venue, which is:
The Boathouse, Valley Parkway,
Bournville Lane, Birmingham,
B30 1QS.

For more information, please
contact Rob Fowler,
tel: 07714 517445
or email: rob4boats@yahoo.co.uk

at Richmond Park, Glasgow
(opposite Shawfield Stadium).
Hands-on-boats for the kids, a
'Bring & Buy' table and a raffle
with some tremendous prizes will
all be held on the day. Hot and
cold food with beverages will be
available throughout the event
and there is adjacent parking and
personal facilities.
Further information via the
website:

www.glasgowrichmondmbc.co.uk

RNLI Model Boat Display Westhaughton, Bolton, Greater Manchester.

On **Saturday 7th March**, the
Mayor of Westhaughton, Kevan
Jones, is organizing a charity model
boat display in aid of the RNLI to
be held at Westhaughton Market,
Market Street Westhaughton BL5
3AN from 0900 to 1600 hours.
If anybody wishes to bring along
a lifeboat or any scale model of
any kind than they would be most
welcome. There is no admission
fee but a donation to the lifeboats
would be gratefully received also
there will be the customary raffle
where it is hoped that one of the
prizes will be a Trumpeter model
warship kit. Contact details: Kevan.
jones@bolton.gov.uk
Tel 07767 682802

Three Sisters Model Boat Club

They will be holding an annual
general meeting at the Caledonian
Hotel, Ashton in Makerfield, at
1930hrs on **Wednesday 18th
March**. Any persons interested
in model boating are welcome to
go along and meet them. They
sail at the Three Sisters Boating
Lake on Sunday and Wednesday
mornings.

Glasgow Richmond MBC

Their Start of Season Show
is being held on **Sunday 3rd
May 2015**, 1100hrs to 1630hrs

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Website content includes:

- A Gallery which features photo albums of models, including some under construction by Model Boats readers and being updated as they progress.
- A Forum that has sections for: Beginners, General, R/C and Accessories, Static, Kits, Scratch build, Steam, Vintage, Events and Chat.

- A Features area that has sections for: Build Features, Kit and Product Reviews, Hints, Tips and Technical, Show and Regatta Reports and General Interest Articles on Model Boating.

- A Link to www.myhobbystore.com which has over 3000 plans available and numerous modelling items, books and kits. These can all be purchased online.

Alfold Model Boat Show - 2015

This annual event is once again being held on **30th & 31st May 2015**, 1030hrs to 1630hrs each day, at Springbok Estate, Alfold, Surrey, GU6 8EX, to raise funds for Care Ashore, a charity that provides housing, support and holidays to seafarers and fishermen in need. Now in its 19th year, the show has raised tens of thousands of pounds for the charity and continues to attract enthusiasts from around the UK. It includes model boat displays (static and on water), trade stands, refreshments and a bring and buy stall. Exhibitors and traders will need this year to bring their own tables, chairs and gazebos for their stands as the existing stock of furniture is unfortunately no longer useable because of its age and condition.

For more information for visitors, exhibitors and traders, please visit: www.careashore.org or tel: 01403 752555.

MPBA Multi Section

Nigel Smith is the new Secretary of the MPBA Multi Section and has supplied a list of their 2015 events. One particular event, they

are aiming to promote heavily, is the International Race in September at Billing Aquadrome when they are hoping to attract some of Europe's top multi-boat

racers.

For more information about multi-racing, Nigel can be contacted on tel: 07710 012257, or by email: nigelsmith267@btinternet.com

MPBA FSRV/Enduro Regattas - 2015

Date	National FSRV	International FSRV
29th March	Peterborough	
12th April		Gonzago, Italy (10th to 12th)
19th April	Brentwood	
26th April		Stuttgart, Germany (25/26th)
24th May		Oudenaarde, Belgium (23rd to 25th)
31st May		Kleczev, Poland (29th to 31st)
7th June	Maidstone	
21st June		Saulxures, France (20th and 21st)
28th June	British Master, Billing (27/28th)	
12th July	Elmbridge	
26th July	Cambridge	
2nd August		Naviga FSR World Championships (1st to 15th August inclusive)
9th August		
6th September	1/2 Hour Nationals (5/6th) Billing	
20th September	Peterborough	
4th October		Duisburg, Germany (2nd to 4th)
11th October	iMPBA World Championship Eliminator (10/11th Billing, UK)	
25th October	Prestwich Classic, Cambridge	
8th November	Annual General Meeting	

Sir Walter Scott

Built by Bill Peberdy with the assistance of Bill Sutton

This is a scale model of one of the world's oldest operational steamships and has been gifted to its current operators and will be on public display from next Spring at the Loch Katrine Visitor Experience at Trossachs Pier, the embarkation point from where tourists sail on the full-size vessel. Sir Walter Scott was built on the Clyde by Denny Bros of Dumbarton in 1899 and is one of the world's oldest steamships still running a scheduled timetable. In 2009 the vessel's future was secured through an extensive renovation and restoration programme which saw the installation of new bio-fuel boilers and the creation of a comfortable new lounge allowing panoramic views of the loch, a feature enjoyed by the thousands of visitors who sail aboard her every year.

The model

This depicts her as she was in 1992 and was crafted more than 20 years ago to 1:24 scale by retired Cheshire dentist Mr. Bill Peberdy, a lifelong model maker. He was introduced to

the Sir Walter Scott during a trip to the Trossachs in 1991 and inspired by the steamship's elegant Victorian lines and completely bowled over by her history, Bill determined to create a perfect scale model of the SS Sir Walter Scott and together with Bill Sutton, he set about researching the vessel's layout, plans and construction. Six years of painstaking research and construction followed and this 4ft 6ins model was then complete.

For more than a decade, the model remained in Mr. Peberdy's workshop and in 2014 his family suggested to him that it be offered to the team at Loch Katrine. After a few repairs, the model has now been delivered to Trossachs Pier for public display.

Mr. Peberdy, now aged 86, says: 'Our efforts were far more than just wanting to make a model of a ship. We were motivated by considerable affection for the vessel and indeed her crew, and this made us determined to make as detailed and accurate a model as we possibly could'. The model is entirely hand made with a



ABOVE: Mr. and Mrs. Peberdy and their daughter in the wheelhouse of Sir Walter Scott.

planked hull and the whole model consists of 5493 separate pieces.

Gordon Allan, Managing Director of the Steamship Sir Walter Scott Ltd, said: 'We are thrilled to receive this unique and wonderful model. It is incredibly intricate and the detail is fascinating, all the more so as it depicts the steamship as she was in the late-20th Century'. As a token of the company's thanks,

£1000 was donated to a charity of Mr. Peberdy's choice, which was the RNLI at Helensburgh. All details of the steamship, and 2015 sailings on Loch Katrine are available from the website: www.lochkatrine.com.

(Editor's note: The foregoing is extrapolated from a media release received in late-November 2014. Looking at the picture, the model is of outstanding quality and well worth viewing should a reader be visiting Trossachs Pier in 2015)



model Boats Next issue

The Model Boats April 2015 issue is on sale on the 13th March 2015



Norrebro



USS Hornet

This will include a Complimentary Free Plan for Norrebro, a Swedish Water Bus and there is a full Plastic Magic r/c conversion of the 1:700 scale Trumpeter USS Hornet.

See more about what's in **Model Boats** magazine month-to-month in forthcoming issues and see some of the articles you may have missed from past issues and subscription offers on our website: www.modelboats.co.uk

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Colin Bishop
reports

The Phoenix MBC stand featured a huge display of first class models.

Model Engineer

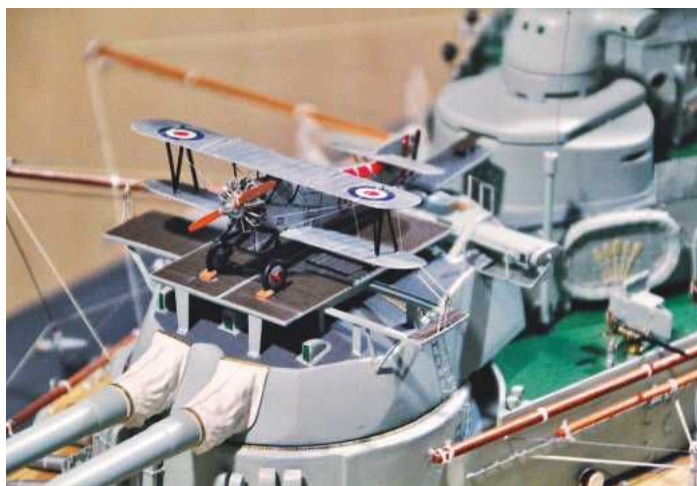
BELOW LEFT: The funnel and boat deck of David Brown's HMS Warspite show his amazing attention to detail.

BELOW RIGHT: Warspite's spotter plane mounted on B turret. This lightweight biplane was able to fly directly off the turret when trained into the wind.

The 2014 exhibition was considered to be very successful from the model boating viewpoint by all those whom I spoke to. This was to a very large extent due to the excellent club stands with a huge variety of top quality models which really did go down well with the visiting public. With regard to the show generally, the content appeared to have widened a little with model railways, fairground rides and horse drawn carriage displays all being featured. This welcome diversity seemed to be offset to some extent by an apparent reduction in the number of trade stands while the

absence of a sponsor stand selling magazines and subscriptions was also widely remarked upon.

There was in fact no support from marine traders which was a shame as on the two days that I attended there appeared to be plenty of potential customers. However anecdotal evidence suggests that the cost of attending shows has now risen to the stage where it is frequently difficult if not impossible to make enough to cover the expense, particularly when, as is often the case for most small businesses, normal service has to be put on hold whilst the owners are attending shows. Other





LEFT: Peter Duckworth's exquisite example of the famous Turbinia in its dry dock setting.

factors are possibly that there are too many shows and the inexorable rise of purchasing over the Internet.

Competition entries

Model boaters seem to be disinclined to enter competitions these days but those who did exhibited some very nice work indeed, with no less than three Gold medals being awarded.

I was back on judging duties this year and it was not very difficult to identify the models deserving of the highest awards, plus there were many other models which, whilst not achieving medal standard, were still very good indeed and a real credit to their builders. I did notice a number of models on the club stands which had previously gained awards or which would have done so had they been entered into the competition classes.

An unusual feature this year was the absence of traditional sailing ships such as those of the Nelsonic period. Usually we see several examples, both scratch built and kits, but evidently in 2014 builders were taking the year off. The only exception in the competition classes was the

matchstick model of the Cutty Sark from David Reynolds.

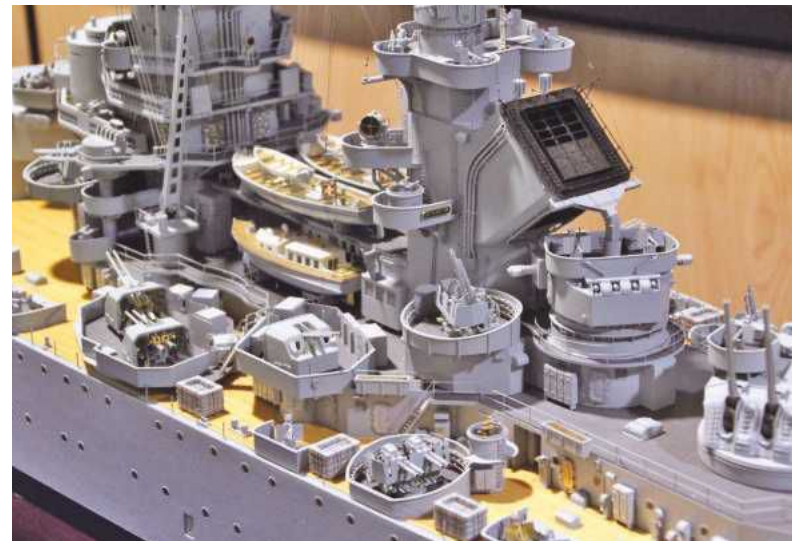
Visually, the most impact came from the five enormous battleship models on display. Colin Vass had again brought along his magnificent HMS Warspite which surely has to be the best working model we have seen for some years and is one of the all time greats in my view. It was again entered in the Duke of Edinburgh's Award class and to the disappointment of marine modellers, once again passed over in favour of a model engineering exhibit. It does seem that the rules of this particular class tend to favour pure engineering as opposed to the broader skill base needed to construct something like Colin's Warspite, which requires a combination of model making and model engineering skills. It may have not won the competition, but it certainly attracted constant interest throughout the exhibition. I have seen it a number of times and still find something new to see on each occasion.

Heading up the marine competition was another version of HMS Warspite, this time a static exhibit from David Brown depicting the ship as in 1931/32 after her first major refit. David's entries in recent

BELOW: Ashley Needham's stand featuring his unorthodox models was something out of the ordinary and very well presented.



Exhibition 2014



ABOVE LEFT: Alex McFadyen answers questions about his superb Richelieu with the model in the background.

ABOVE Amidships detail of Richelieu.



LEFT: The excellent finish and workmanship of Keith Nowell's Topaz is clearly evident in this view.



RIGHT: The Guildford Model Engineering Society also featured some fine boat models.

LEFT: David Reynolds' matchstick Cutty Sark model from this prolific builder.

BELOW RIGHT: Roger Hoare's HMS Barossa was a modelling master class which would be almost impossible to surpass.



ABOVE: A general view of David Brown's HMS Warspite.



BELOW: Alex McFadyen's three capital ships with their guns trained on the Duke of Edinburgh Award Competition Judges!



years have consisted of series of medal winning submarine models, so it was very interesting to see his skills applied to a battleship. In fact this model has had a long genesis having been started over 30 years ago, but initially abandoned due to lack of definitive information from the sources available at the time. More recently accurate information has become available prompting David to complete the model to a very high standard indeed. Not content with just depicting the ship herself, he has introduced an educational element showing various tasks being carried out around the vessel and equipment being rigged although it appears that the crew were all on their tea break as no figures are visible. As with Colin Vass' version of the ship, the more you looked the more you saw and it was well deserving of its Gold medal and the Earl Mountbatten of Burma Trophy for best naval model.

Alex McFadyen treated us to his long awaited completed model of the French battleship Richelieu,

various details of which have been appearing on the Phoenix MBC stand for some years now. As a bonus he also brought along his earlier HMS Vanguard and G3 battlecruiser HMS Anson, which was designed after WW1 but never built. The three ships together made a very impressive showing. Richelieu is an interesting design, following on from the RN Nelson class in having her main armament mounted forward in two quadruple turrets. This configuration reduces the length of the armament and machinery spaces in the hull and offers economies in the weight of armour for a given thickness. It does however have drawbacks in that a lucky hit on a turret traversing mechanism could put half the main armament out of action. The two turrets in Richelieu are also separated to reduce the risk of damage to one affecting the other. Another criticism is that the main armament cannot bear astern and the secondary armament is unable to fire forward effectively. With Nelson and Rodney it was said that this didn't matter as the Royal Navy could not envisage a situation where one of their capital ships would need to fire directly astern. Nevertheless, the three turret layout, two forward and one aft, as fitted to the King George V class and later US and Japanese battleships was probably a more balanced design. Alex's Richelieu was also awarded a Gold medal although he said he felt that his HMS Vanguard exhibited in 1983 was actually the better model and he should know.

The third Gold medal went to Roger Hoare for his superb waterline depiction of the Battle class destroyer HMS Barossa. The model was displayed under glass and was difficult to photograph, but close examination showed the exceptional quality of the detail work which I think is just about as good as it could possibly get.



ABOVE LEFT: Peter James' Vosper MTB 9 is made of coffee sticks.



ABOVE RIGHT: A close up of the bow of Ray Renowden's Clyde Puffer shows just how much detail can be packed into a small space.

There was very little to choose in terms of judging marks between the three Gold medal winners all of which were the very best examples of marine model making.

No Silver medals were awarded this year, but Stephen Duckworth achieved a Bronze with his little gem of a model of Charles Parsons' famous Turbinia which became famous for 'gatecrashing' the 1897 Spithead Naval Review at the unprecedented speed of 34 knots. Stephen's model was imaginatively displayed in a cutaway dry dock setting and certainly caught the essence of this speedy little craft. He also provided the judges with an excellent set of documentation describing how the model had been researched and built, including the use of relief etching techniques, for which he was also awarded the H C Evans Trophy for research and presentation.

A further Bronze medal went to Keith Nowell for his Topaz steam launch entered in the Kit Class which had been beautifully put together with the very highest standards of varnish work and finish.

A number of Certificates were also awarded as listed in the results table. Richard Chesney brought along his imaginative WW1 Thames Barge diorama made up of a combination of scratch built and commercial items to give a realistic and artistic result. Among the kits was Ray Renowden's heavily modified and enhanced Mountfleet Models Clyde Puffer which was full of interest and I enjoyed a chat with Ray about the model following the judging. Mick Nicholson's HMS Walrus was an unusual and well executed subject being a specialist supply ship for RN carriers in the latter stages of WW2, a type of vessel I never knew existed. David Reynolds is famous for his armada of 'matchstick models' and holds the Guinness Book of Records World record for the biggest matchstick model built, a North Sea oil platform. His entry into the show was a rather more modest Cutty Sark exhibited on the Eastleigh club stand. Certainly a niche area of our hobby.

And something a bit out of the ordinary!

Many readers will have enjoyed Model Boats Website Forum Ashley Needham's unorthodox models as featured in the magazine and in the 2013 Special Issue, many of which are based on the Top Gear TV show. Ashley very kindly brought along a selection of these, very attractively displayed, to give visitors a chance to appreciate his clever and effective designs. So, a show which was well worth seeing, but it would still be nice to see more support for the competition classes in future.

BELOW: The excellent models on the club stands were very popular with visitors.



RIGHT: Grahame Palmer's very clean Baltic Star is based upon the Caldercraft Brannaren kit.

2014 Model Engineer Exhibition

Competition Results

Gold Medal

David Brown
Alex McFadyen
Roger Hoare

HMS Warspite	Class C4
Richelieu	Class C2
HMS Barossa	Class C4

Bronze Medal

Stephen Duckworth
Keith Nowell

Turbinia	Class C3
Topaz steam launch	Class C9

Very Highly Commended

Ray Renowden
Grahame Palmer

Clyde Puffer	Class C9
Baltic Star tanker	Class C9

Highly Commended

Richard Chesney
Mick Nicholson
Mick Nicholson
David Reynolds
J. R. Sargent

Thames Barge Diorama	Class C3
HMS Walrus	Class C1
Esk dredger	Class C1
Cutty Sark	Class C1
Windermere launch	Class C1

Commended

Anthony Roberts
Peter James
Peter Shires

Narrow Boat	Class C1
MTB No. 9	Class C2
Puma sailboat	Class C5

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Sea Princess and Fire Tender revived



Ron Rees brings two classic designs up to date using 21st Century methods and materials

“The designers pushed the wooden technology of the time, twisting, bending and stitching plywood into all sorts of shapes.”

Over the past few years there has been a marked rekindling of interest in older models and equipment. Modellers are digging out forgotten, often damaged and sorry looking models from the 1960's and 1970's, stripping them back to basics and rebuilding them, usually with a driveline upgrade.

The value of such a classic or vintage model in good working condition has doubled and some quite astounding prices are being asked for, and obtained, for some 'unused in the original box' kits on some of the Internet auction sites. Searching for a specific model from this era will often also find someone, somewhere, selling original plans and instructions as well. There are of course many vintage plans available in the MyHobbyStore Model Boats Plans Service, including those by the late Vic Smeed, so why is this happening? Well, these older designs have a particular 'something' about them which appeal to many of us, as the designers certainly came up with sturdy boats that had to perform well when free sailed as there was little in the way of inexpensive and lightweight radio control equipment at that time.

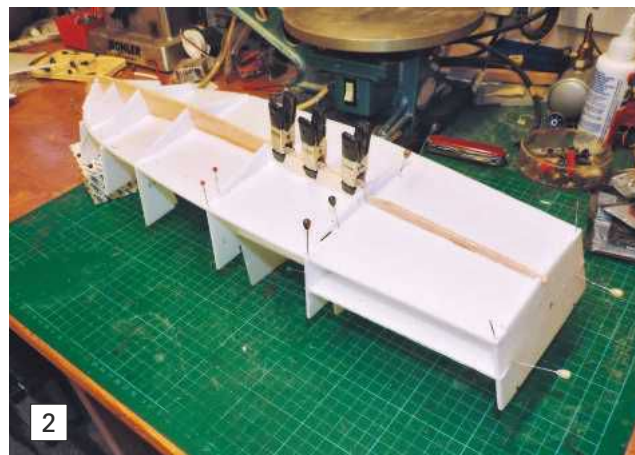
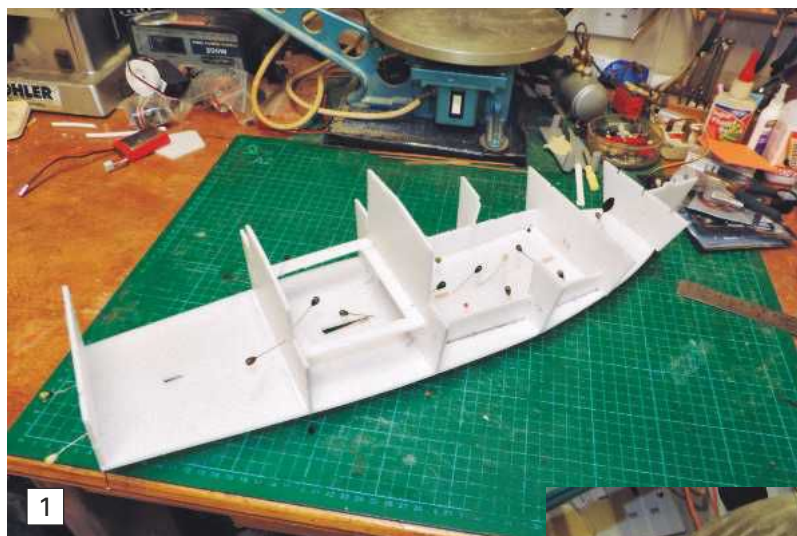
The designers pushed the wooden technology of the time, twisting, bending and stitching plywood into all sorts of shapes. Slotted together and 'egg-box' methods speeded up construction time and ensured accurate hulls, giving the beginner a good chance of completing a decent high performance model boat.

Most of these model boats were intended for the small marine diesel engines widely used at the time and so the hulls needed to be strong enough

to withstand being squeezed between wader covered thighs and thrashed with a round leather starting cord. This was also a time when adhesive technology had taken massive leaps forward, courtesy of WW2 inventions and construction methods, with Aerolite and Cascamite waterproof adhesives being now available. Advances in plywood technology, with hot urea formaldehyde bonding and better machined veneer skins, enabled thinner sheets and better water resistance, together with the ready and relatively inexpensive supply of balsawood.

A website that already has quite a few followers and a good collection of building sequence photos is: www.eezebilt.co.vu and a range of interesting subjects form the basis of this public domain site which charts the history of this type of model and more to the point, offers downloadable templates. Please note though that these are not the full-size originals and some minor changes in shape are also evident. It was (is) easy to download a selection of drawings including the early balsawood EeZeBILT kits from the 1960's and at the same time, the *Sea Princess* and *Fire Tender* (sometimes called a Crash Tender) were downloaded from this website and all for free. Both of these last mentioned sets of templates build a model about 22 to 24 inches long and follow the constructional methods of the 1960's, but I have to admit that when downloading the building sequence photos from the website, getting whole pictures of the process via the domestic printer did prove somewhat problematic.

Anybody wishing to build them from plywood or balsawood will not have any problems, but for



me, the purpose of the exercise was to continue experimenting with creating well detailed super-lightweight models using foams and in particular Depron sheet, which is a cheap, lightweight insulation and packaging material available in various thicknesses and decent sized sheets.

Minor changes?

Both designs have a very similar 'egg-box' style of structure, where a building board is not needed because the frame parts all slot together, but they do use the whole length of the cabin sides to help key the bulkheads together at the lower and deck levels, this meaning that small removable cabin roofs are needed to gain access to the interior. Nowadays, with the advent of small and powerful brushless electric motors, there is no longer a need to have such access for starting a diesel engine through the middle well (cockpit) or cabin roof of these hulls, so it seemed that one-piece complete lift-off cabin superstructures would be a good idea, even though it meant a bit of planning and fiddling about with spacers to span the coamings where the cockpit areas of the models were intended to be.

In the end, this helped when it came to retaining the cabin assembly on the models, as they have turned out to be good positive fits. Also, having clear access to the whole of the hull's interior meant that fitting them out with driveline and r/c gear was much simplified. Both models were built in the same way and at the same time, so the construction processes are, apart from detail work, pretty much identical. A couple of thoughts now about gluing, clamping and sanding.

