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Enterprise House, Enterprise Way,
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EDITORIAL

Editor: Paul Freshney

PO BOX 9890, Brentwood, CM14 9EF

Email: editor@modelboats.co.uk

PRODUCTION

Designer: Steve Stoner

Illustrator: Grahame Chambers

Retouching Manager: Brian Vickers

Ad Production: Robin Gray

ACCOUNT MANAGER

Duncan Armstrong: 0844 848 5238

E-Mail: duncan.armstrong@mytimemedia.com

SUBSCRIPTIONS MANAGER

Kate Hall

MANAGEMENT

Publisher: Julie Miller

Commercial Sales Manager: Rhona Bolger

E-Mail: rhona.bolger@mytimemedia.com

Tel: 01689 869891

Chief Executive: Owen Davies

Chairman: Peter Harkness



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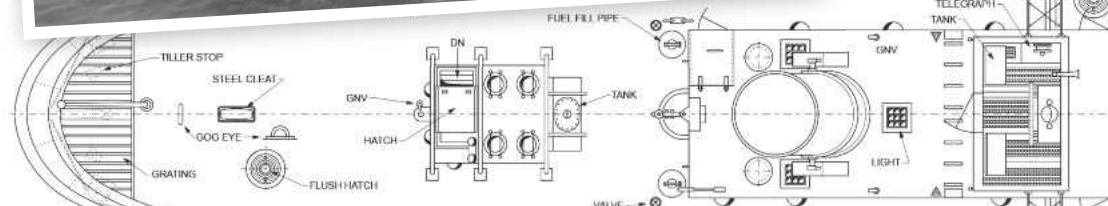
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PLAN**

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Bow piece



This issue includes a Full-

Size Complimentary Free Plan designed by James Pottinger worth £12.50 for Aboma, a classic 1930's tug that was diesel powered, although having the appearance of a steam tug. In addition we have Part One of Brian Roberts' full in-depth build of the large 1:12 scale Models by Design Wildcat 53 semi-kit, plus reviews of Rivos, by John Elliott, an inexpensive ready to run fast electric model that performs really well and at the other end of the speed scale, a look at the Joysway Dragonforce RG65 class yacht by our new contributor, John Gittins. This radio controlled model yacht, that sails well, provides an easy, quick and inexpensive way into model yacht racing as well as social sailing.

Phil Button returns to these pages with 'Painting Queen Alexandra's Bottom', a tale of a near disaster at the boating lake that has had a happy ending and Andrew Cope has a go at model submarines, building the Speedline Deep Dive VII, now manufactured and marketed by Speedline Models.

In Readers' Models, Graham Buckton describes his THV Vigia, a unique Trinity House Vessel, his superbly built version being based on an inexpensive fibreglass trawler hull purchased by chance at a model show and then using a MyHobbyStore plan.

We also have the usual regulars, with John Parker in particular looking at 'The Holbrook Connection' and answering the question as to why there is a submarine memorial park in Australia that is 400 kilometres from the sea.

So I hope there is something here for all readers of this August 2015 magazine.

Paul Freshney - Editor

Compass 360

Model Boats notice board for your news

Editorial Contact - Paul Freshney

You can reach the Editor, Paul Freshney, on 01277 849927. The editorial postal address is: Model Boats, PO Box 9890, Brentwood, CM14 9EF.

The email is editor@modelboats.co.uk

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Norman Ough Article

This was due to be published in this August issue and was ready to go, but due to space considerations as it is a large nine or ten page article and is best published complete rather than in two parts, it has been held over to the September issue, on sale on the 7th August, where together with a steam powered QE2 model, it will be one of the main feature presentations and it is well worth waiting for.

Paul Freshney - Editor

Kirklees MBC

On **Sunday 13th September** this club will be holding a Warship & Naval Day at Wilton Park, Bradford Road, Batley, WF17 8JH from 1000hrs to 1600hrs. There will be a small raffle, refreshments, free car parking, static and on the water displays. Although the theme is warships, you are welcome to attend with all other types of model except i.c. and high performance fast electric boats. For more information, please contact Stan, tel: 01132 675790 or please check the club website: kirkleesmodelboatclub.weebly.com

Solent RCMBC

Their annual Charity Exhibition is being held on **Saturday 5th September 2015**, 1000hrs to 1600hrs at: All Saints Church Hall, Greenbanks Close, Milford-on-Sea, Hampshire, SO41 0SQ. Entry is by charity donation in aid of the RNLI and Hampshire Air Ambulance. Refreshments are available and there will be over 80 models on display. Further information from David McNair-Taylor, tel: 07887 967887.

North West Scale Model Boat Club

On **Saturday 8th August 2015** this club is holding an

Exhibition at Bag Lane Church, Atherton, Manchester M46 0JX. No traders, no stalls, no singing! Entry fee £2 accompanied children are free, 1000hrs to 1600hrs. Mostly NWSMBC boats but also trucks trains and aeroplanes. For further information please contact Bill Power, tel: 01942 891422.

Information supplied by David Lawrence

The Otago Model Engineering Society

This very active club was formed in 1936 and is based in Dunedin, New Zealand. It has clubrooms at 1 John Wilson Drive, South Dunedin, PO Box 2163, and encompasses model engineering, model railways and model boats. A regular newsletter 'Conrod' is published which keeps member up to date with all their activities. Visitors and new members are welcome, and the contact information is:

Website: www.omes.org.nz

Email: omes@omes.org.nz

Model boats: Henry Goosselink (no email), tel (local): 488 3284

Model Boat Convention 2015

A final reminder that the theme of this event, being held for the 26th time at Haydock Park on **Saturday 29th and Sunday 30th August 2015**, is 'Glynn Guest Models'. The number of clubs and already committed trade exhibitors, means that this popular event will as always, be well worth visiting both to buy those items we all need for our hobby and viewing some fantastic models.

Glynn is the Guest of Honour for 2015 and there is a special competition for young people up to the age of 16 building a model from his plans. Full entry information is on the Model Boat Convention website, together with how to obtain a UTE plan (February 2013 MB) free of charge. Entries must be via the Model Boat Convention and its website:

www.modelboatconvention.co.uk

Ending of Model Weeks at Thornwick Bay

Following the take-over of Thornwick Bay holiday site by Bourne Leisure, Jim Worner has been informed that after the October 2015 Model Week, the site will no longer accommodate model boat events. This is a setback, as most suitable sites are now owned by Bourne Leisure and as their company policy is to ban the sailing of model boats in their swimming pools, this brings to an end a sequence of events that have run at Primrose Valley, Skipsea and Thornwick. The **3rd to 9th October 2015** event will however go ahead, as planned, at Thornwick Bay.

I offer my thanks to all who have supported me and the team over the past 25 years and especially to my hard working and loyal team of workers. The only hope for the future is if anyone with a site could offer a home for these events, or if any modeller can recommend a possible venue, then please

email: jworner@outlook.com.

Information supplied by Jim Worner - June 2015

Glasgow Richmond MBC

Their Charity Show is being held on **Sunday 6th September 2015**, 1100hrs to 1630hrs at Richmond Park, Glasgow (opposite Shawfield Stadium). Have-a-go 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 and directions via the club website: www.glasgowrichmondmbc.co.uk

Obituary - Keith Julier

As this magazine went to press in early June, we were informed of the death of Keith who sadly passed away at the end of May. Regular readers will remember Keith's reviews of period ship kits and also the numerous articles he contributed on scratch building this type of model. He was also author of a number of books on building techniques and constructing kits. In recent years his declining health precluded continuing with his regular reviews and articles, which will be very much missed by those building period ship



models, whether in scratch built or kit form.

Paul Freshney - Editor

MYA News

Roger Stollery reports from the Acorn Trophy Marblehead ranking event

Guildford MYC was delighted to welcome the biggest fleet of Marblehead r/c yachts to their lake at Abbey Meads for a very long time on 31st May, as 29 entries were received and nine races were sailed in difficult shifting wind conditions, very light at the windward marks, but plenty of wind for planing on the downwind legs.

The morning's racing was slow as a result of waiting for the awkward wind direction to settle, moving marks and many skippers not used to sailing in heats and a protest. Rob Vice and Peter Stollery sailing their UPROARs won all four of the early races with Graham Bartholomew sailing a STARKERS tying with Rob on 14 points on the lunchtime leaderboard.

The wind then became more westerly, parallel to the control area and stronger in the afternoon, with some of the fleet changing down to their B rigs. The winning boats included Peter Popham sailing a CREAM CRACKER in Race 4, Peter Stollery in Races

5 and 6, Tony Guerrier sailing his QUARK in Races 7 and 8 and Phil Holliday also sailing a QUARK in the Race 9. Everyone watching the racing was treated to a jaw-dropping piece of sailing by Peter Stollery, who at the beginning of the second lap of Race 6, was in the back half of the heat. The wind blew up for the downwind leg and he managed to keep his boat,

INSIDE EDGE, going absolutely flat-out, whilst others struggled to keep control and at the leeward gate he had pulled up to third place. On the beat back to the finish he picked all the right wind shifts and came through to win with everybody asking, 'how did he do that'?

Final results showed Peter Stollery retaining the Acorn Trophy, Rob Vice was second and although Tony Guerrier tied with his brother Austin they were third and fourth respectively on count back.

The next Marblehead Ranking Event will be the National Championship at Manor Park on **18th & 19th July 2015** where

there is already a big entry. For more details, please check: www.marbleheadsailing.wordpress.com



ABOVE: Peter Stollery - was the winner of the Acorn Trophy at Guildford Model Yacht Club's Abbey Meads lake in late-May 2015.



ABOVE: Tony Guerrier (Sail No. 50) is actually getting the best start in Race 8.

Top 10 results:

1st	Peter Stollery
2nd	Rob Vice
3rd	Tony Guerrier
4th	Austin Guerrier
5th	Hugh McAdoo
6th	Graham Bartholomew
7th	Darin Ballington
8th	Peter Popham
9th	Roy Stevens
10th	Phil Holliday

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- 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.



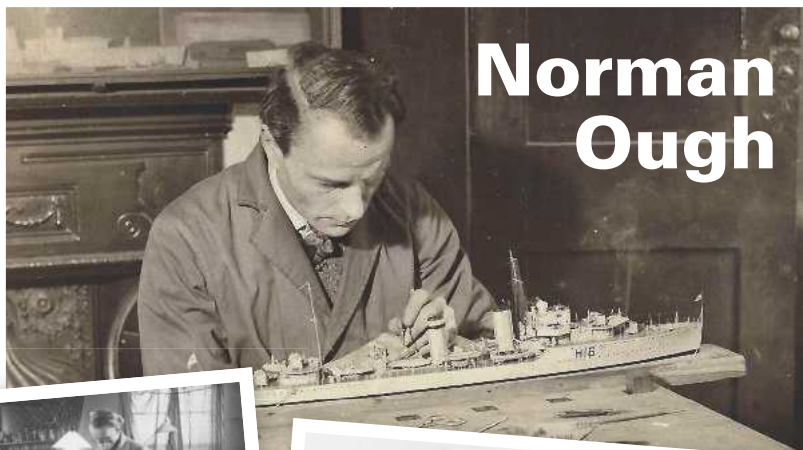
model Boats Next issue

The Model Boats September 2015 issue is on sale on the 7th August 2015



QE2

This 84 page issue includes a major feature article by Alistair Roach that remembers and commemorates the remarkable model making and drawing skills of Norman Ough who died in 1965, 50 years ago. Model Boats is also very pleased to include a Feature Article by a new contributor, Tim Henderson, about his unique steam powered QE2 model.



Norman Ough



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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Don't forget! The September 2015 issue will be published on **7th August 2015** price £4.75 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to **Model Boats** magazine? See our subscription offer on **Page 26** in this issue...

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KIT

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KIT

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KIT

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ATA



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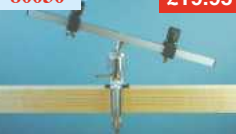
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Wildcat 53 **PART 1**



Brian Roberts builds the 1:12 scale Models by Design semi-kit

Early in 2014 I built the 1:24 scale version of the Windfarm Support vessel Wildcat 53 manufactured by Models by Design (MBD) as a semi-kit. I was very pleased with the finished model which looked really good on completion and it behaved very well on the water with a fine turn of speed when required. Later, in August 2014 I visited the Model Boat Convention at Haydock Park with a friend, a show which I'd been to in previous years that has always impressed me, but this visit exceeded all our expectations.

The show consists of modelling clubs and traders, spread over several plush suites within the building, and the first room we entered was the Lancaster Suite where we found the Bryn Bach Park MBC from South Wales. The first model seen was indeed a superb 1:12 scale Wildcat 53. This had the 'wow' factor in abundance and the sheer size and quality of finish were very evident and it was decided there and then that this could be my next project for the winter months ahead. As it turned out, this particular boat had been built by Andy Griggs of MBD and then subsequently sold.

After mulling the idea for a couple of days, MBD were called with the intention of ordering a 1:12 scale Wildcat 53 semi-kit, priced at £480, only to be informed by Andy that there was a waiting list of several weeks. Hulls for his range were usually only made to order and his workload was such that there

would be a delay before the semi-kit was available for delivery. On recollection, this was the same situation when my earlier order for the 1:24 scale Wildcat 53 had been placed, and as I commented in that review in Model Boats (August 2014), MBD offer a large selection of GRP hulls and as usually each one is only made to order, this obviously creates a waiting list.

Anyway, the order was placed for the conventional propeller driven version as opposed to the water-jet version, but the next question was, 'How to get this large semi-kit to Wrexham and Andy had three options:

- 1)** Two large boxes by carrier or Royal Mail, cost about £40.
- 2)** Collection in person from Dorset.
- 3)** Collect it from Andy at the International Model Boat Show at Leamington Spa in November 2014.

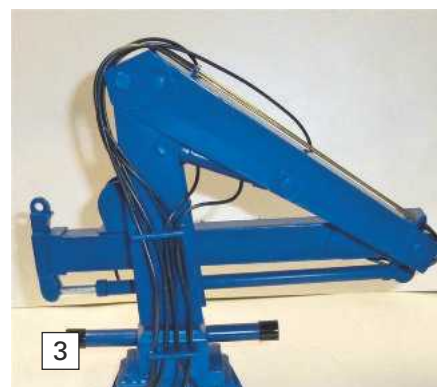
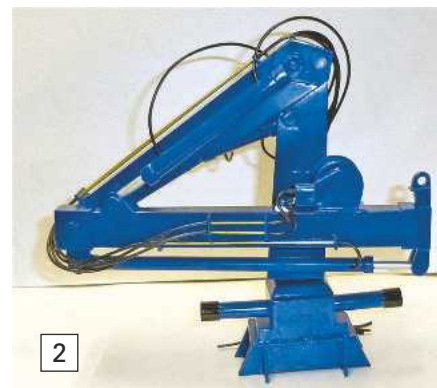
This last was the best and cheapest option as I intended going anyway, so at this point the review should now be 'What's in the box', but as there were some weeks to wait and a deck crane seemed to be a good add-on idea, this was duly purchased from Macs Mouldings for £25 (Item No. M300) and it duly arrived and is excellent value for money.

Data Box

Models by Design: These advertise regularly in this magazine
Reade Models (Reade Business Services), website: www.reademodels.com
Macs Mouldings, website: www.macsmouldings.co.uk
Safehaven Marine: www.safehavenmarine.com
Gresford SC: www.gresfordsailingclub.org.uk

Macs Mouldings 1:12 scale Deck Crane

This consists of three numbered bags of parts, **Photo 1**, mainly of polyurethane resin and white plastic tube, brass wire, black pvc tubing with two sheets of instructions. A couple of pleasant evenings were spent assembling the crane and it must be said how impressive was the casting



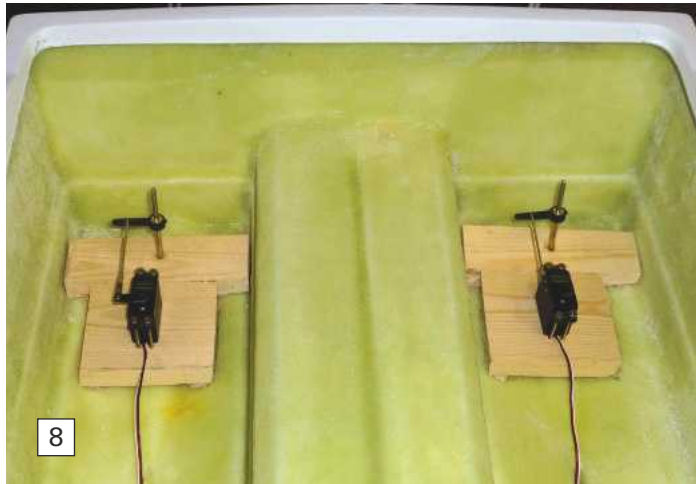
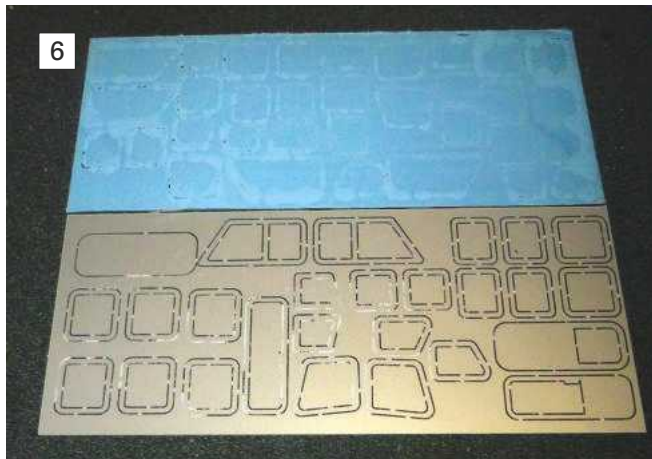
accuracy of the resin parts which required a minimum of finishing and everything fitted together perfectly. After two coats of Halfords grey primer and then a few coats of dark blue gloss from the same source, the hydraulic pipes were fitted which were a bit fiddly with my big hands, but that's the joy of model boat building, **Photos 2 & 3**. This was a nice interlude to keep me in the model making mindset and looking forward to seeing it installed on the aft deck of the 1:12 scale Wildcat 53.

The Wildcat 53 semi-kit

What's in the boxes?

Nothing actually because there were no boxes. Andy brought the kit to the 2014 International Model Boat Show and because of the large size of the hull and all the bits and pieces it was much

easier to leave the hull, deck and other major GRP parts loose, with the host of other sundry items in a large bag. Everything was transferred to my car and on arrival back home, was laid out and photographed, **Photo 4**. The large bag was then opened, it feeling like Christmas had arrived early, and the contents revealed. No parts list as such was supplied, so I hoped that everything was present. The principal GRP items are the hull, wheelhouse & cabin unit, main deck, fore deck and a canopy to be attached to the rear of the wheelhouse. The contents of the large bag consisted of a multitude of resin moulded items, **Photo 5**, and these would have to be identified later. No plans are supplied with the semi-kit, but with the aid of photos of the full-size craft and a CD provided with the Wildcat parts showing their locations, construction should be relatively straightforward.



All the windows and doors are on a pre-cut sheet of shiny grey plastic and a pre-cut sheet of clear plastic for the glazing, **Photo 6**. It was a little disappointing to discover that there were no markings scribed on to the GRP wheelhouse unit for the windows, as on the smaller version, but more about that later. Stout brass rod for the railings, two rudders with built-in posts, two propshafts with tubes, two brass skegs, a pre-cut sheet of plastic parts to assist with the mast assembly, a length of brass tube for the mast and various decals pretty much complete what you get for your money. However, as before though, Andy kindly supplied two cast resin motor mounts free of charge which were gratefully received.

What next?

It must be said that I found it a little daunting deciding what the next step was, due to the sheer size of the model, but logic indicated that it was best to proceed as with the smaller model, so that was the plan. It's worth noting that on the smaller 1:24 scale craft the ring deck, which is essentially the fore deck and side capping's on the hull, was a separate section which had to be fixed by the builder. On this, the larger model, the ring deck was already fixed in place, which was a blessing because I recall that there was a small problem securing it on the smaller hull. 'Popping-up while fixing it' sprung to mind when thinking back.