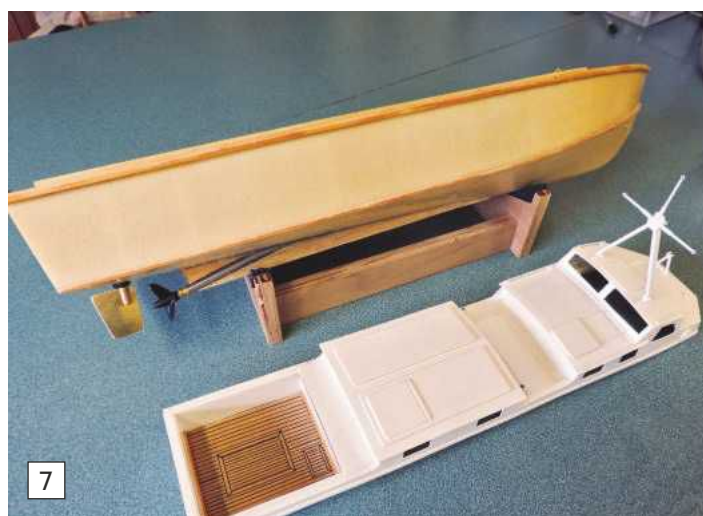
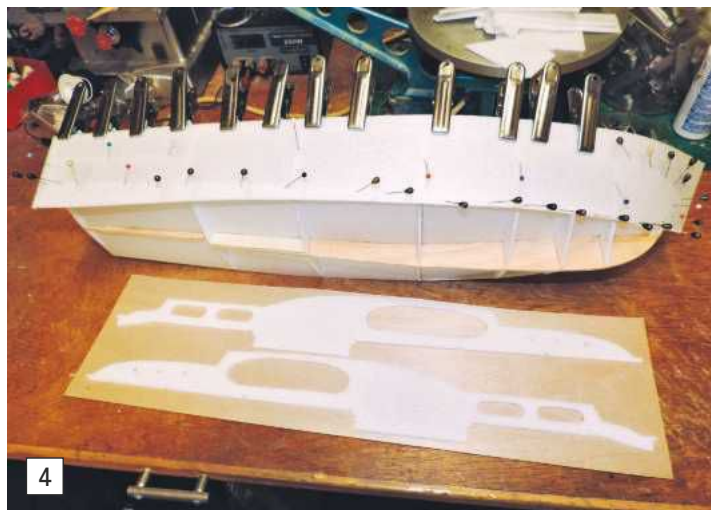
All the main assembly work was completed using Deluxe Materials R/C Modellers Glue, treating it just like a conventional PVA glue. This only requires that parts are pinned lightly together and it seems to work well. Whenever a piece needs to be clamped, then standard washing line wooden clothes pegs don't squash the Depron very much. Sanding Depron is very easy and an 8 x 3 inch piece of 0.5 inch Birch plywood with a small handle makes for a good sanding block and 80 grit Silicone Carbide (decorator's) sandpaper, glued in place on the sanding plate with photo-mount spray does the business. One of these will do four or five models before you need to peel off the sandpaper and apply another piece.

Sea Princess

The pictures show the simple sequence of construction which was virtually identical for both models except that *Sea Princess* has two extra strips of Depron joined to the lower chine near the bow end, which are important as they allow the straight line of the chine piece to be curved nicely up towards the bow, when the hull skins are added.

Building work began, *Sea Princess* being pictured here in **Photo 1**, exactly as designed and using the downloaded plans, until I could work out the best way to get over the problem of creating a one piece removable cabin unit with its cockpits integral to it and not within the hull as designed. The hull frame went together very quickly and the only other change from 100% Depron usage was to use a 3mm plywood keel with 6mm balsawood off-cuts either side of where the propshaft and rudder post tubes exit the hull, **Photo 2**. It was still not clear how to make the entire cabin of *Sea Princess* removable, but additional supports were added within the hull structure at its stern end as in **Photo 3**. Depron is so very light and easy to glue, that one wishes it were discovered and in common use in the 1960's, but there again, perhaps the glues to go with it were not around at that time either.

From the downloaded plans, the (as designed) cabin side patterns were cut at the deck line and the entire sections, port and starboard, which would have been permanently located within the hull, replaced with 3/16 by 1/8 inch inner deck edge



“This is the beauty of Depron in that with the right glue, it can be stuck to virtually anything.”

support spruce stringers and 1/2 inch high by 1/32 inch thick raised plywood coamings fitted inboard of these. This enabled the whole cabin to be now built as a one-piece lift-off unit, resting on the deck around these coamings and a similar method was used on the *Fire Tender*.

Photo 4 is of the hull being skinned with 2mm Depron and the new cabin sides (also of Depron) can be seen in this last picture. Each hull skin of 2mm Depron can be applied as one complete single unit, but obviously very thin plywood could be used instead if you are going down the wooden route.

The sides of the lower central cockpit area of the cabin structure will positively locate it all in place within the hull. Together with the original, but now cut-down bulkheads, a box like cabin structure was made that fitted over the deck and partly inside the hull, its bulkheads being of 6mm (1/4 inch) Depron, although the cockpit was of plywood, **Photo 5** being an underneath view. This is the beauty of Depron in that with the right glue, it can be stuck to virtually anything.

Sheathing the hulls

Both hulls were sheathed by stretching 15 denier (quite thin) tights over them, pulled taut to deck level with no joins or overlaps as in **Photo 6**. Two coats of Deluxe Materials Eze Kote (Aeropoxy is an alternative and perhaps even more lightweight finishing product) was applied to seal and stiffen

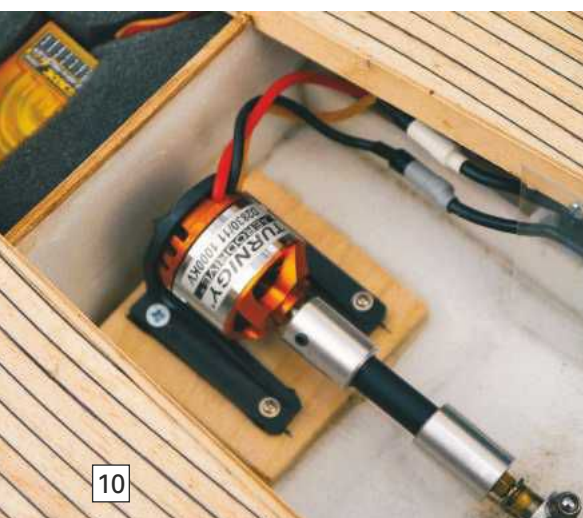
this covering, all then being carefully sanded to a smooth finish.

Chine rails were added using 3mm square spruce strip, glued in place in sections with three or four drops of medium superglue and holding the curve with the hands and fingers until it stuck fast. Once properly positioned, each then had a bead of thin superglue run along their whole length whilst holding the hull vertical. **Photo 7** is of the *Fire Tender* hull sheathed and after the propshaft had been added, *Sea Princess* having similar treatment, both complete hulls then being given a further two coats of finishing resin, carefully sanded with 400 grade wet and dry, used wet.

Running gear

In the original designs from the Internet, the models were fitted with quite short propshafts which would have come out at about 4 to 4.5 inches long. The propshaft angles looked too steep to me, so they were flattened out, enabling 9 inch long propshafts to be fitted to both models and this resulted in the brushless motors being much further forward in the hulls. Why? Well, a shallower shaft angle usually prevents the hull from porpoising and this will give a much smoother ride. Allowance was made for a range of propellers up to 35mm diameter, but a Graupner S 28mm was what was eventually permanently fitted to the propshafts.

J. Perkins' propshaft tubes which are 6mm



Motor mounts and silent flexible couplings

A few words now about these. 3mm plywood mounting plates were attached to the angled chine base of the hulls, but if you allow for a square piece of bicycle inner tube rubber on top of the wood motor mounting plate and beneath the motor mount itself, this will help keep any vibration and noise to a minimum that might be transmitted though the hull. Alternatively, if your brushless motor will fit into a commercial moulded nylon 540 or 380 motor mount even if reversed, then using that will also have much the same effect, with or without rubber beneath, something Paul Freshney has previously suggested, **Photo 10**. This picture also shows a homemade silent flexible coupling, which you can also buy off-the-shelf, but if you have a lathe then they can be easily made to suit your particular installation. Drill 3.2mm (or 3.5mm if it is to be threaded 4mm), right through two 15mm long by 10mm diameter pieces of aluminium rod. One end of each metal piece is opened out half its length to 8mm diameter with a drill that has the angle flattened at the end, then a grub screw hole is drilled for tapping where needed. These two pieces are joined with a 25mm long piece of round 8mm diameter solid neoprene which is pushed into the 8mm sockets and given a drop of thin superglue,



external diameter, appear to be of stainless steel or similar, so don't solder very well, but they do have the advantage that a much smaller hole needs to be drilled through the keel and they look nice and slim externally. **Photo 8** is of the interior of the *Fire Tender* hull, giving you an idea of the layout which is very similar to that of the *Sea Princess*.

Oiling point

An oiling point on all propshafts is a good idea, but since a long tube has to be slid externally into the hull via a small circular hole, having an oiler tube already fitted to it before insertion means it simply won't fit, there also not being enough space to insert it from the inner end. The solution is to use an aircraft wheel retaining collet, drilled to slide over the propshaft outer tube, having a thin-wall brass oiler tube soldered (or glued) into the opened out grub screw hole of the collet. If a suitable matching small hole is drilled in the propshaft outer tube, once inserted and fixed within the hull, it is an easy matter to slide the collet over the propshaft tube, align the oiler pipe with the hole in that tube and glue the whole thing in place, taking care not to block the oil pipe with glue. A useful tip here is that a short piece of plastic rod smeared with Vaseline inserted through the oiler tube and hole in the propshaft tube will ensure alignment, but can be easily removed once the epoxy adhesive has set. **Photo 9** is of the oiling point on the *Fire Tender*.





which holds it very well. These couplings are fine for these size models and Paul Freshney uses them on his Deans LCM6 and Sievers' Lubeck models. Commercial equivalents are available from Marks Model Bits, Model Boat Bits and Robbe, but the sizes are fixed and you may want a particular non-standard length or diameter for your model

Decks

A bit of variation here as the decks of *Sea Princess* were covered with pre-laminated balsawood and brown card planking, **Photo 11**, before a mahogany edging strip was added around the deck to hull side joint, **Photo 12**.

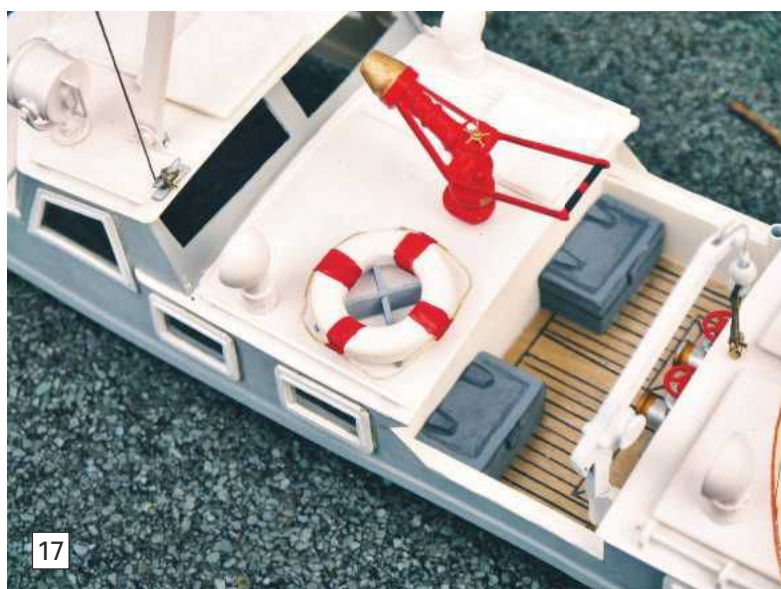
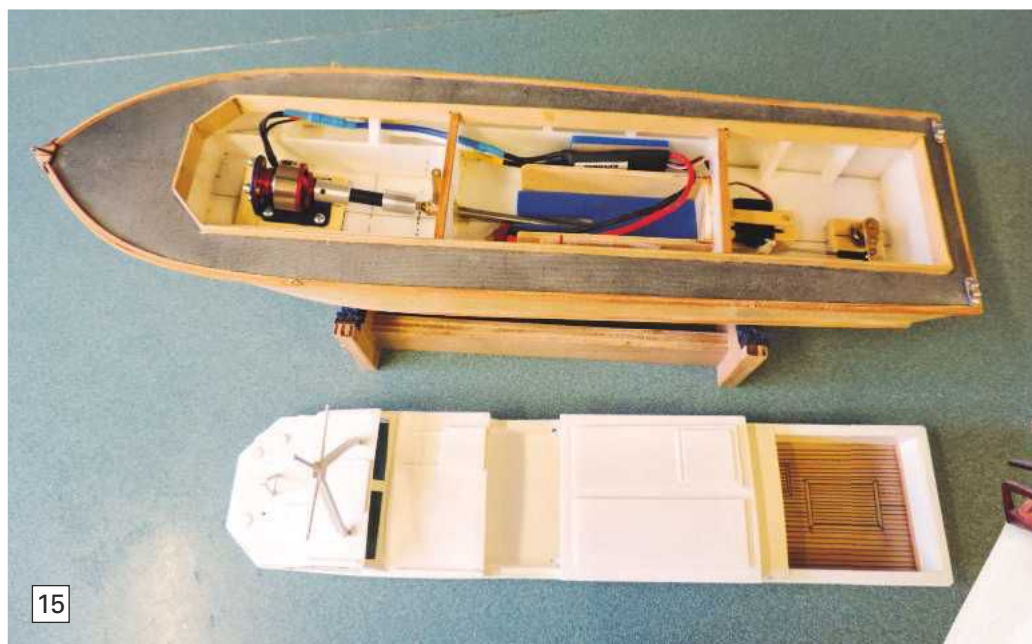
The *Fire Tender* though had a layer of nylon stocking stretched over just its deck area and given just one coat of the Deluxe Materials Eze-Kote finishing resin. Once cured (dry), this created a perfect 'non-slip' deck covering effect when painted with a thin acrylic paint from Tamiya, **Photo 13**. A small deck edge strip was added using 1.5mm square spruce.

Running gear

Before final painting, the remaining hardware and running gear was installed in the two hulls for a test run.

Sea Princess was fitted with a 2620 x 1050Kv Turnigy outrunner brushless motor with a 11.1v 2800 LiPo battery in a small box made of Lite Ply installed on the hull's centre-line. Old servo output arms make good turnbuckles with a screw through the securing hole into the edge of the battery box, stopping the batteries from falling out, but it is still easy to remove the pack when you want. Its not a bad idea to make trays for alternative sizes of battery, for ease of testing at the pondside. A metal geared mini-servo for the rudder, **Photo 14**, a lightweight generic Orange 2.4Ghz receiver and a cheap reversible 30 Amp esc from China completed the hardware.

The *Fire Tender* has exactly the same basic layout, but has a Parkfly 2420 x 1850Kv brushless motor, slightly smaller than the Turnigy, so worth a try, **Photo 15**. One thing noticed with fitting cheap



imported hardware in models is that the speed controllers usually do not come with any plugs and may not have an ON/OFF switch. Fitting Deans plugs to all the brushless gear as a standard means turning ON and OFF the electrics has to be by pulling apart the battery connector plug and socket. Very occasionally, this has resulted in the receiver unbinding itself (I am not sure why) so fitting an inline ON/OFF slide switch in the positive lead when fitting the plug in the first place, can resolve this possible problem. Maplins (a UK high street electrical shop chain) and Component Shop (who advertise in this magazine) both do a suitable DTDP switch that can handle about 10 amps, more than adequate for our needs with these small model boats.

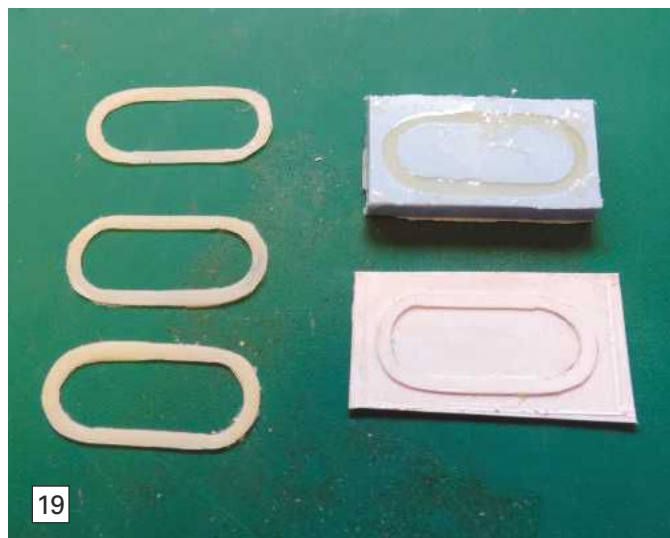
Cabins and fittings

Mention of the basic carcass of the cabin for *Sea Princess* was made earlier in this article. The outer mahogany faces of the cabin are pre-stained pieces of 1/64 inch Miralite plywood laminated

to the outside of the 3mm Depron, using Deluxe Materials Super-Phatic glue which bonds foam to plywood very well. The overall shape and windows were marked and the sides cut to size as a mirrored pair.

The cabin tops are supported by 3mm balsa strips and the tops themselves are 3mm Depron, once again covered in offcuts of nylon tights and given several coats of finishing resin and a primer coat before being sprayed white. The portholes in the forward cabin are brass eyelets filled with Deluxe Materials One Hour epoxy adhesive, which doesn't go yellow once cured. The main cabin window frames were made by cutting out one big and one small frame from 1mm plasticard sheet and a flat one piece silicone mould made of each and castings taken. After spraying silver, the frames, glazed with recycled clear Easter Egg packaging, were glued in place, **Photo 16**.

The *Fire Tender* cabin was made from conventional styrene card with its window frames, **Photo 17**, made in much the same way as for *Sea Princess*.



“Sea Princess and the Fire Tender both look very nice on the water and now that the turning problem is solved, are a distinct pleasure to operate.”

Where possible, all the fittings were cast in polyurethane resin from moulds including the towing winch, gratings and rear lockers, and **Photo 18** is of some of the set for the *Fire Tender*, together with their moulds. Its mast and crane are of brass and as you can see, the water and foam firefighting cannon are cast from an original aluminium pattern turned on the lathe and dressed with flattened brass tube and left-over old watch parts. ‘NEVER throw anything away’ is a good motto.

Window frames of all sizes can be easily cast in ‘flat moulds’ as **Photo 19** shows, which are some of those for *Sea Princess*.

Painting and trimming

Sea Princess was primed in white and aerosol spray colour paint finished, using Car-Plan acrylics and clear varnish on the wood planking and cabin parts, **Photo 20**. The *Fire Tender* was primed in grey and then painted with Halford’s red-oxide primer below the waterline and gloss black acrylic for the sides of the hull, **Photo 21**, and **Photo 22** is a close-up of the rear cockpit. Planking is all just drawn on to thin plywood pieces.

Tamiya acrylic paints were used for detail painting and the lettering was adapted from the 1:24 BECC RAF Crash Tender Set of peel-off self-adhesive decals. The trim lines are coloured self-adhesive tape, but there is a masking film from the USA which allows these to be sprayed, as one can never

get a good ‘line’ when a self-adhesive waterline stripe crosses a chine rail. Perhaps something to be experimented with in the future?

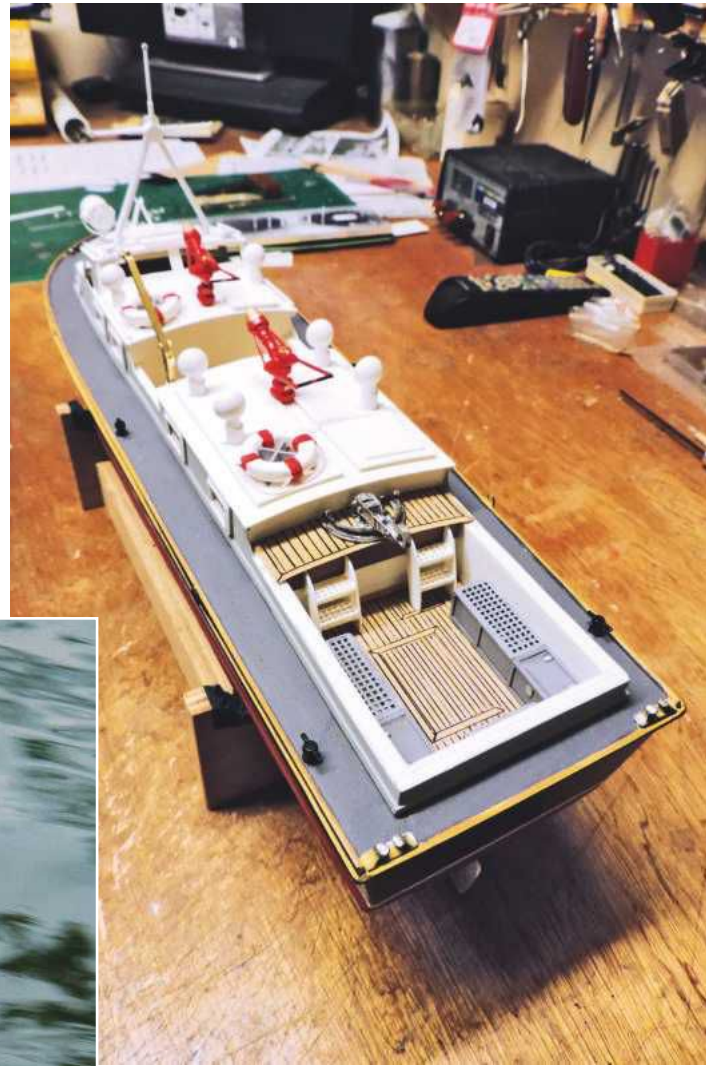
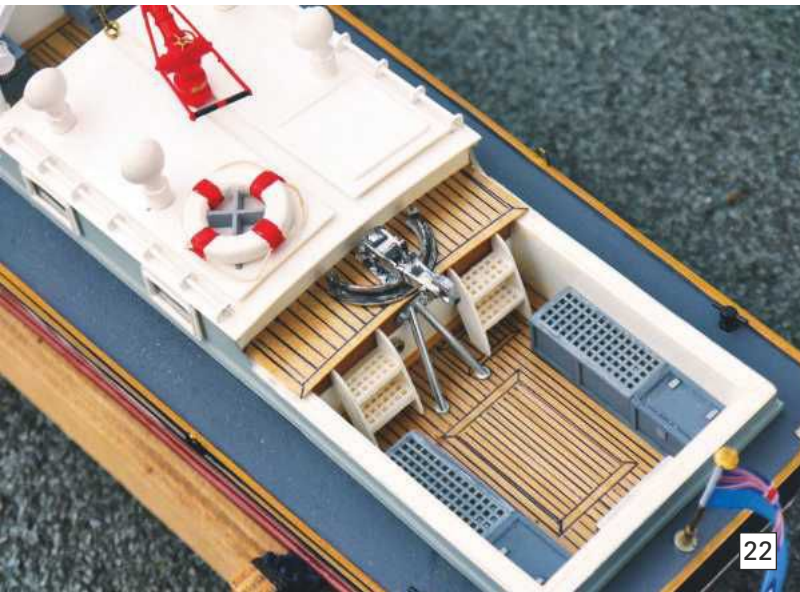
On the water?

Both models performed really well first time out, **Photo 23** being of *Sea Princess* and **Photo 24** of the *Fire Tender*. They are both very fast and truly amazing in a straight line, but initially suffered from a weird gurgling sound when rudder was applied, reducing the turning response to almost nothing and making the hulls unstable.

Different rudder shapes were tried as well as different sizes and shapes of propeller, but the problem persisted. Finally, it was realised that these models were so light that when a turn was initiated, the propeller became clear of the water which stopped the rudder having an adequate water volume passing it so as to function properly. By adding extra weight to the aft end of both models, as the sterns got deeper in the water, so this problem faded.

Sea Princess and the *Fire Tender* both look very nice on the water and now that the turning problem is solved, are a distinct pleasure to operate. They may both be based on vintage designs, but remain as pleasing to the eye today as they were when they first appeared over 50 years ago and of course being smaller and lighter versions, are so much easier to handle.

Happy boating, Ron Rees





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USS Little Rock was a first generation American guided missile armed cruiser.

Range Finder

Dave Wooley with his *Worldwide Review of Warships and Warship Modelling*



Welcome once again to our regular sortie into the world of fighting ships and this month we have a close look at the early American guided missile cruiser USS Little Rock CLG-4 and continue with our Deans Marine HMS Skirmisher project as well as having the usual Mystery Picture teaser.

USS Little Rock CLG-4: Part One

This two part mini-series of pictures comes courtesy of Bill Clarke from the USA who very kindly took the onboard shots of USS Little Rock, now a permanent museum ship at Buffalo and Erie County Naval and Serviceman's Park, New York, USA.

USS Little Rock was a first generation US Navy guided missile cruiser and the concept originated in the closing months of WW2, when the US Military were experimenting with guided weapons systems under the code names Operation Bumblebee and N2 Lark, the former going on to be the basis of the first generation of anti-aircraft missiles fitted to their warships and known as Talos, Terrier and Tartar.

It was the devastating attacks by kamikaze aircraft that initiated the anti-aircraft guided weapons program in the USA, the rationale being to engage and destroy what were effectively incoming

piloted bombs, before they could properly launch their attack.

In the early post-WW2 years and even though the Cold War was just beginning, there was a reluctance on the part of the US Government to spend huge amounts of money developing high value weapon systems, but fortunately there were a large number of recently built warship hulls available, so the decision was made by the US Department of the Navy to convert six Cleveland class light cruisers to become the first generation of guided missile warship, now to be known as the Galveston class.

The first two conversions proved to be more expensive than first thought, due in part to the high cost of providing the magazine for the new missile system within the existing hulls and only the first three ships to be modified, including USS Little Rock, were actually converted for the Talos system, this being a 65nm (nautical mile) long range anti-aircraft missile, whilst the remaining three were equipped with the shorter 19nm range Terrier missile.

The ship

USS Little Rock CLG-4 (Cruiser Light Guided No. 4), based on a Cleveland class hull, was laid down

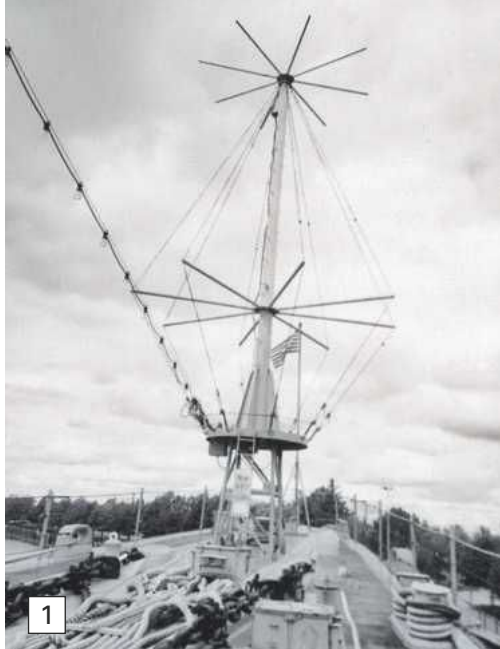


Photo 1. Right forward on the forecastle is the large vertical communications array.

Photo 2. Looking towards the bridge, you really do realise how narrow in beam the Cleveland class hulls were, something which contributed to their stability problems when converted to missile cruisers.

Photo 3. USS Little Rock originally had four triple 6 inch gun turrets, but only one remained after conversion.

Photo 4. The cable holders and capstans.

Photo 5. Immediately forward of the 6 inch triple gun turret, this picture shows some deck vents, hatches and the deck planking style is of interest.

Photo 6. Looking down on to the top of the 6 inch turret, the twin 5 inch turret barrels being in the foreground.

on the 6th March 1943 and initially commissioned as CL-92 on the 17th June 1945 at the Cramp Shipbuilding Company of Philadelphia. The ship was taken in hand for conversion to a Talos armed missile cruiser in January 1957 and the work was completed in June 1960. She displaced over 15000 tons in a hull 186m long x 20m beam and as converted, she was equipped with a single double arm launcher aft for the Talos missiles, but retained a triple turret of 6 inch 47 calibre guns and two 5 inch 38 calibre guns in a turret just forward of the bridge. USS Little Rock and the other five Cleveland class vessels were considered to be top heavy as the missile magazine with its ready use, plus wing and fin assembly areas, were in deck housings on the main deck and the ships required additional ballast to compensate for this.

Ship's tour

As is now customary we begin our tour from the forecastle. Right forward is a tall communications array, technically listed as a 'Shipboard Conical Antenna with Conductive Support Mast', also known as a Monocone antenna, that was a familiar

fit on a number of the larger US warships of that period, **Photo 1**, but then later superseded by the more familiar modern long range satellite communication systems with which we are familiar.

The next picture looking aft towards the bridge shows the cable holders and anchor cables, but perhaps more interestingly, it also shows just how fine a beam the Cleveland class hulls had, **Photo 2**.

As originally built, USS Little Rock had four triple turrets, each with 6 inch 47 calibre guns, but only one was retained after conversion as seen in **Photo 3**. This picture is helpful for a model maker in that the deck planking is clearly visible and as such each plank's width can be readily determined.

Photo 4 is a close view of the cable holders. It's worth noting how different they are in appearance to those on Royal Navy ships and please note the cable brakes between the two deck vents.

The next picture, **Photo 5**, is from just forward of the six inch gun turret and once again the detail of the deck is clearly revealed, particularly the margin planks around the vents and hatches.

Photo 6 is looking forward and down, showing the detail on the top of the six inch triple gun turret. During the vessel's reconstruction in the late





Photo 7. The bridge on USS Little Rock was extensively rebuilt during the conversion.



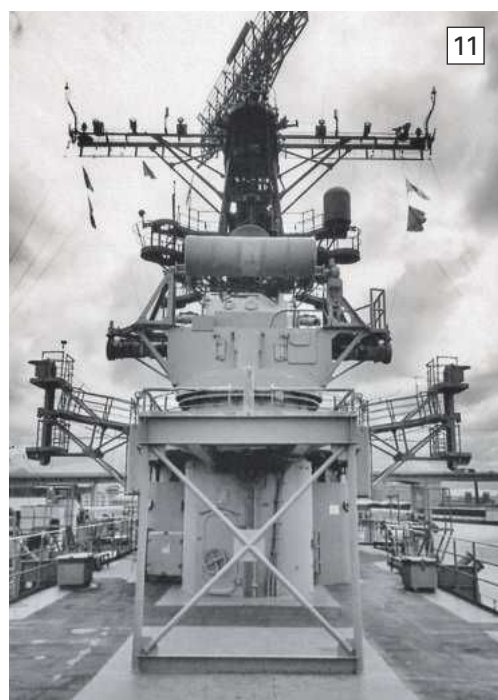
Photo 8. The gunfire control directors were retained, but the original pole masts were replaced by lattice versions.

Photo 9. The stairway on the port side of 01 deck leading up to 02 deck.

Photo 10. The 6 inch gunfire control director forward of the foremast.

Photo 11. Looking directly aft towards the gunfire control director on 02 deck.

Photo 12. Port side on 01 deck, close to the stairway leading to 02 deck



1950's, the bridge was altered to that which you see today, but the ship also retained the forward 5 inch 38 calibre mounting. It's interesting to note how spacious the bridge appears in **Photo 7** from this starboard side view. The next general picture shows the starboard side of the bridge's 01 and 02 decks with the latter supporting the fire control directors and the forward lattice mast, **Photo 8**.

The last picture in this sequence is **Photo 9** from a position on the port side, to the rear of the bridge, with the stairway leading up to 02 deck and the gunfire control directors.

From 02 deck we can gain a better impression of the six inch gunfire control director and its support structure, **Photos 10 and 11**. The huge mattress radar mounted on the foremast is the SPS3A, a long range air search radar. Moving back down to 01 deck provides a better view of the lattice mast arrangement, the dome topped cylinders just below the yardarm being for radar direction finding, **Photo 12**.

Moving to a similar viewing point, but now on the starboard side of the gunfire control directors, **Photo 13** reveals more structural detailing that could prove useful to the model maker and it's

worth noting that the lattice masts are of tubular construction.

Moving back to the port side now, and looking aft along 01 deck, please note the extended structure emanating from part of the superstructure adjacent to the lattice foremast, which is part of the radar and radio rooms, **Photo 14**. Switching sides to starboard and this is also of an area adjacent to the fore funnel, **Photo 15**.

Looking forward now from off the ship at the starboard side, **Photo 16** is one of those pictures that reveal much useful detail and chief amongst these is the motor boat's davit arrangement. Please note in the centre of this picture on 01 deck that there are two tubes which had a similar function to the Royal Navy Corvus chaff launchers and **Photo 17** is a close-up of them.

The final two pictures for this Part One of the Photo Tour, concentrate on the area around the motor boat's davit and a view inside of it, both looking aft, **Photos 18 and 19**.

In Part Two, we will continue with our Photo Tour with some detail pictures of the Talos missile and its launcher, plus a unique look at the missile wing and fin assembly area.



Photo 13. An excellent picture on the starboard side on 01 deck. The Mk. 35 director with the letter E on the side is, apart from the radar, vintage WW2.

Photo 14. On the port side looking aft towards the main mast.

Photo 15. A good view from starboard of the fore funnel and lattice mast.

Photo 16. Another excellent picture with a wealth of detail, particularly of around the base of the funnel and davit arrangement.



Photo 17. An early version of Chaff launcher having a similar purpose to that of the RN Corvus device. These were (and are) a defence against anti-ship missiles and hope to confuse their homing devices.

Photo 18. Starboard side with a view aft towards the second funnel and main mast.

Photo 19. A good view of the motor boat showing its internal arrangement.



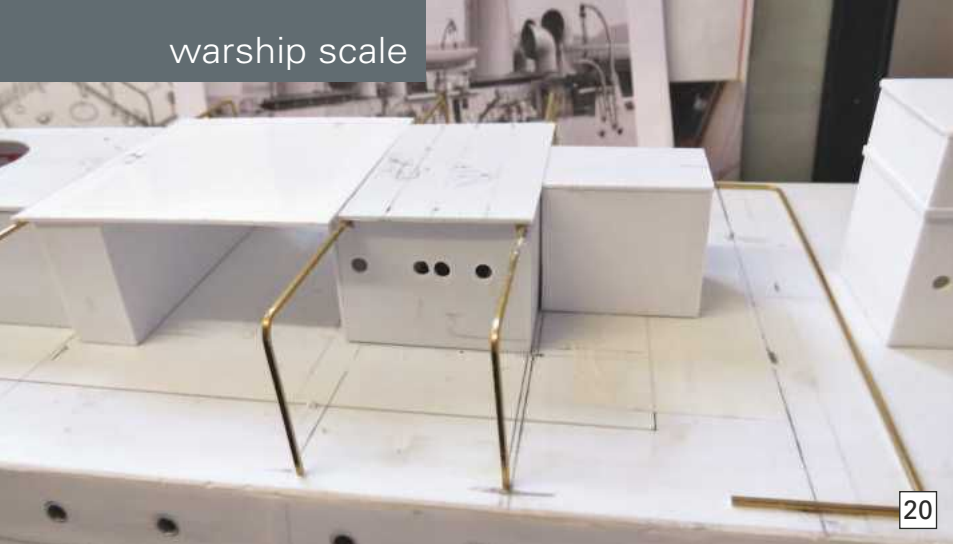
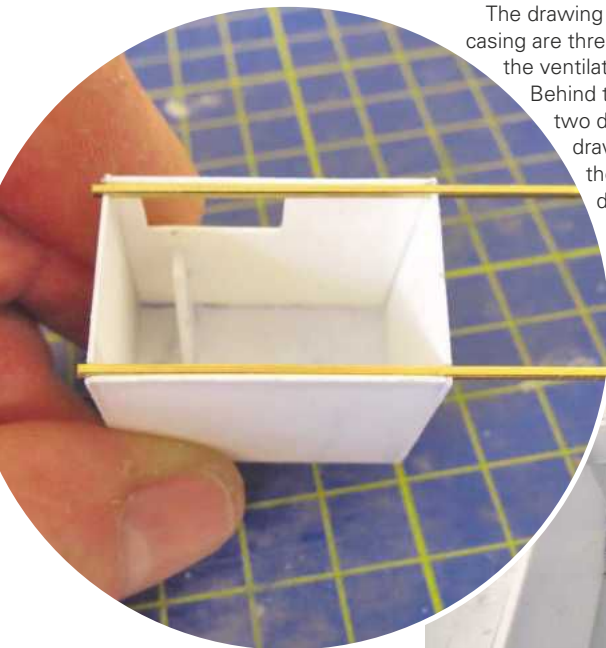


Photo 20. The boat supports slot into the modified deck housings.

Photo 21. The smaller deck housing has longitudinal support frames rebated into its side's top edges.



HMS Skirmisher - Part Five

Modifying the superstructure

Last month we concluded with a method for setting the angle of the funnels in their deck casings, so now we are looking at the deck housings further aft and using the drawings and pictures to help create the extended boat support framework.

The drawing indicates that behind the third funnel casing are three deck housings. The first is part of the ventilation housing for the aft cowl vents.

Behind this is a gap followed by a further two deck housings. With the aid of the drawing and photos, existing parts from the kit were modified to create the deck housing that will also support the extended boat support frame.

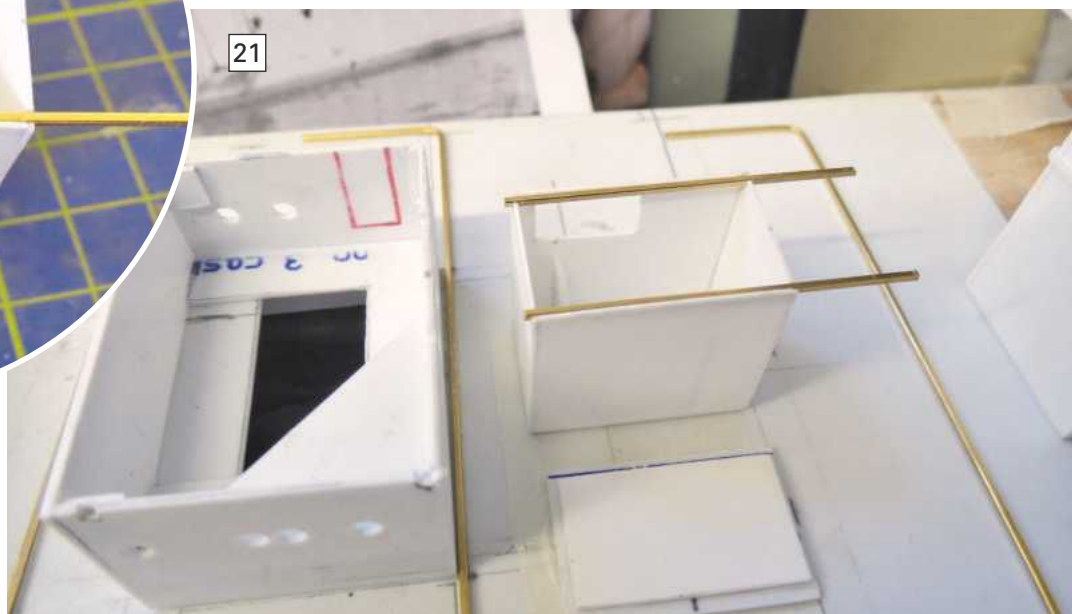


Photo 22. Soldering together the whole aft boat support frame using a simple jig.

Photo 23. How the soldered frame fits into place.



Boat support framework

This boat support framework is formed from 1mm sq. brass available from Albion Alloys and a radius formed at each end to coincide with the deck levels, bearing in mind that the deck is to be planked using 2.5mm x 1mm thick Lime stripwood. The length of each support varies slightly to fit just inboard of the spurn water (a channel at the edge of a deck to restrain the water), **Photo 20**.

Corresponding square notches are made to each corner of the deck housings into which the frame will fit, but it was not at this stage fixed in place. The smaller of the deck housings, **Photo 21**, part of the after cowl vent arrangement, is also notched with short lengths of brass cut to size, as indicated on the builder's drawing, the reason for this being that the after boat support frame will be required to fit between, and slot into, the two housings.

Measurements were taken from the builder's drawings and the main boat support framework dimensions marked on a flat piece of wood, the brass rod cut to size, laid over this template, and with a temperature controlled soldering iron, each joint prepared, fluxed and soldered as in **Photo 22**.

The result was a frame that would slot neatly into the deck housing as in **Photo 23**. All these tasks are easy if one breaks the job down into small mini-projects. One of the reasons for slotting this

framework and the other boat supports into the top of the deck housings is to ensure a good fit for them and perhaps more important, create positive fixing points for the boat supports as they will all be required to be lifted clear of the hull, together with the centre deck section for internal hull access. As you can see, everything slots together very nicely, with the framework legs all just resting on the deck, **Photo 24**, but nothing was actually permanently glued in place just yet.

Modifying the wheelhouse and bridge

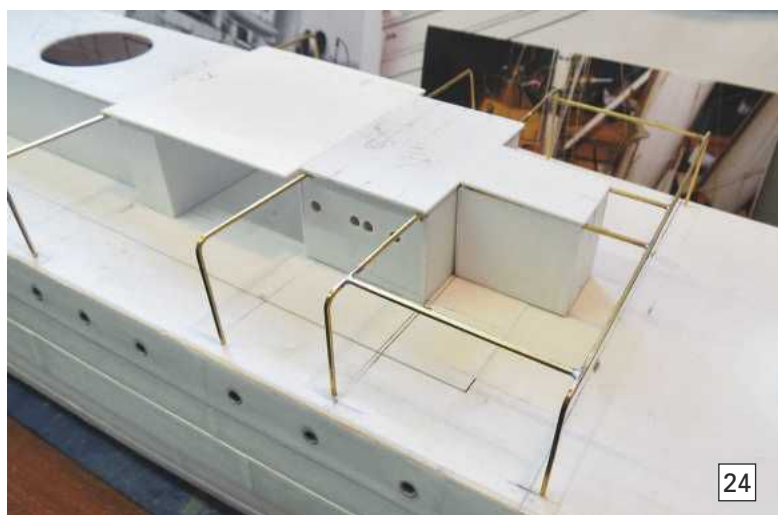
The builder's drawing indicates the shape of the bridge as a separate drawing on its plan view and surprisingly, the shape to the rear of the bridge platform is not symmetrical, being offset to starboard.

A regular feature of the late-Victorian era ships was access into the wheelhouse area through an open void either side of it, usually slightly separated

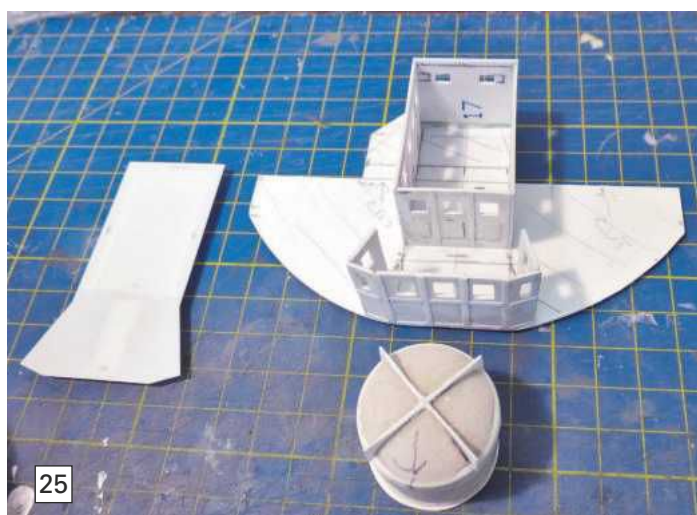
from the chart room and captain's day cabin. There is also separate access into the chart room from the port side of the bridge on this warship. These modifications to the kit are easily made by tracing the outlines off the builder's drawing and transferring them to the existing material within the kit. This work also includes reshaping of the bridge roof to follow that of the re-modelled wheelhouse assembly, **Photo 25**.

Below the wheelhouse is a circular armoured citadel ensuring that the ship could still be directed should the bridge be demolished when in action, but what is also significant was that the bridge consisted of a platform of wood secured to a steel framework supported by pillars and diagonal stays to take what are termed the 'racking strains'. Another point which might be significant later, is the slightly extended height of the guard rails and stanchions in order to take canvas weather dodgers as in **Photo 26**, which is a drawing of a very similar style of bridge unit.

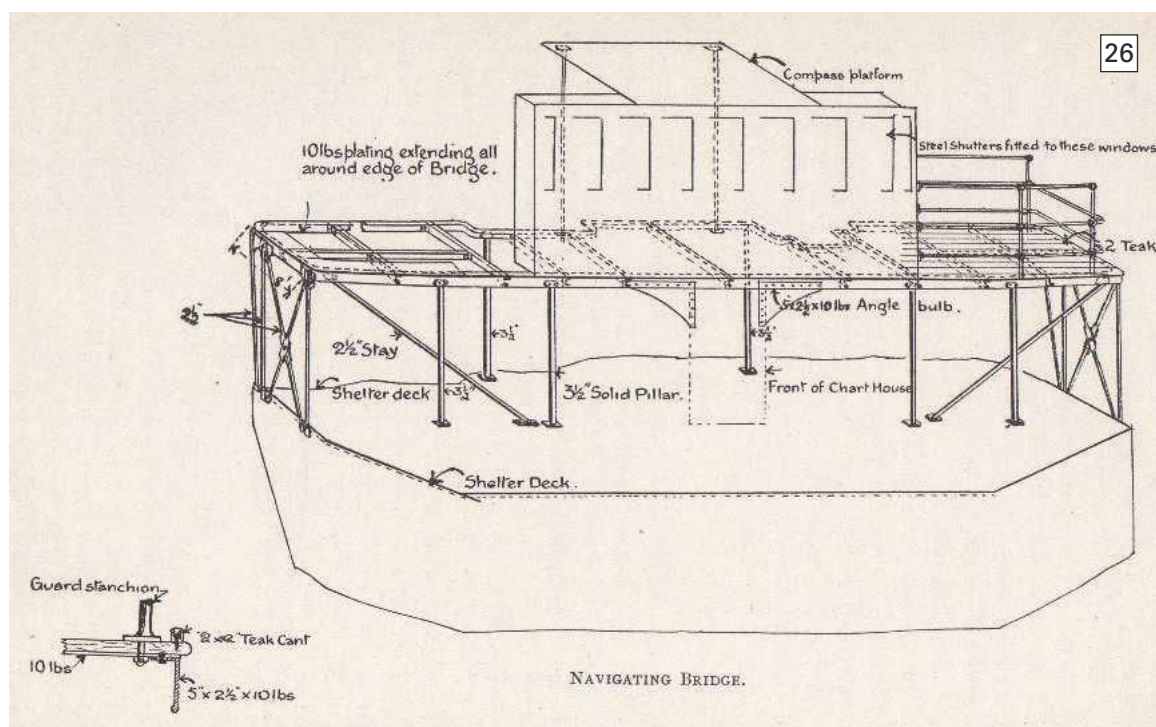
"A regular feature of the late-Victorian era ships was access into the wheelhouse area through an open void either side of it, usually slightly separated from the chart room and captain's day cabin."



24



25



26

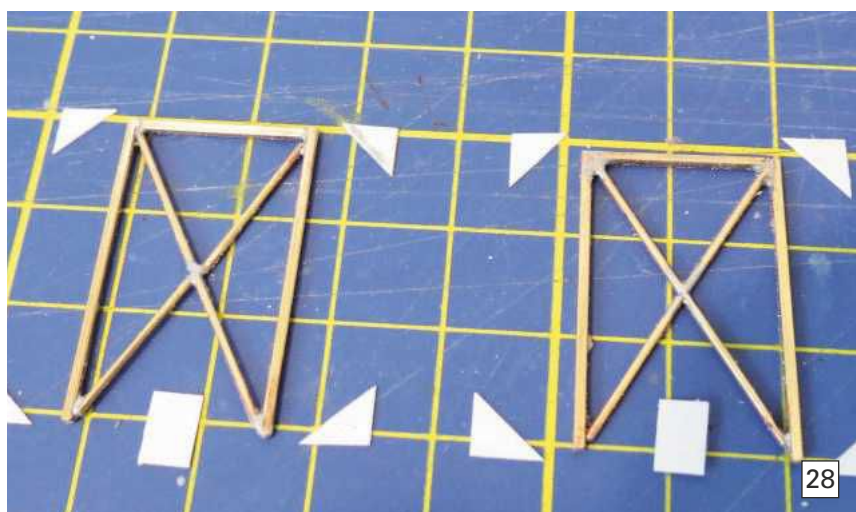
Photo 24. It fits! The ship's boat support frames slotted into place, but not fixed.

Photo 25. The modified bridge deck has a steering area partly open to the elements, a chart room and the captain's day cabin.

Photo 26. A typical RN bridge platform of 1905 showing its construction details.



27



28

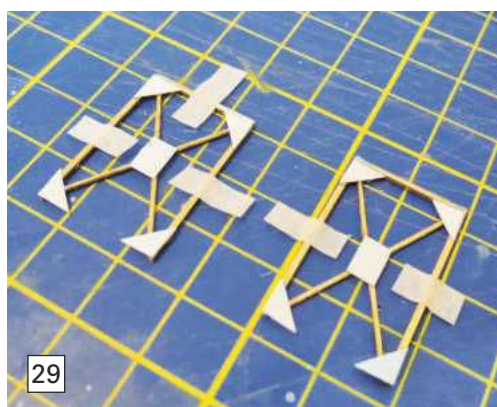
Photo 27. Preparing the side cruciform support frame for soldering with a liberal application of flux.

Photo 28. The side frames now soldered together with their corner and centre pieces made ready.

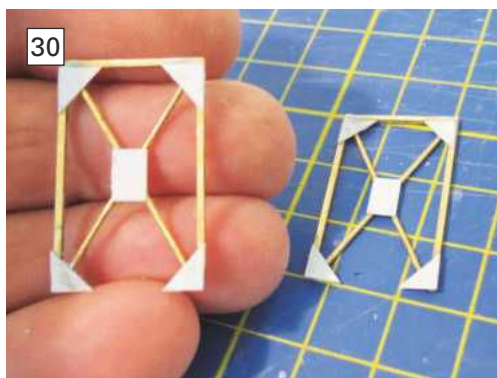
Photo 29. The corner and centre pieces are formed from 0.5mm styrene fixed in place with superglue.

Photo 30. The top corner pieces are fixed just below the top bar to give the frame a bit of clearance to slot into place beneath the main bridge platform.

Photo 31. All of the bridge and citadel parts were temporarily fitted into place, to make sure they really did fit.



29



30



31

Soldering the support frames

On the port and starboard ends of the bridge platform are cruciform frameworks that add greatly to the structural integrity of it all. Making these is a straightforward task and requires a length of 1mm brass box section for the outer frame and 0.5mm brass rod for the inner strengthening bars, both sourced from Albion Alloys. These were cut to size, placed on the inevitable drawn simple jig, taped down to it and using a flux for use with lead-free solder, all carefully soldered together.

The trick with any soldering project is to heat the job sufficiently to allow the solder to flow into the joint on contact and to avoid applying the solder with the iron itself, **Photo 27** showing the flux being brushed into place.