All the GRP parts were of the usual high MBD standard with very few blemishes. A few very minor indentations were evident, but these were soon taken care of with the application of a little Isopon P38 car body filler. All the GRP parts were then rubbed down with fine grade emery paper

and washed with warm soapy water prior to the first coats of grey primer, but before any paint was applied and whilst there was unrestricted access to the interior of the hull, it was decided to fit the rudders, motors, esc's and receiver, and then add the main deck sections.

Rudders

This is a big model, so it is prudent to employ a separate servo, using a Y-lead from the receiver, for each rudder. A single servo is adequate on the smaller 1:24 scale model, but with a fair bit of weight to manoeuvre, an individual servo for each rudder is most probably essential. A couple of spare Futaba S3003 servos were to hand and as this type had always 'done the job' in the past, I was confident they would be more than adequate for this model.

The supplied rudders are cast in resin with their posts already firmly in place, and so after determining the position of each one, suitable holes were drilled in both port and starboard hull sections and a wooden block firmly epoxied over each hole. Then, a further hole was drilled through each block, taking care to keep them vertical, and finally the rudder tubes were inserted and glued in place, **Photo 7**. Two more wooden blocks were fitted tight up against the former ones and the servos were then aligned with linkages and attached accordingly, **Photo 8**.

Motors

Having recently refurbished a 1:12 scale Speedline Severn lifeboat with two new Emax BL4030 385KV brushless outrunner motors, which give an

This is a big model, so it is prudent to employ a separate servo, using a Y-lead from the receiver, for each rudder.



10



12



11



13

excellent performance for both speed and running time, and on the assumption that the finished 1:12 scale Wildcat 53 would weigh nearly as much as the Severn, two more motors were purchased from Giant Shark. Excellent service by the way, as they were ordered one afternoon and arrived to me the next morning. These fitted very neatly into the mounts from MBD after the appropriate holes had been drilled and were then mounted onto wooden blocks prior to securing within the hull, **Photo 9**. The couplings used are from Model Boat Bits and these are custom made, with a 4mm hole one end for the propshaft and an 8mm hole at the other for connection to the motor's output shafts. These couplings have been used before in other models and have been very efficient in all respects.

Two holes were drilled in the hull and after enlarging them with a round file, the two propshaft tubes were inserted and temporarily secured with masking tape. I did consider fitting 'lube tubes' as a means of oiling the propshafts, but because access to the inside of the hull is so easy, it was decided that when lubrication was necessary it would be just as easy to remove the propellers, withdraw the propshafts and insert oil or grease. I'm sure a lot of purists out there will disagree with this, but it works okay for me.

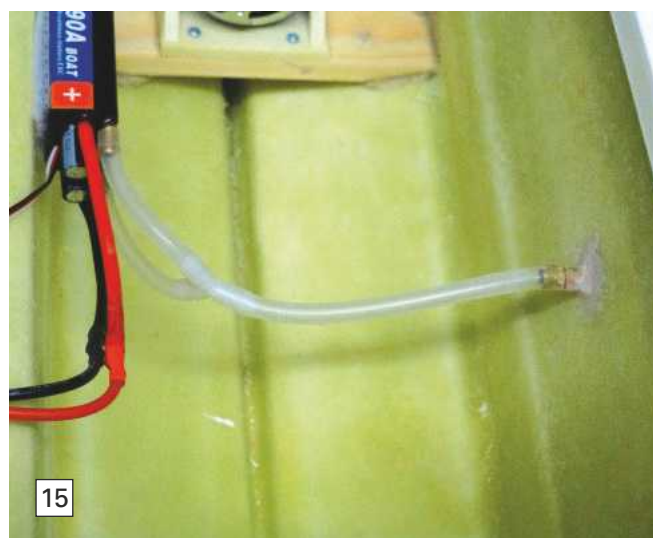
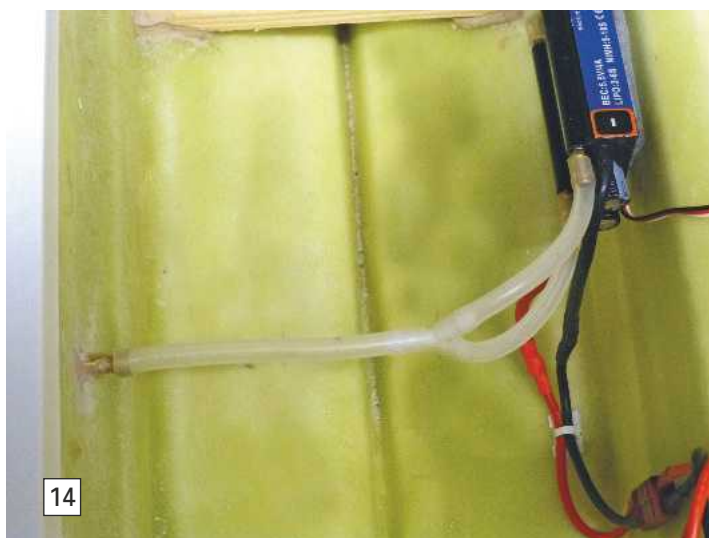
Then the tricky business began of aligning the motors, coupling them to the propshafts, spacing the end of each about 45mm from the leading edge of the rudders and then fitting the supplied readymade skegs. Once satisfied that everything was as accurate as it could be, the motor mounts were secured into the hulls with a generous amount of Isocon P38 filler and the propshaft tubes

were epoxied into the hull and the skegs treated the same way, **Photos 10 & 11**. Weight is not a problem with this model!

Water scoops & electronic speed controllers

The plan was to use two Hobby King 90 Amp water cooled esc's as per the Severn lifeboat which meant that Wildcat 53 would need two water scoops to aid the cooling, but because of their depth required, none were commercially available. So with the aid of some 1/4 inch (6mm) brass tube and a soldering iron a couple were soon made, **Photo 12**. Two 60mm brass propellers were temporarily attached to the propshafts, suitable holes were drilled between the propeller and rudder positions and the scoops were firmly fixed in place with some thick superglue, all finished-off with a little filler, **Photo 13**. I'd been waiting for about a month for the esc's to arrive at Hobby King's UK warehouse, but then by sheer coincidence I noted that they were in stock in the UK that very morning when I'd gone as far as I could with the work inside the hull. Two were immediately ordered, Hobby King acknowledged the order and two hours later they emailed me to tell me that the order was on its way. Out of curiosity I then checked their website to find that the UK warehouse was once again 'Out of stock', so how lucky was that?

On their arrival a couple of days later, some 3.5mm gold bullet connectors were soldered to the esc's and motors, with the former then positioned in the hull with the aid of some Velcro. It was now an easy matter to connect some silicone tubing



from the water scoop tubes to the esc's and then the outlets exiting unobtrusively through the outer sides of the hull, **Photos 14 & 15**. I know that this isn't the actual case on the real boat, but it's a better option than having lengths of tubing extending from and exiting through the transom and the exiting water is clearly visible as the model speeds past the operator on the lake.

Power supply

All that was needed now were the batteries to power the motors and receiver, then work inside the hull would be complete prior to fixing the main and the smaller decks, the latter with a pair of steps. The motors are powered by the same Turnigy 5600mAh four cell LiPo battery as used in the 1:12 scale Severn lifeboat, **Photo 16**. The receiver has its own independent 6v NiMH rechargeable pack. It provably doesn't make any appreciable difference to the overall balance of the hull with the main battery secure in its own tray at the bottom of one of the hull side units, but to be on the safe side a piece of lead of corresponding weight has been fitted into the opposing hull of the catamaran.

Decks

There are two decks to be fixed, the main one and a smaller one with two sets of steps moulded in, this sitting at the forward of the hull. It is recommended

that the smaller deck is fitted first which then acts as a guide to ascertain the correct level of the main deck, but before the smaller deck is fitted a little surgery was needed. On the fore part of the hull there are two indentations, **Photo 17**, which have to be cut away and these then act as receptors for the steps of the smaller deck. This was done by chain-drilling and a little work with the Dremel tool created the two apertures to take the steps, **Photo 18**. The foredeck then fitted neatly into place and was secured with medium superglue, finished off with filler where needed and finally sanded smooth, **Photo 19**. Before the main deck is fitted, two openings over the rudder post areas need to be removed and replaced with removable covers which enable servicing access for the internal rudder linkages etc. Creating the two apertures was easy enough by once again chain-drilling, and sanding with the Dremel tool to the pre-marked sizes as with the steps. The main deck was a touch too wide to fit inside the hull (better oversize than undersize), so there was the slightly tricky task of taking measurements every three or four centimetres inside the hull at deck edge level and transferring those measurements to the deck itself. Surplus GRP was filed away, and after a final check that the measurements were correct, the deck was eased into place in the hull and glued on top of the 1/4 inch (6mm) square wood stringers previously installed, **Photo 20**. There were some inevitable small gaps between the edge of the deck

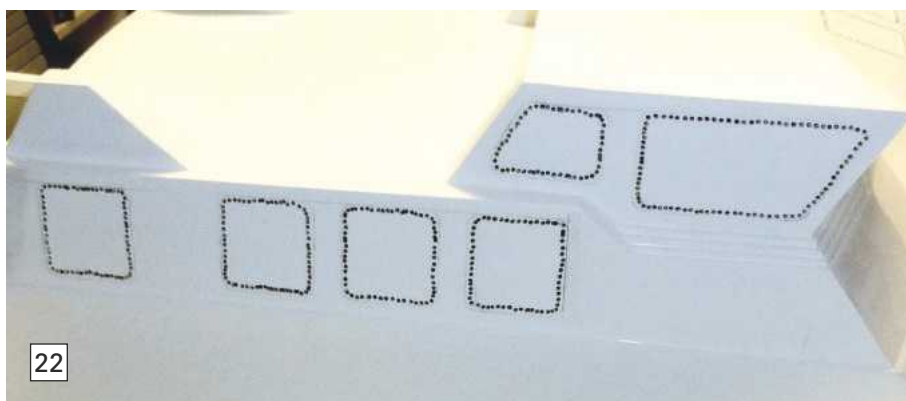


and the hull, so some stripwood was glued to the deck, hard up against the hull sides, followed by a neat fillet of filler to finish the job, **Photo 21**. Except for painting, the hull and running gear were now complete, so work could start on the wheelhouse and cabin.

GRP wheelhouse & cabin unit

The first job was to fix in place the rear canopy with superglue and finish the joint with filler which was sanded smooth when dry. As mentioned earlier, there were no markings on the wheelhouse to show the position of the windows, of which there are twenty three. All the frames and glazing are supplied ready cut on two sheets (please see Photo 6 again), and they came away very easily requiring a minimum of finishing. After studying photos of the full-size boat on the Safehaven website, the positions of all the windows were carefully drawn in pencil on to the GRP wheelhouse. They were then chained drilled, **Photo 22**, and after the centres had been removed, their edges were filed flat and straight, **Photo 23**. For obvious reasons, the glazing and mounting of the frames would be done after the wheelhouse was painted, so it was put to one side with the hull and I gave some thought to the next step of the build. Construction of the rails, particularly the complex system on the foredeck was something I wasn't looking forward to, but it had to be done, so that was the next step.

(to be continued in Model Boats September 2015)





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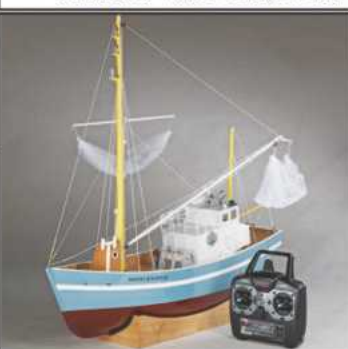
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ABOVE: The LCVP Mk. 5. RIGHT: Combined Operations insignia on HMS Bulwark LPD.

Dave Wooley with his Worldwide Review of Warships and Warship Modelling



Range Finder

Welcome once again to our regular sortie into the world of fighting ships and this month we have a close look at a Royal Navy LCVP (Landing Craft Vehicle and Personnel) Mk. 5, plus we continue with the Deans Marine HMS Skirmisher project as well as having the usual Mystery Picture teaser.

Landing craft origins

Royal Marines have had some form of specialist landing craft since the early days of WW2, then with a fairly basic Landing Craft Personnel (LCP) which was used for raids on enemy territory. This craft had no bow door and a portable ladder over the side was used for disembarkation. It had a shallow hull form based on the Northumberland Coble and a tunnel under the hull for the propeller made it suitable for beach landings. These craft could carry 20 fully equipped troops and were usually powered by a single 65hp petrol engine.

It was the United States Marine Corps that really made landing craft their own with the need for a variety of craft during the island hopping campaign in the South West Pacific during WW2, as they steadily defeated the Japanese. A typical LCVP was 36ft in length with a beam of just under 11ft and capable of carrying 36 troops or 8100 pounds of general cargo with a draft of only 3ft aft. They were usually fitted with a 225hp diesel or 250hp petrol engine depending on availability and were capable of 9 knots with a theoretical range of 102 miles, although I guess no one would want from choice to travel that distance in one of these craft. The steering position was to port with two 30 calibre machine guns for self-defence and some 0.25 inch armour on the bow ramp and hull sides.

World War Two saw the basic LCVP design fulfill all kinds of tasks for the military and of course



Landing Craft Mechanised (LCM) being somewhat larger could transport larger vehicles, troops and even tanks. Speedline Models and Deans Marine notably both produce radio controlled examples of such craft in 1:16 and 1:24 scales and the basic 70 year old design is still visibly the origin for the modern 21st Century versions.

Royal Navy LCVP Mk. 5

The first batch of these were built by Vosper Thornycroft at Woolston in Southampton between 1995 and 1999 with the remainder by FBM Babcock Marine at Rosyth Naval Dockyard between 2002 and 2004. They are nominally 24 tons fully loaded, the hulls being 15.25m long and 4.2m beam. The current Mk. 5 is slightly larger than the previous Mk.

“It was the United States Marine Corps that really made landing craft their own with the need for a variety of craft during the island hopping campaign in the South West Pacific during WW2”



Battle of the Atlantic Commemorations in 2013. This warship was not open for public access, but the Mk. 5's and their RM complements were scheduled for a number of impressive waterborne displays during the event, but I was fortunate to be able to view the craft alongside, in action, and on the ship.

Viewing the bow ramp doors, **Photo 1**, you get the impression of the need to save weight, yet still provide useful protection for those inside the landing craft. As they say you really can't get enough pictures and **Photo 2** is the sort of picture I'm sure is good for model making. It's worth noting the prominent rounding of the deck plating and covered on each beam are the mountings for 7.62mm machine guns.

Covering most of the troop deck are five removable full-width housings which provide shelter from the sea during the run in to a beach, but also some limited protection from enemy gunfire, **Photo 3**. 35 full-equipped troops (or Royal Marines) can be embarked together with the usual crew of three and four such craft can embark a complete company of 140 Royal Marines. The two doors at the front of the covered section open outwards to allow a swift exit from the troop deck over a lowered ramp. These covers can be easily completely removed to enable a totally open deck area which alternatively can accommodate small soft-skinned vehicles, a single 105 or 155mm gun, or up to eight tons of stores. **Photo 4** is another view of the troop deck covers, but looking forward, starboard side.

Moving further aft now and there is a deck over the engine room and to the right of **Photo 5** is the access cover to that space below with two box types of liferaft containers painted grey, stowed on either side of it, whilst on each beam are the covers above the diesel engines. On the centre line is the pelican clip for securing the aft end of the LCV to one of the davit falls.

Photo 1. The landing ramps of two moored LCV Mk. 5's.

Photo 2. Forward and when viewing within, it's worth noting how the deck surface is slightly arched.

Photo 3. These covering units provide some protection for the troops within from the harsh environment where these craft might operate.

Photo 4. Each one of these protective covers is removable.

Photo 5. The rectangular box-like fittings on either side of the hatch are liferaft containers painted grey.

4 which was 13m x 3.2m, both being of aluminium construction. Notably though, the Mk. 5 is fitted with two water-jet propulsion units powered by Volvo Petra TAMD-72WJ diesels developing 860bhp. This arrangement gives the planing hull form a top speed of 25 knots unloaded or 16 knots fully laden. A further defining feature of the Mk. 5 is its six-sided wheelhouse, whereas the Mk. 4's was rectangular. Presently in 2015, four Mk. 5's are embarked aboard the Royal Navy's LPD's HMS Bulwark and Albion, and four are also carried by the LPH HMS Ocean.

Photo Tour

The opportunity arose to visit HMS Bulwark when she was visiting the River Mersey as part of the



Photo 8. There is a short mast that supports the navigation lighting and radar.

Photo 9. I'm not quite sure as to the function of this electro-optical device, but a number of options are mentioned in the article text.



Photo 6. The six-sided wheelhouse for the crew.

Photo 7. Useful for model makers is this close-up view of the wheelhouse.

Photo 10. The rear of the wheelhouse looks to be quite a 'busy' area.

Wheelhouse

This LCVF has a six-sided wheelhouse which can accommodate two of the three crew and it is also lightly armoured to afford some protection for them, **Photo 6**. A closer look at the detail around the windscreen and particularly the operation of its wipers is in **Photo 7**.

On top of the wheelhouse is a folding mast that supports a navigating radar at its head, the various navigation lights and the communication aerials, **Photo 8**. The next piece of equipment I have to hazard a guess at its function, but it may well be a thermal or infra red imaging device or perhaps a 360 degree TV camera, **Photo 9**.

Moving aft at the rear of the wheelhouse there is a watertight door, which has three locking dogs and leads into the conning position. It's also worth noting that the aft facing windows can be opened from the outside and there is plenty of other useful detail for the model maker in **Photo 10**. The view





Photo 11. The deck fittings just aft of the wheelhouse.

Photo 12. Well clear of the keel line are the two water-jet units. When looking at the port drive unit, just visible is one of the hydraulic pistons for operating part of the drive system.



of this deck area right aft, **Photo 11**, shows a cordage reel; a small powered winch; the type of mooring bollard fitted and the scuttles over to port for internal access. So as you have seen, there is much more to these craft than at first sight might seem to be the case.

Water-jets

Just visible below the transom are the two PP170 water-jet units. These units are installed above the keel to allow for the craft's maximum reach in shallow water, without damage to them, **Photo 12**.

HMS Bulwark's well deck

Both HMS Bulwark and HMS Albion have a floodable rear well deck capable of handling four of the larger LCU (Landing Craft Utility) Mk. 10 craft, which are each 29.8m long and 7.4m beam. When fully flooded, these wells have a depth of 3m of water and there is also 550 linear metres of storage and parking space forward of them within the ships, **Photos 13 and 14**. Their four LCVP Mk. 5's though are normally stowed beneath the davits amidships on these warships, **Photo 15**.

Photo 13. The cavernous opening at the stern on HMS Bulwark, with two Mk.5 LCV's in the foreground.

Photo 14. Secured in the dock on Bulwark are two Mk 10 LCU's. These are larger landing craft capable of carrying a battle tank. They are not carried slung beneath davits.

Photo 15. HMS Bulwark with two of its LCVP Mk. 5's on their davits.





17



18

Photo 16. The multi-tasking LCVF davit,

Photo 17. The mast is designed to fold down aft, so as to clear the davit.

Photo 18. Sensitive pieces of equipment are covered when not in use.

Photo 19. A Mk. 5 LCVF as carried by HMS Ocean.

Photo 20. HMS Bulwark departing the River Mersey following the Battle of the Atlantic Commemorations of 2013.



16



19

Multi-tasking davit

Fitted to HMS Albion and HMS Bulwark is a special type of davit for the Mk. 5 LCVF's.

These are a Welin Lambie LUM Multi-Tasking Davit with a lift capacity of up to 26000kg and incorporate the benefit of fully adjustable hook centres allowing the operator the option of changing the location of the fore and aft pick-up points by as much as 2.5m either way, fore and aft, **Photo 16**.