Corner plates

At each corner there is an angle plate which contributes to the strength of the frame on the full-size ship. These were formed using strips of 0.5mm styrene sheet with a rectangular plate in the centre of the frame as in **Photo 28**. These frameworks measures 18.5mm x 29mm, so are quite small and as such fixing each of the corners and centre pieces is a task made much easier if the frameworks are temporarily secured to a flat surface as in **Photo 29**.

Once prepared, each frame is now ready to be slotted into a prepared groove on the underside of the main bridge deck. It worth noting that each of the corner pieces at the top of the frames is fixed slightly lower to allow the brass box section to fit into a suitable mounting groove, **Photo 30**.

Fits together?

In its basic form, the wheelhouse, bridge platform and armoured citadel can be temporarily fitted in place with the two side frames, to ensure that all of these parts do in fact fit together nicely, **Photo 31**.

It is also worth remembering that wheelhouse structures of this period were generally constructed with panelling around their sides and this is clearly shown on the drawings. Finally for this month, there is to the rear of the bridge roof a searchlight platform and its supports were made from 0.5mm and 0.31mm brass wire with styrene for the support platform itself as in **Photo 32**, which is of the bridge assembly thus far. Next month we will discuss cowl vents, and there are a lot of them!



32

Answer to the February 2015 Mystery Picture

The clue was: Chatham built, but scrapped at Troon. Last month's Mystery Picture was of the County class heavy cruiser HMS Kent, perhaps quite easily recognisable to many of those with an interest in WW2 cruisers. There were a number of distinguishing features such as the high freeboard, three funnels and those with a keen eye would have noticed the fore and main tripod masts which were a particular feature of this ship, as well as the lantern Type 281 radar immediately forward of the main mast.

HMS Kent formed part of what was known as the Kent class group of the County class and which included HM Ships Berwick, Cornwall, Cumberland and Suffolk, and in addition HMAS Australia and HMAS Canberra. She was laid down at Chatham Dockyard in Kent on 15th November 1924, being part of the Royal Navy's so called Treaty Cruisers where the maximum displacement allowed for these warships was 10000 tons and these vessels were 630ft long overall and just over 68ft beam.

Douglas Morris in his book 'Cruisers of the Royal and Commonwealth Navies' comments on the

fact that HMS Kent in particular completed to be under the treaty limit by 250 tons, which allowed a small margin of weight to increase the magazine stowage and more significantly, add a catapult and crane. However, during the reconstruction period in the mid-1930's, but still conforming to the Treaty obligations, both HMS Cumberland and HMS Suffolk had their hulls reduced in depth aft to save weight, with HMS Kent also having to forgo the addition of a hangar.

The principal armament was eight 8 inch guns in four twin turrets and four single 4 inch, plus 2pdr anti-aircraft guns, 0.5 inch machine guns and eight 21 inch torpedo tubes. At the time of the picture in February MB, that was taken in 1942, the aircraft had been removed along with the not too effective 0.5inch machine guns, these being replaced by six 20mm.

Damaged by attacking Italian aircraft in September 1940, HMS Kent was back in action by September 1941, and served with distinction in the cruiser squadron of the Home Fleet, including Arctic convoy duties and providing gunfire support for D-Day in June 1944. HMS Kent was broken up at Troon in 1948, following a period in the Reserve Fleet.

Photo 32. To the rear of the bridge roof is a searchlight platform and note the panelling around the sides of the wheelhouse and chart room assembly.

References and acknowledgements

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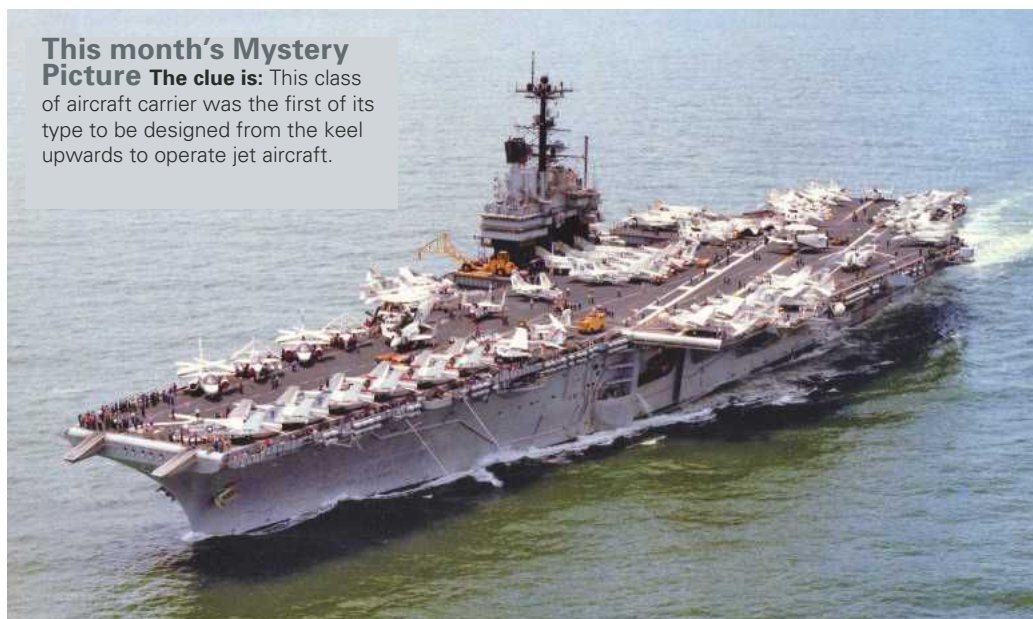
Cruisers of WW2, An International Encyclopedia by M. J. Whitley, pages 83 to 86.

Cruisers of the Royal and Commonwealth Navies by Douglas Morris, pages 176 to 181.

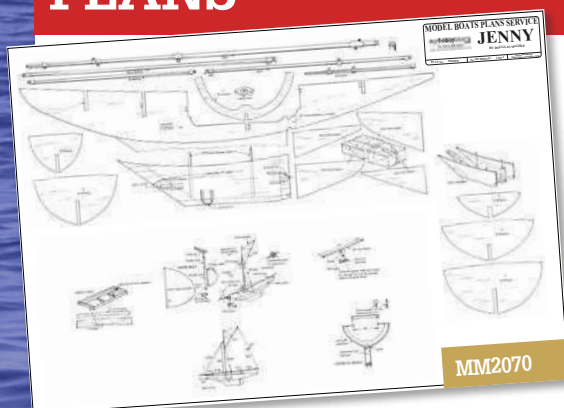
My thanks to Bill Clarke of the USA for providing the onboard pictures of USS Little Rock and allowing their use as part of Range Finder and also submitting this MB March issue Mystery Picture.

This month's Mystery Picture

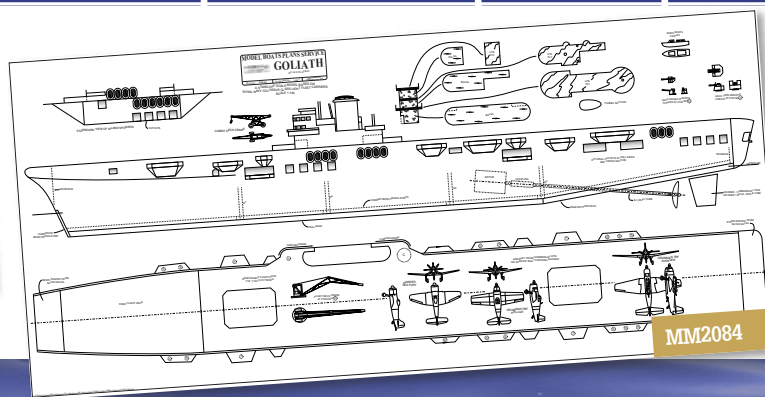
The clue is: This class of aircraft carrier was the first of its type to be designed from the keel upwards to operate jet aircraft.



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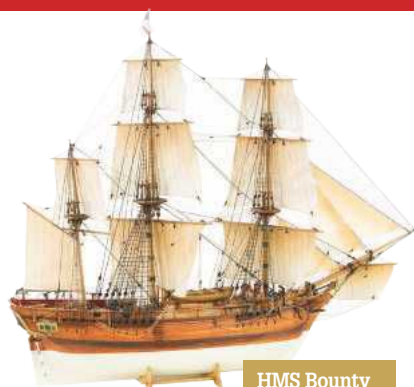


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Alternative energy?



Dr. Marcus Rooks goes down the environmentally friendly route

In the miniature marine field it was the well-known firm of Bowman that used rubber power, but they are more well-known for their series of steam powered launches, such as the Swallow and Snipe

It is very rare to go through a day without renewable and alternative forms of energy being mentioned, usually in relation to electricity generation. As always such things started me thinking and I rested on the thought of alternative power sources for our model boats. Generally speaking when motorising a model boat, the power source is usually one of the following; electricity, steam, sail or internal combustion, and without doubt the easiest to install and control is the first of these.

Steam in small boats is frankly a pain as it may be exciting to use, but has to be handled carefully and regulations (rightly proper) regarding the pressure vessels can deter the amateur constructor.

Sail has been around for generations and makes for a fine appearance on the pond. However, rigging can be very complex and we are dependent on the suitable power source being available, i.e. the wind.

Internal combustion engines are used quite frequently, especially in racing boats and gas turbines have been used to power miniature aeroplanes so it will be only a matter of time before one is adapted to marine use, if it has not already been done so.

Also, Hot Air or Stirling Cycle engines could be used and they are notoriously lacking in power, but are a possibility.

I am going to discount the foregoing for my own

reasons as I have always leaned towards the toy aspect of miniatures and rather than slog away on a masterpiece I have tried to emulate what has gone on before in the miniature toy world. For this reason I am going to suggest a few alternatives. Okay, they will not suit everyone but they can be great fun. The first is rubber band power as described in this article, but in due course I will look at pop-pop power, hopefully in a follow on article, Jetex having been explored in the February 2015 issue.

Rubber band power

This is more usually associated with model aeroplanes and I think that we have all seen someone turning an airscrew propeller to tension the rubber band. On releasing the propeller, the band unwinds turning the potential energy locked within the rubber into kinetic energy that turns the propeller of the aeroplane. Some disadvantages are immediately obvious in that the flying time is limited and the power definitely reduces as the band reaches the end of its unwinding process.

However this has not prevented it being a popular cheap and safe alternative. FROG (First to Rise Off the Ground) of famous memory first started with their Mk. IV Interceptor, a rubber band powered aeroplane, before moving on to their world beating plastic kit range.

In the miniature marine field it was the well-known firm of Bowman that used rubber power, but they are more well-known for their series of steam powered launches, such as the Swallow and Snipe. They made a complementary series of boats that were powered by rubber bands known as Aeroboats. These were extremely long and narrow and it is a boat such as this that we shall be making here.

Bowman's boats were driven by a conventional submerged propeller, but there were even simpler boats that were powered by an aeroplane type propeller mounted on the hull and I am including such a boat as well. This was a commercial part-paid giveaway with Kellogg's' Rice Krispies in the late 1950's. As a boy I can actually remember it and always wanted one then, but of course never got it.

Aeroboat

Let's get started with an Aeroboat style of model and here I am abandoning my preferred material of styrene and using balsa wood instead. Bowman did not use balsa wood, although I find it a relatively easy material to use, but it does require careful handling and finishing to produce a nice result.

This model can be made with the simplest of hand tools, but remember that the size of available



rubber bands will ultimately dictate the size of it. Discarded rubber bands from the Royal Mail that are used to bundle up letters are just about right in my opinion. A commercial propshaft with 4BA ends was used plus an 'off the shelf' propeller. Also required were picture hooks and a servo output arm, but apart from these items, everything else was home-produced. Please note: No radio control gear.

Building the hull

Let's start with this which follows the typical outline of a pre-WW2 Bowman launch. It may seem difficult to grasp the importance of these boats in the toy boat world, but prior to their arrival, in the early 1930's most toy model boats were of German origin and constructed from tin plate, so today any pre-WW2 model boat whether English or German, can be extremely collectible.

The hull comprises a bottom piece with stem and stern attached, **Photo 1**, and then two side sections were added later. The flat bottom section is of 3/8 inch (9mm) thick balsawood. The hull is roughly 3 inches (75mm) beam, with its stern area tapered and the forward section curved. Glynn Guest is the master of this type of construction, but suffice to say that if you mark and cut one side, use this as a template for the other, then with a bit of luck the model will end up truly symmetrical.

The stern was built-up from 3/8 inch (9mm) blocks of balsawood, glued together and then (after a decent interval) trimmed to shape. I included a tumblehome to add to the aesthetics of it all and to mimic the early-20th Century torpedo boat destroyers which often had this feature. The stem is a length of triangular shaped balsawood and a portion of the hull base was removed to accommodate this when it was glued in place, together with a shaped block of balsawood to act as a support. A sturdy 3 inch (75mm) wide bulkhead was glued in place about a third of the way along and across the hull. It is vitally important that this bulkhead is rigid, as it holds the attachments for the rubber bands and has to take the strain when they are twisted.

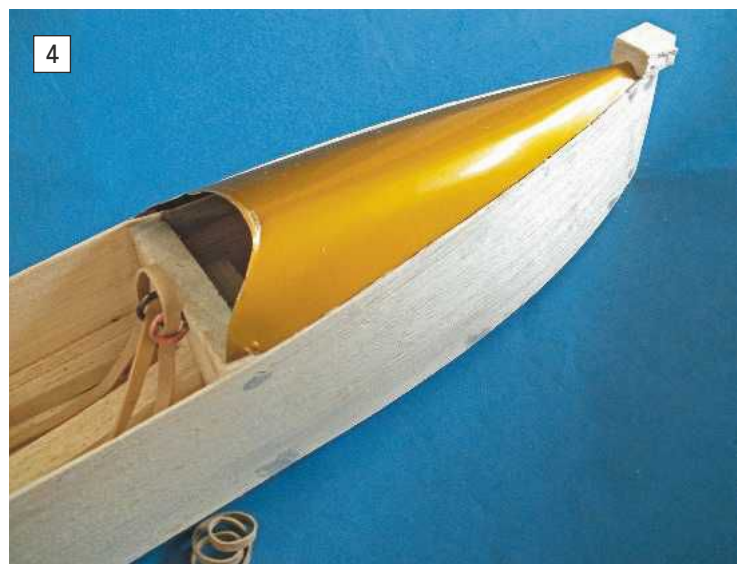
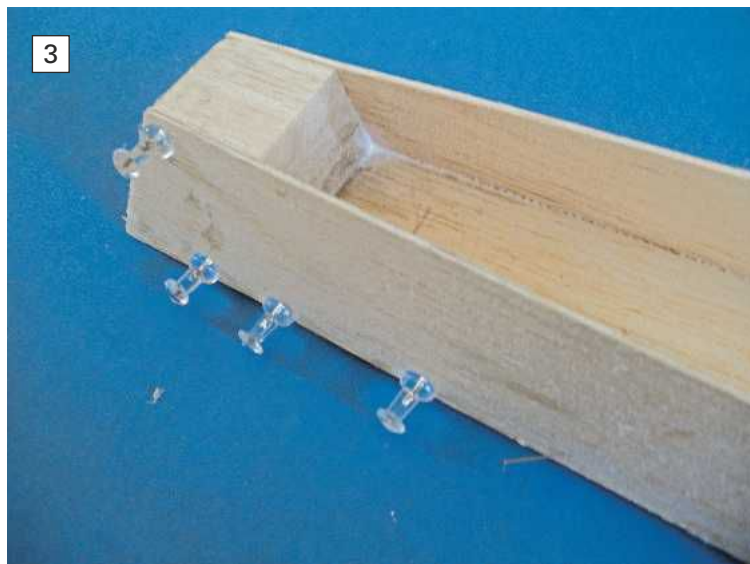
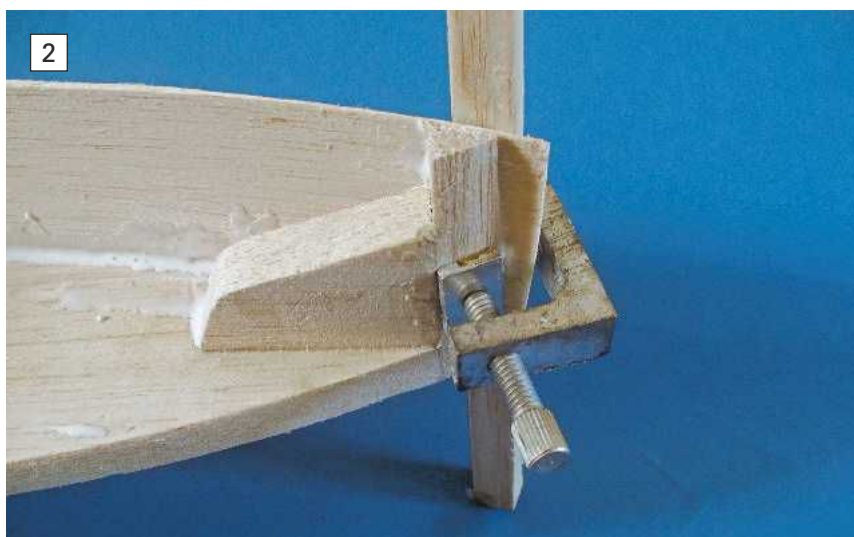
The hull sides are of 1/16 inch (1.5mm) thick balsawood sheet. This hull has a depth of 2.5 inch (70mm) at the stern, reducing to about 2 inch

(50mm) at the stern and these parts were glued to the bottom section, but with an extra 1 inch (25mm) or so at the stem. The first piece was glued in place and then sanded to the correct length,

Photo 2, then the other side section glued in place overlapping it at the stem. Once the glue had fully set, this joint was sanded to a nice sharp edge. Pins and clamps, just like how Glynn Guest builds his models, were the order of the day and **Photo 3** is of the stern section. The front end was stiffened with some 1/4 inch (6mm) square section glued to its inside faces, about 1/8 inch (3mm) below the top edge. This not only strengthens it all, but acts as a support for the spray hood. These lengths of square section are best first softened by steaming. A domestic upright electric kettle, boiling with steam coming out of the open top will soon make the wood pliable, but please don't scald yourself!

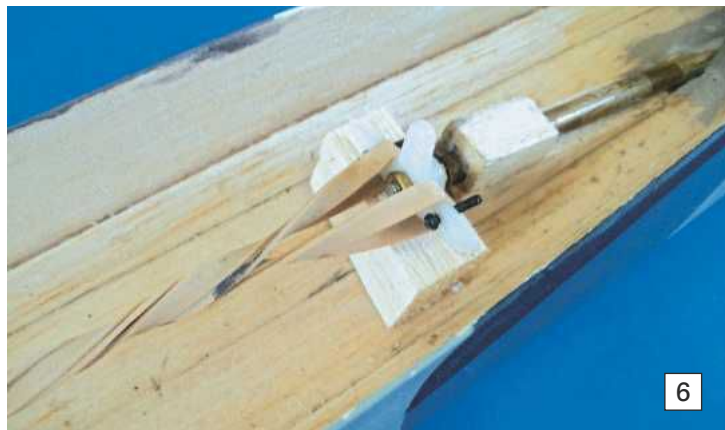
Spray hood

These were very prominent on the Bowman launches and mirrored early torpedo boat destroyers. This version was made from tinplate, **Photo 4**, and redundant biscuit or chocolate tins are excellent sources for this material. Use a template of stiff card initially to get the right shape and then transfer this to the tinplate. Make sure that all

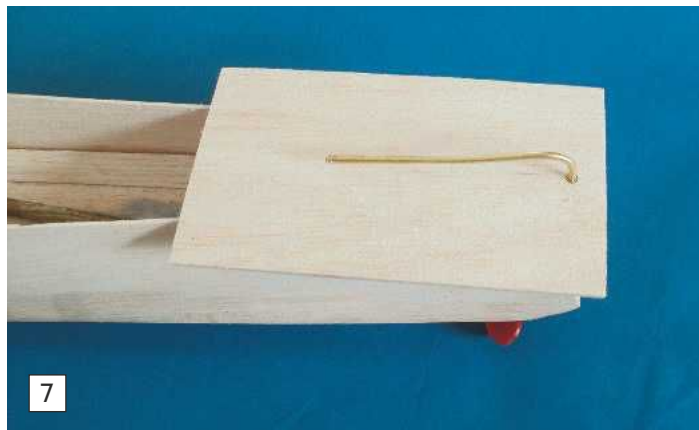




5



6



7



8



9

its edges are finished smooth and are preferably folded, to prevent personal injury.

The front of the hood is made from a block of balsawood glued in place and sanded to the final shape. The spray hood is pushed into this thus helping to hold it all in place. The hood itself should be a spring fit inside the hull whilst resting on the support strips as in this last picture.

The 'works'

As already mentioned, a commercial propshaft was used, its position being determined by laying it along the outside of the hull to gauge the best angle and position, and then making a rectangular hole in the bottom for it to go through. A balsawood support helps locate the propshaft at the right angle. As it so happened, the propshaft being used was 1.5 inches too long, so its length was reduced, which meant its shaft was also now too long. Solution? Cut it down and on the now unthreaded end, superglue in place the propeller. Okay, purists will be upset, but it has been fine in practice and **Photo 5** is a view of the internal layout of the hull.

The inner end of the propshaft needs to have a connection for the rubber bands, for which a redundant servo arm was screwed in place and then held by a locknut, **Photo 6**. Two screws in the

opposing arms hold the rubber bands in place - yes, as simple as that. The other ends of the bands are held by picture hanging eyes, screwed into the bulkhead. Do NOT forget to use a thrust washer between the propeller and tail end of the propshaft tube. The rubber bands can put considerable force on this washer as they draw the propshaft forward by their 'wound-up' tension.

It is best to test the arrangement by threading two rubber bands around the servo arm and stretching them over the picture eyes and twisting the propeller by hand, and I think you will be surprised at the stored power produced. Use a removable balsawood block under the servo arm to act as a safety catch to prevent a premature rotation.

Winding the rubber sufficiently is always a task, a bit like blowing up an air bed. Now, Bowman and FROG used an elaborate gear winding mechanism, but times have moved on and today we have portable cordless drills. So make a forked adaptor that fits over the propeller and by using a slow speed, the rubber bands can be wound very easily and quite quickly.

The rear deck piece is of balsawood that overlaps the stern, **Photo 7**, and it also acts as a support for the rudder tube, but here there was a design problem as I intended to wind the elastic bands

“Winding the rubber sufficiently is always a task, a bit like blowing up an air bed.”



10

using the aforementioned cordless drill, but it then dawned on me that the rudder would now be in the way. So, somehow the rudder had to be made easily removable, and the solution? A slot was cut in the end of the rudder shaft, **Photo 8**. This was gently expanded so a spare piece of the brass tube was now a tight fit over it. A short length of this tube was cut off and the rudder blade soldered to it. In operation this tube is slipped over the 'expanded' rudder post and is held firmly enough by the interference fit to do its job. When winding the rubber bands, the rudder is slipped off, the rudder post shaft raised up out of the way, thus giving access for the electric drill.

Finishing off

A cover for the rubber bands in the hull is a good idea, as it is as much to protect the hull as the operator, should they suddenly give way. The one seen here, **Photo 9**, is just a piece of scrap styrene held in place by the hull sides. To give it shape, you can roll it over a suitable can, hold in place with yes, rubber bands(!), and immerse in hot water. Painting? The hull was sealed with sanding sealer and then painted in a somewhat unusual dazzle scheme that has turned out quite well and is a little more exciting than the norm'. The rubber bands should be lubricated with a little Vaseline to aid their operation and a bath test indicated that it would probably go like a rocket, well at least for the first few seconds anyway.

Swamp glider

Another type of rubber powered boat was powered by an aeroplane type of propeller. The most obvious type is that found in the American Everglades and known as swamp gliders, which are shallow hulled and skim over the water surface.

As it so happened, I possessed (note the past tense) a commercially produced swamp glider that was offered by Kellogg's Rice Krispies in the late-1950's, **Photo 10**. By sending money and tokens from the packets, one of these plastic kits could be obtained at that time and they were well made items by Park Plastics. They were very much snap-together kits, but the use of polystyrene cement was also recommended in the instructions.

It made for a very nice little boat, **Photo 11**, using a supplied winding handle (on the front deck in this last picture) and the instructions stated that



11



12



13

75 revolutions should be applied to the rubber bands. I have to say this seemed a little excessive, especially when I tried it in the bath and it almost flew out of the room. It was steered by a simple aeroplane type rudder hinged behind the propeller.

Submarine

During all this, I had made my usual trip to Japan and visited the now quite famous YodoBashi Camera Department Store and in the model kit department was quite amazed to find a plastic kit for an I class submarine. Not that unusual perhaps, except for the fact that it was powered by a rubber band. Talk about coincidence?

This was very easy to construct and surprisingly accurate for a stand-off model, **Photo 12**, but it does have a somewhat large propeller. By moving the front hydroplanes, theoretically it is also possible to make it manoeuvre underwater and **Photo 13** is of its underneath and note the built in winding handle behind the propeller. The fact that a manufacturer has bothered to make such a model indicates that perhaps rubber powered machines are a practical commercial possibility.



unfortunately it stopped short of the opposing pondside and a gust of wind caught it before I could reach it and it then drifted into the middle of the lake, **Photo 15**, before becoming enmeshed in some partly submerged branches and hopelessly stuck. So, I guess it has now become the Marie Celeste of Histon Lake, passers-by wondering how on earth it has got there!

The *Submarine* worked very well on the surface, **Photo 16**. Its speed was not really sufficient to make it dive properly, although possibly this could be corrected by fitting stronger and more powerful rubber bands.

On the water?

On the day, the three little models all performed as they should.

The scratch built *Aeroboast* style model needed a little lead ballast to get it to float properly, probably due to its extremely low weight, **Photo 14**. It travelled at a good pace and I was able to direct it in a shallow arc so that it left one part of the pondside and made landfall a little further along. I had no idea how long or far these models would travel as I did not want to have them stranded in the middle of the lake which, you have guessed, unfortunately did occur with the next model.

The *Swamp Glider* was actually a real thoroughbred and skimmed over the water, but

Conclusion

Depending on the number of turns of the rubber, the speed and the length of run can be controlled to a certain degree. There is of course a definite reduction in performance as the rubber band(s) unwinds. In practical terms, if there were about 20 seconds worth of movement then that was good run, but I think that this is an under-developed area of propulsion and definitely deserves some more experimentation from which some quite sophisticated model boats could be developed. **Photo 17** is of the Jetex Speedboat featured in February 2014 MB, rocket power being another means of propulsion.

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model Boats GALLERY

by David Walter

RIGHT: *Eide Fighter* was built 1975 as an anchor handling tug named *Smit Lloyd 115*. She currently operates under the Bahamas flag for *Eide Marine Services*, Norway.



European Tugs

The European tug scene is a haven for tug enthusiasts and modellers alike. The variety of tug design seen throughout European ports will give tug modellers numerous ideas for their future models.

BELOW: *Christos XXIV* was built 1971 as the *Fairplay IX*, but is now flying the flag of Panama for her owners, the *Spanopoulos Group*, of Greece.

RIGHT: The salvage tug *Hellas* was built in 1977 and is owned by *Gigilinis Salvage & Towage* of Greece.



LEFT: *Dutch Pioneer* was built 2001 for *Van Der Wees Transporten BV* Dordrecht, Holland.



ABOVE: *Port of Amsterdam 1* operates at Amsterdam for the Port Authority's fleet of tugs. This is a *Damen* design of tug.

RIGHT: *Louise Van Der Wees* was built 1971 and owned by *Van Der Wees Transporten BV*, Dordrecht, Holland.





ABOVE LEFT: The anchor handling tug Neptun 10 operates under the flag of Gibraltar.

ABOVE RIGHT: VB Barfleur, built in 2003, operates from the Port of Le Havre for the Boluda Group.

LEFT: VB Sainte Adresse, built in 2000, operates from the Port of Le Havre for the Boluda Group.



ABOVE: Evergem was built 1993 and operates on the Ghent-Terneuzen Canal in Belgium.



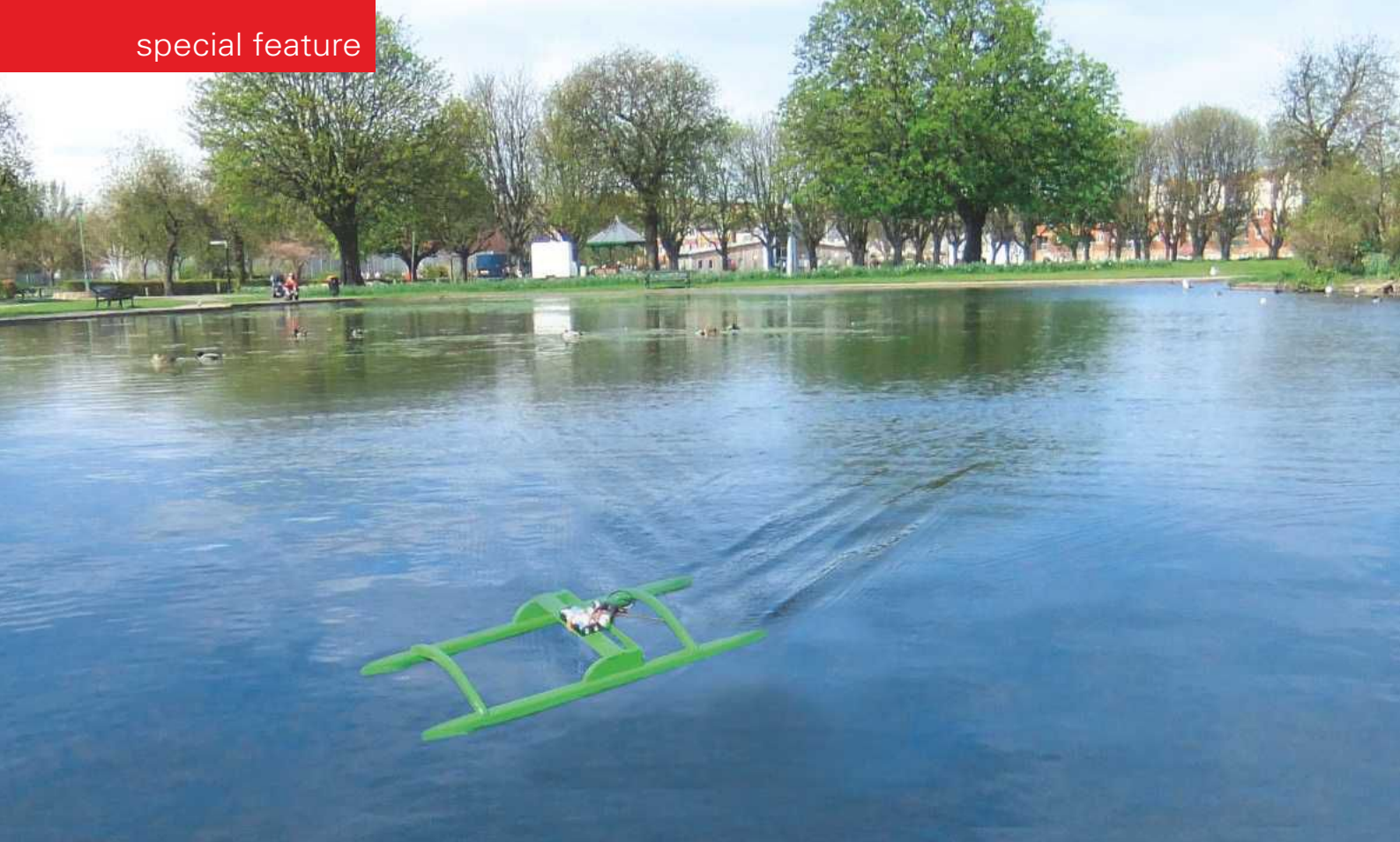
BELOW: Navia was built in 1998 and currently operates from the Port of Gijón for her Spanish owners Remolcador Navia en el Puerto Del Musel.



ABOVE: Multratug 10 was built 1973 operates on the Ghent-Terneuzen Canal in Belgium.



RIGHT: Thetis was built in 2003, for the Iskes Towage & Salvage BV at Ijmuiden, Holland, but is currently on charter to the Svitzer Group.



Free Running Longtail Outboard Motor Boat

Peter Whitehead's
unusual free-running model

Last summer I watched a father and young son operating a thrilling miniature speed-boat on our local lake. These very high speed, fast turning, brushless motor driven, proportionally controlled tiny boats can be purchased for about £40, ready to 'go', and yet the boy who could use this model with such brilliant ability was utterly bored with it, as shown by his gestures when he showed it to me. It was a new present for him that very same day, but he told me that he preferred the excitement of computer games, which does seem to follow the trend amongst young people.

I recently took some home-made outboard motors to the lake for trials and collected a group of young observers in a very short time; the same children who can adjust smart 'phones to receive emails or program a calendar on them and who don't acknowledge anything unless it's rocket-science 'smart'. As my favourite unit whizzed across the lake and I ran to save it from destruction against the other edge, one kid said; 'Well sick'. Gentle modellers, just in case you don't have a Brat-to-English dictionary, that means 'not bad'.

For several years I collected classic toy outboard motors and took an interest in the history of these amazing little machines. I only purchased lower value examples because the rarer models sell for thousands of pounds, but even my less worthy outboards had considerable value and this took my enjoyment away when using them. So I sold most of them and decided to build simple units, these being more fun to use and of course expendable.

Outboard drives

I make three types of these. Shaft drives to open gearboxes which use a contra gear to redirect the drive by 90 degrees; spring drives to transmit the power from motor to propeller using Mamod springs and direct transmissions from motor to propeller using the delightful 'Longtail' drives as used in the Far East. Of these, the fastest and easiest to make is the last listed.

A balsawood test hull can be cut, joined, sanded, sealed and the motor unit assembled on one rainy day. My favourite unit is a small longtail outboard which uses a 35mm camera winding motor, some tube and rod, plus a small propeller that was in my model box for ages. So much fun, and all for nothing.

This is where this article altered course (a bit of a pun there), because as I was writing I decided to build another longtail outboard driven model from my scrap box so that I could photograph its simple construction. I also decided that I would make a hull that could cope with conditions on our foreshore at low tide so that I would not have to trek to the local pond's weedy surface.

Longtail outboard model

The tube and shaft are possibly too heavy, the propeller is perhaps too small and you can see what little balsawood was available. The power unit is a winding motor from a 35mm camera, and I had

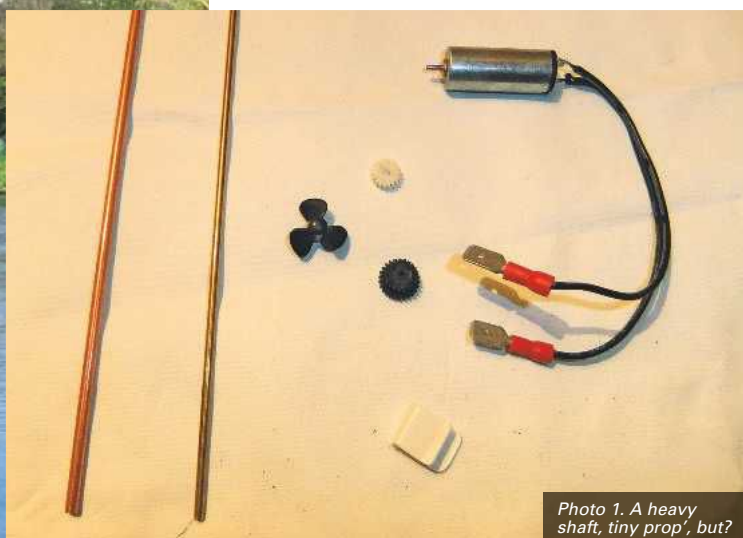


Photo 1. A heavy shaft, tiny prop', but?

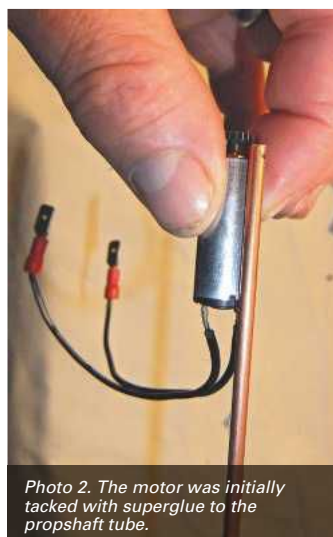


Photo 2. The motor was initially tacked with superglue to the propshaft tube.



Photo 3. The assembled longtail drive unit.

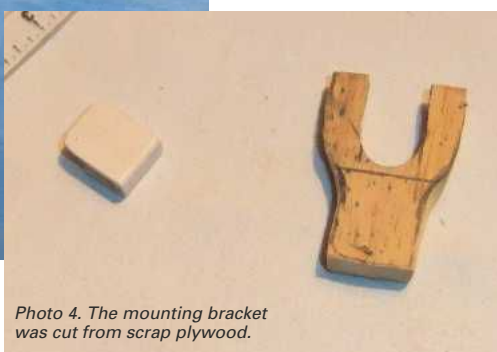


Photo 4. The mounting bracket was cut from scrap plywood.

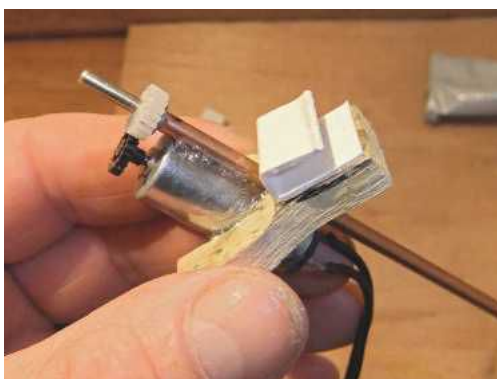


Photo 5. The bracket was fixed to the drive unit.



Photo 6. The sponsons and (not fitted here) motor mounting frame are all from scrap balsawood.

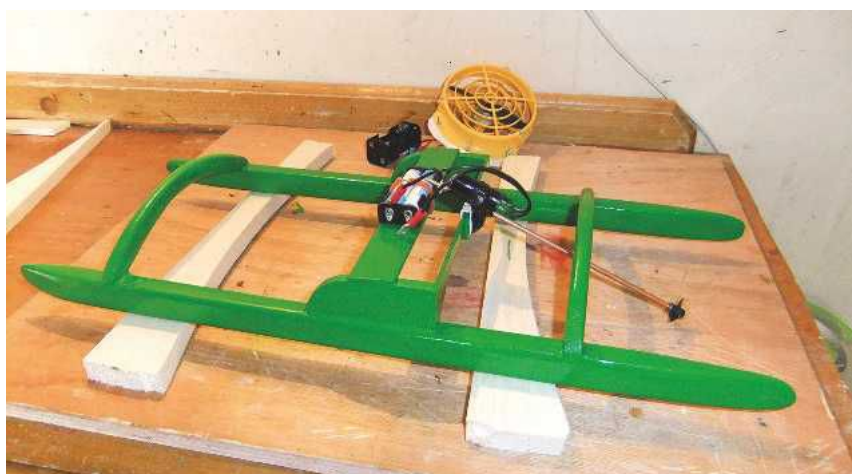


Photo 7. All made, painted and ready to go within three days, in between nursing my wife after an operation.

just enough balsa cement and sanding sealer to complete the job. In between nursing my wife after knee surgery, I built, sailed and photographed the resulting model in just 72 hours..

A catamaran hull was chosen because I didn't have enough offcuts of balsawood to make anything else. If you inspect the sea-trial pictures you may notice that the propeller is cavitating in the troughs of the wavelets, but as it turned offshore and then down-wind, the prop' dug deeply into a wave, increased its power way beyond my expectations and holding that one crest, moved faster than I believed possible.

By the way, the outboard 'mounting clip bracket' is made from a length of plastic edging strip that is sold for about £2.50 in one metre lengths from a well known 'You can do it' store. Not everybody has a scrap-box of small cogs and sprockets, or brass tube and rod, but wooden dowel can make motor and shaft pulleys for elastic band drive should you wish, and the longtail tube can be replaced by a long wood strip with a bearing at either end. If you

have not got a redundant camera motor, then use any little three volt d.c. motor. As you can see, I also tried an outboard fan-drive on the catamaran and it worked excellently on the weedy surface of the local lake.

So the point of this little homily is that so much fun can be had for such little outlay in time and materials. I have include a couple of pictures of other models, to whet your appetite.

All the best - Peter Whitehead

Photo 8. It floats!



Photo 9. And it works!



Photo 11. Let's try an electric fan unit.



Photo 10. On the foreshore at Herne Bay in Kent. Yes, you do need waders or wellingtons to 'play' with model boats in these circumstances.



Photo 12. These are examples of contrate geared electric outboard drives, made (as they say) somewhat earlier.



Photo 13. An Asian style longtail driven free-running model.

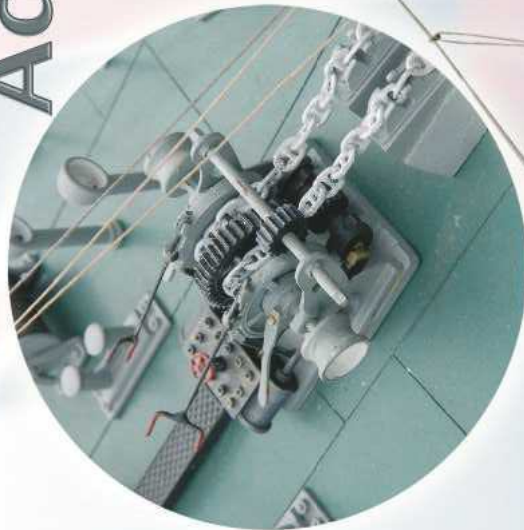


Photo 14. The same hull as in Photo 13, but with a home-built contrate geared conventional outboard.

Admiralty Coaster C.642

Scale 1:32

Length O.A. 49.5' (1257mm) Beam 9.5' (241mm)
Displacement 35lbs (16.5 kg)



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3000 Models in



Anthony Addams explores the reserve collection at The Historic Dockyard in Chatham

The excess of the ship collections from here, the National Maritime Museum and the Imperial War Museum are nowadays carefully stored at Chatham in Kent, there being over 3000 models. This Historic Dockyard in Kent has refurbished part of their No. 1 Smithery building and installed a high racked, safe storage system, **Photo 1**, to maximise the space available. The racks are on tracks in an archive system such that just one aisle can be accessed at a time. The models (and their showcases) are usually strapped to pallets and the whole thing is temperature and humidity controlled.

Research - requesting a model?

It is possible to request by prior arrangement, that a particular model be brought out of storage for you to examine and it will be brought to an ante-room, as in **Photo 2**. A request for a model must be specific and most of the collection is now fully catalogued on the National Maritime Museum website. Research can be for a number of perfectly valid reasons by model makers, historians, TV or film researchers, writers, artists and for plan purposes. For example, this 18th Century ship with a copper plated lower hull in **Photo 3** was identified by the museum as HMS Phoebe. However, a researcher compared a builder's drawing to the model and concluded it was actually HMS Psyche, so even nowadays sometimes previous cataloguing can be incorrect. Here, the model does not have





Store!

a glass display case, but a wooden framework surrounds it, covered in clear plastic sheeting. Overhead strip lighting can make photography difficult and I should also say that pre-arranged tours are allowed, so a group visit may well be something that model boat clubs might consider as part of a day out?

Best of the photos?

Personally, the WW2 HMS Ark Royal is a huge model, **Photo 4**, (sorry about the picture quality). The sheer size of this model in its case would probably take up too much space in a museum gallery, hence it is sitting in the archive, but it is a fantastic model - trust me.

Photo 5 is of a collection of 18th Century ship models and on the right is an example of a model



“A request for a model must be specific and most of the collection is now fully catalogued on the National Maritime Museum website.”



“The collection is not just limited to complete ships, but models of their engines”

illustrating the method of launching the ship from a slipway. Unlike French maritime museums in Paris and Rochfort, British models seem to ignore demonstrating dockyard methods and facilities. In French museums it is really interesting to see models of mast hulks, the dry docks, slipways, man-in-wheel cranes and numerous other contraptions.

Photo 6 is a somewhat better picture of the Blue Star Line 16000 ton Arandora Star, which was described as; ‘The most delightful cruising liner’. This was an all first-class passenger only ship, so probably quite unique in that single standard.

The collection is not just limited to complete ships, but models of their engines etc. as in **Photo 7**, are also in store. **Photo 8** is of the M.V. St. Essyll, a classic style of model as frequently displayed in the foyers of shipping companies. Finally, **Photo 9** is of the Japanese cruiser Takao of 1888. She was 229 feet long, displacing 1750 tons, armed principally with four 6 inch guns and two torpedoes, carried on deck. She was used primarily as a dispatch and scouting vessel, and was built under the supervision of the

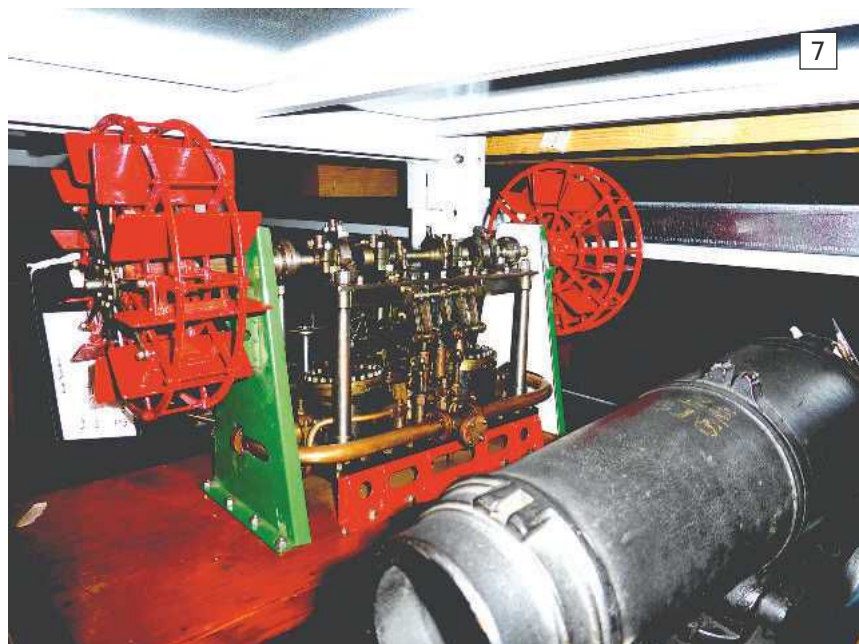
French military advisor Emile Bertin. Notably she was one of his first projects to introduce (for the period) modern naval construction methods to the Japanese. She was broken up in 1912 and would make an r/c working model with a difference. Note that the two masts were barque rigged for auxiliary propulsion.

Conclusion

Well worth a pre-arranged visit. Contact details are: Chatham Historic Dockyard Trust
The Sail & Colour Loft, The Historic Dockyard, Chatham, Kent, ME4 4TE.

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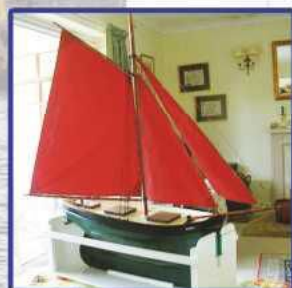
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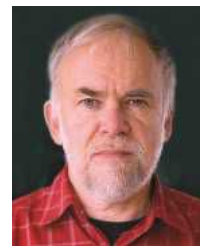
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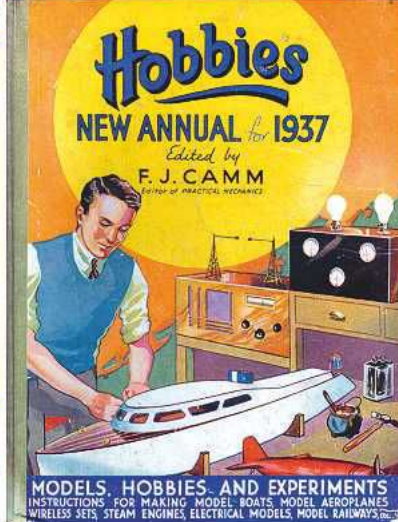
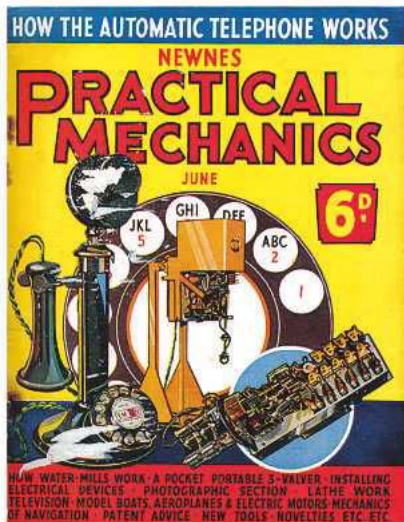
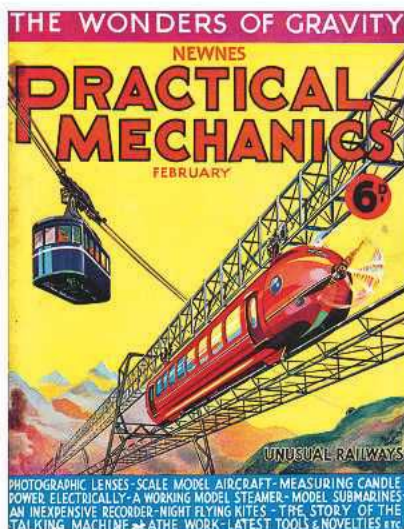


Flotsam & Jetsam

24: Streamlinia



John Parker
delves into the
archives



In design terms, the 1930's became known as the 'Streamlined Decade', with the newly found principles of low-drag shaping being applied not only to aircraft, trains, cars and ships, but also to household items such as staplers and food mixers. It wasn't reduced air resistance that benefited the latter of course, but it was the association with modern and advanced design that boosted sales. Streamlining was suddenly all the vogue and when Percy F. Claydon of Bassett-Lowke Ltd designed a steam powered model launch for the company in 1934, he called it the Streamlinia.

The model

Unusually for that time, Claydon was an advocate of metric measures and he made his design a 'metre boat', exactly one metre long. That's as far as he went though, all other dimensions being in the imperial units hobbyists were familiar with, the hull being carved from a block of 'carefully-chosen, well-seasoned, suitable wood' with planned dimensions of 1 metre (39.4 inches) x 8 inches x 4 inches. This had to be carefully shaped and hollowed out with a built-up cabin structure constructed on top. The design was made available as a complete model or a kit of parts from Bassett-Lowke, with plans for scratch-builders published over five issues of Practical Mechanics magazine (please see Flotsam and Jetsam No. 20, November 2014). Bassett-Lowke had a mutually beneficial association with this magazine, providing hobby content and receiving publicity in return, the five issues being the ones for February through to June, 1934.