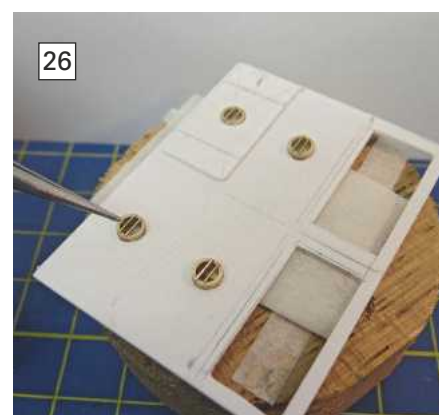
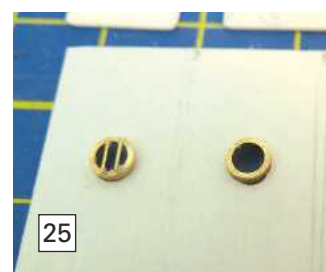
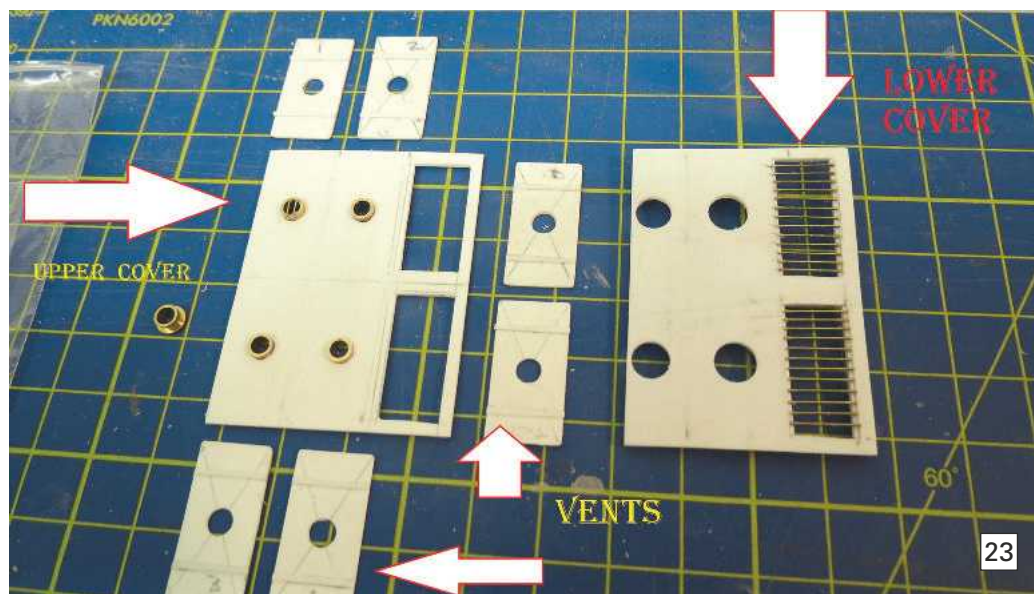
Whilst stowed under its davits, the LCVF has its mast above the wheelhouse folded down, **Photos 17** and **18**. The need for collapsible mast and accompanying aerials is graphically illustrated in

this next picture of a Mk. 5 LCVF also suspended from davits, but aboard the LPH (Landing Platform Helicopter) HMS Ocean, **Photo 19**. This picture gives a clear view of the underside of the Mk. 5 LCVF showing its planing hull form and the external skids which allow the hull to rest upright when aground.

Our final picture of an LCVF Mk. 5 is on HMS Bulwark departing the River Mersey after the very successful Battle of the Atlantic Commemoration event of 2013, **Photo 20**. These craft would make an interesting modelling project and be a bit different from the normal landing craft we might see at the pondside.

20





HMS Skirmisher - Part Ten

This month sees the method of construction for fitting the engine skylight flat vents that are sited on the after part of the main deck housing between the two after boat supports, **Photo 21**.

Unfortunately, there are few historical on-board pictures of HMS Skirmisher and none of this area of the ship, hence this last general picture just to give some idea as to the location of them. The next picture is from an earlier part of construction, but will provide a better illustration as to where these flat vents will be fitted on the model, **Photo 22**.

As I have mentioned previously, the main deck housing units are removable as it helps when fitting out the model and for their painting. The same applies now, as the unit indicated by the arrow can still be easily lifted clear.

Forming the vent housings

As part of the method for making these, I think it helpful to approach their construction in logical steps and with the help of the drawing and a number of period reference works it was possible to determine to a fair degree how each of the vents worked which helped very much in coming up with a mode of construction. The over-riding intention was to have two of the vents open, with the remainder closed and this means opening the vent voids on the lower cover, on top of which will sit an upper cover unit. The reason for having upper and lower cover pieces as in **Photo 23**, is to allow the interior or grating beneath the vent door flaps to be not just visible, but also easily fitted.

In some respect, the vent covers which look

very like hatch covers, having a similar purpose to a conventional skylight and having a porthole to provide light into the space below when closed. For this last item, Model Timbers can supply almost any diameter of brass porthole and they each include a clear Perspex insert, **Photo 24**.

Fixing the portholes

The location of each of these was carefully marked on the upper cover to correspond to the port opening in the actual vent cover. The brass porthole can then be pressed through from underneath the top cover as in **Photo 25**. With them fitted, two strips of 0.31mm brass wire were fixed to their top edges, making sure that these did not interfere with the vent cover being fitted, **Photo 26**. These are the bars to prevent damage to the glass in them on the full-size warship. What we have now are four of the vent covers fixed in place and closed, with the remaining two to be fitted later in an open position. As the underside of the brass portholes protrude slightly down beyond the thickness of the upper cover, four circular openings were made in the lower cover piece to allow the protruding brass portholes to fit comfortably, and in so doing also provide a close match for the upper and lower cover pieces. At this stage the upper and lower covers were not permanently fixed together, **Photos 27 and 28**, (overleaf) and you can also see the barred portholes. This was all quite fiddly work, involving drilling holes and inserting rods (bars) which had their very short ends bent at 90 degrees to then be inserted in the actual vent openings. A jig was handy for making sure the receiving holes for these rods were all equally spaced.

Photo 21. Both HMS Sentinel and HMS Skirmisher had a series of engine room skylight vents fitted between their after davits. These skylights are flat on the deck and not in a small shed-like housing as is perhaps more common.

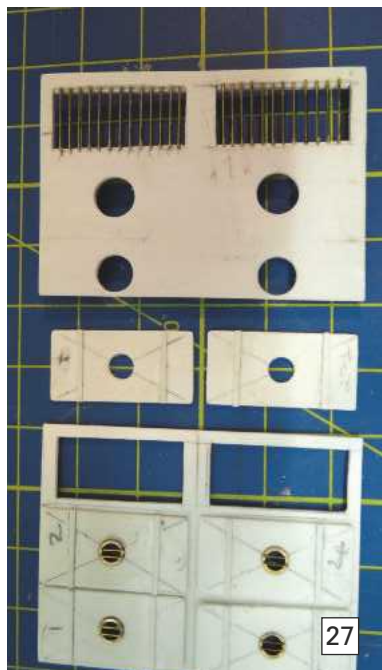
Photo 22. The location of the main deck housing for the skylight flat vents.

Photo 23. Each of the separate parts for the vents has been prepared and is ready for assembly.

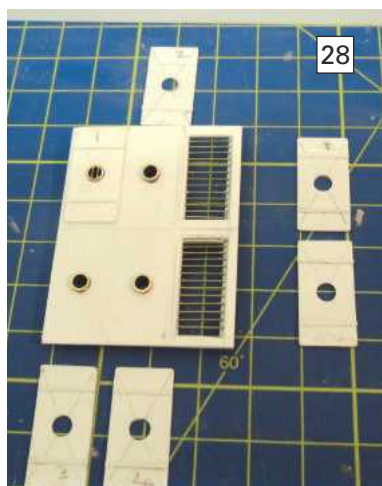
Photo 24. A brass porthole from Model Timbers is ideal for the round porthole that admits light when the vents are closed.

Photo 25. Each porthole is fitted with two protective bars made of 0.31mm brass wire from Albion Alloys.

Photo 26. The 0.31mm brass wire bars across the portholes can be fixed either using solder paste or thin superglue.



27



28

Photo 27. Four of the vents are fixed closed to the upper cover piece, whilst two will be fixed open.

Photo 28. Temporarily fitting the upper cover to the lower cover piece, exposing the gratings for the two open vents.

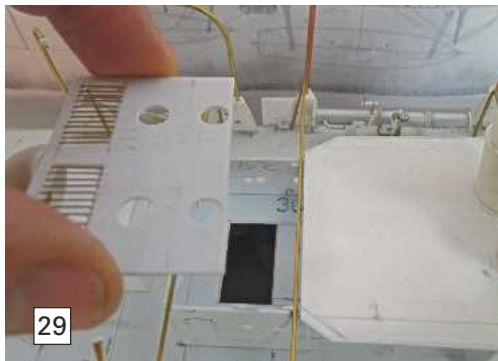
Photo 29. Putting the lower cover piece into position over the deck housing.

Photo 30. A simple method was used for preparing the upright vent support frames and then soldering them.

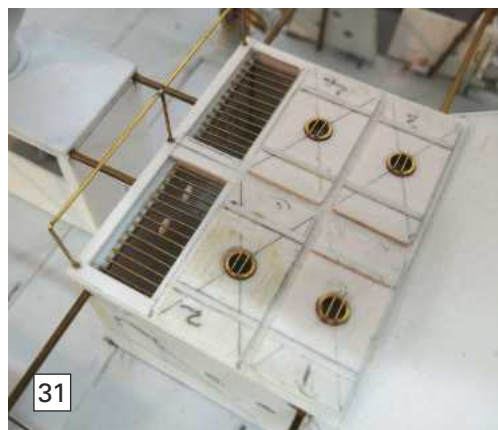
Photo 31. The first frame is set in place.

Photo 32. The other support frames and hinges have all been added to the upper cover piece.

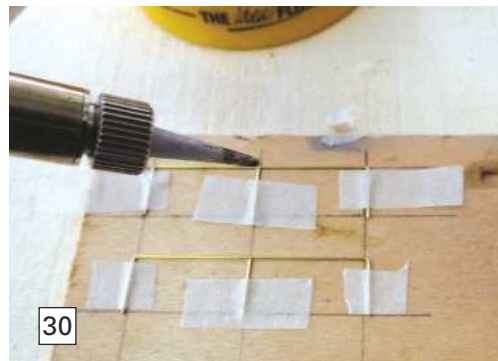
Photo 33. The adjustable arms were added to the underside of the two open vent covers and fixed into place.



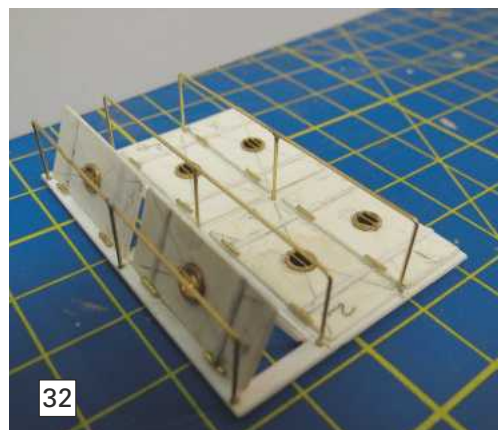
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31



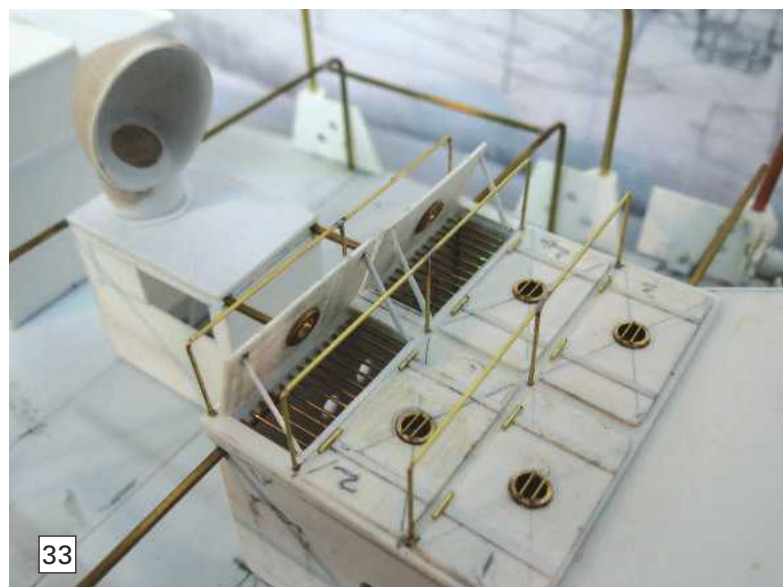
30



32

Open vent cover securing frames

Although the lower cover is part of the actual deck housing, it is well to check and ensure that it is still a good fit, **Photo 29**. Visible on the drawing are three frames sited vertically adjacent to the vent covers, which seems to imply that when a vent cover is fully open it can be secured in place by a spring loaded catch attached to them. This is also shown in the publication 'Shipyard Practice as applied to Warship Construction c 1911', but the builder's drawing is not clear enough to show that any such catch was actually fitted. Other pictures show similar vents having lever arms either side supporting a vent cover, which would suggest that these could be used to adjust the opening position from the inside.



33

Soldering the framework

Making the frames involved bending 0.4mm brass wire into an elongated inverted U-shape then soldering a length of 0.4mm brass to divide this in two. Soldering fine wire is quite straightforward, but depends by and large on good preparation. Not sophisticated preparation, but maintaining some basic rules principally keeping the job clean and secure for soldering. A 'How to Solder' feature is scheduled for the MB 2015 Winter Special so I won't delve too much into the nuances of good soldering practice, but the type of soldering iron used can make a big difference. For this job a 60 Watt variable heat iron was used with a fine flat-ended tip, so the heat could be concentrated around the areas to be soldered, **Photo 30**.

Fixing the covers

With the soldering completed, a pin vice with a

0.45mm drill was used to make the holes and a frame inserted into place. This was repeated for the others, **Photo 31**.

Once the three frames were fixed, dummy hinges were cut to size from 0.45mm brass wire, **Photo 32**. The next task was to fit the internal lever arms which are fixed to the underside of the vent covers and to the inside of the openings. The cover and their lever arms were then to be set at an angle so as to have the covers in an open position of approximately 60 degrees from fully closed. This has been illustrated with other similar types of hatch, however what you see here is my best approximation and perhaps not a true exact copy of how it all would have been, **Photo 33**. It is though what our Editor would call 'modeller's licence', as it does not look wrong and in the absence of any other photographic data, is the best one can do 100 years after the warship existed.

In the forthcoming September 2015 issue of MB, in Part 11 we shall have a detailed look at the various types of davit fitted to HMS Skirmisher and how they have been made.

Answer to the July 2015 Mystery Picture

The clue was: A navigation error with deadly consequences and as a further clue, look at the forward gun arrangement.

The mystery picture was of HMS Effingham, and the clue? HMS Effingham struck a submerged rock whilst travelling at 23 knots on 18th May 1940 near the Faxsen Shoal during the Norwegian campaign of WW2. As a result of the damage received and an order that the ship should not fall into enemy hands, once the ship had been fully abandoned, the Tribal class destroyer HMS Matabele sunk HMS Effingham by torpedo on the 21st May 1940. The ship actually rolled on to her side as she sank in shallow water and was eventually dismantled just after the end of WW2.

HMS Effingham was laid down at Portsmouth Naval Dockyard on 6th April 1917 as a warship to counter the German surface raiders of WW1. These were usually light cruisers or armed merchant cruisers and to match this threat called for a fast well-armed cruiser type of warship, and the Hawkins class was seen as the answer.

At 12800 tons, these warships were considerably heavier than the D class cruisers then under construction and at 605 feet in length and 65 feet beam, were the largest cruisers to be laid down until the RN County class of 8 inch gunned cruisers of 1924.

HMS Effingham was laid down 6th April 1917 including the specified coal fired boilers, but these were changed to oil fired during construction, allowing the aft boiler room to be reduced in size, so providing more internal space for fuel bunkers. HMS Effingham had four propshafts and her geared

steam turbines produced 65000shp, giving a top speed of 30.5 knots.

The vessel's construction was at a somewhat leisurely pace, the warship not being completed until the 2nd July 1925, and then serving only for a short time on the East Indies station, before being placed into reserve and it was not until 1937, though to 1938, that a full refit was instigated. During this, all of the original seven 7.5inch guns were removed and replaced by nine 6 inch Mk. XII that were surplus C class cruiser guns. These were mounted, as seen in the July MB Range Finder Mystery Picture, in a triple tiered arrangement and hence the additional clue. There were three 6 inch guns amidships and three more aft, plus four 4 inch anti-aircraft guns amidships on 01 deck, but these were later changed again and the single weapons replaced by twin 4 inch turrets. In addition there were three quadruple 0.5 inch machine guns. The change that effected HMS Effingham's profile the most, was the result of the two aft boilers being removed, together with the aft funnel and the remaining uptakes then being trunked into a larger single funnel.

With the outbreak of war in September 1939, HMS Effingham was assigned to duties in the North Atlantic including a period hunting armed raiders, a task for which HMS Effingham had been originally designed. The loss of HMS Effingham during the operations around Narvik in the Spring of 1940 still remain shrouded in controversy, as there has been much written over the years and even a BBC programme on the subject. However, it would seem that the course plotted was agreed by the navigating team, but the drawn line on the map unintentionally obscured the submerged rock mark on it, that HMS Effingham subsequently struck.

“With the outbreak of war in September 1939, HMS Effingham was assigned to duties in the North Atlantic including a period hunting armed raiders, a task for which HMS Effingham had been originally designed.”



This month's mystery picture - The clue is:
Immortalized in defeat.

References and acknowledgements

Landing craft ref: Allied Landing Craft of WW2 Naval Institute Press.

LCVP Mk. 5 ref: Naval Institutes Guide to Combat Fleets, pages 854 & 855.

Scout/light cruiser engine space vents ref: Shipyard Practice as applied to Warship Construction by M.C. Dermaid, c1911. Warships - A Text Book by E. L. Attwood, 1904.

HMS Skirmisher class drawings sourced from the National Maritime Museum.

Brass portholes: Model Timbers, website: www.modellingtimbers.co.uk

Brass wire and tubing: Albion Alloys, website: www.albionalloys.co.uk

HMS Effingham ref: Cruisers of the Royal and Commonwealth Navies by Douglas Morris, pages 168 to 171. Cruisers of WW2 by M.J. Whitley, pages 77 to 80.

My thanks to the **Captain and Ship's Company of HMS Bulwark** for their help and assistance during my visit. Also my thanks to the **RN Northern Regional Office** for their help and assistance.

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Deep Dive VII

Andrew Cope builds the Speedline Models submarine kit

I think there comes a time when many of us model boat enthusiasts have looked on enviously at that rarer breed, the submariner. Many perhaps ponder the idea of owning a radio controlled model submarine, but the complexities can look more than a little daunting to those just becoming familiar with model boats. The thought of all that water desperately trying to force its way into every electrical component each time it submerges is enough to scare off most. The costs can be just as off-putting, as while there are some more affordable kits and ready to run options on

the market, much of the really quality scale stuff appears to start at around £600 and quickly rises ever upwards.

I was therefore pleased to stumble across the Speedline Models Deep Dive VII radio controlled submarine kit. The kit costs around £150 and is a relatively simple but effective way to slip beneath the waves without a bank heist. The submarine design is based on a 'research vessel' style and in bright yellow you stand a good chance of seeing it at depth, even if in murky water. The kit was previously manufactured and marketed by another company, before being acquired by Speedline Models. There didn't seem to be any videos or pictures of the model in action on the Internet, but one was ordered on the basis it was likely to be my one and only foray into submarines and at an affordable price as well.

The purists will say that Deep Dive VII isn't a real submarine, as it has no static diving capability,

BELOW: Deep Dive kit vac-formed parts.

BELOW RIGHT: The decals and laser-cut parts.





ABOVE LEFT: Bow area assembly.

ABOVE: Stern area assembly.

LEFT: The basic cut-to-size hull unit.

relying on dynamic diving to go underwater. This means that it powers itself under the surface by using a combination of its propeller's forward motion and large front diving planes, it normally being ballasted to only just float on the surface when not in motion. So while you can't vertically dive with it, the model should always come back to the surface if something fails and in all honesty I can't say I have missed the ability to go straight to the bottom of the lake via the shortest route.

The kit

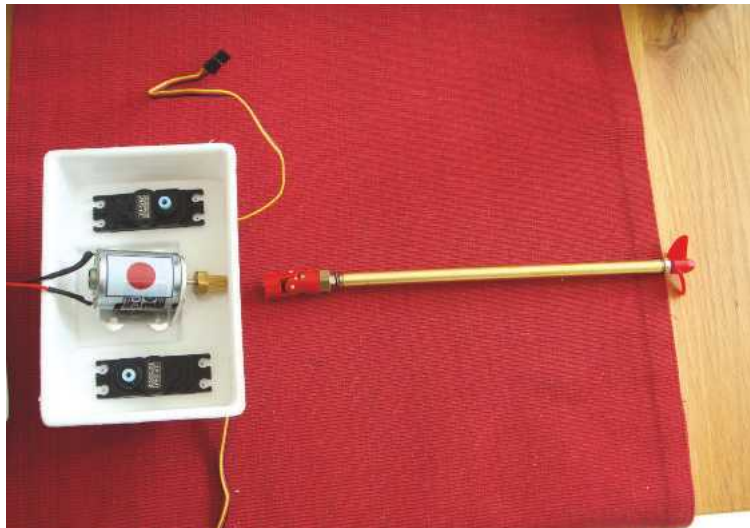
The submarine is constructed mainly from vacuum formed parts, which you just cut out and either bolt or stick together using styrene adhesive and/or superglue. The latter is quite expensive, but is essential for sticking metal to hard plastics in a

way that leaves you confident the components will stay glued, and watertight.

All the main components are provided in the kit, but you will need to add your own radio gear, batteries and perhaps a few minor bits and bobs. A Ripmax 400 type of motor was installed, but a 500 type motor might also fit, but at a squeeze as torque rather than high rpm is needed here.

Construction is relatively straightforward, but if you fail to follow the instructions carefully and in the correct order, you might find yourself in a bit of trouble. My advice is to read the instructions several times and measure several times, before cutting and drilling. Most of you might already know that high frequency radio transmissions don't travel well underwater, so either a 40 or 27MHz radio system is needed and most certainly not 2.4GHz. You can get away with a two channel set if you're clever,

“The submarine is constructed mainly from vacuum formed parts, which you just cut out and either bolt or stick together using styrene adhesive and/or superglue.”



The r/c and motor tray.



The internal watertight box under construction.



The completed internal watertight box with lid. The batteries are under the round access cap.



Ready for testing!

but I think at least three channels are required to operate the model, as these are needed to control the rudder servo, a separate diving plane servo and the electronic speed controller. All the electronics are housed in a watertight box (pressure vessel) constructed from the parts provided and a helpful viewing window on top gives you the confidence that all is working okay at point of launch.

Ballasting

The only element of the project that required a little trial and error was the ballasting. It doesn't take too much lead flashing to sink the model, as the outer hull floods with water on purpose, but getting the correct fore and aft balance took a few goes as

you want the submarine trimmed nicely so as to 'fly' horizontally in the water. Test it in the bath or something similar, before going to the lake.

Conclusion

Having now used Deep Dive VII for about a year, I can confirm that I am very pleased with it. The submarine is surprisingly fast and very agile under the water with an unexpectedly tight turning circle and instant response from the large diving planes. It does take a few runs to get used to the controls if you have only experienced surface boats, as you actually fly the model through the water in three dimensions and the ballast balancing act mentioned earlier makes a significant difference to its fore and aft trim. This is all part of the learning experience and the model soon gives you the confidence to explore the depths, safe in the knowledge it will re-surface.

LED lights and an underwater camera might perhaps be obvious upgrades, but that route is likely to involve the scary and expensive complexities I was keen to avoid in the first place. So for now, I'll just continue to enjoy the model and place a tick in the, 'Done the RC submarine-thing box'!

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(To see more photos of the construction and a short video of the build and first

sail, please visit YouTube and search for Buxton Model Boat Club 27 and Buxton Model Boat Club 32, or go to: www.speedlinemodels.com. Andrew is proud to be a member of the Buxton Model Boat Club, website: www.buxtonmodelboatclub.co.uk - Editor)

Dragonforce

John Gittins builds the Joysway RG65 model yacht



This Almost Ready To Run (ARTR) model yacht first arrived in the UK model shops during the summer of 2013 and has been designed to comply with the existing RG65 model yacht rules. However, it has been so successful that it now has its own class, as a sub-class, within the RG65 rules. These radio controlled model yachts are 655mm (26ins) long and can be transported fully rigged. Dragonforce was initially a joint design by Mike Weston of RC Yachts and model yacht designer Mark Dicks. Their intention was to produce a small craft that would not only fit into a recognised class, but also easily into a family car with its rig in-situ and all at an affordable price. As the design work progressed they were joined by John Tushingham who worked out the sail rigs and collaborated on the final design features. The commercial aspects of the venture were covered with Ripmax as the UK importers and Joysway as the manufacturer.

The prototypes were shown by Joysway at the Nuremberg Toy Fair of February 2013 and after modifications, imports into the UK commenced during the Summer of 2013.

Length is 655mm, height 1338mm, beam 116.5mm and retail price, depending on version purchased, is from £135. It is available from the usual retail and online traders as advertised in this magazine.

Design modifications

There is a comprehensive Dragonforce website which gives details of recommended modifications to the kit as supplied by Joysway. It also details the class rules and specifications. The kit featured here was purchased in early-2015, but when checked

against this website, most of the suggested modifications had already been incorporated by Joysway. It was also possible to reference two YouTube videos by Mike Weston showing the assembly of the model and this information was helpful in the assembly and construction of it as featured here.

Unboxing the yacht

The ARTR Dragonforce comes in a brightly coloured box of the type that we have come to expect from manufacturers in the Far East. The box lid also shows that influence by having a large dragon printed on the sails and it is available in two versions.

- 1) With a 4 channel 2.4Ghz receiver and transmitter installed and connected to the rudder servo and sail winch.
- 2) Without the receiver and transmitter, but with the sail winch and rudder servo pre- installed.

I wanted a more 'subdued' sailing model, so prior to starting the project, the Internet was searched for an after-market suit of plain sails. The only supplier who offered fast delivery and a realistic price was Tim Long of Abersoch Boatyard. He also had the kits in stock, so one was ordered without radio gear, but with an A suit of sails, all delivered within a week.

Lifting the box lid was a revelation, **Photo 1.** On top were two comprehensive instruction booklets written in English and German. There was a fully compartmentalised expanded polystyrene interior with preformed spaces for all the major



1

components. When the interior is lifted out there are similar spaces underneath, which contain the components for the boat stand, the jib and sail booms and parts of the mast. With this quality of packaging there should be no transit damage to the kit.

Initial stages of construction

As suggested in the instructions, the stand was the first item to be tackled. This dry-fitted together easily but needs to be glued to become a secure cradle for the yacht.

Next step is the hull. The Dragonforce website mentioned that sometimes the deck eyes were a trifle loose and under adverse conditions could leak. This was indeed the case with this kit and the recommended procedure is to remove each of the deck eyes, coat their treads with 5 minute epoxy



adhesive and refit them.

I also was concerned about the visibility of a comparatively small boat on a crowded lake so some orange trim-line tape was applied to the hull, **Photo 2**. Observant readers will notice that some was subsequently removed, because it seemed to ruin the sleek appearance of the hull, **Photo 3**.

Radio installation

The choice is pretty much yours, but the 2.4GHz Spektrum radio is standard across the Gittins' fleet, so it was just a question of obtaining a suitable receiver. The recommended installation position was decidedly on the small side, so only a receiver that would comfortably fit in the available space was wanted. The model therefore ended up with a 4 channel system even though only 2 channels are used. The receiver was connected to the sail winch, rudder servo and its battery pack, **Photo 4**, so all that was then needed to complete the electronics was to bind the receiver and transmitter. Hull construction was easily completed with a straightforward installation of its rudder and keel.

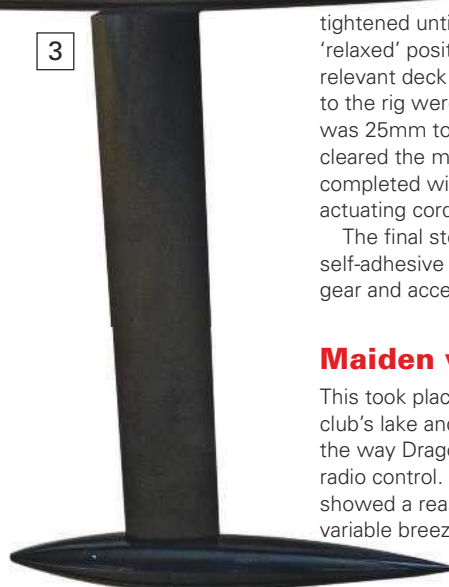
Rigging

Rigging commenced with using five minute epoxy adhesive to join together the two sections of the mast, this adding strength to a potentially vulnerable joint. The instructions suggest rigging the boat with the mast in place on the hull, but I deviated from this and laid the mast on the workbench and rigged the sails, main boom and jib boom with everything horizontal, **Photo 5**. This meant it was possible to avoid the effect of gravity as the rigging progressed. The instructions were very clear and there were no problems with this part of the construction.

Final assembly

The mast was slipped into its socket in the hull and the backstay loosely connected. The mast was then measured up to a reference point and the backstay

3



tightened until the mast top was 40mm aft of its 'relaxed' position. The jib boom was attached to the relevant deck eye as instructed. Final adjustments to the rig were made to ensure that the jib boom was 25mm to 30mm above deck level and that it cleared the mast by approx.. 5mm. Rigging was completed with the main boom and jib boom actuating cords, **Photo 6**.

The final step in construction involved fitting the self-adhesive patches on the deck to cover the radio gear and access to the batteries.

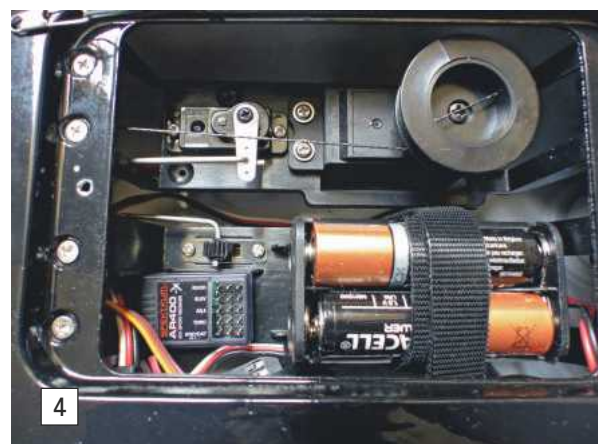
Maiden voyage

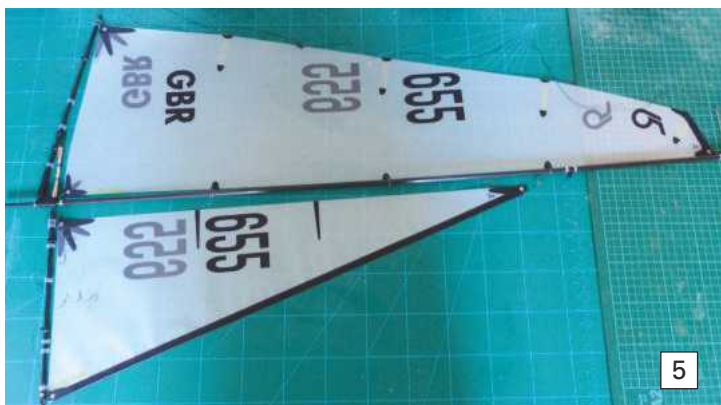
This took place on a sunny afternoon at the local club's lake and we were all pleasantly surprised in the way Dragonforce handled and responded to radio control. She revealed no apparent vices and showed a reasonable turn of speed in the light and variable breeze, **Photo 7**.

The future?

It is intended to change the four cell AA battery pack to a smaller rechargeable type which will be fitted close to the base of the mast instead of at the

"I wanted a more 'subdued' sailing model, so prior to starting the project, the Internet was searched for an after-market suit of plain sails."





“Dragonforce was a pleasure to build and it can be transported fully-rigged on the back seat of a normal family car and it sails well”

aft end of the hull, as hopefully this will give a better balanced hull and a lighter and faster yacht. Further experiments and fine tuning should bring the best out of this hull.

Currently it just has an A rig, but complete B and C rigs are available at realistic prices for windy and rough weather sailing.

Dragonforce was a pleasure to build and it can be transported fully-rigged on the back seat of a normal family car and it sails well, the designers having more than achieved their aim with this little yacht in my humble opinion.

Websites

Abersoch Boatyard Services

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

Dragonforce

<http://dragonforce65.com>



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- 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.





ABOVE: The Helion Rivos as supplied and this is what you get for £99.95

Rivos!

John Elliott reviews the Helion RTR model



This is one of the latest Ready to Run (RTR) fast electric model boats distributed in the UK by J. Perkins via the usual retail outlets and it is described as being the fastest in its class.

What's in the box?

It has a durable ABS hull, 616mm long (712mm in total including the outrigger rudder) and is available in red or blue. The outfit comes complete with everything you need including a 2.4GHz two channel wheel style of Tx complete with four dry cell AA batteries, a watercooled 550 size motor, receiver and watercooled 30 Amp esc, together with a 2600mAh NiMH 7.2 volt battery, mains charger and a stand.

RIGHT: The inside of Rivos as supplied in standard form with a brushed motor.

On the water

There is little to do except charge the drive battery, making sure it all works on the bench at home, before taking it to the lake. Placed in the water, the throttle was gently opened and off it went. Once in open water, the throttle was opened to maximum and it took off as it said on the box like a 'water rocket'. With a bit of rudder throw adjustment it is surprisingly manoeuvrable for this type of craft at low speed. There are a few mechanical on the model adjustments that can be made using the trim tabs and skegs on the stern.

Apart from a few mishaps, like hitting the bank and overturning the boat (it floated, did not sink and once the right way up again, everything still worked fine), all giving about 30 minutes of fun. If run at full throttle continually, the running time would be most probably reduced to around 10 to 15 minutes, but with a larger capacity battery fitted this could be improved. Whilst operating the model, a tone was emitted from the handset which was a warning that the transmitter batteries were getting low, a useful feature as the transmitter had been left 'On' for some considerable time whilst bench testing at home.



Helion Rivos data

Prices:

Complete brushed motor RTR boat	£99.99
Upgrade brushless motor pack	£64.99
3600mAh LiPo battery	£39.99
Charger RDNA008 for LiPo (Multi Chemistry)	£24.99

J Perkins: www.jperkinsdistribution.co.uk

Videos: Search for Helion Rivos on YouTube.

Retail availability: Google 'Helion Rivos' to find suppliers



Alternative motor, esc and battery?

There is an add-on pack that includes a 1800KV water-cooled brushless motor, 40 Amp watercooled and waterproof brushless esc and an 11.1v 3s 3600mAh 25c LiPo battery (Note: The specification at the time of writing was incorrect as this brushless esc does not have a reverse facility, but this is being changed). It is not essential to use the LiPo battery as a standard NiMH pack will suffice, but the extra voltage, capacity and low weight of the former is an advantage. You will also need to buy a special charger for the LiPo pack.

Fitting these upgrade parts is quite simple, as only the brushed motor has to be removed along with its matching esc etc.

A new motor mount is included in the upgrade kit and coupling, plus some water tubing. The whole upgrade process only takes 20 minutes and full instructions are included. And on the pond again? All I can say is, using a modern expression, 'awesome'. The speed this tiny craft attained was remarkable and quite thrilling, but you need a decent expanse of water to reach its full potential.

Conclusion

For just under a £100, Rivos offers excellent value and is great fun. The optional brushless pack will give you that extra speed and longer running time

with the LiPo battery, but that effectively doubles the initial on the water cost. The deck seal worked well, and even though upside down for a few minutes, only a minimal amount of water entered the hull. However, purchasers may wish to add some buoyancy foam or small balloons for their peace of mind though.

ABOVE LEFT: The optional upgrade brushless components.

ABOVE: The brushless components fitted into the hull - a 20 minute job.

BELOW: On the transom are manually adjustable trim tabs and a skeg. These are very sharp, so be careful.



Rivos on the water. Speed is scintillating both in its standard brushed motor form and even more so with the upgrade brushless pack.



FREE PLAN

RIGHT: Aboma under way. This classic picture shows the arrangement of fittings forward and at this stage of her career, she has been given a rudimentary steering shelter with canvas dodgers. The heavy balance weight on the starboard side of the hinged funnel should be noted and electric mast head lights are carried, with emergency oil lamps stowed at the bottom of the mast. (Photo courtesy J. & M. Clarkson)



BELOW RIGHT: Naja, a similar tug with her funnel hinged for going under a low bridge. (Photo courtesy G. Lane)



Aboma

James Pottinger presents a Free Plan for this traditional 1930's diesel tug



Tugs are a perennial favourite of model makers as evidenced by the many fine examples seen at ponds and exhibitions, steam versions quite possibly still having the edge in popularity, even if electric powered. This example has the advantage of being to all intents and purposes a steam tug as demonstrated by its tall funnel, but strange as it may seem, is in fact a diesel driven vessel. This idiosyncrasy is a bonus for model makers in that they can convey the impression of a steam propelled vessel, but can confidently say it really was diesel powered and safely fit it with a radio controlled electric power unit.

The first diesel powered tug on the Thames was the Grove owned by Hays Wharf in 1919, followed by the Flanchford and Rocott for the same owners. These were fitted with early types of diesel engine and with the continuing advance in power and reliability it was only to be expected that their lower fuel costs, superior thermal efficiency and ability to start and get under way quickly was being watched

keenly by the other tug owners.

Aboma was the first of three motor tugs that Gaselee & Son (Thames river tug owners), purchased new from the shipbuilders Cochrane of Selby in Yorkshire during 1933. This vessel was fitted with a 390bhp British Polar diesel at a total cost of £6650 and was actually less costly than the previous steam tug ordered by Gaselee & Son. She was 75 feet long overall with a beam of 17 feet and gross tonnage of 67 tons. Aboma served faithfully in the fleet until being sold in 1968 to Scrapping SA in Belgium, for just £650. Can you imagine picking up an old tug for that amount?

Gaselee & Sons owned 16 steam tugs in 1930, but when they took the plunge and ordered Aboma in 1933 together with the other two, they rapidly discovered that three diesel powered tugs cost the same to operate as two of their older steam powered vessels. As always, decent photographs of tugs from bygone years can be hard to come by, but I have included here some of Aboma and also those of very similar designed vessels.

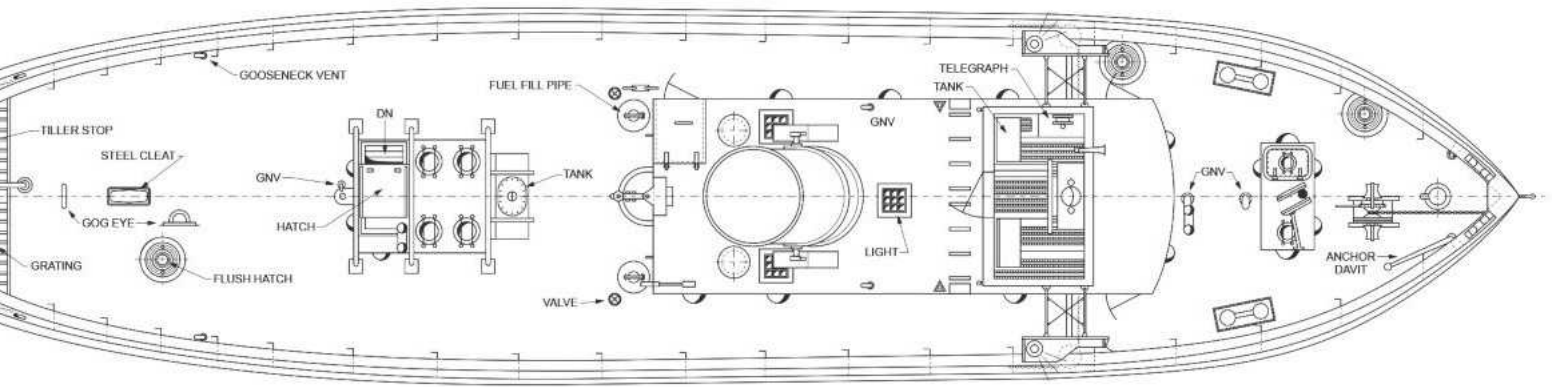
A model

As is usual with my plans, this is a drawing which a model maker can use to build a scale model of the original, but I do not include 'glue Part A to Part B' instructions, so it is for those with some general experience in the hobby and who can interpret a plan and its dimensions. Here follows a description of the various parts of the tug, starting at the bows.