Design

To modern eyes, Streamlinia's design must seem a little odd as it has the long narrow hull of a fast displacement craft, yet it is a hard-chine planing hull. The squat funnel suggests a large passenger craft, yet it is a small cabin cruiser with trussed window framing most likely inspired by contemporary wooden aircraft such as the de Havilland Dragon Rapide. All this and a steam power plant make for

LEFT: The Newnes Practical Mechanics publications featuring the Streamlinia plan.

an odd combination of features, yet it's not an unattractive design and mention of it still crops up now and then in magazines or on Internet forums, eighty years later. There can't be many model boat designs that can claim this! Much of its mystique is due to the company that made it, the famous English model engineering and marketing company of Bassett-Lowke, in whose catalogue it continued to appear into the early 1960's. By then, both steam and electric versions were offered, with the former priced at £55, the equivalent of around £1070 today. The electric version cost £35, around £680 now, and that came with a differently styled cabin.

Power?

The intended power plant for the Streamlinia was variously quoted as the single cylinder Stuart Meteor or Bassett-Lowke Eclipse, both double-acting slide valve engines of 7/16 inch (11mm) bore and stroke which could be supplied separately, or as a complete power plant with boiler and drip-feed methylated spirits burner. This unit was intended specifically for the Streamlinia and included the streamlined squat boiler flue into which was piped the steam exhaust, although the drawings show the exhaust passing through the transom.

Some dubious claims were made for the performance of the model when so powered. Initially it was 8 or possibly 9 knots, then a 1935 advertisement was claiming 10 knots, albeit with a 'slightly modified hull design'. I would counter this with a quote from a later Bassett-Lowke catalogue, which states a more credible '3 1/2 knots continuously for half an hour'. Those wanting something more exotic could install a Davis Steam Turbine with friction reduction gear, although this required a longer propeller shaft and 60 to 80psi steam pressure to drive the metre long boat.

A replica?

If you're considering a replica, the hull lines and sections reproduced here should give a good idea

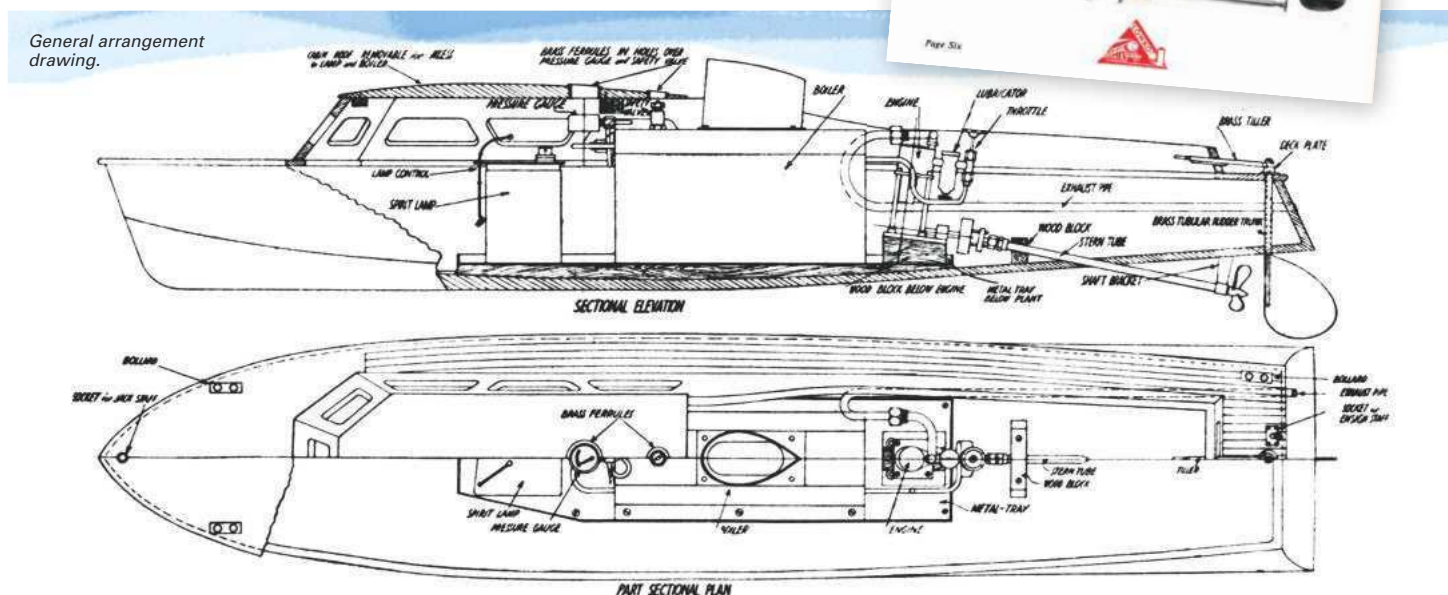


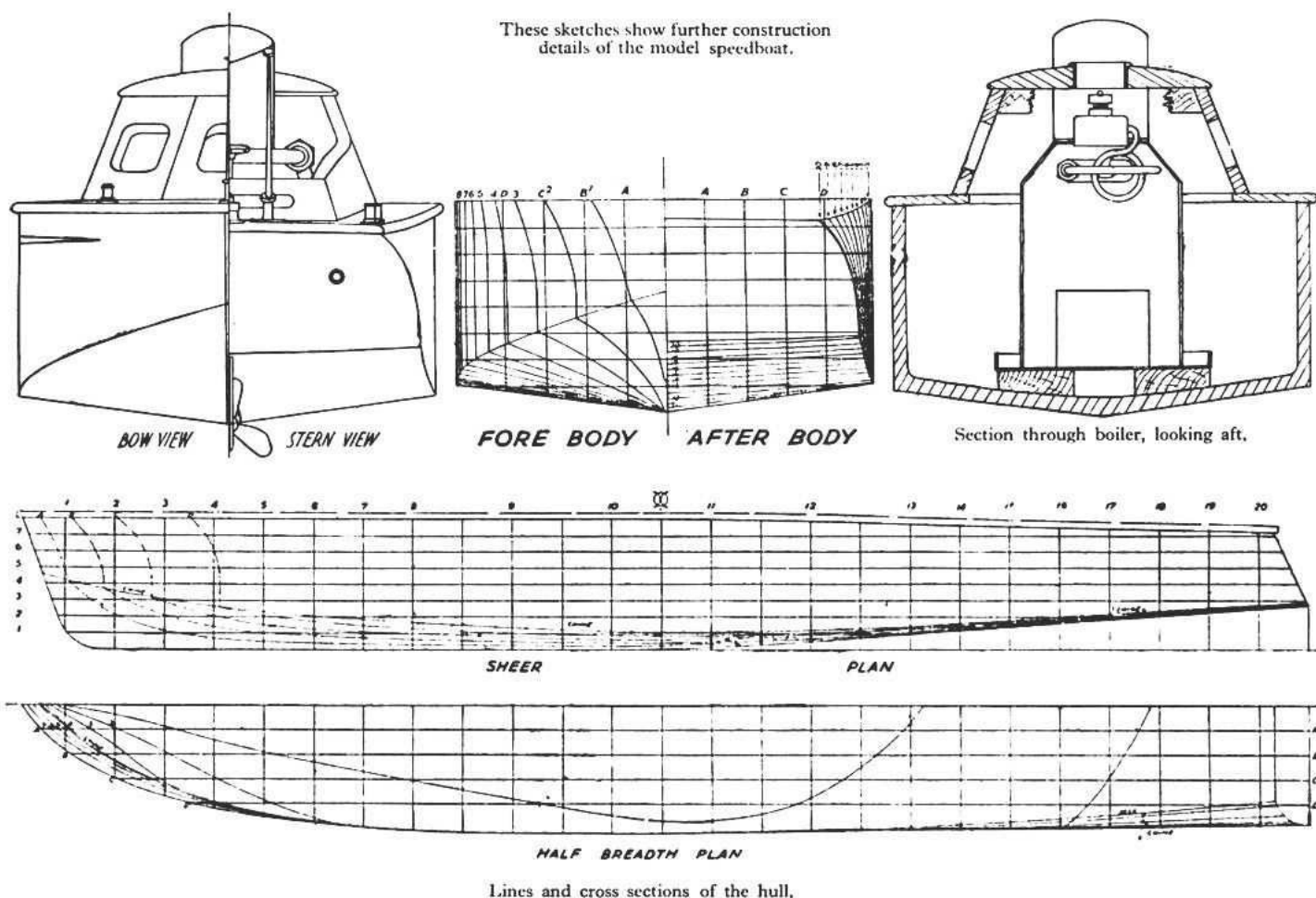
LEFT: Streamlinia featuring in an undated Bassett-Lowke Ltd catalogue.

“To modern eyes, Streamlinia's design must seem a little odd as it has the long narrow hull of a fast displacement craft”



BELOW: Streamlinia's power plant and fittings details.





ABOVE: Hull lines and sections/section lines.

of what's involved. They can be easily scaled-up, bearing in mind the overall measurements of the original model. Today we would make the hull as a built-up structure, plank-on-frame, unless complete authenticity is essential. This would solve the problem of finding that piece of 'carefully-chosen, well-seasoned, suitable wood' and provide a useful weight saving that would offset a heavier steam plant or provide better performance. Apart from appearing in the Practical Mechanics issues mentioned, the plans also appear in the 1940 book *Model Boat Building* and the *Hobbies New Annual 1937*, both edited by F J Camm and not too hard

to find from secondhand book dealers. Written instructions accompany the plans, describing the process of carving the hull, installing the power plant, finishing and so on, with a few photos of the prototype under construction, presumably at Bassett-Lowke's workshop. The suggested colour scheme was warm brown for the interior and bottom of the hull, white hull sides and superstructure, varnished deck and blue hull cheat line. We're going back to the 1930's here, so don't forget to put on a tie and Brylcreem your hair before commencing work!

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Torpedo Boat Destroyer HMS Velox



Brian King's
1:96 scale
static model

This was built using drawings by John Roberts. The Torpedo Boat Destroyers (TBD's) of the 1890's onwards were the answer to the fleets of fast torpedo boats that were built to use the new locomotive torpedo invented by Whitehead. The combination of fast small boats and torpedoes was seen, particularly by the smaller powers, as a means of levelling the odds.

HMS Velox was a steam driven torpedo boat destroyer, built by Hawthorn Leslie & Company and fitted with Parsons turbines, the hull being 210 feet (64m) long and having a displacement of 350 tons. She was launched on 11th February 1902, but was originally named Python, this being later changed to Velox, similar vessels named Viper and Cobra having been lost at sea. The vessel was not actually purchased by the Admiralty until June 1902, that being when her name was changed, the Royal Navy never using the names of snakes again after those unfortunate losses. HMS Velox was not a very successful ship as she always consumed considerably more coal than the builders and steam plant constructors had specified, but she survived until 1915, but was removed from active flotilla service in May 1909 as she was considered unsatisfactory.

The model

The model is of HMS Velox as of 1904 and was built to 1:96 scale plans drawn by my friend John Roberts. These plans were supplied as a separate item within a book entitled 'The First Destroyers' by the late David Lyon, published by Chatham. She makes for a nice model and with a first class set of drawings to hand no wonder several top class models to different scales have been produced, some being radio controlled. All those I have seen have had a bow steel turtle back, but with the



deck aft of the forecastle break being shown as an orthodox planked wooden type.

In a text book on construction of warships published in 1904, it states that 'the upper deck of TBD's is steel laid with corticine'. It must be remembered that the hulls of these fast vessels were highly stressed, HMS Cobra for instance sinking on her delivery voyage and she was not the only one lost through hull fracture. In practical terms, wooden decks add weight but little strength to a hull, so I have therefore built the model with a steel deck aft.

The hull was made from offcuts of Jelutong left over from previous model building attempts and the superstructure is of brass, aluminium and plastic, together with my own custom brass etchings. The four propellers are by Prop Shop and they, together with the chain, are the only purchased parts.

"The combination of fast small boats and torpedoes was seen, particularly by the smaller powers, as a means of levelling the odds."

Conclusion

This model has made a nice deviation from the Victorian era battleships that perhaps I am more associated with, but has presented its own unique challenges and that is perhaps, what our hobby is all about, each model stretching our skills a little further. For further information about HMS Velox, apart from the aforementioned book and its included plan, the Maritime Archaeology Trust have lots of useful information about the vessel, website:

www.maritimearchaeologytrust.org/velox

Brian King - December 2014



Boiler Room

Part Fifty One: Pressure Gauges - Part Two



Richard Simpson's *series on model steam plants*

Last month we had a look at how a Pressure Gauge works and what it actually shows us, so moving on from that we now need to have a look at what calibration is all about, why we do it, how we do it, and why we really shouldn't be worried about the process. This all ensures that our Pressure Gauge remains a useful tool in the safe operation of our steam plant as well as ensuring it all performs as it should, **Photo 1.**

Calibration

So now the question has to be; 'How do we know the Pressure Gauge is telling us the truth'? That is of course what calibration is all about and we

simply compare the reading that our pressure gauge is showing to another pressure gauge of a known standard when we apply the same pressure to them both. What do we mean by 'known standard'?

Well, it is a Pressure Gauge that has been checked for accuracy against an industrial standard gauge and issued with a certificate to certify that this is actually the case and confirmed. The boiler inspector will use a certified gauge (which should be checked every two years), usually by the same vendor that supplied the gauge and a new certificate issued to ensure that the gauge we are going to check our model gauges with, is accurate and suitable for the verification process.

A calibrated and certified standard gauge will then be fitted to a test rig with a suitable connection for your model Pressure Gauge(s) and you are good to go. As part of the steaming test, your Inspector will want to confirm that your gauge is reading accurately before conducting the

Photo 1. A Pressure Gauge is essential for setting up your steam plant correctly and for ensuring its continued safe and efficient operation.- It makes sense then that you would want to know that it is working correctly.



1



steaming test so he knows that when he sees the boiler perform and the Safety Valve lift, everything is happening at the correct pressure. He needs to verify that the Safety Valve lifts at the correct pressure, according to the Working Pressure, and that the pressure in the boiler does not rise above 10% of the Working Pressure with the burner or source of heat turned up full.

To test the gauge he will remove it from the plant and fit it to the test rig such that the readings from the two gauges can be observed simultaneously. He will then purge the line of air and close the vent before bringing the pressure up slowly and will stop and pause at various intervals to prove that there are no leaks and that the model gauge follows the standard gauge across the whole range of operation, **Photo 2**. There are some who would argue, and believe me they regularly do, that a consistent offset can be accommodated in the scale and the model gauge used normally.

How often have we heard; 'Just add 10psi to the reading and it will be fine'! Technically they are not wrong, but the potential for a mis-read gauge is high, especially when someone else may be involved in the operation, and so the gauge should

continued on p 58 ►

Photo 2. A typical club test rig to be used for boiler pressure tests and to check the calibration of the model Pressure Gauge. The rig's gauge is sent away for calibration and re-certification every two years and the certificate kept available.

An extra 5MHz?

The introduction of 2.4GHz radio control has been welcomed by model boaters since it allows people to sail without all that bother of flying and checking transmitter aerial frequency flags on the Tx aerials and searching for the person who has wandered off with the frequency peg that you need.

The only people who cannot avail themselves of this wonderful situation are those poor souls who like their models to disappear under the water and that that is the radio control submarine fraternity. Whilst the actual depth that a 2.4GHz signal can penetrate below the water's surface might be open to argument, the general consensus is that for safe operation the 'old fashioned' 27 or 40MHz r/c gear has to be used to reliably control submarine models.

Many modellers will still have reliable examples of this 27 and 40MHz gear, but anyone who wants to buy new equipment on these frequencies might find it increasingly difficult. Most manufacturers of radio control outfits seem to have abandoned making anything but this wonderful 2.4GHz stuff.

For anyone who needs a 40MHz receiver, then there is one possible thing worth trying. Some years ago I was in this position and as none of my local hobby shops had any in stock, I contacted the distributors. They did not have any, but offered me the chance to buy a 35MHz receiver. My reaction

was that I wanted it for a model boat use and not an aircraft, but was met with the reply that 35 and 40MHz receivers were identical, apart from the label in their cases.

With some misgivings I bought a receiver which prominently displayed 35MHz on its case, but when tested with 40MHz crystals, it worked perfectly. Since then it has given me reliable service for a couple of decades. A little later another receiver was needed and this time a local shop had some JETI single conversion receivers in stock. The accompanying instructions removed any lingering doubts and clearly stated that this receiver was suitable for both 35 and 40MHz operation.

So, if you find yourself in need of another 40MHz receiver it might be worth checking ex-aircraft receivers. A thorough range test with 40MHz crystals would be advisable though before letting any of your models loose on the sailing water if using such a receiver.

(My small stock of generic 40MHz receivers for Multiplex radio, purchased at Intermodellbau some years ago for next to nothing, clearly have 35/40Mhz printed on their labels and the example currently in use works fine with a 40Mhz transmitter and Multiplex Xtals - Editor)

scale musings



Glynn Guest with advice and tips for modellers



Photo 3. Challenges with the marking on the glass are: A) The glass can come loose and rotate; B) The red mark can be eroded away; C) Parallax error can be quite significant with a relatively big difference compared to the small scale.



Photo 6. Then you should find that the bezel on the opposite side to the mounting is a lot easier to push down with the same screwdriver. Obviously take care not to scratch the housing, but also take great care that the mounting does not slip down in the vice. You might find it easier to hold the mount at 90 degrees so you are actually pushing against the vice jaws and not relying on the grip.



Photo 8. Place the bezel face down on a flat surface and then drop the housing into it, taking care to align the slot in the bezel and the mounting.

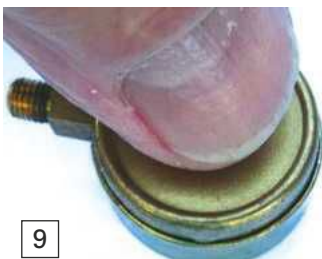


Photo 9. Finally push the housing down until it sits on the seal behind the glass. Check that the glass is not loose or free to rotate, so you know that the seal is securely holding the glass.



Photo 4. A small fine-bladed screwdriver will work perfectly to lever the bezel away at the base where you can push against the substantial mounting fitting.



Photo 5. Once the bezel has started to move it should be noticeably clear at the base and now no longer sat on the housing square.



Photo 7. With the bezel off, you can mark a nice neat red line on the scale. If you are particular you could use a paint pen or even a thin strip of modelling decal or red tape and then seal it in with a coat of clear varnish.

be replaced. Perhaps an acceptable solution might be to dismantle the gauge and rotate the scale to align with the pointer again, but a gauge that is not reading correctly is doing so for a reason and so perhaps indicates something is actually not quite right internally. Replacing the gauge is always the best solution.

When the pressure has been checked in increments going upwards, the rig will be vented-off gently and the calibration will be checked going down the scale to ensure that there are no Hysteresis losses, as mentioned last month.

Once the calibration has been completed, the gauge will be refitted to the steam plant. It is worth remembering at this point that a steaming certificate is only valid for a plant that is exactly as the plant was tested. This means that the steam plant cannot be modified in any way otherwise another test should be conducted. Frequently, modellers will have a play around with their burners or purchase a nice new Safety Valve for the boiler, but any such changes may affect the ability of the Safety Valve to perform its function and therefore void the steaming test certificate. This also applies to changing the Pressure Gauge, so if you buy a new one it is worth just asking your local Inspector to do another steaming test.

Marking

The final point to note with Pressure Gauges is the fact that the new Green Book set of regulations now emphasizes the requirement to have the scale marked with a red line to indicate the Working Pressure rather than what has been normal to date, which has usually been to mark the glass. Obviously the danger of marking the glass is that the mark can be scratched off, the glass can rotate in its mounting and the parallax error of reading from one side can be significant, **Photo 3**. It therefore makes sense to mark the actual scale and not the glass, so it is worthwhile finishing by

looking at how we can do this.

Most model gauges will come with either a bezel held on by a couple of screws or the bezel simply pressed on. The ones with a couple of screws are easy enough to remove to give you access to the scale. Always take care not to touch the pointer as it is very easy to strain the mechanism and give you false readings. For the 'pressed-on' type of bezel you need to start the removal by levering the bezel away at the pipe connection with a flat screwdriver, **Photo 4**, until it has moved noticeably, **Photo 5**. Then you place the square section of the connection into a vice and gently tap down on the opposite edge of the bezel with the same screwdriver and a light object such as a bolt,

Photo 6. When the bezel is level, you will find that gentle pushing around the edge will ease the bezel off the gauge body.

With the glass now off, you can mark the scale with a neat line of red paint at the Working Pressure point on the scale, **Photo 7**. To reassemble the bezel, place it on a flat surface and locate the gauge body into the back of it, **Photo 8**. Gently push the body back into place ensuring that the glass is held and is not free to move,

Photo 9. If you try to push the bezel back on to the body with your finger, you will surely break the glass and inevitably cut your finger!

And finally?

Although most modellers nowadays are happy to accept the reasoning behind performing boiler tests there are always going to be those that grumble or resist the process, so I thought I would just finish off with a little anecdote this month.

A very good friend of mine is a long retired Lloyds surveyor of a school so old I'm sure he used slate. He started off as a stoker, literally shovelling coal, on small ferry boats plying the North Sea around the Faroe Islands so he has certainly come up through the system and what he doesn't know about marine boilers isn't worth knowing. When I used to present safety equipment for him during ship surveys many years ago, he would regularly say to me; 'Don't ever make the mistake of thinking that you are doing this for my benefit. You are doing it for your benefit because when something goes wrong and you need to use it, you need to know it works, not me'. Exactly the same applies to model boiler testing nowadays.

Gauge Marking Photographs by very kind permission of Mr. Dick Ganderton of the Bournemouth and District Society of Model Engineers.

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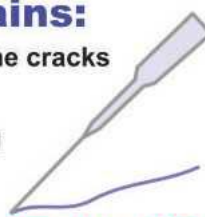
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Stan Cleal Trophy



Roger Stollery
reports from this event
for radio controlled
Marblehead yachts



ABOVE: Austin Guerrier was ninth on the day and is relatively new to the sport. He is of course the brother of Tony, who did not race on this day. (Photo courtesy of Damian Ackroyd)

The fourteenth and final event in the 2014 GAMES series was run in atrocious conditions by a noble race team from Three Rivers Radio Yacht Club and who put up with continuous heavy rain all day on the 23rd November 2014. As in other years, the GAMES could have been won by three skippers and the winner of the Midgley Mug depended on the last race. Tony Guerrier, who was lying second overall before this day, improved his score by gaining average points for the series by acting as PRO (Principal Race Officer) to actually take the trophy. The finale of this series is always exciting as skippers try to improve their final placing's, but it was more a case of survival on this very wet day and four competitors who had problems with damp transmitters did not finish the event.

Twelve competitors from four clubs, travelling from as far away as Stoke-on-Trent, sailed 11 races. Graham Whalley, who had had recently won the Veteran's Marblehead Championships at Three Rivers could not repeat his previous win, but did win Race 2 after a really good start at the pin end. Martin Crysell started the event well with wins in Races 1 and 3, but let Roger Stollery beat him in Races 4 and 5. Hugh McAdoo, who had problems with weed in the initial races won the last race before the lunch break which was eaten with everyone sheltering in the control tent.

Phil Holliday with his brand-new and first-time-out QUARK 2 won Race 7, before allowing Darin Ballington straight wins for the next three, chased by Hugh McAdoo and Terry Rensch, who achieved three second places in the latter stages of the event. Roger won the final race of the day in very light winds.

The winner of this Stan Cleal Trophy event was Roger Stollery with Hugh McAdoo second and the 2013 winner Darin Ballington was third. The final GAMES series order changed with Tony Guerrier taking the series title, even though he didn't race on the day as he was PRO and Roger and Hugh gained two and five places respectively. Brad Gibson was overall second in the series. The skippers who had won the GAMES Improver and Junior prizes were not at this event, but will be presented with their prizes later. The Most Improved Award went to Alf Reynolds and the Junior Prize to C J Vice. Both sets of results can be found on the Marblehead website: www.marbleheadsailing.wordpress.com.

Notes on GAMES rules

The GAMES rules encourage competitors in the series to take on Race Committee roles and give them average points so that their overall points don't suffer. There was considerable encouragement for Tony Guerrier to sail and not run the race, but once Brad Gibson (leading) and Peter Stollery (third) had not entered, all that he had to do in his existing overall second place was to



ABOVE: Austin Guerrier's boat. (Photo courtesy of Damian Ackroyd)

gain just 4.4 points to win and this was possible by gaining average points in this final event by doing PRO. Actually he won by 7 1/2 points, with 607.5. It has to be said that Tony and the race team had a dreadful job on the day, as there is nothing worse than trying to record results on paper when it is bucketing with rain non-stop.

Guildford MYC who initiated the idea of GAMES (Guildford Administered Marblehead

Event Series) in 2010 are delighted with the results because in the intervening

four year period, 52 new Marblehead competitors have taken part in these events and new support is what all branches of our hobby need.

Results of Stan Cleal Trophy - top 10 only

1st, Roger Stollery; **2nd**, Hugh McAdoo; **3rd**, Darin Ballington; **4th**, Terry Rensch; **5th**, Martin Crysell; **6th**, Graham Whalley; **7th**, Alan Viney; **8th**, Phil Holliday; **9th**, Austin Guerrier; **10th**, John Shorrock.



around the clubs

Gosport Model Yacht and Boat Club

ABOVE: The club sails all types of model yacht.