The main deck layout is pretty well standard for this type of river tug, no hawse pipe being provided for the anchor which is lifted out by a davit right forward. This davit can be located on either side of the bow in hinged sockets located inside the bulwark rail and a hand operated windlass is used for winding the anchor cable in or out. The

BELOW: Mamba, a similar tug. (Photo courtesy of Rays)





skylight unit on the foredeck has a hinged escape hatch and deadlights around its sides, but these do not have protective bars, although those on its top surface do have them. The mast is fitted in an angled tabernacle on top of this skylight trunk, but is mounted at an angle to allow the lowering of the mast to rest on the starboard side of the wheelhouse casing. The mast is weighted at its bottom by a heavy balance weight to facilitate the raising and lowering of it.

The lower section of the wheelhouse is of steel with a teak planked upper section around the steering position. When first built, this was open with vertical posts at its corners to support protective canvas screens, but later a roof was added with glazed side, front and rear screens to afford some protection from the elements.

The bridge controls were fairly basic with a central compass, steering wheel and the engine room telegraph on the port side. The navigation side lights are shown on the plan view in an extended position mounted on pivoted bars, but these could be folded inwards along the sides of the wheelhouse if required.

Steering chains to the rudder are led inside the bulwarks, port and starboard, through the bulwark stanchions. On the straight lengths there are steel rods with chains and guide sheaves on the curved hull sections as well as the area leading up to the steering gear gypsy wheel. A length of coil spring was inserted on each side to take the shock loads and these are enclosed in protective steel tubes. Stop plates were fitted to limit the travel of the tiller, the whole assembly being covered by a slatted wooden grating at the stern, very much in the conventional style of tugs of this era.

The engine room casing under the funnel has an entrance hatch with hinged cover on the port side at its after end and vents and flush deadlights are fitted to its top. You will notice the total absence of cowl vents, which no doubt some viewers of the model might query. Curved tow line limit stop posts are fitted at the aft corners of the engine room casing with braces to their forward sides, but the one on the port side is slightly further aft, to avoid fouling the casing's top hatch opening.

A hinged funnel was (and can still be) a feature of tugs that operate on the upper reaches of the Thames, to allow their passage under the many bridges and a heavy counter balance weight is fitted on each side of it to assist in lowering and raising. I have drawn this arrangement as shown on original plans and seen in photographs, but have to confess I cannot see how the top section can hinge down given the position of the pivot point and the shape of the actual split.

A single tow hook is mounted on the aft bulkhead of the engine room casing with oil fuel filling trunks with hinged covers and associated control valves immediately aft of it on the deck.

Another small skylight trunk with a top hatch and sliding cover is located on the aft deck with round bar section towing beams positioned over its top. Please note the tank mounted at the forward end of this trunk and a small Gog eye and bollard located right aft to take the cable used to control the tow line.

The circular flush hatches on the deck are for access to the small coal bunkers beneath it which feed the stoves in the accommodation below and a number of swan neck vent pipes are situated around the deck, typically as shown on Section A-A on Sheet One. The top sections of the stove chimneys and the ensign pole aft can obviously be lifted-off when towing operations are in progress. No winch was fitted to the aft deck, all towing ropes being manhandled.

Colour scheme

Gasalee & Sons Ltd were well-known tug owners on the River Thames, readily identified by the prominent three red rings on the buff coloured funnels.

Black: Upper hull, lower fixed section of funnel, bollards and samson posts, towing beams.

Mid-Brown: Deckhouses and lower section of mast.

Buff: Funnel, ventilators, hatches, inside bulwarks, upper section of mast, cutwater at bow.

Red Oxide: The deck.

White: The line around the hull at the top of the bulwark, name and port registry.

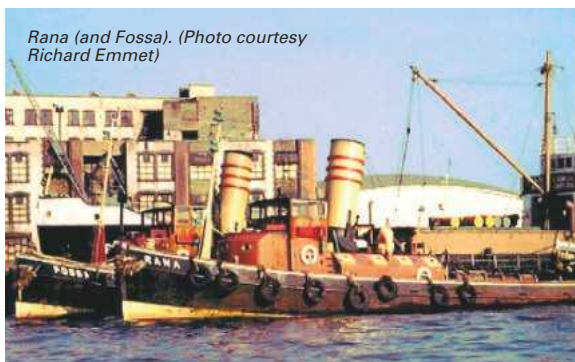
Teak: Wheelhouse wood panel planking.



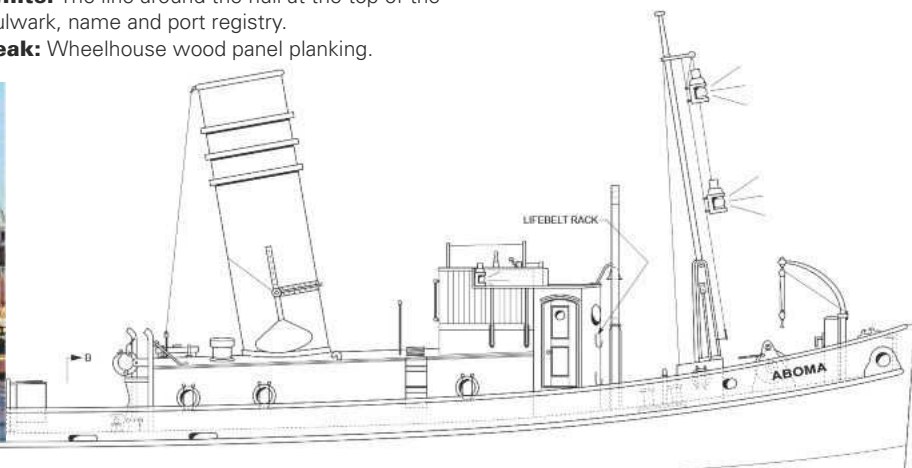
ABOVE: The aft deck of the preserved tug Brocklebank in Albert Dock, Liverpool. Again, this is very much shows the aft arrangement of an electrically driven capstan, bollards and eye plate. The notable point being that traditional tug deck fittings changed little over the years.



ABOVE: A close-up of twin tow hooks on Brocklebank mounted on a common pivot and support rail. Note the emergency trip wires which lead to the helmsman, in order to release the tow in an emergency.



Rana (and Fossa). (Photo courtesy Richard Emmet)





Atlantis XV

This passenger carrying submarine is located at Bridgetown, Barbados. Other similar craft operate in the Pacific as well as the Caribbean. When you check-in for your day's adventure, a signature is required which is then used on a certificate to confirm you have dived to 145 feet in the submarine, which is actually towed to the dive site and following a series of safety checks, the passengers are only then allowed on board. There is enough battery capacity for 12 dives and the

submarine has three crew including a pilot and co-pilot. Once dived, various exciting fish can be seen, coral, a shipwreck and the sea bottom.

The submarine manoeuvres so that all the passengers are able to view each and every thing, before it heads back to the mother vessel, the actual dive lasting about 40 minutes. Once surfaced, the passengers transfer back to the support (mother) vessel and the submarine is towed back to port ready for another voyage.

Principal particulars

Length:	65 feet
Weight:	80 tons
Normal operation depth:	150 feet
Maximum diving depth:	600 feet
Speed:	1 to 1.5 knots submerged
Capacity:	48 passengers and 3 crew
Viewing:	13 x 2 ft. diameter viewports both sides and 52 inch front port
Propulsion:	Battery powered electric thrusters
Cabin pressure:	Air-conditioned at normal sea level pressure
Buoyancy:	Sealed water tanks, adjusted to provide positive buoyancy as required
Contacts:	Email: bdres@atlantissubmarines.com
Website:	Barbados.atlantissubmarines.com
Reservations:	(246) 436-8929 3 Also on Facebook







Painting Queen Alexandra's

Phil Button with some unexpected repairs to his steam driven model



This may seem to be an unusual title for an article purporting to be about model boats, but please bear with me as all will eventually become clear. Those of you who are regular readers of Model Boats may remember an article in the November 2012 issue covering the trials and tribulations during the extended build of my live steamship model Queen Alexandra. In case you have forgotten, **Photo 1** shows her in all her glory on the boating lake at Sheringham in Norfolk.

At six feet long and weighing around 15 kilos, she is an approximately 1:40 scale model of the 1902 Clyde turbine steamer Queen Alexandra, and is fitted with a vee-twin steam engine and boiler of my own design and build. **Photo 2** is a postcard view of the original vessel and **Photos 3** and **4** are of the boiler and steam engine fitted in the model. Having enjoyed sailing the model at a number of boating lakes, where she has attracted a great deal of attention, I had no real concerns about that particular Sunday in May 2014 and no inkling that my troubles with this model were not over.

Disaster!

The day was warm and the lake was almost flat calm with virtually no breeze to speak of, so it should have been the ideal conditions for a model with a rather tall superstructure that can be heart-stopping if it catches a sharp gust of wind on the beam and then heels violently. The first time around the lake went without a hitch and she was brought alongside for a boiler refill and top-up of the engine lubricator before being steamed-up again for a further voyage on the water. The Spektrum 2.4GHz DX6i transmitter has a timer facility so that one can have a visible and audible reminder to not allow the boiler to run too low on water and it was now showing that there were about two minutes left to go on this second run, so Queen Alexandra started to head back for servicing.

As she crossed the open area of the lake in a slow and graceful curve, I became aware of a three foot long electric powered motor torpedo boat heading straight for Queen Alexandra at high speed. Being broadside-on to a fast moving boat is not a healthy place to be and with a large model such as Queen Alexandra, making violent evasive



Queen Alexandra as originally built with white funnels.



Bottom!

manoeuvres is definitely not an option as it takes a while to respond.

'He must be going to slow down and/or steer around me' was the immediate thought, but no, the MTB kept on coming at full speed and collided dead amidships with Queen Alexandra. The immediate result of this collision was that Queen Alexandra rolled violently to starboard, shipped rather a large amount of the pond's water and promptly sank.

There followed a moment of utter disbelief, she couldn't be gone, could she? Then someone said; 'That torpedo boat just hit something, it wasn't the big steamer, was it?' Of course it was, and all that was left on the surface was the now stopped motor torpedo boat and all the removable upper sections of Queen Alexandra. **Photo 5** is a photo-montage of all those normally removable bits that actually remained afloat, photography on that fateful Sunday not being a priority as you will understand.

Recovery

After effusive apologies from the pilot of the MTB and other members of the model boat club, all of

whom shall remain nameless to save their blushes, their inflatable recovery boat was launched in an attempt to find the model. I have been told that the lake can be up to 12 feet deep in places, but that where Queen Alexandra had gone down was, 'only around 4 feet'. I did not relish the thought of going swimming and/or diving to find the model, but as it turned out it was not too difficult to find as the gas supply to the burner was still turned on and the sunken model was emitting bubbles of the butane and propane gas mix. This led the recovery team directly to the right spot and as long as none of them were smoking, then all would be well, but recovering such a large model from even just four feet depth or so, is not easy.

To cut a long story short, the model was recovered using a lawn rake to push it into shallower water where it could be slid along the bottom by hand to where I was waiting anxiously to complete the recovery. A six foot long model holds a great weight of water and we were most reluctant to try to lift it directly to avoid breaking the hull's back, so it had to be unceremoniously tipped on to its beam ends to empty the water out first.

After around 90 minutes on the bottom of the lake, the hull contained dirty water, mud and an assortment of small lake-dwelling creatures. Most of the damage to the hull appeared at first sight to be just a destroyed stern handrail, **Photo 6**, and superficial scratches that had been caused by the





lawn rake recovery operations, **Photo 7**, although this last picture also shows some of the hull damage as it dried out.

Repairs

The electronics of the radio control gear had been totally filled with water, namely the 4.8v receiver battery pack, Spektrum receiver and six servos. After rinsing all of these with clean water and allowing them to dry, the battery (after recharging) and the servos worked as before. It always amazes me that much of our modern radio control equipment does not seem to mind being dunked, if allowed to dry out properly. However, the same cannot be said of the Spektrum receiver, which refused to bind with any transmitter. Subsequently, this receiver was dismantled and the printed circuit board scrubbed both sides with a toothbrush and clean water, allowed to dry and it now works perfectly once again.

The steam engine, boiler, lubricator, pipework and oil interceptor were also filled with water and all removed from the hull, further rinsed-out with clean water, oiled as necessary and put aside for later refitting.

The worst damage resulted from the water having reached parts of the hull that it should not have been able to get to in normal operations and this did not become apparent until after some days

of it drying-out and **Photo 8** is of the badly water damaged bow underwater section.

Photo 9 is of another part of the keel, that appeared at first to be sound, but as that dried, cracks appeared. Anyway, after a fair few weeks of drying out, the hull was rubbed down, repaired and filled as necessary.

Photo 10 is of the filled and repaired bow area, **Photo 11** is of the amidships lower hull area and **Photo 12** is of the stern. All this work led to the reason for the title of this article, because when my wife returned home once during the repair process and asked what I had been doing that particular morning, I replied, 'Painting Queen Alexandra's Bottom'.

Photo 13 is of the hull now repainted and looking as good as new, but I have to remind readers that if this misfortune ever happens to you (and I hope it doesn't), with a wooden hulled model please be patient and wait for it to dry out properly, and then wait a bit longer before commencing repairs.

Epilogue

At the time of writing, Queen Alexandra has been returned to her former glory and she can once again grace boating lakes with her presence. The model has been through the usual bench tests and all seems to be well, but I am waiting for

“The worst damage resulted from the water having reached parts of the hull that it should not have been able to get to in normal operations”



warmer weather (this being written in the Winter of 2014/2015) before taking it on a trip to the lake again.

I consider what took place to be an unfortunate accident that could have happened to anyone, but all the same, why did it have to be me?

Yes, I am still visiting the club involved and I still talk to the MTB pilot as life is too short to hold grudges, but Queen Alexandra is also now 17 years old, so was perhaps getting to the point of needing a return to the shipyard for a bit of a refit anyway. It turned out that the radio control transmitter used with the MTB had an intermittent fault, so it is very difficult to blame anyone for what happened and to paraphrase a well known saying about kitchens and heat, 'If you can't take the knocks, then stay off the lake'. One clown at the pondside congratulated me on having the world's first steam submarine, but I suggested he look up the Royal Navy K class submarines as they beat me to it by around 100 years.

Finally on that ill-fated day shortly after the recovery of Queen Alexandra, a fast electric boat ran into a Canada Goose that was quietly minding its own business on the water. The goose took fright and immediately took off in great haste, sadly I have to say to the amusement of some of the general onlookers. One of the club officials then said, 'That's it, I've had enough for today, I'm going home', as obviously two such events in one day was now proving too much for him.



(Phil Button is to be praised for his forbearance over the unfortunate accident to his model. Colliding with 'minding their own business' wildfowl is something that should never happen and perhaps the lesson from all this is that we should all look where we are going when operating our models, particularly the faster ones when on shared water facilities. With regard to the intermittent transmitter fault, personally I would have got it seen to sooner rather than later, as the model is always worth far more than its radio control system and in this case, also someone else's model. Paul Freshney - Editor)

ABOVE: Queen Alexandra in all her glory on the boating lake at Sheringham in Norfolk.

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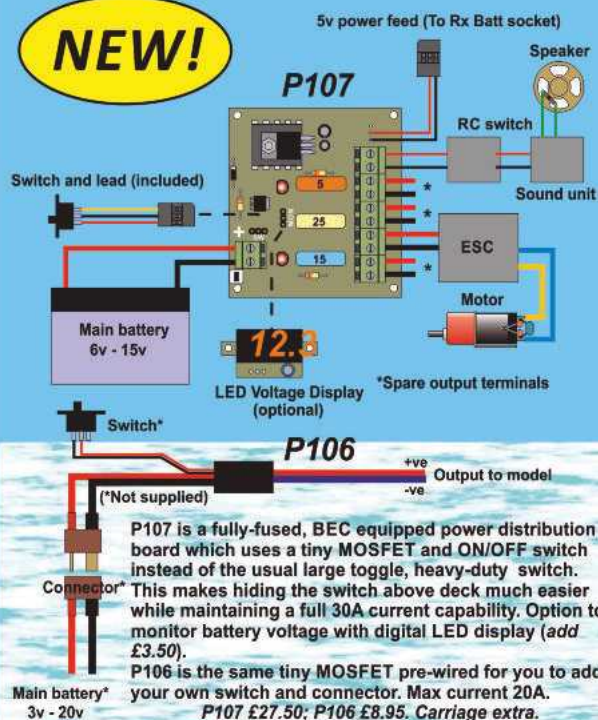


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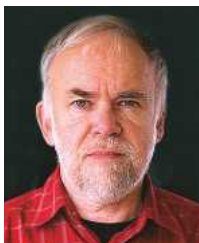
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Flotsam & Jetsam



John Parker delves into the archives

29: The Holbrook Connection

It's an odd thing when you come across a submarine that has apparently beached itself, 400 kilometres from the nearest ocean, but for drivers approaching the township once known as Germanton, a little north of the Victoria/New South Wales border on the Hume Highway in Australia, it is a regular occurrence. Closer inspection will reveal the strange sighting to in fact be the deck casing and sail (conning tower) of a 90 metre long Oberon class submarine erected in a park over a concrete waterline 'hull' to form a convincing realisation of a submarine running on the surface. Why here though, of all places? You have to go back a hundred years for the answer.

HMS B11

In December 1914, 26 year old Lieutenant Norman Holbrook RN was in charge of HMS B11, a Royal Navy B-Class submarine on patrol in the Mediterranean Sea following the outbreak of World War One. As its designation suggests, the B-Class was just one step removed from the A-Class that formed the very first class of submarines used by the Royal Navy. Built by Vickers from 1904 to 1906, the eleven vessels of the B-Class were primitive and small. They had a displacement of just 287 tons surfaced and 316 tons submerged, a length of 142ft

2.5in (43.3m) and beam of 12ft 7ins (3.8m), though this was enough to give them much better sea-keeping qualities than the A-Class. Maximum speed was 12 knots surfaced and 6.5 knots submerged, with a crew of 15 and armament of two 18 inch (457mm) torpedo tubes. Diesel propulsion did not arrive until the D-Class, so a single petrol engine of 600hp (448kW) provided the motive power, with a 180hp (134kW) electric motor for submerged running. Fumes from the petrol engine were a constant problem for the crew as the small hull had no dividing bulkheads.

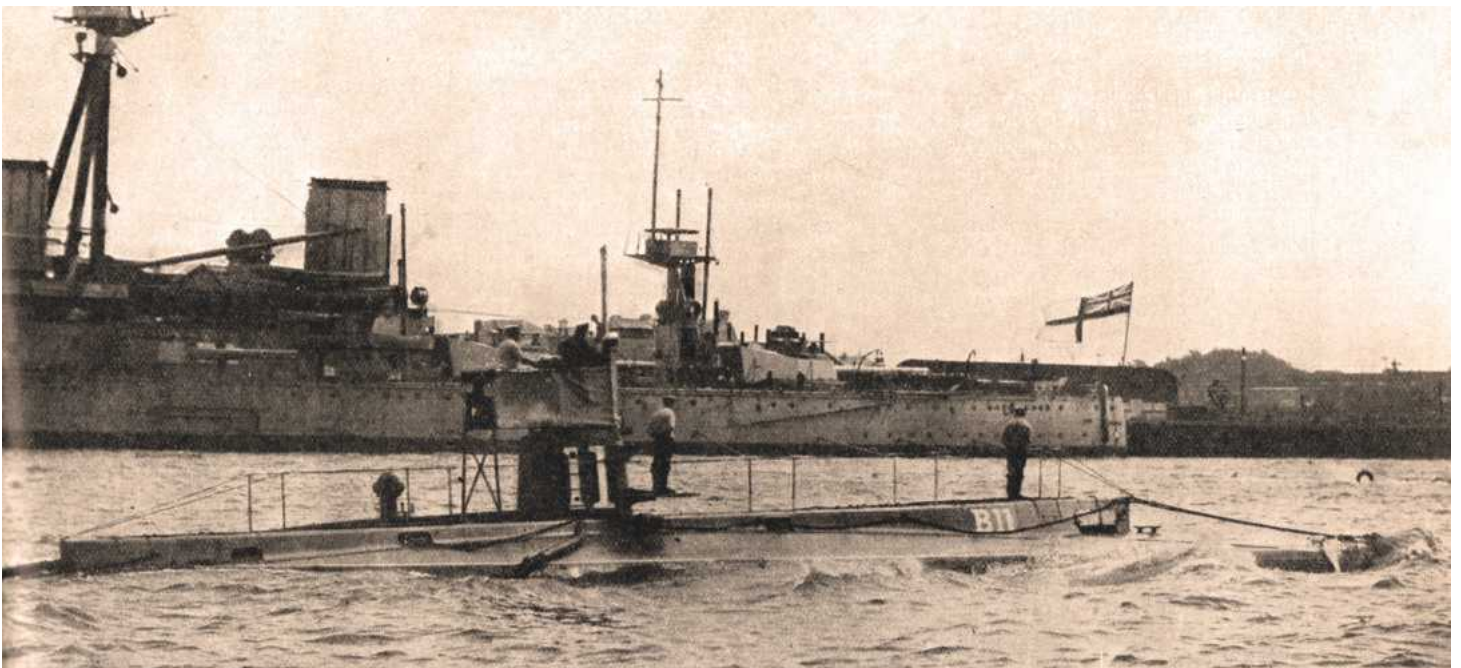
The mission

Holbrook's submarine had recently been fitted with a replacement battery of improved capacity and this was the major factor in its choice as the vessel to attempt a forcing of the Dardanelles, the narrow strait joining the Sea of Marmora to the Mediterranean, so as to attack Turkish shipping in the area of Chanak. The mission would be hazardous in the extreme, as the strait was protected by a string of forts and coastal batteries on each side, a dense uncharted minefield and an adverse current which ran to 4 knots in places. This would require the B11 to run at a near maximum submerged speed of 6 knots, a rate its



LEFT: Large scale model of the submarine B11 in the park.

BELOW: The small size of the B11 can be gauged from the relative size of her crew members.



battery could only sustain for a short time, so as to advance at just 2 knots, a slow walking speed. With preparations made, Holbrook set off at 0300hrs on the 12th December.

Trimmed well down to avoid detection in the weak morning light, he dived to 25 feet on the approach to the straights, but was troubled by a re-occurring noise and vibration coming from the front of the boat. Forced to surface to investigate, he discovered the specially constructed bow guard, designed to deflect mine moorings, had partially broken away and there was no option but to dismantle the remainder and proceed without its protection. Keeping close to shore where he expected the current to be slower, Holbrook soon ran into another unexpected problem. Where the fresh water running down the strait from the Sea of Marmora met the salt water of the Mediterranean, areas of varying water density formed, causing the B11's depth to fluctuate wildly and placing great strain on the men who worked the craft's manually-operated stern hydroplanes.

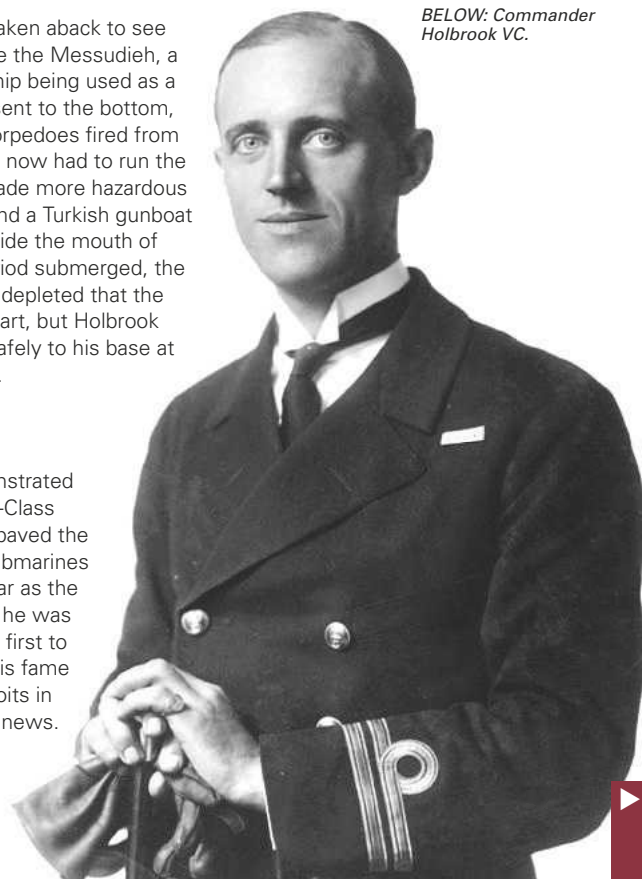
Some hours later and still undetected, Holbrook took his craft down to 80 feet to traverse the Kephez minefield, proceeding completely blind. When he came to periscope depth once more, having calculated on dead reckoning that he'd

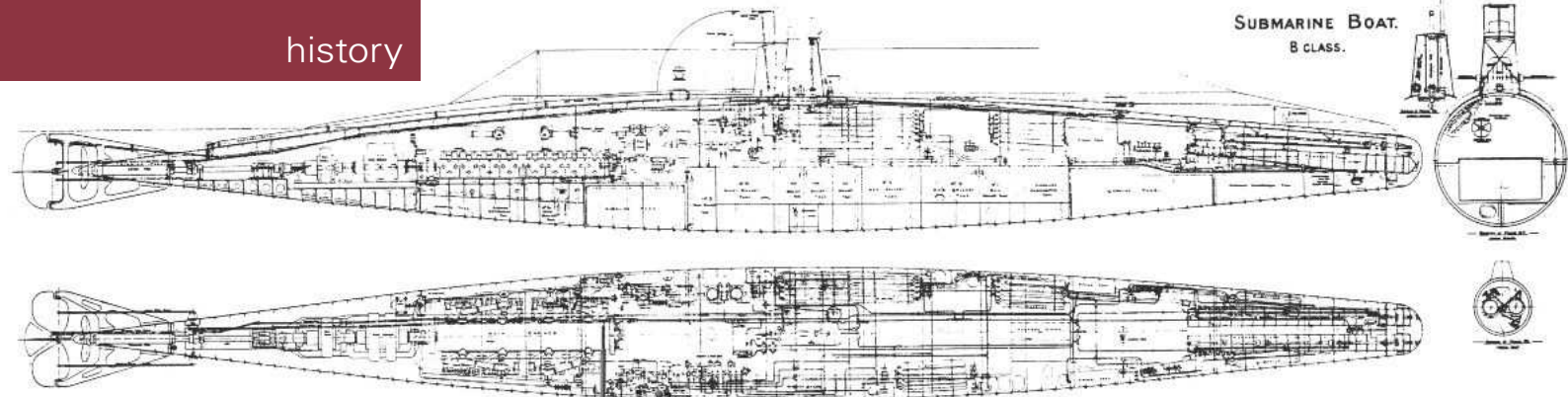
cleared the minefield, he was taken aback to see the outline of what proved to be the Messudieh, a 9100 ton pensioned-off battleship being used as a floating fortress. This he soon sent to the bottom, despite return fire, using two torpedoes fired from 800 yards. Once again, the B11 now had to run the gauntlet to make its escape, made more hazardous this time by a faulty compass and a Turkish gunboat that gave chase. Surfacing outside the mouth of the Dardanelles after a long period submerged, the air in the hull was said to be so depleted that the petrol engine long refused to start, but Holbrook eventually managed to return safely to his base at Tenedos and a hero's welcome.

Afterwards

Lieutenant Holbrook had demonstrated the potential of even an early B-Class submarine to wage war, and it paved the way for later more advanced submarines of the E-Class to penetrate as far as the Sea of Marmora. In recognition he was awarded the Victoria Cross, the first to be given to a submariner, and his fame spread far and wide as his exploits in the Dardanelles made headline news.

BELOW: Commander Holbrook VC.





ABOVE: B-Class submarine drawing



ABOVE: Mr. Phillips' model prior to shipment from the UK.

Residents of the Australian farming community of Germanton were particularly inspired. In the wave of anti-German feeling that was sweeping the country following the outbreak of World War One, they had already voted to change the name of their town, and seized now on the new name of Holbrook. Thus was born the start of a long association with the traditions of the Silent Service that led to far inland Holbrook becoming known as the 'Submarine Town'.

Retiring from the Navy and later promoted to the rank of Commander, Holbrook served once again with the Admiralty Trade Division in World War Two and visited the town that had been named after him three times in the post-war years, most recently in 1976, shortly before his death that year at the age of 88. His second wife, Gundula, presented his medals to the town in 1982 and donated \$100000 towards the cost of establishing the deck casing and sail of the decommissioned Oberon class submarine HMAS Otway as a centrepiece of the Commander Holbrook Memorial Park. The Otway Memorial was officially dedicated in 1997 with Gundula, having made her fifth trip to Australia at the age of 92, present at the ceremony. In the park may also be seen the 'Duck's Arse' (normally submerged tail section of the Otway), a Mark 8 torpedo, a large 1:5 scale model of the B11 and the Holbrook Submarine Museum. wherein lies another unexpected UK/Australia connection, this time involving a model submarine.

Mr. Robert Phillips

Robert, a Model Boats reader, wrote to me in August 2014 about the AE1 and AE2 submarines (Australia's First Submarines, September 2014 issue) and went on to mention that it was he who built the 1:48 scale model of the B11 that resides

in the Holbrook Submarine Museum. Mr. Phillips, an ex-RN submariner himself, was building a model of the first submarine he served on, HMS Rorqual, when a friend, Mr. Robert Mathews, dropped by and asked him if he would like to build a model of the B11 that he could take to Australia. Mr. Mathews had bought the Holbrook family printing business in the 1950's, and was well versed in the Holbrook family history.

Mr. Phillips then began a search for suitable plans, which he was able to obtain from the Royal Australian Navy. His resulting model, some 900mm long, was duly shipped to Australia and presented to the Holbrook Submarine Museum in a glass case by Mr. Mathews and his wife Jean on 19th November 2004. The model now forms an important part of a presentation in the theatre room of the museum, in which a holographic likeness of Gundula interacts with the exhibits and tells the story of her husband's forcing of the Dardanelles in the B11. She does this in a very characterful and moving way, whilst holographic crew members run down the foredeck of the model to remove the mine guards or the model is surrounded by the explosions and sound effects of enemy fire.

Conclusion

It is satisfying to be able to relate a story in which the threads, some a century apart, come together in this way, and to recognise the role of model makers and their models in bringing history alive to new generations. I recommend a visit to Holbrook to all Model Boats readers finding themselves in this Australian part of the world.

Model maker drawings for ships of the Royal Australian Navy are now made available through the Navy Historical Society of Australia, please see: <http://www.navyhistory.org.au/shop/ship-plans/>

BELOW: The model as it now appears as part of a presentation in the theatre room of the Holbrook Submarine Museum.



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Boiler Room

Part Fifty Six: Lapping

Richard Simpson's series on model steam plants

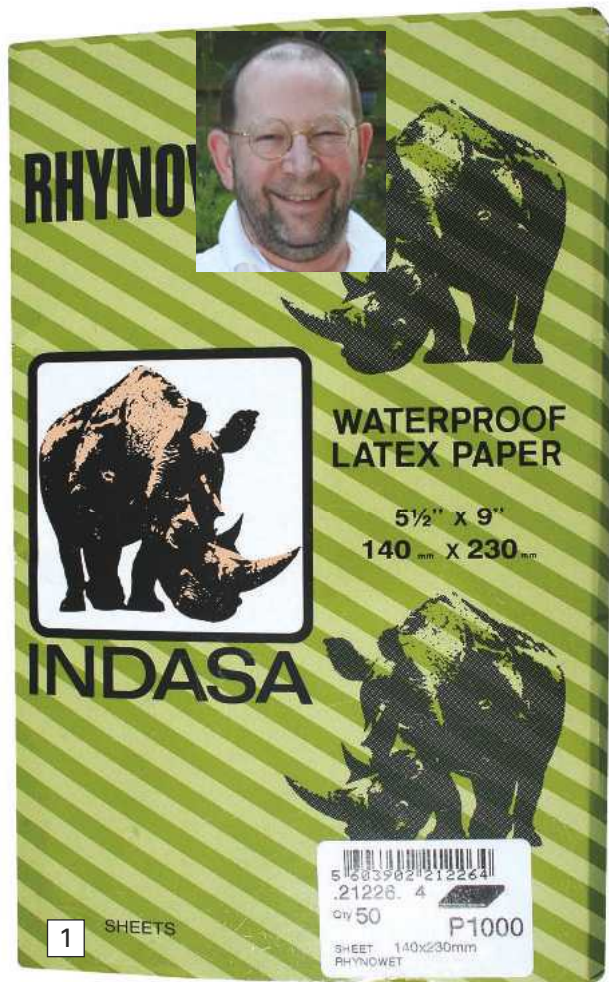


Photo 1. Most general purpose hardware outlets may only supply waterproof abrasive papers up to around 600, or maybe even only 400, grit. To get to 1000 grit you will have to look at such places as car body shop consumable suppliers, possibly online, who all stock such papers, which is around the standard you should be thinking of for model engineering lapping.

In the July issue as we looked through the possibilities of putting our routine tasks into some sort of Maintenance Schedule and one thing I mentioned was lapping. Then it occurred to me that the topic of lapping metal surfaces together may be well worth considering in another Boiler Room article, so as we move on this month we will have a look at this in a bit more detail. Lapping seems to be one of those old fashioned 'black arts' that gets mentioned every now and then, but I'm not always sure that everyone understands not only how we do it, but just what is happening in the process.

What is Lapping?

Lapping is basically the preparation of a metal surface to make it as accurate and smooth as possible, usually for the purposes of sealing a metal to metal contact. In the good old days of high pressure steam plants on ships, there was no such thing as a gasket

between joints as the high pressure would have simply blown it out. The only acceptable joint was that the two surfaces were prepared by lapping and then held together under high pressure to form a seal. Even nowadays, many diesel engine high pressure fuel pipes are joined by lapped metal to metal contact joints, held together under high pressure. However, lapping is becoming less used as the ability to generate very high quality machined surfaces is far more common than ever before. A perfect example of this are the CNC machined valve parts of the TVR1A engine from Graham Industries. Even though the instructions advise lapping, the surfaces are so perfect they really do not need it, although just the very briefest of wipes to better prepare the surface for bedding-in may be worthwhile. Lapping is therefore making the surface of the metal as perfect as possible and in the case of our steam plants we are almost certainly going to be looking at lapping two surfaces that are going to be sealing together, but also sliding over each other, as in a slide valve or a steam regulating valve.

Under the microscope

Traditional machining techniques would have typically left the surface of the metal in a relatively rough condition, which, when looked at as a section under a microscope, would look something like that in **Diagram One**. The tool marks would leave grooves in the metal surface and the surface of these grooves would be rough. Lapping is designed to remove the machining grooves and improve the surface quality to something more like what you can see in **Diagram Two**. When the two metal surfaces are then brought together to work as a sealed joint, the two parts should 'bed' together to form a good seal, effectively finishing off the lapping. Sometimes people can get a bit carried away and strive to produce a beautifully polished surface with as fine a finish as possible, however this can then work against you. The fine surface will actually hold very little lubricant in it and so the bedding-in process can actually lead to overheating. The surfaces are best left at around a fine wet and dry grade of 1000 grit to enable the bedding-in to continue to a good sealed contact.

How to 'Lap' your components

One of the most common mistakes with lapping can actually cause you to do a lot of damage to the parts and that is by not understanding just what is going on with the process. You are basically using an abrasive grit to remove the surface of the metal. As the surface becomes finer you then move on to a finer grit to improve the surface further, and so on. I have seen many cases in engineering workshops where an abrasive compound, or grinding paste, is put on to a surface plate and the component is lapped to it. In this case not only are you removing metal from the component, but you are also removing it from the surface plate. After many uses, the surface plate itself becomes concave, yet they continue to 'lap' components on it. Now we are making them deformed as well to match the surface plate, so you have to 'lap' on a perfectly flat plate, otherwise you will never generate a flat surface.

The best way (for me at least) is to tape abrasive paper to a flat surface and rub the component on this paper. As the grit of the paper wears then you simply replace it so the base surface remains flat. A piece of glass from a small picture frame is ideal, but a perfectly flat metal surface is just as good. On to that is put the wet and dry sandpaper, **Photo 1**, and some light oil to lubricate the cutting process, **Photo 2**. You will quickly see the oil turn cloudy as the abrasive grit on the paper and the raised surfaces of the component are eroded by the lapping process. As the surface of the component

becomes perfectly flat with an even matt finish across its surface, you can then clean and degrease the part and change the paper for a finer grit.

There are many and varied ideas on just what motion is best to rub the machined parts across the paper; some suggest a figure of eight and some suggest circular with alternating directions, but I'm not sure this is too critical. I would however avoid a linear motion as this may tend to favour pressure on one edge, but ideally the machined finish should require very little lapping anyway as you are doing nothing more than preparing the surface for bedding-in. Basically I do figures of eight until bored, then do circles!

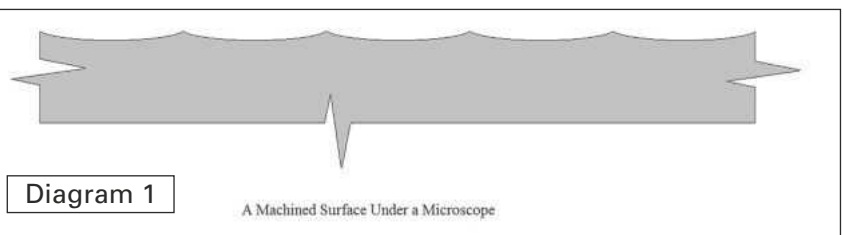
Avoid heavy pressure as light pressure should do the job and it should not take too long to generate the even matt finish. Lapping is not a means of removing metal to a size, it is a process of simply preparing a surface. If you try to reduce the dimensions of a part by lapping, you may well damage the surface to the point where it may actually need re-machining, but then you will also probably have lost the will to live before then!

After lapping

Once both surfaces have been lapped they should then be flat and ready to finally bed-in together,

Photo 3. (overleaf) Use plenty of steam oil on

Photo 2. Once set up with a flat surface and your paper firmly attached, a few spots of oil to lubricate the rubbing should see you achieve a nice smooth even motion. Circular or figure of eight movements are best, but keep them light. If you need to remove more material use a coarser grade paper and not more pressure, then come back to the finer grade to finish off.



the sealing surfaces when assembled, which should be supplemented with more lubricant when in operation. The two lapped surfaces should now polish themselves together until a perfectly generated surface is created, after which they should remain sealed for a long time to come. Hopefully if you have got it right, you will not see any leakages at the surface and the engine will run reliably and smoothly without any escaping steam causing a mess inside your boat.

Diagram One. Traditionally a machined surface would never be perfectly flat, as each successive pass of the tool would leave it's own distinctive cut and therefore a low point. Nowadays modern tooling and machine tools can generate far finer surface finishes which may be acceptable without any further work such as lapping.

Final thoughts

Once you understand the process of what is going on with lapping it becomes easier to complete the process effectively and efficiently. A common fault is to get too enthusiastic and strive for a perfect

Diagram Two. Lapping should remove the high spots left by the machining process, but leave enough of the original machining low points to hold oil for lubrication during the bedding-in process.