ABOVE LEFT: An aerial view of the GMY&BC lakes.

Model yacht sailing has been a feature of the Walpole Park Lakes at Gosport, Hampshire since the late 1890's and Gosport Model Yacht and Boat Club (GMY&BC) as we know it today, was formed in 1913. We celebrated our Centenary in 2013 and during this time the club has undergone several transitions from Free to Braine to Vane and Radio yacht sailing, with ventures into power boating, electric and scale on the way.

The lakes are unique, being specifically built for model boating in the 1920's using the Gosport Cockle Pond dating from King John's time as a starting point. The water is fed from Haslar Creek and varies from salt to brackish, depending on the fresh rain water intake. Also being part of the local coastal plan the lakes are designated a Site of Special Scientific Interest (SSSI) and under the strict control of Natural England.

Today we are a yachting club and have encouraged the membership to adopt new methods and classes of sailing. During all this time, the lake has always tested us and the current weed problem is just one of those challenges and just to remind us, a letter addressed to the Gosport Borough Council (GBC) was read to the members at the 2014 AGM covering the weed problem. The date was 7th December the date of the 2014 AGM, however the difference was the

year - this letter being dated 1920!

During 2015 GBC are extensively repairing the lakes, improving water circulation and removing silt from the smaller lake. Once these tasks are completed we will be investigating and addressing the weed situation with a comprehensive series of trials, including weed cutting, aeration, ultrasonic agitation, colouring and flushing, all under the control of recognised experts in these fields and in conjunction with Gosport Borough Council and Natural England. The outcome of these projects could benefit other lake owners and users and we will keep the readers informed as the results materialise.

GMY&BC have one of the best clubhouses of any yachting club in the UK and probably the world, and one of the best sailing waters and group of skippers with just over 100 members that any group can be proud of. We sail on Tuesdays, Thursdays, Fridays, Saturdays and Sundays starting at 1000am. We welcome new members and details of our full sailing programme for each class can be found at:

www.gosportmybc.org.uk and
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Information supplied by **Robert Hobbs**

Talking Bilge (Keels)!

You can hear some funny things said around the lake side when sailing your model.

Sometimes they are humorous, other times just weird and occasionally downright misleading and potentially dangerous. The latter comes to mind when I recall someone who was sailing a model that had obvious stability problems as it noticeably rolled from side to side at the slightest provocation.

'Would fitting bilge keels improve the stability', asked the owner of this model? 'Yes, they would make it more stable', was the prompt response from the resident landing stage expert.

Aghhhh! This was my immediate thought, although much to my shame I kept it to myself having long ago realised that trying to argue with people who prefer opinions to facts is a thankless task.

If for example a model can be rolled through an angle of say 75 degrees and still return upright, but go to 76 degrees and it rolls upside down, the

presence of bilge keels will not alter this fact. Yes, bilge keels will dampen the model's response to forces that cause it to roll. That is they will slow the rolling motion, but they do not in themselves increase the stability of a model. The slowing of a model's rolling motion can fool you into thinking that the model is more stable with bilge keels. However, put the model into a sustained tight turn and it will still roll to the same angle, bilge keels or not.

True, bilge keels might prevent a model from rolling to a dangerous angle when the disturbing forces are of short duration, but the universe being both persistent and patient, sooner or later it's going to get there.

This is where the danger lies. If the model has dubious transverse stability then the safest action is to lower the model's centre of gravity. This will always give the model a better idea of which way up to float!

scale musings



Glynn Guest with advice and tips for modellers

Daniel and Emma

Barry Lalonde builds a Severn Class lifeboat for his grandchildren

The idea for this model came from my grandson when I asked him what model boat he would like and the reply was, 'a lifeboat'. To my mind the Severn class looks to be the king of lifeboats so that was the easy decision to make, but this would not have been the first choice for a model boat, however I must say that as work progressed, its character grew on me and as it all turned out, became a bit of a challenge to construct. It is always good to stretch oneself and develop new skills to add to one's hobby making.

Daniel was seven years old, so the idea was to build a model suitable for him, so it should not be too big and easy to carry to the pond side with not too much detail to get broken off and no radio control, as it would give him (and Emma) fun to chase it around the lake. So it would also be a useful bonus if it ran straight with a single electric motor for propulsion and a fixed rudder.

The model

Bread and butter was the chosen method for the hull's construction. No plans were to hand, so a few hull lines were drawn on some old wallpaper, using best judgement and instincts for a plan and side view for the basic construction drawings, and photos and a line drawing from the internet were also utilised for reference and scale purposes. The model is 60cm long by 19cm wide.

Wood was from a local DIY store for the bread and butter planks, butted side by side to get the total 'bread' width required with the different layers cut to approximate sizes with a fret saw, their wall thicknesses being a best guesstimate for their width, **Photo 1**.

Construction progressed, the hull having a joint along the length of the centre line. The hull below the waterline is not true scale, it having a deep vee forefoot and a shallow vee at the transom with a slot left to fit the single propshaft and keel, this making alignment of the motor and shaft much easier at a later date. As there is no radio control, the rudder is fixed and there is a long deep keel which would give protection to the propeller when the model is placed on the ground and also assist in its straight running properties.

The 'back of wallpaper' line drawings were a big help in the construction of the different hull layers, but as things progressed I realised that I had gone too high at the bow so some of this was later removed. This is the beauty of working with wood, because if at the end of a day's work you run your eye over the model's lines, things can be changed without too much of a problem. Gradual shaping of the hull using an electric sander created the different profiles, so eventually it all started to resemble a Severn class lifeboat hull, **Photo 2**.

First test

Would it float? Well, after covering the hull with cling film, it was put in a floatation tank constructed from a few wooden blocks around an old piece of a plastic swimming pool. This bare hull appeared to float quite high and level in the water, which was enough encouragement to keep going with the project, **Photo 3**.

Keel, propshaft, deck, rubbing strakes and cabin

Next came the fitting of all these, together with an access hatch framework and it was also now that the distinctive sculptured hull sides and rubber rubbing strake positions were marked out. The large top rubber rubbing strake was difficult to make in wood with just too many angles to get it correct in large pieces, so the forward sections were made in small 40 to 50mm lengths, glued to the hull and then carved and sanded to shape.

The hull was now showing a good semblance to the real boat, so next came the superstructure, this being made largely of 6mm plywood and proving reasonably easy to make, except for the front wheelhouse windows as these were harder and more complicated to create than first thought, as the first efforts ended up in the rubbish bin, **Photo 4**. These windows slope forwards, are higher in the middle than at the sides and bow out forwards, so just too many angles by far, but gradually with patience and careful work, they were made individually to all fit together.

The remaining elements of the main cabin were

Photo 1. The hull is of bread and butter construction, its lines being drawn on the plain side of a piece of spare wallpaper! The model is a stand-off model, being primarily based on pictures and drawings from the internet. Only a single propshaft is being fitted, together with a fixed oversize rudder.

Photo 2. The basic shaped Severn hull.





relatively simple to construct from different pieces of wood, the idea being not to have too many small pieces that could be easily broken off with small fingers, **Photo 5**. No radio control is fitted, the drive motor being a small electric unit running off 6v in the form of four rechargeable AA batteries.

Painting

Next came the initial paint job after priming so that I could have another floatation test, **Photo 6**. Marks were painted vertically on the hull at 5mm spaces at the bow, stern quarters and hull sides so as to record how the model sat in the water and

therefore enabling the waterline to be determined before painting the bottom in red and adding a white boot topping. Marking of the waterline was achieved in a conventional way by 'chocking' the hull so a drawn line would be an equal distance from a flat work surface and then a suitably mounted pencil point was run all around it. For paint masking, electrical insulating tape initially stuck to glass and then cut into narrow strips using a steel rule, worked well with no obvious 'bleeding' or 'pulling-off' of previous colour coats.

Matt black was applied inside the wheelhouse and its recesses, with chrome paint highlighting the window surrounds giving the impression of

Photo 3. It floats! The buoyancy of even a relatively heavy 'bread and butter' wood hull can be quite surprising.

Photo 4. The wheelhouse and superstructure is all wood. The front window frames were a bit of a pain to get right.

Photo 5. The hull is in white primer here and the superstructure is basically complete.

Photo 6. Another water test, to determine the precise waterline.





Photo 7. All painted and ready to go!

Photo 8. On the water and running true and straight.

Photo9: Daniel launching the Severn.



frames. The grandchildren's names were painted, one on each side of the wheelhouse, and transfers purchased for the lettering and pennant numbering, these numbers actually representing their birthdays, **Photo 7.**

It was originally not intended to include handrails as I thought these could easily get broken, but when eyeing the painted model, it looked a bit naked, so token railings were added to the bow and stern, all made from BBQ sticks.

On the water

The model had it's first outing at Woodbridge, Suffolk, where they have a purpose built model yacht pond and I am pleased to say that the Severn lifeboat looked the part on the water with a fair turn of speed from its small electric motor driving a 35mm propeller, the rechargeable AA batteries giving a practical 30 minutes of running time, **Photo 8.**

Mollie Hunt 16-16

David Hunter and his new lifeboat

BELOW: David Hunter (left) and Martin Cox (lifeboat coxswain) holding the model with the Tamar class lifeboat Mollie Hunt 16-16 in the background.

Unlike many modellers I came late to the model boat building hobby, having built and flown free flight sailplanes in my teens and then the intervening years to 2006 were model free. Fifty years on from the last sailplane, I decided to revisit model making, but which branch of the hobby to pursue? The sailplane flyers of North Devon nowadays tend to launch their models from cliff tops and fly them close to or over the sea, not something I fancy, but by chance the Kenwith Castle Model Boat Club of which I had no knowledge, advertised in the local paper that their Open Day was to be held at their regular sailing venue. This was duly attended and I decided this

was for me and subsequently joined the club the same year. Their sailing water is in the grounds of a residential care home and the large and mostly deep lake offers arguably the finest model boat sailing water in the South West of England.

Since 2006, six large radio controlled models have been built, two from scratch and the rest from kits. The last three kits have all been from Model Slipway with another currently in progress and two large purchased yachts complete the fleet, and my preference for Model Slipway kits must mean something to readers about their quality. The latest completed model is the Model Slipway Tamar class lifeboat and this is the real reason for the article.

Mollie Hunt

Built during 2013, the model has been completed to replicate the local Appledore Tamar class lifeboat, named Mollie Hunt. During its construction, several visits were made to the lifeboat station and considerable help and advice was received from the mechanic and coxswain to get the model just right.

The Mollie Hunt model is powered by two 700 BB Turbo brushed motors, run from two 7200mAh 12v batteries, and it has a working bow thruster. It is controlled by a 2.4GHz Futaba radio system together with various ACTION Electronics modules including a customised sound system. Especially made propellers from Prop Shop complete the drive train, making the model plane over the water just like the real full-size version. As a 'Thank You' for





Photo 10: Emma launching the Severn.

Conclusion

In conclusion, the large rubbing strokes, wheelhouse windows and the marking and painting of the waterline were a bit of a personal challenge, but this mini-project demonstrates that a decent stand-off model can be built with some thought and

imagination, and what about the grandchildren? Well, as you can see in **Photos 9** and **10**, Daniel and Emma are very proud of their new model so that has made it all worthwhile for me, their grandfather, and this also goes to show that good fun can be had without radio controlling everything.



ABOVE: Little and Large!

the help received, the club held a model display and bucket collection at a local supermarket in March 2014, all in aid of the lifeboat station crew fund. As a result of this, a cheque for £400 from this fund-raising effort was presented to the crew in April 2014.

History repeated

During one of the visits to the lifeboat station, the coxswain Martin Cox, showed me some photographs taken in 1990 of his father, the then coxswain of the previous lifeboat. He was standing on the Appledore lifeboat slipway holding a model of the boat with the 1:1 version in the background. As a consequence, I was asked if we could do the same in 2014 and let history repeat itself.

So, on a fine September 2014 evening at high water and on the same slipway, we all gathered together with the station press officer and a photographer. The coxswain then arrived on the



ABOVE: The Model Slipway Tamar kit makes into a fine well detailed and large radio controlled model, Martin Cox seen holding it here.

RNLI inshore lifeboat followed by Mollie Hunt 16-16. A crowd soon gathered and a large number of pictures were taken, some of which are reproduced here. Pictures of father and son, together with a write-up appeared in a local paper, this all being good publicity for the RNLI and what it does, as well as for Kenwith Castle MBC who operate near Bideford in Devon.

All in all, we felt this was a good example of a model boat club supporting a favourite charity in a positive way and at the same time exposing the hobby to the general public.

(David Hunter is secretary of Kenwith Castle MBC and the club welcomes new members. For further information, he may be contacted on tel: 01237 478753 or email: dhunter@uwclub.net)



**John
Robertson's
model**



F.V. Resplendent PD. 298

The model F.V. Resplendent PD. 298 was a seiner-trawler built in 1979 by Campbeltown Shipyard Ltd, Argyll, this yard producing many successful steel hulled fishing vessels. Resplendent was built to the order of David John Forman (the skipper) and partners of Peterhead, having an overall length of 26m, beam of 7.2m, draught of 3.45m and being powered by a Mirreles Blackstone six-cylinder turbocharged engine producing 720bhp. The deckhouse, whaleback and masts were of steel, but the gutting shelter in front of the wheelhouse was aluminium. The fishing equipment included a combined seine and trawl winch fitted forward along with two seine rope reels and a net drum with a power block crane were fitted aft. Having been sold and renamed a few times, Resplendent was finally decommissioned in 2002.

Resplendent should not be confused with F.V. Radiant, built in 2001 that then took the same number, PD. 298. That more recent fishing boat, Radiant, capsized and sank with the sad loss of one life in April 2002, 45 miles north-west of the Isle of Lewis when the nets became entangled on the seabed.

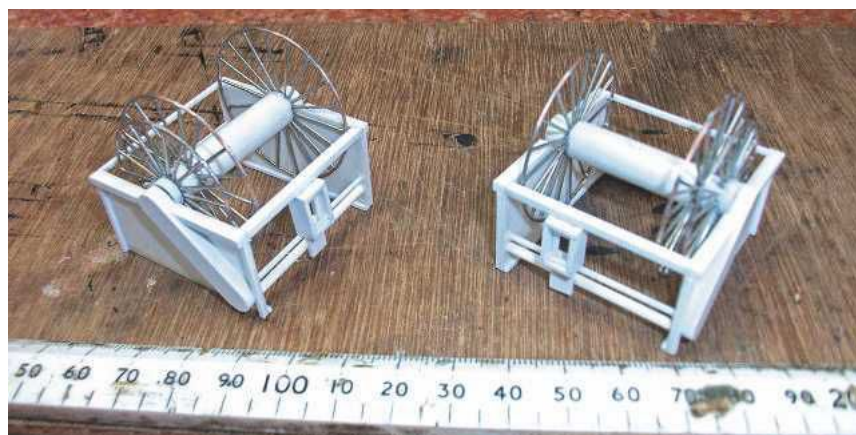
The model

This is a static totally scratch-built model and was built to a scale of 1:50 using the shipyard's general

arrangement drawings and extensive reference to photographs of F.V. Resplendent found in books and on the Internet.

The hull was made in fibreglass from a two-part mould produced from an original plug made of wood with the whaleback and gutting shelter being made in a similar way. The rubbing strakes were later added to the hull using D section styrene (plastic) strip. The propeller and skeg are of brass with the rudder being of styrene construction. The main deck is of 1.5mm plywood with 6mm square wood stringers glued to the hull's inside for its supporting sub-frames. Styrene strip was used to represent the tops of the frames inside the

BELOW: The cable drum wheel rims are of brass rod, bent to shape, together with the spokes, all soldered together in a jig.



ABOVE: The completed and painted cable reels.



ABOVE: The main superstructure block and wheelhouse is assembled from styrene sheet.



bulwarks above deck level and also the capping rails.

The deckhouse was constructed from styrene with various gauges of brass and copper wire being used to construct the ladders, some sundry fittings and the masts.

The fishing gear, namely the winch, net drum and power block crane, are partly from styrene with the barrels turned from brass. The rope reels in the foredeck area were made from various sections of plastic for their centre drum pieces, with copper wire for their spokes and rims for, all soldered on a jig prior to final assembly.

Painting & rigging

Standard enamels were used and vinyl self-adhesive lettering for the logos and names. A local firm produced the bespoke numbering as the fonts are not standard. The lettering for the front of the wheelhouse above the wheelhouse, was painted yellow and red before application. Fly tying thread, which is extremely fine, was used for the rigging.

Conclusion

The model is mounted on a display stand which is nothing more than a piece of veneered shelving, the edges being suitably veneered as well, all stained to match the two turned hull supports. At the time of writing no cordage or netting had been added to the drums on the deck - something still to be done!



Pentland Model Boat Club

John is a member of this club and he enjoys building static models of fishing boats as well as radio controlled craft. He has made other models, notably one of the Wick Lifeboat that was featured in the sadly now defunct quarterly periodical, Model Shipwright, No. 73.

Pentland MBC sail on the Thurso Boating Pond on Sunday mornings from 1000 to 1200hrs, weather permitting. There is a wide and varied interest in all types of power driven models, but i.c. power is not permitted. The club also support local events such as the Wick and Thurso Lifeboat Days,

the local Vintage Car Club Rally with a static display and have a dedicated club show each May. Thurso is of course the northernmost town on the British mainland.

If you Google 'Pentland Model Boat Club Show 2014', you will find a gallery of photos from the local website: www.Caithness.org, of their annual show which is held in the Thurso Royal British Legion Club each May.

More information for prospective members and visitors, can be obtained from the club secretary, Ted Miller, 42 Laurie Terrace, Thurso, KW14 8NR, tel: 07780 868913 or please email: ted.miller@bopenworld.com.

Mooring Post



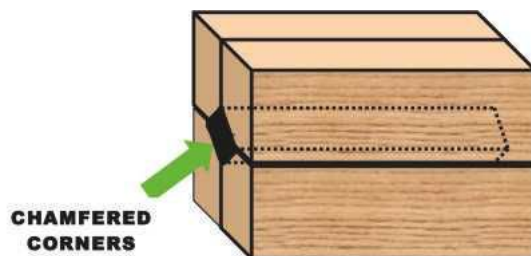
Glynn Guest with advice and tips for modellers

Easy hole

I was once faced with the task of making a hole down the centre of a block of wood. The hole had to be exactly central and straight. This would have been no challenge to anyone with a well equipped workshop, but I was limited to some basic hand tools and a small workbench tucked in the back of a garage.

Making the hole with a hand-held drill would likely have produced a lot of scrap before anything even close to an accurate hole had been made, but even this option was out since I had no drill long enough to do the job in one go. Drilling the hole from both ends in the hope that they would meet in the middle was even more wildly unrealistic.

A little lateral thinking had me laminating the



desired block from four identical pieces. By chamfering one edge of each piece and making sure all these edges met at the centre when gluing them together, a perfectly central hole can be made. This square hole suited my needs, but a round one can be made by opening it up with a file or drill.

I've since used this dodge a few times and it has always worked. The only skill required is the ability to glue the four pieces together squarely.

Tightrope ballasting!

Over the years, I've come across some funny ideas that people have about ballasting a model boat. One not uncommon one is that if all the heavy internal items are placed along the centreline of the hull, then the model will automatically become stable.

This idea might come from the method of keeping your balance when walking along a tightrope when you do your very best to keep your weight above the rope. As few modellers are likely to indulge in this pastime, this idea might be more connected with learning to ride a bike which presents a similar problem. However when dealing with a model boat, we do not have the tightrope walker or cyclist's advantage of being able to shift their weight from side to side to maintain an upright state. Well, I do assume that you have secured the ballast in place so that it cannot move about whilst sailing because if not, you are into a whole heap of trouble.

It matters little where you place ballast and internal items in a model boat provided the final centre of gravity of the model is low enough to ensure stability when afloat. After installing

operational items such as motor(s), battery(s) and r/c gear in suitable locations, ballast can be added inside the hull until the final trim is obtained.

With broad beamed hulls you can get away with almost any old lumps of ballast. Slimmer models, especially if you have succumbed to covering them with beautiful, but heavy fittings, need more care. In this case, lead is hard to beat for ballasting a model as it is both dense and easily formed into the appropriate shapes to fit low inside the hull. I was lucky enough to acquire some lengths of old lead gas pipe from our local church a few years ago. No, it was not theft as we were doing some internal renovations and the pipes for the old gas lights had to come out of the floor. As these pipes were going to be discarded along with the other rubbish we had to remove, so I thought I'd find a better home for them. Over the years the flattened lead pipes have been cut and shaped to fit inside many models.

My test for stability is to push down on one edge of the hull amidships until its edge is at the water's level. When released, a stable model will spring back upright with no suggestion of hesitation. Some models, such as slim warships, will probably oscillate a few times until the rolling is damped out, but this is not a sign of instability.

Some modellers can suggest that spreading the ballast around inside the hull will increase its Moment of Inertia. The idea being to make its motion slower and hence a scale model ought to look more realistic when sailing. My own limited experiments with this proved inconclusive, as no qualitative measurements could be taken and I might well have fooled myself into believing that things had significantly changed when they had not. It is likely that the need to produce a practical internal layout of the operational items hinders any attempt to drastically change a model's Moment of Inertia?

Given the choice I will always opt for keeping the ballast as low as possible in my scale models. This might produce a 'stiff' model which some would feel has an unrealistically rapid roll back to the upright position. Against this, a stiff model is harder to disturb and in rough conditions looks like it is sailing through the waves rather than being thrown about by them and of course, a stiff model has that extra margin of stability which can be vital in the event of accidents or when the sailing water, which was placid when you started out, suddenly turns rough.

Model Boat Convention - Cheque Presentation

The committee running the event at Haydock Park in August of each year do so on a volunteer and non-profitmaking basis. Recently they were able to make a donation to the Royal Navy and Royal Marines Charity for £500 from the net proceeds of the 2014 Model Boat Convention. The committee are pictured here, together with the Captain of HMS Portland, the Vice-President Dr. Nicolas Jedynakiewicz being on the Captain's right and Jean Barlow to his left.

(Sadly, although on the committee, I was unable to attend as from Essex it is a round trip of 480 miles. Dr. Jedynakiewicz kindly agreed to his

becoming Vice-President for 2014/2015 and will become President in 2015/2016, my then becoming Vice-President. Dr. Jedynakiewicz is a Deputy Lord Lieutenant of Merseyside - Paul Freshney)



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Test Bench

Model Boats looks at new products

Attention - Manufacturers & Distributors

● These pages are open to you - your shop window to bring to the attention of our thousands of readers, new products - kits, books, videos, engines, R/C gear, motors, anything that could be of interest to model boat builders. Send your information initially to Model Boats Test Bench, PO Box 9890, Brentwood, CM14 9EF - or ring the Editor on 01277 849927 for more details. You cannot afford to miss this opportunity!

Early 2015 has seen a range of new products from this popular manufacturer of hobby and DIY tools

News from Dremel

Dremel 8200-20

Dremel has improved its 8200 cordless multi-tool with enhanced running time and faster charging, allowing the user to perform heavier duty applications.

The power tool now contains a compact and powerful 2.0Ah 10.8v Li-ion battery, a high power 36mm electric motor to ensure

ease of cutting; a slide speed switch providing full variable speed control up to 30000rpm; a motor brake to ensure that the accessory on the tool stops spinning immediately after switching off the tool for extra safety; a 3 LED battery gauge to show accurate battery status; a separate on/off switch with collet lock-out function to ensure

no accidental actuation of the collet lock; EZ Twist to change accessories without a wrench and a soft grip making the tool feel comfortable to use.

The 8200-20 kit contains a Dremel 8200 high performance cordless multi-tool, two batteries, a 30 minute charger, 20 cutting, grinding, sanding and polishing accessories including Dremel

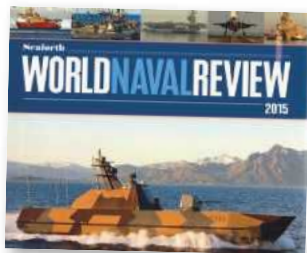
EZ SpeedClic, all packed into a Dremel soft bag. RRP is **£145** inc. VAT.

New accessory sets

These include a new seven piece DSM20 Compact Saw Accessory Cutting set; a new seven piece Multi-purpose Router Bit set and three new Multipurpose and EZ SpeedClic accessory set. Recommended prices vary from **£30 to £45**, depending on the set chosen.

Seaforth World Naval Review 2015

Edited by Conrad Waters. Hardback, 192 pages, 247 x 264mm, over 250 black & white and colour photographs, line drawings, diagrams, maps and plans. ISBN: 978-1-84832-220-2, price (RRP) £30. Published by



Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

Since its launch in 2009, this annual has established a role as an authoritative, but affordable, summary of all that happened in the naval world during the previous twelve months. It combines the standing features of regional surveys with one-off articles on noteworthy new ships and other important developments. Besides the latest warships projects, it also looks

at wider issues of importance to navies, such as aviation and electronics, and calls on expertise from around the globe to give a balanced picture of what is going on and to interpret its significance.

Special features for this year's edition highlight fleet reviews of the French Navy and the Bangladesh and Myanmar navies together with regional reviews of North and South America, Asia and the Pacific, the Indian Ocean and Africa, Europe and Russia. While significant ships include the US Montford Point (MLP-1) class of Mobile Landing Platforms, the Italian FREMM (Frigate Europe Multi-Mission), frigates Carlo Bergamini (general-purpose) and

Virginio Fasan (anti-submarine), the Irish Samuel Becket class of offshore patrol vessels and the Norwegian Skjold class of fast attack craft.

There are technological reviews dealing with naval aviation by retired FAA pilot, David Hobbs, as well as current mine warfare developments by naval analyst and historian, Norman Friedman, while warship recycling is discussed by naval architect Ian Buxton.

For anyone interested in contemporary naval affairs, whether an enthusiast or warship modeller this highly illustrated annual is a must-read.

Book Review by John Deamer



The new 8200-20 high performance multi-tool and kit has an rrp of £145. It includes two batteries, tools and is a versatile hobby and DIY power tool.

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Website content includes:

● A Gallery which features photo albums of models, including some under construction by Model Boats readers and being updated as they progress.

● A Forum that has sections for: Beginners, General, R/C and Accessories, Static, Kits, Scratch build, Steam, Vintage, Events and Chat.

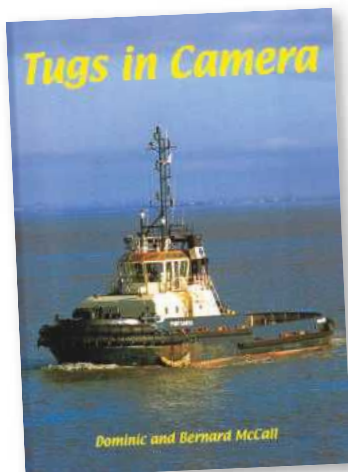
● A Features area that has sections for: Build Features, Kit and Product Reviews, Hints, Tips and Technical, Show and Regatta Reports and General Interest Articles on Model Boating.

● A Link to www.myhobbystore.com which has over 3000 plans available and numerous modelling items, books and kits. These can all be purchased online.

Tugs in Camera

Written by Dominic and Bernard McCall. Hardback, 96 pages, 305 x 218mm, 95, full page, colour photographs. ISBN: 978-1-902953-67-0. Published by Bernard McCall, Coastal Shipping Publications, 'Halia' 400 Nore Road, Portishead, Bristol, BS20 8EZ. Tel: +44(0)1275 84617, email: Bernard@coastalshipping.co.uk. Website: www.coastalshipping.co.uk. Price (RRP) £19.50. Available direct from the publisher or through the usual retail outlets.

In this new illustrated book, the authors and tug enthusiasts, Dominic and Bernard McCall,



have taken the unusual decision to present us with a superb set of full page colour images in

portrait format, rather than the landscape format of most pictorial albums. On virtually every page there's a different tug, 95 in total, depicted working at ship-handling, towing barges, cranes, floating docks, equipment or when undergoing maintenance in dry docks, not only in ports and locations in and around the UK, but also worldwide. There are tugs from the past, preserved in maritime heritage centres, to the latest, state-of-the-art vessels fresh from the shipyard. Under each tug photograph there's the technical specification, engine(s), 'bollard pull' etc. together with a complete service history from when and where it was built,

who and what it was built for, its sister ships (if any), details of any changes in ownership and name, to where and when the picture was taken and if possible, its current location.

Amongst the ship modelling fraternity there's always been an interest in tugs, me included. Many of the tugs featured will be familiar to us, with such names as Tito Neri, Gribbin Head, Bugsier, Alfon Alaw and more, models of which have been featured over the years in this magazine in both kit form and scratch-built. All in all, this would be a welcome addition to any tug enthusiast's maritime bookshelf.

Book Review by John Deamer

German Battlecruisers of World War One Their Design, Construction and Operations

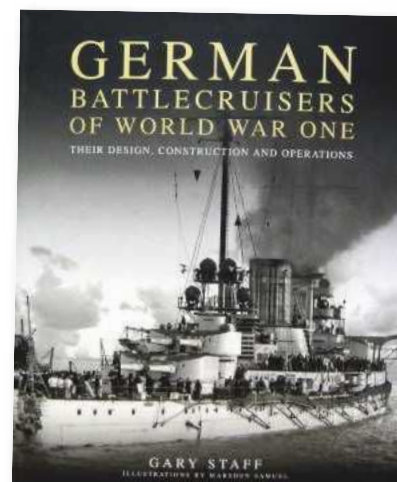
Written by Gary Staff with illustrations by Marsden Samuel. Hardback, 335 pages, 296 x 253mm, over 570 illustrations, photographs in black & white, ship line drawings, diagrams, maps and harbour plans, in both black and white and colour. ISBN: 978-1-84832-213-4, price (RRP) £45. Published by Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222 website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

This new study of the German Imperial Navy's battlecruisers, known as Panzerkreuzers, literally 'armoured cruisers' by maritime historian and author Gary Staff, details their design and construction and traces the full service history of the seven ships of the type: Von Der Tan, Moltke, Goeben, Seydlitz, Derfflinger, Lützow and Hindenburg, recounting their actions, largely from first-hand German sources and official documents, many previously unpublished in English. These ships were to be involved in several early North Sea skirmishes before the great battle of Jutland or Skagerrak, where they inflicted devastating damage on the Royal Navy's battlecruiser fleet. The book also includes a chapter on the two battlecruisers, Mackensen

and Graf Spee, which although construction was started were never completed and in fact, scrapped after the war in 1921.

Detailed line drawings, diagrams and maps augment the text throughout, as do a wealth of contemporary photographs that depict the vessels at sea as well as in dock, where details of damage sustained in action and many aspects of their design can be viewed in close-up. A superb series of full-colour, computer graphics depict full length profiles and plan views of each ship, together with close-up insets, in precise and clear detail.

This stunning book is a major new contribution to German naval history in English and a 'must-have' volume for maritime historians, enthusiasts and



warship modellers, and indeed, for anyone interested in the navies of the First World War.

Book Review by John Deamer

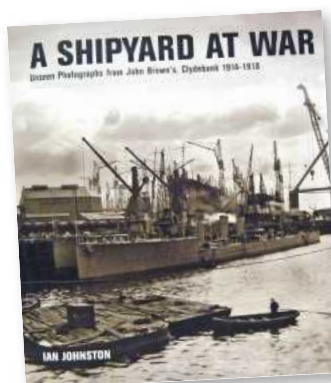
A Shipyard at War Unseen Photographs from John Brown's Clydebank 1914-1918

Written by Ian Johnston. Hardback, 192 pages, 267 x 248mm, over 180 black & white photographs and shipyard plans. ISBN: 978-1-84832-216-5, price (RRP) £30. Published by Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

Although best known for large passenger liners and capital ships, during the First World

War the Clydebank shipyard of John Brown & Co. Ltd. built a vast range of vessels, major warships down to destroyers and submarines, unusual designs like a seaplane carrier and a submarine depot ship, and even a batch of war-standard merchant ships. This makes the yard a particularly good example of the wartime shipbuilding effort. Like most shipyards of the time, Clydebank employed professional photographers to record the whole process of ship construction, using large plate cameras that produced pictures of stunning clarity and detail, but unlike most shipyard photography John Brown's collection has survived, although relatively few of the images have ever been published.

For this new book, nearly two hundred of the most telling of these photographs were carefully selected and digitally scanned to the highest standards, depicting in unprecedented detail every aspect



of the yard's output from the Cunard liner Aquitania completed in 1914 to the cruiser Enterprise, launched in December 1919.

Although ships are the main focus of the book, the photos also chronicle the impact of the war on working conditions in the yard and perhaps most noticeable, the introduction of women to the workforce. With lengthy and informative captions and an authoritative introduction by well-known maritime historian Ian Johnston, this outstanding book is a vivid portrait of a lost industry at the height of its success and as such would make a welcome addition to any ship modeller, historian or enthusiast's maritime bookshelf.

Book Review by John Deamer

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BMPRS News

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Craig Dickson reports from Branston for the final race of 2014

The boats lined up here would normally be in three feet deep in the water.



BELOW: Pushed to the limits - the T2 Conquest catamaran of Kevin Alcock.

Time had arrived for the grand finale of the 2014 season with the third visit to the excellent Branston Water Park. It was great to see a super turnout with lots of boats and members eager to enjoy the event. The nature of this large lake, and we only use a small portion of it, is such that if the wind picks up and blows across it, conditions can change in an instant from being flat calm to very choppy. However regardless of this, pre-event checks at the lake prior to finalising the event, revealed a rather more challenging issue. The water level had dropped substantially by perhaps as much as six feet, causing a problem as launching the boats straight off the concrete pit area would have meant them landing straight into the dry gravel of the lake bed. So this changed the game plan and Mark Wild, who again took on the demanding role of OOD (Officer of the Day), came up with a plan to make things work and get around the potential problem. Securely mounted ladders were provided to allow competitors to get their boats and equipment down to the lower lakeside bank. Launch of boats had to be done wearing

waders or wellies, but to minimise movement to and from the temporary launch and recovery area, Mark announced that on this occasion it was to be one single heat per class of 30 minutes duration for the mono hull boats, the extra proviso being that during each 30 minute race, the boat had to come in for a mandatory pit stop plus an engine restart, or face a 50% lap reduction. This was very fair as it meant that the boats with small fuel tanks who would have to refuel anyway, would not be significantly disadvantaged. Also, instead of the four turn buoys for the usual rectangular course, this time it was to be only three. So, having an isosceles triangular course meant that instead of having to turn 90 degrees at speed around the marker buoys, it was flat-out on the long straights, then a near 180 degree U-turn at the apex of the triangle which led to some fantastic racing.

AA class

With seven competitors racing, the standard was exceptional with consistent high lap scores being



AA class boats head to head.



achieved. These small boats did well to cope with what at times were very choppy conditions. The CMB powered Challenger of Andy Rennie ran brilliantly, achieving 60 laps for first place. Mike Barnes' MDS 28 powered Sea Spirit also ran very well gaining 58 laps for second place. For some unknown reason Mike started his race without his boat hatch and brought it back to shore to fit it, costing a couple of laps and possibly first place. Sha Simon drove her MDS 28 powered Cavalier very well, keeping out of trouble for 50 laps and a well deserved third place. Unfortunately, the remaining competitors scored considerably fewer laps with their boats succumbing to the 'Branston Chop', often resulting in a rescue and recovery.

A class

The wind had increased significantly when this race was due to start, which meant that there was a real need to use the throttle carefully or otherwise risk falling victim to the increasingly choppy conditions and this may well explain why the highest lap scores in this heat were significantly less than those of the preceding AA class, but seven entries in this class did still mean some exciting racing. Dave Clay's CMB 45 powered Orion achieved a well deserved first place with 51 laps. My SC powered Crusader 3 got off to a bad start because my pit man (Garry Dickson) inadvertently launched it in water too shallow resulting in a sound I didn't want to hear as the propeller got battered on the stones of the lake bed. A quick change though and off it went for 50 laps and second place.

Third place with just 26 laps went to junior member Luke Bramwell running his very lively SC 40 powered Sea Spirit. Luke Bramwell is a credit to BMPRS because he is exceptionally considerate and shows such great competitive

spirit at our events. Junior member Kian Searle is also equally enthusiastic and gained fourth place with 23 laps, racing his ASP 46 powered Crusader 3. His enthusiasm at the start of the race resulted in too much throttle leading to a flip-over in choppy conditions needing rescue and after recovery and restart, it soon became apparent (evident by glow plugs blowing) that the bearings in the engine were starting to disintegrate.

B class

This class unfortunately only had two entries, so Mark wisely decided to merge them with the C class which had four entries, but of course the laps scored counted independently for each type of boat. Garry Dickson's Webra 61 powered Challenger scored only 20 laps over the 30 minute duration single heat, the engine playing-up when throttling back in choppy conditions leading to several stops and eventual retirement. However those 20 laps were good enough to give first place as Bob Cheshire had unexpected issues of his own, the

ABOVE: Kurt Cave's T2 catamaran battling the choppy conditions.



BELOW: Chief lap scorer Madelyn checking the results.

ABOVE: A55: A bad launch hitting the pebbles, but a quick recovery thanks to the rescue team.

RIGHT: The T2 race winning catamaran of Garry Dickson on the way to being BMPRS Champion for this class.





RIGHT: D44: The D class Saturn of Garry Dickson.



ABOVE: Ballistic action in the D class. Mike Barnes' D4 up against Kurt Cave's red Pravar.

Webra engine in his boat breaking a con-rod during a restart early on in the race.

C class

Only four competitors were entered, but there was a pending battle between Mike Gelson and Harry Stuart, either of whom could be class champion. In the end, the OPS powered Warhawk of Harry Stuart delivered 61 laps to secure the day's class win and the Championship - so well done Harry. Mike Gelson's CMB powered Stratos was second with 37 laps, leaving him as runner-up to Harry, two things costing him the race. A split water cooling tube caused the engine of the Stratos to stop unexpectedly and on re-launch, Mike adjusted his radio controlled stinger the wrong way, resulting in the bow of the boat lifting massively and flipping it over. Third and fourth places in this class went to Andy Uttley (34 laps) and Ian Searle (33 laps). The CMB 90 powered Makara of Ian Searle seemed to be going really well at first, but a gust of wind blew the boat into Buoy One resulting in the rudder taking a big blow and getting kicked back, the shear screw snapping as it is designed to do. After repairs, Ian wisely then took it very steady to the end of the race.

BELOW RIGHT: BMPRS Chairman Ian Searle and his son Kian getting ready for the C class race. Photo courtesy of Judith Beesley

BELOW: D29: Two eyes on stalks constitute the required pilot figures on Graham Stanley's Pipe Dream boat.



D class

The Spark Ignition (S.I.) mono hull class had the biggest entry of the day with 11 competitors. Mark split this class into two separate single heats of 30 minutes duration to minimise the risk of high speed carnage on the lake. The Zen 29 powered Patriot of Mike Barnes delivered an outstanding performance once again, achieving 83 laps for first place. Garry Dickson's MPM powered Saturn also performed extremely well with 72 laps for a well fought second place. During the mandatory pit stop, Garry was concerned that the boat seemed sloppy to respond to rudder input and a quick check revealed that the shear screw on the rudder had snapped, but after repairs he was able to resume racing using full power. In third place with 46 laps was Ken Dodd racing his Zen 29 powered Phantom. In the very choppy heat, Ken's Phantom was sometimes the only boat on the course and his careful driving paid positive dividends. What about some of those that didn't do so well?

Harry Stuart's unique 'Woody' D class boat, experienced radio control problems and circled at speed off the main racing line before beaching at speed. He was quick to fix the damage, but the time off the water left him with only 17 laps and sixth place.

Kurt Cave's Blata powered Pravar, a heavy, large and very high powered boat, went like a rocket and was spectacular to watch. However his desire for excitement and speed led to the boat being pressed too hard for the rough waters needing several rescues after some spectacular flip-overs, the 14 truly exciting laps resulting in only seventh place.

Graham Stanley had to retire his Pipe Dream early due to problems with its flexi-shaft coupling slipping, resulting in no propulsion and only three laps for ninth place.

Catamaran T1 class

Both the catamaran classes enjoyed their usual





format of two 10 minute heats, but the choppy water conditions proved a real challenge. With four entries in this class, who would survive the waves that were much bigger than the boats and win?

Harry Stuart's powerful OPS 45 powered R2 Silver Fox gained 27 laps for first place and

10 year old Boyd Elson also achieved 27 laps, but was a fraction of a lap behind Harry, so was second. Boyd's X Cat 38 is powered by the less powerful ASP 46 engine, which is no match for an OPS 45, but his vastly improved driving confidence this season, combined with a great hull, ensured his well deserved second place. Kurt Cave, also racing the X Cat 38, achieved 10 laps for third place. After the boat's first heat, water was spotted in the radio box, so he wisely decided to retire the boat from Heat Two. Junior member Kian Searle, also had to retire his Sprint Cat in Heat Two due to water ingress into the radio box, but he managed five laps anyway.

Catamaran T2 class

Of the five competitors, two realised that this final 2014 race would determine who would become class champion and who would become runner-up. The rough conditions tested the drivers and throughout both 10 minute heats all boats were running at a fraction of full throttle just to keep on

the water. It was a battle of nerves and endurance, because applying too much throttle meant that almost certainly the boat would flip-over.

First place with 44 laps went to Garry Dickson racing his MPM 31 powered Mercury and in second with 42 laps, was Malcolm Pratt racing his CBM 91RS powered Aeromarine, these results leaving Garry as Champion and Malcolm Pratt a close runner-up.

Kurt Cave's KRC powered Conquest was wickedly fast, but suffered a few flips in the rough conditions, but still achieved 35 laps for a well deserved third place.

ABOVE LEFT: Between races, time to relax a little with a smile.

ABOVE: Kian's A128 Crusader keeping out of trouble and Dave Clay's A42 Orion executing a quick turn. Photo courtesy of Judith Beesley

Conclusion

This superbly managed event concluded what has been a truly fantastic 2014 BMPRS season for us all. Peter and Alan of the host Burton MBC were thanked yet again for making us feel so welcome and for providing the essential rescue boat facilities. I want to make a special mention following this event of junior member Luke Bramwell. In addition to him being a great competitor, as are all our junior members, he was instrumental in volunteering to launch many boats across all the classes when he was not actually racing himself. He did a faultless job in tricky conditions and it was much appreciated by all those present on the day. Also, an unsung hero in BMPRS is Judith Beesley, who although not racing, has taken some of the best photographs throughout the 2014 season enabling treasured memories to be enjoyed by everyone.

Please refer to the Final Championship table for the closing podium positions with the full results available on our website. I hope you have enjoyed this report and I look forward to keeping you updated during 2015.

Cheers - Craig

BELOW: Harry Stuart's wooden hulled D133 at full throttle. Photo courtesy of Judith Beesley

BMPRS 2014 Championship table

Final Top Three Places in each Class

	Name	Points
AA class		
1	Mike Barnes	77
2	Mark Beesley	65
3	David Clay	60
A class		
1	Craig Dickson	81
2	David Clay	79
3	Kian Searle	62
B class		
1	Malcolm Pratt	79
2	Garry Dickson	75
3	Bernard Holder	60
C class		
1	Harry Stuart	79
2	Mike Gelson	76
3	Bernard Holder	57
D class		
1	Mike Barnes	90
2	Garry Dickson	75
3	Kevin Alcock	65
Catamaran class T1		
1	Harry Stuart	90
2	Kian Searle	69
3	Boyd Elson	64
Catamaran class T2		
1	Garry Dickson	84
2	Malcolm Pratt	81
3	Kevin Alcock	59

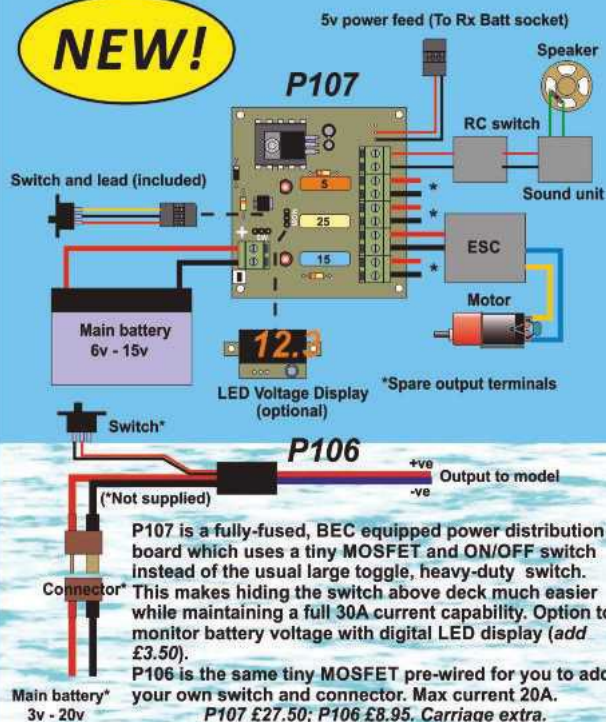


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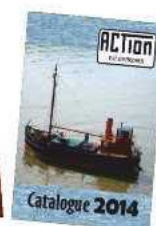
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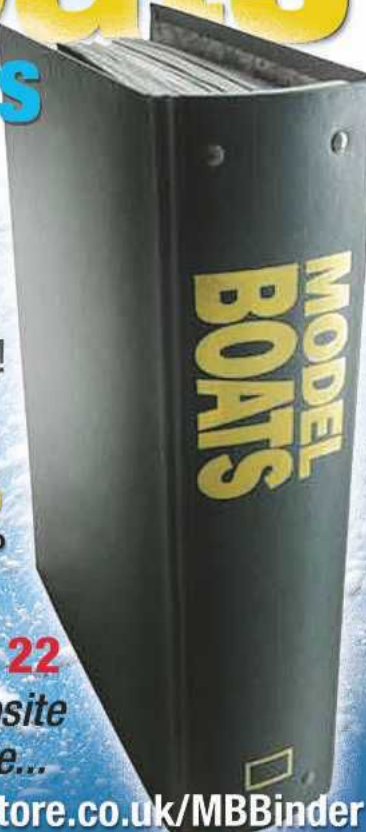
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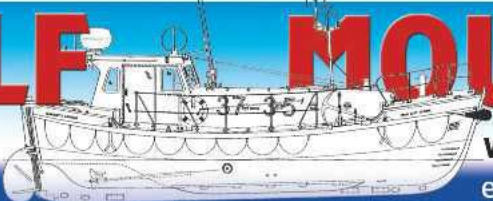
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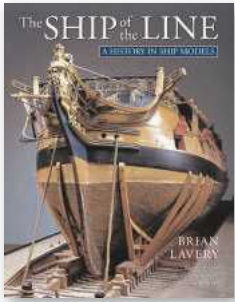
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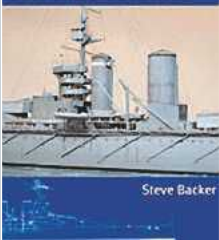
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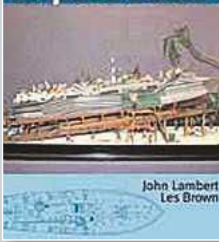
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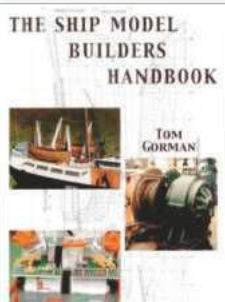


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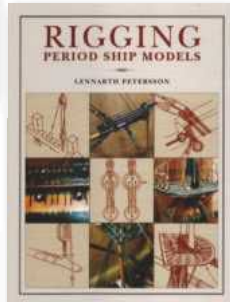
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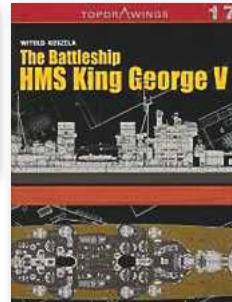
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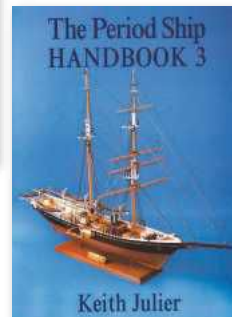
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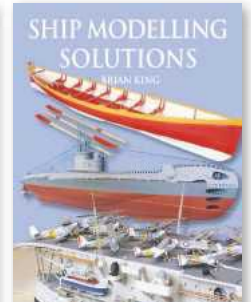
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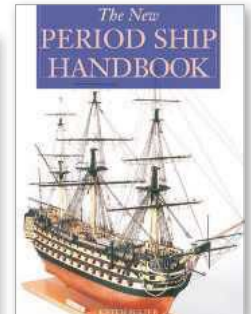
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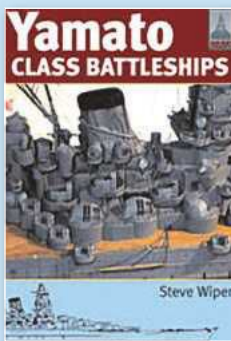


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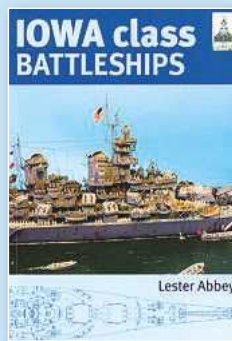
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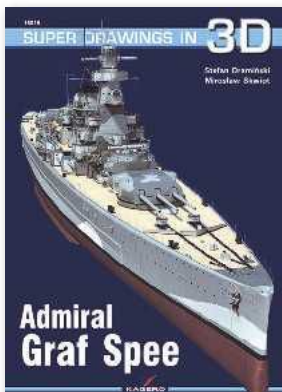


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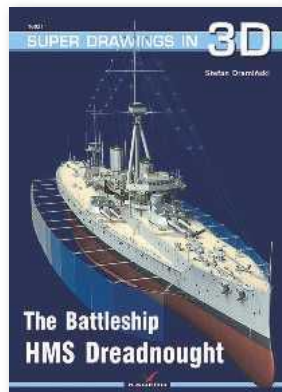
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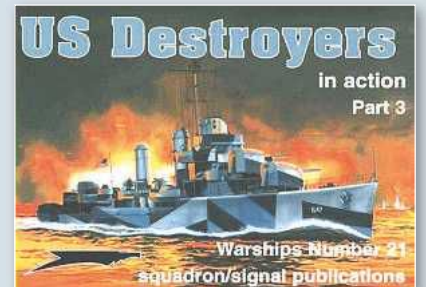
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