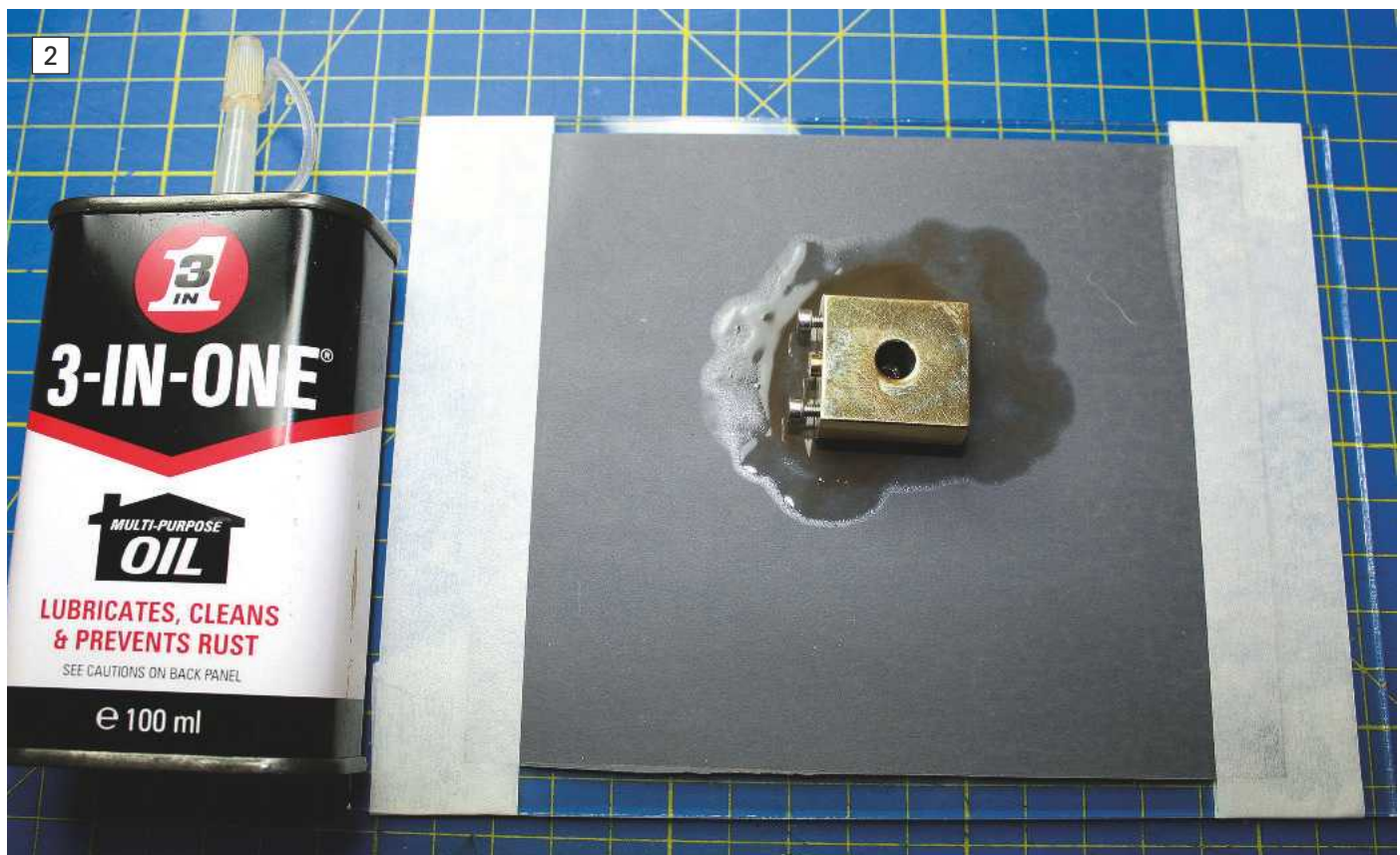
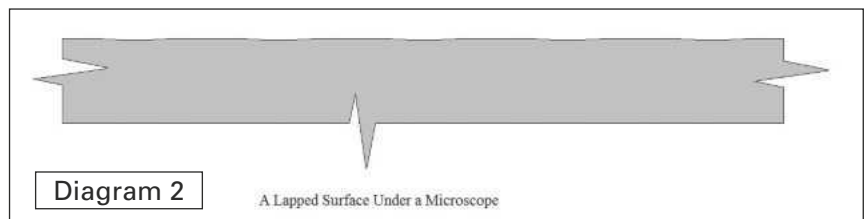


Photo 3. As can be seen with the refurbishment of this control valve, the original markings visible on the valve at the top have been removed by lapping on the valve at the bottom. With both faces lightly lapped, the valve is ready to be reassembled and put back into operation.

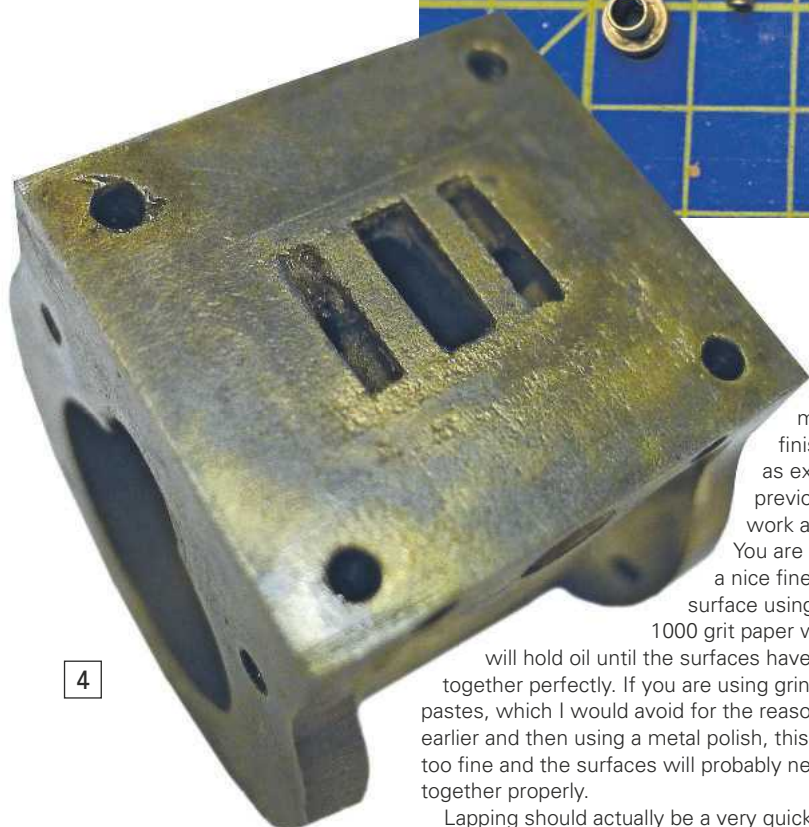
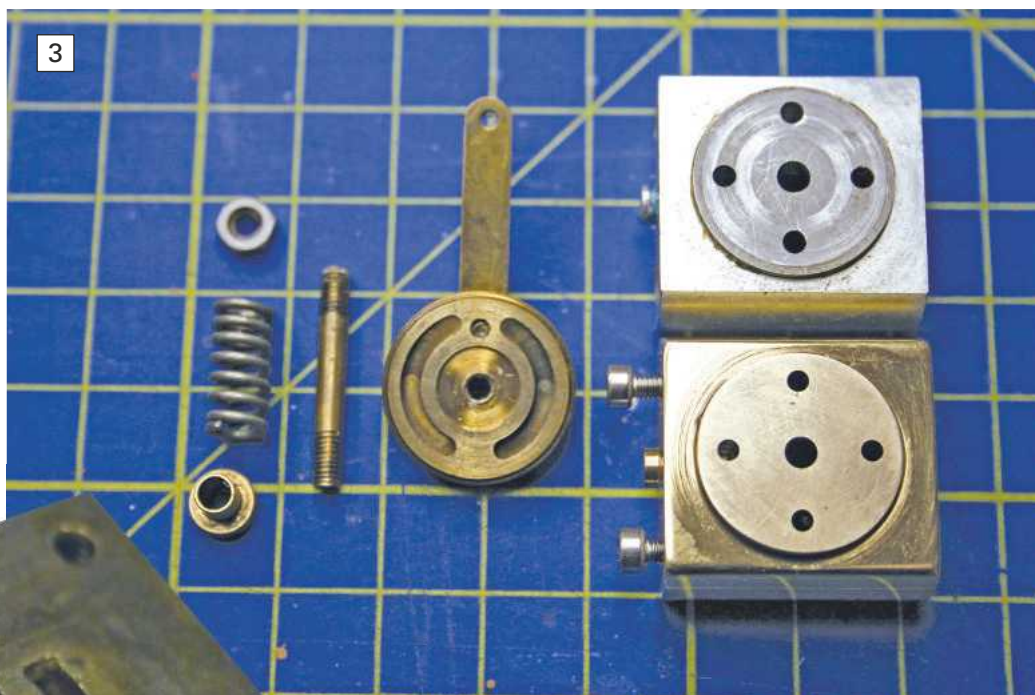


Photo 4. The slide valve running face on the cylinder of this old Stuart Turner engine was not in the best of condition, so the choices were to re-machine, make a new part or simply lap the surface. Not wanting to make a whole new cylinder or disturb things too much by re-machining, I decided to simply lap the surface back to an acceptable standard.

Photo 5. This may not look as pretty as a newly machined face, but any losses that may be experienced in a model engine will not be noticeable and it runs perfectly well, even with the original slide valve lapped to a similar standard.

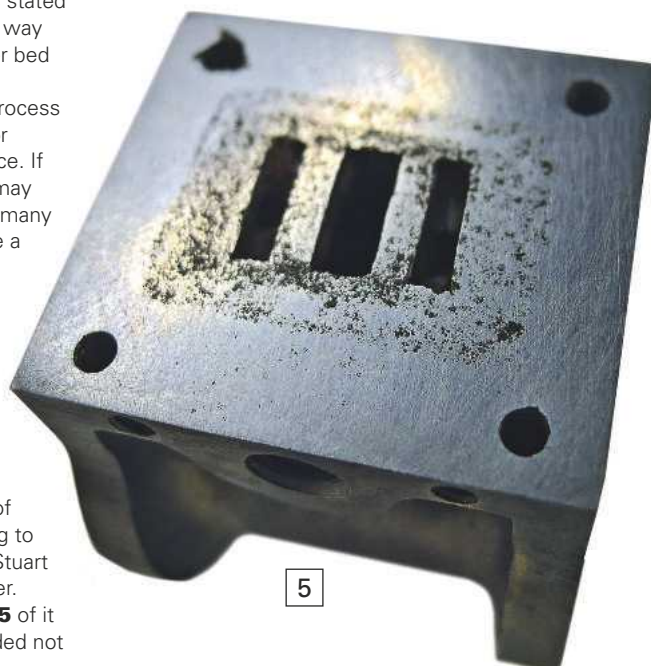
mirror finish, but this as explained previously will work against you. You are aiming for a nice fine grey even surface using around 1000 grit paper which will hold oil until the surfaces have mated together perfectly. If you are using grinding pastes, which I would avoid for the reasons stated earlier and then using a metal polish, this is way too fine and the surfaces will probably never bed together properly.

Lapping should actually be a very quick process and should not be thought of as a means for correcting a poorly finished machined surface. If the machined surface is good enough you may even decide not to bother with lapping and many of today's CNC machined components have a superb surface finish that would have been unheard of a few years ago. Going back 40 years or so, new cars had 'Running In' stickers and you had to take it back the garage at 1500 miles for an essential oil change and check, but not now, such is the pace of engineering accuracy.

If you are dealing with older parts and particularly with a refurbishment project, then lapping may be an acceptable means of recovering a surface's quality without having to remake the parts as can be seen with this Stuart Turner slide valve running face on its cylinder.

Photo 4 being before lapping and **Photo 5** of it after the process. Interestingly, it was decided not

to re-machine and run the risk of spoiling the valve fit, but also the decision was made not to lap the surface back to a perfect face as this would have required far too much material to be removed. I was happy with the overall flat surface that could bed-in properly with use and accepted the fact that there might be a very small percentage of leakage across the face during operation, but in fact when assembled, the engine runs perfectly. It is always worth lapping back to a flat surface whenever components are changed, disturbed, or for whatever reason you are putting two faces back together that have not been previously bedded-in together. A quick lapping should enable the faces to bed in together again in their new positions and help to ensure the best possible operating seal.



L'Hermione's Maiden Voyage

Anthony Addams updates us

In the Model Boats March 2014 issue, pages 48 to 50, I described visiting the ship as construction was then in its final year. This has been a magnificent project to build an 18th Century French frigate with traditional materials, the warship now having been completed and the vessel has sailed away Rochford (France) to Bordeaux, a voyage of about 200 nautical miles.

The project to build L'Hermione (pronounced L-her-meown) was conceived by the joint American and French Hermione

Lafayette Society, founded to celebrate that part of the history of the French support for the American Revolution. General Lafayette persuaded the King of France to send 5000 soldiers to support George Washington drive out the British from America and he sailed to America in the original L'Hermione in 1780. Here service period was relatively short, the vessel being wrecked in 1792.

The accompanying pictures shows the warship's arrival in Bordeaux and later in 2015, she will cross the Atlantic to America

and then continue in service as a sail training vessel. The project cost over four million Euros and has attracted a huge number of tourists to Rochford, whilst enabling hundreds of local people to work and participate in her construction and in the future, provide exciting opportunities for a volunteer crew.

(There is a kit for this ship by Artesania, Product Code AL22517, available from MyHobbyStore, www.myhobbystore.com, priced at £169.99)



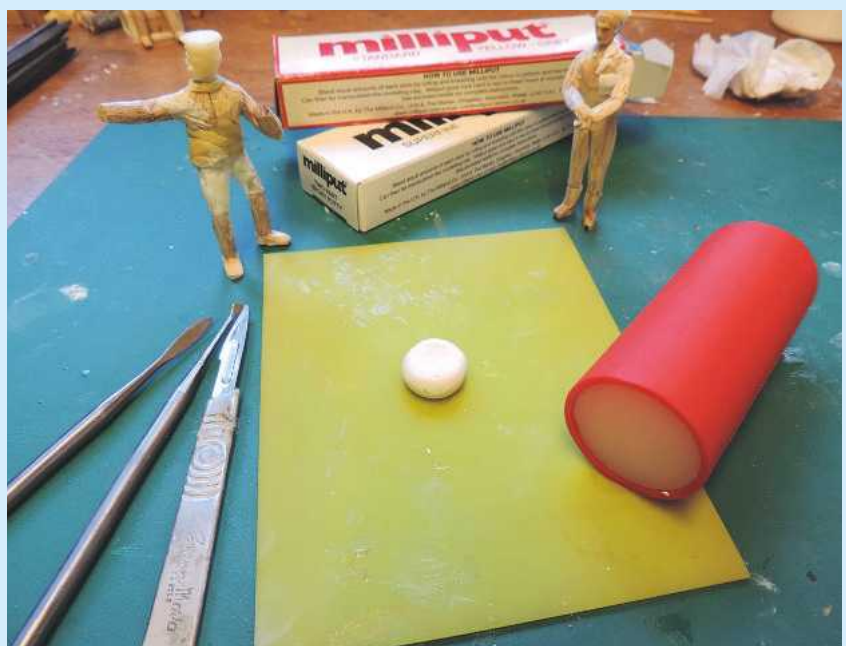
Rolling Milliput?

Ron Rees with a useful idea

I discovered when trying to roll out Milliput Epoxy Putty into thin pieces that it just sticks to everything, something it is ultimately meant to do, but you do need a non-stick surface. Flat silicone baking sheets from the cooking departments of shops, cut into squares have in the past been handy for mixing epoxy glues, which don't seem to stick to silicone very well.

This resulted in the idea of using a bit of the same silicone sheet for a base and trying to get hold of, or making, a silicone roller. You can buy a silicone roller, but they are meant for pastry, very expensive and much bigger than needed, but in the same kitchen store there was a 100mm long piece of 30mm diameter silicone tube, serrated at each end, this being meant for de-skinning garlic. It was 99p (gives you a clue as to which UK budget shopping chain outlet I was in) so it was purchased, slid it over a solid core with the help of a drop of washing up liquid and its ends trimmed square.

Now, the Milliput Epoxy Putty only sticks a little, if at all, and a drop of water or baby oil helps the non-stick process.



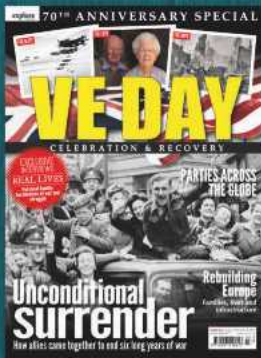
Here is the red 30mm diameter silicone tube from the 99p shop and the piece of baking sheet. A drop of water or baby oil stops the Milliput sticking.

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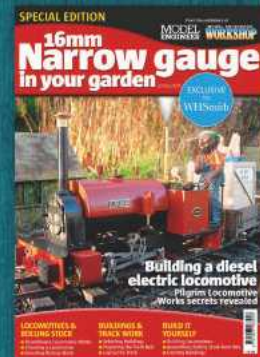


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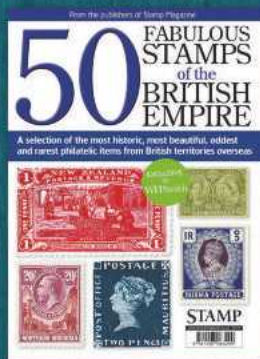
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MYA News

Roger Stollery reports from the Eastern District Marblehead ranking events at Chelmsford



“Even stronger winds developed during the day and required the smallest rigs to cope with the prolonged gust strikes. The pictures given an idea of the spectacle created on the off wind legs.”

Held at Chelmsford on the 11/12th April 2015, there was lots of wind and on one of the best radio racing lakes in the MYA's Eastern District, all made for superb high-speed racing over the two days.

Chelmsford Radio Yacht Club's water at Wheelers Hill is right at the top of a hill with no adjacent obstructions, so prolonged gusts up to 25 mph had 24 Marbleheads absolutely flying off-wind with clouds of spray everywhere. Modern r/c Marblehead yachts are light, narrow and very powerful with deep keels and achieve spectacular speeds, which every competitor of these F1 boats enjoyed, that is assuming that they could keep them under control without broaching or overpowering them to let their rudders wave in the air.

Saturday's Ranking Event

A simple windward leeward course with a spreader and leeward gate gave everyone a chance to test their boats against the best in ideal sunny conditions, starting in B rig and ending in C2, which is one bigger than the smallest in the bag. The racing soon showed the quality of the fleet with last year's leading design, Brad Gibson's GRUNGE out in front in every race except Races 7 and 8, which were won by Graham Bantock. A few boats had technical problems, but all recovered to race again after repair. At the end of this event after



RIGHT: Radio controlled Marbleheads are regarded as the Formula One of the model yachting world.

RIGHT: What it is all about! It is a shame that the Chelmsford MYC will be losing this lake as it becomes a housing estate.



sailing eight races, Brad was first with six points followed by Graham Bantock sailing his modified QUARK tied with Peter Stollery with his brand-new UPROAR launched at the event for its first sail. Both were on 14 points with Chris Harris sailing a STARKERS on 17, Mark Dennis sailing a PRIME NUMBER on 26 and Darin Ballington sailing a ROK on 39.5 points.

Graham and Lorna Bantock hosted a party in the evening for all competitors and race team, which was much appreciated.

Sunday's Ranking Event

Even stronger winds developed during the day and required the smallest rigs to cope with the prolonged gust strikes. The pictures given an idea of the spectacle created on the off wind legs. The wind was not in such a favourable direction, blowing diagonally across the lake, requiring PRO Graham Childs to set a zigzag course in order to achieve acceptable windward and leeward legs.

Brad was in his element again leading nearly every race, except where he had a battery problem in Race 3, which allowed Graham Bantock to win. There were one or two hold-ups as a result of damage and subsequent repair and seven races were sailed in the most spectacular conditions. Once again Brad finished first with 6 points with Graham Bantock second with 13 points, Mark Dennis third with 27, Tony Guerrier fourth with a QUARK on 29, Darin Ballington fifth on 30 and Peter Stollery sixth on 39 points.

Conclusion

At the prize-giving Brad thanked the Chelmsford club and all of the race team for putting on a superb weekend's racing. Sadly, we have now heard from the club that this was the last big event at this water, which is to be drained and developed for housing. Guildford MYC are holding the next ranking event at Abbey Meads, Chertsey, website: www.guildfordmyc.co.uk





LEFT: An adjacent bar was used for some for the models.

BELOW: Work in progress. A model of a 1960's Tiger Class helicopter cruiser under construction. This is an RN warship that is not often modelled, its large hangar being a distinctive feature.

BELOW: The SWA members don't only build modern warship models as the model of HMS Victory reveals.



A County Class destroyer, always regarded as elegant vessels, in front of the central backdrop.



ABOVE: An overview of the main part of the SWA display room area.

SWA News

The Spring 2015 issue of Quarter Deck Ramblings (QDR), the newsletter of the Surface Warship Association, arrived recently in the Editorial Office, courtesy of Peter Revill. This association is a national organisation, its members all having an interest in warships and as a group they support many model boating and general interest events in the UK and Europe. One such event where they were promoting the hobby, was at the Fleet Air Arm Museum's February 2015 event, and the following is from a short article by Steve Bullock, first printed in the QDR newsletter.

FAA Museum - February 2015

Once again we were displaying in the Swordfish Centre with two tables provided by the museum and an extra six hired from them. We had over 30 models to display, so we also made use of another six tables provided by Charles Davis which were

ideal as they could be made approximately one foot higher on telescopic legs and we were able to display the models at the rear of the display to better effect. We were still struggling for space, so we were also able to use an unused bar counter area to the side of the main display. After it was all set up I must say it looked very impressive and it was a little disappointing that we didn't get more visitors because of poor signage by the museum, something we will try to sort out for 2016.

I would like to thank Dave & Andrea Reith, Roy Skeates, Colin Watson, Chris Hooper, Dave & Ann Garnet, Ken Winter, Charles Davis and David McNair Taylor for all their help in manning the stand and taking the time to bring along and display their models.

Steve Bullock - April 2015 QDR Newsletter





Vigia bow, port side forward.



Trinity House Vessel

Graham Buckton describes his model



ABOVE: Stern markings.

Some years ago, whilst at the CADMA Show in Doncaster, I was offered a drifter hull and plan. I was not in the market for a fishing boat, but having inspected the hull I paid the £20 asking price. Although quite old, it was a well-made of fibreglass with above average wall thicknesses, but with some surface damage to the stern. The label was still inside, showing it was made in Aberdeen.

Whilst at another show I asked Scoonie Models if they knew of the hull and whether they made fittings for it. They did have suitable fittings, but they were not purchased, as I still had no desire to build a fishing boat. This is not, I must confess, a good attitude for someone who lives close to what used to be the two largest fishing ports in the world, i.e. Hull and Grimsby!

A slow start

The hull sat in my workshop [aka the spare bedroom] for a couple of years gathering dust, but occasionally I would put it on the bench and contemplate what to do with it. Each time it went back on the floor

to gather more dust, but eventually I did make a start and repaired the damage to the stern, fitted a propshaft, skeg and rudder. It was then again consigned to the 'to do list'.

A couple of years later, whilst trawling through back issues of 'Model Boats', I came across an article concerning the Trinity House Vessel Vigia in the January 1977 copy. She had entered service at Harwich in 1937 as a tender with the Trinity House Pilotage Service. After Ministry of War Transport service she returned to her original owners and in 1946 was licensed as Pilot Vessel No. 7 and continued in this role until sold out of service in 1962.

She was constructed on a drifter hull, which Fellows & Co of Yarmouth, built 'on spec' in the early 1930's. Interestingly she had a diesel/electric power plant, so an electric motor in the model would not be out of place. So, here was a drifter hull, but more importantly, not a fishing boat and therefore perfect for what I had in mind.

Plans?

Although published nearly forty years ago, the plan MM1228 @ £12.50 is still available from MyHobbyStore, tel: 0844 848 8822 (UK) or +44 133

BELOW: Stern deck area.

BELOW RIGHT: Vigia starboard bridge wing.





Vigia bows close-up.

Vigia

291 2894 (International), a phone call and cheque rapidly securing a copy. The printed article contained two photographs of Vigia which were small and not much help with detailing. 'No problem' thought I, as there were bound to be hundreds of images on the world wide web, but how wrong can you be, as the only ones were the two in the article. However, being on the Internet they could be enlarged, which did help a bit. Strangely, the web contained no more information than the Model Boats article and I was beginning to think that Vigia was a figment of the imagination of the author, L. W. Hawkins. Even so, it was decided that the plan and the two pictures did provide sufficient information to get started.

The hull

An early challenge was creating the freeing ports in the bulwarks. The article described them as 'balanced door', which meant absolutely nothing to me. After many hours trawling the web, I finally found a report concerning the sinking of a ship, the cause of which was attributed to the malfunction of the balanced door freeing ports. More importantly, there was a poor quality photo of the offending door. They turned out to be hinged horizontally in the centre and swung open with the rolling of the vessel, thereby freeing water from the deck on the downward roll but closing when they reached

BELOW: Starboard side.



water-level. So the model received doors with a central hinge and mounting brackets, but they do not swing open as that would have been just too much of a challenge.

The foredeck of Vigia is a little sparse with just a few fittings, so I decided that with so much deck on view, the planking had to be correctly laid. Again a search of the web brought up articles and drawings of correct practice, which I followed, even down to joggling the joints between the planks and the margin board. It took a long time, but I was pleased with the result.

Fittings

The original Vigia was covered with numerous brass ports and these and many other superb, and reasonably priced, fittings were ordered from Keith Jewel at Modelling Timbers. He had literally just moved from three miles up the road from me to the Isle of Man, but an email and online payment saw the fittings arrive within a couple of days.

Another issue to be settled was how the two boats were stored onboard, as one of the small photos suggested they did not sit on the deck, but were level with the top of the bulwarks. Living near Hull I was aware of the preserved lightship in the marina. Although this was built for the Humber Conservancy Board I assumed the arrangement would be similar. Having been able to get up close to the full-size boats, I was happy that the storage was practically the same, with the davits being made from parallel steel tubes, just like Vigia. Heat bent brass tube, with more brass rigging blocks from Modelling Timbers ensured the boats looked right. When it came to painting I followed the details in the article, so although additional information was at a premium, she should be in the correct Trinity House corporate scheme.

On the water

With a not particularly powerful motor and a large propeller, she sails at a realistic scale speed and is very stable, so much so that recently she was hit broadside by a model yacht running before a good wind and barely shuddered.

I now have a model that is somewhat different to the other Trinity House models seen at shows and I can honestly say I have not seen another version of Vigia on my travels. I hope the pictures convey the main features of the model and as I wrote earlier, it all came from that fibreglass hull bought for just £20.



ABOVE: Foredeck detail - note the superb deck planking and neatly joggling around the edges.



ABOVE: Boat detail.

BELOW: General bow-on view.





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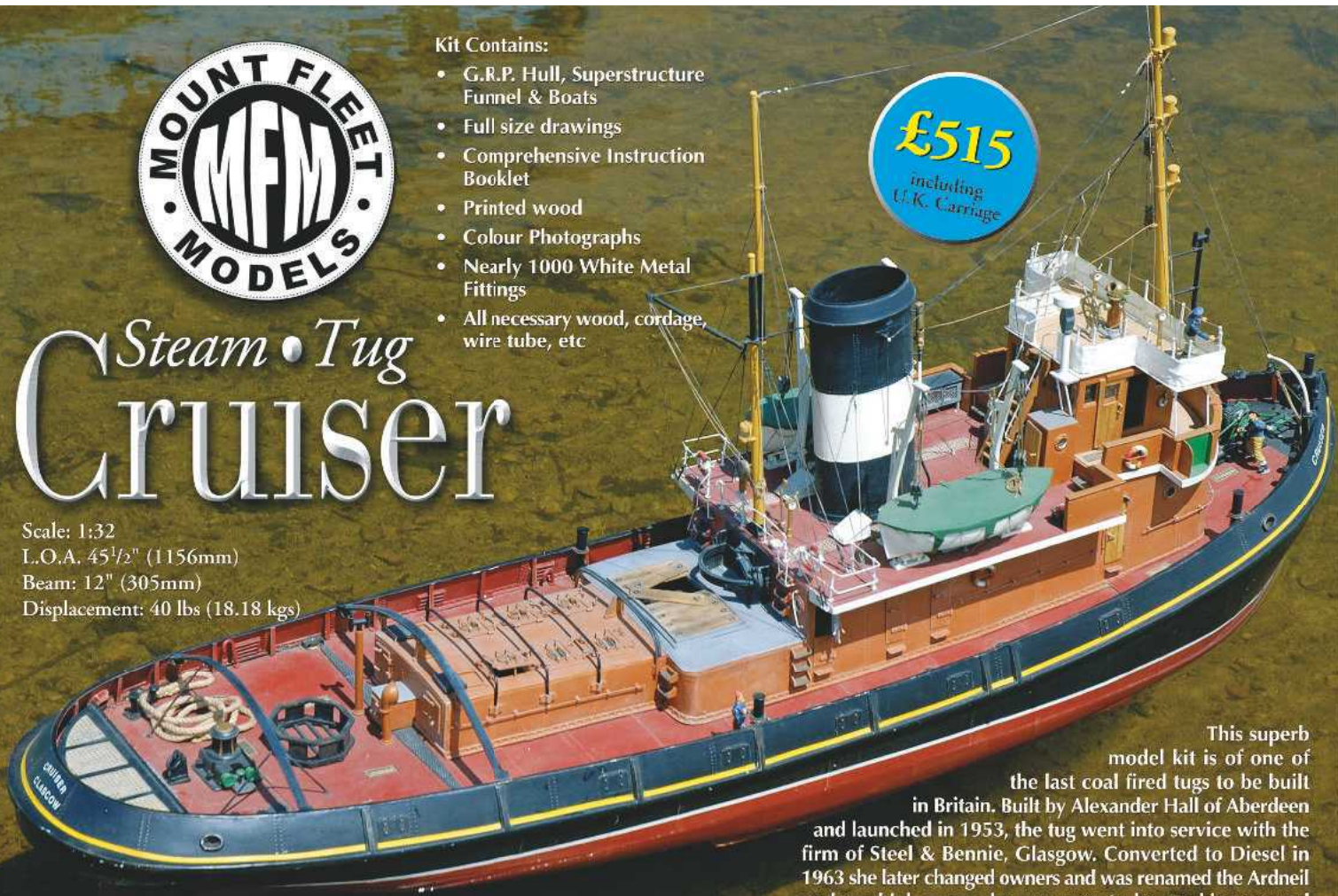
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Beam: 12" (305mm)

Displacement: 40 lbs (18.18 kgs)



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Auto Docking?

When I started out in this hobby, it was enough of a challenge to have reliable control of both the steering and speed of your radio controlled model boat. To be fair, some people still find this a challenge judging by the antics at some pond sides, but many have also succumbed to the urge to add the latest pieces of electric/electronic 'must have' items. It is not difficult nowadays to find a model boat whose insides rival that of a supercomputer to say nothing of the complex programmable transmitter needed to make all this work.

Being a pragmatic engineer I've always operated on the basis of 'what you don't put into a model cannot fail, doesn't weigh anything and costs nothing', and have usually used the simplest approach to getting the job done. This has, I'll willingly admit, not always produced the best results, but at least they have been genuine learning experiences.

It is important to keep your eyes open (and brain engaged!) to see if an idea in a different area can have potential uses in our hobby. This was the case when watching some students attempting to build an autonomous vehicle that would follow a path marked out on the laboratory floor. This was achieved with optical sensors and some ingenious programming to return the vehicle to the desired path should it wander off course. This part of the task did not have any obvious application to a model boat, well unless you can figure out how to paint a line on the surface of the water, but the next part did.

The students had to arrange for the vehicle to stop at the end of the track, turn around and return along the track. This was achieved with an ultrasonic sensor fitted to the front of the vehicle. Whilst watching the amusing antics in which you could begin to believe that these vehicles had perverse minds of their own, an idea for potential modelling use sprang to mind.

Many modellers, myself included, can have difficulty in the docking manoeuvres featured in scale steering events. The thought was that such sensors could be used in conjunction with a bow-thruster to keep a model central between the two dock walls. Probably the best way being to have two pairs of sensors at the bows and stern, along with bow and stern thrusters, please see the diagram.

There are other possible ideas, such as using just the sensors on one side of the hull to keep it parallel to the dockside, but it is something I'm not going to try, partly because I lack the expertise to build such a system and also because I'm not totally comfortable with this idea.

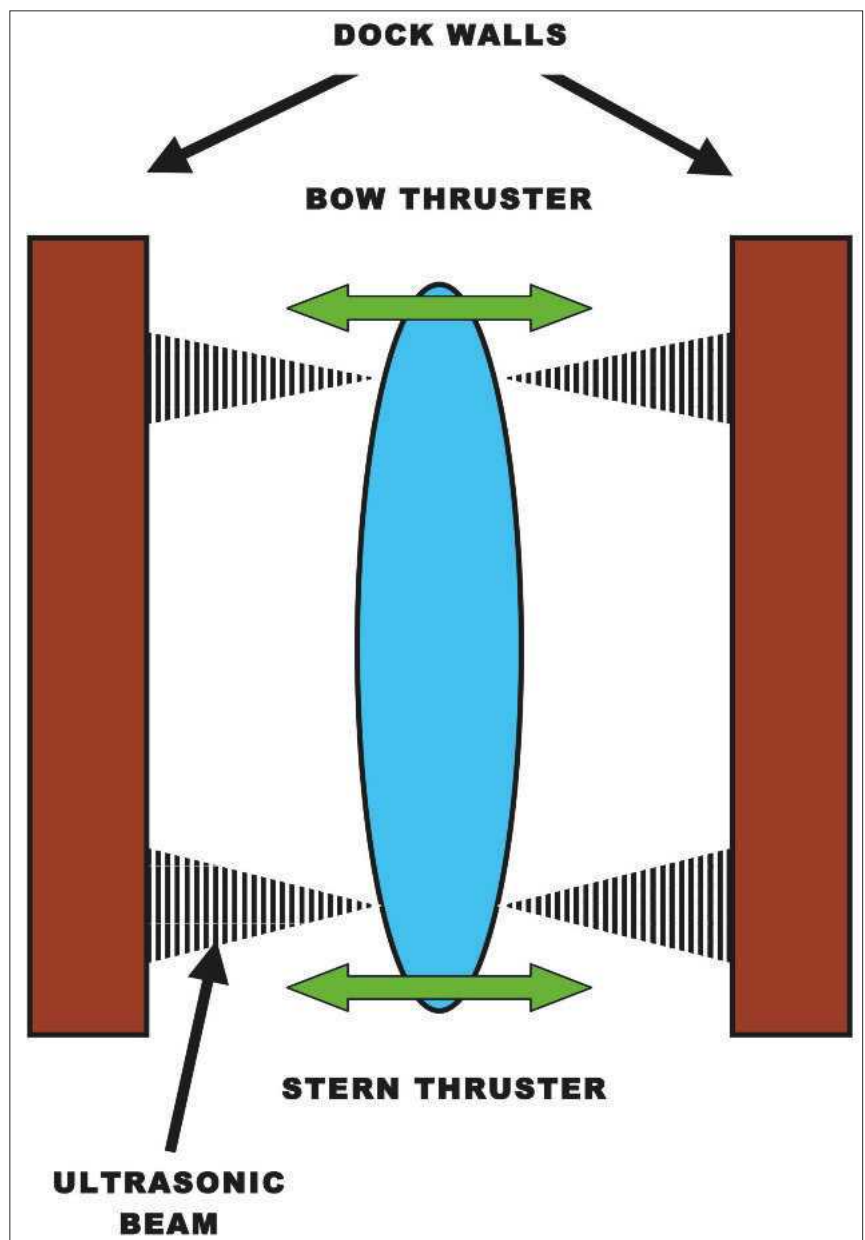
It seems like it would be another step along the route to 'de-skilling' life. I'm not sufficient of a Luddite to want to go back in time, no matter how good some people claim the old days were, but if I were to sail a clear round on a steering course it

ought to be a result of my skill on the transmitter controls rather than the ownership of a model boat that does all the difficult things for you.

Please do not let my personal feelings stop you from trying such an idea. It could be a rewarding challenge to produce such a system and who knows, you might also create something that automatically stops model boats colliding with each other, thus earning the gratitude of all the model boaters in the World!



Glynn Guest with advice and tips for modellers

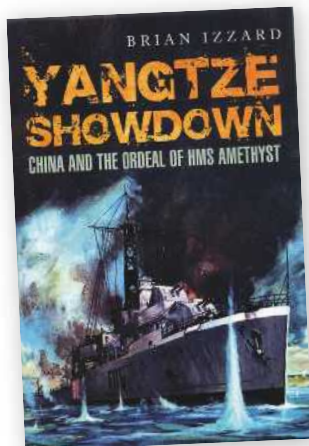


Test Bench

Model Boats looks at new products

Yangtze Showdown – China and the Ordeal of HMS Amethyst

Written by Brian Izzard. Hardback, 276 pages, 240 x 165mm, 37 black & white photographs and maps. ISBN: 978-1-84832-224-0. Price (RRP) £25.00, published by Seaforth Publishing and imprint of Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734555 website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets. The attack on the British frigate HMS Amethyst on the Yangtze



River by Chinese Communists in 1949 made world headlines. There was even more publicity when

Attention - Manufacturers &

● 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!

the ship made a dramatic escape after being trapped for 101 days. Eulogised by the British as an example of outstanding courage and fortitude, the Yangtze Incident as it became known, was even made into a feature film which depicted the ship and her crew as innocent victims of Communist aggression. The truth was more complex and so sensitive that the government intended that some of the files should be closed until 2030. However, these have now been released and in making use of these documents, the author Brian Izzard, is the first to tell the full story in this new book. What

emerges is an intriguing tale of intelligence failure, military over-confidence and a flawed hero. It is by no means as heroic as the well-publicised official version, but every bit as entertaining. While the reputations of diplomatic and naval top brass take a knock, the bravery and ingenuity of those actively involved shines even more brightly. Written with verve and including much new and somewhat surprising information, this book is both enjoyable and informative and would be a 'must read' for anyone with an interest in the Royal Navy in the Far East, post-WW2 era.

Book Review by John Deamer

Dunkirk Little Ships

Written by Nigel Sharp. Softback, 96 pages, 235 x 166mm, over 180 photographs and maps in both black & white and colour. ISBN: 978-1-4456-4750-0. Price (RRP) £14.99. Published by Amberley Publishing Ltd, The Hill, Merrywalks, Stroud, Gloucestershire, GL5 4EP. Tel: 01453 847800, website: www.amberley-books.com. Available direct from the publisher or through the usual retail outlets.

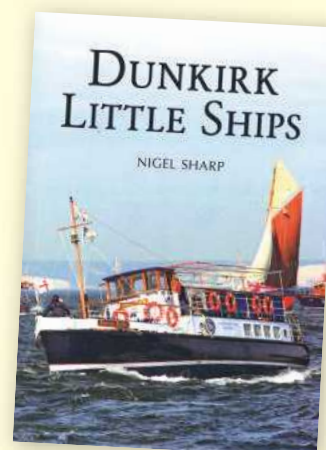
In May 1940, following the rapid advance of German troops through Holland, Belgium and France, the British Expeditionary Force and the French army

retreated to Dunkirk. 'Operation Dynamo' was instigated in an attempt to rescue as many of them as possible. With the harbour at Dunkirk severely damaged, much of the evacuation would have to take place from the beaches and only small, shallow-draft boats could do this. After appealing to boatyards, yacht clubs and yachtsmen throughout South East England, the Admiralty managed to round up an assortment of around 700 small craft, from private cabin cruisers and yachts to commercial fishing boats, pleasure steamers, tugs and ferries which, along with 200 military vessels, were able to rescue an astonishing 338226 troops over nine days.

In 1965, forty-three vessels

which had taken part in the evacuation commemorated the 25th anniversary by crossing from Ramsgate to Dunkirk and the Association of Dunkirk Little Ships (ADLS) was formed soon afterwards. A further fifty years on, over 120 Little Ships are still in commission and it's thought that hundreds of others may still survive.

In this new illustrated book, which has been published to coincide with this year's, 75th anniversary celebrations, marine writer and photographer, Nigel Sharp tells the story of the Dunkirk Little Ships. With photographs from past and current owners and the ADLS archives, taken on various commemorative crossings and the Queens Diamond Jubilee Pageant, on the Thames in 2012,



this book would make interesting reading for both ship modellers and maritime historians alike.

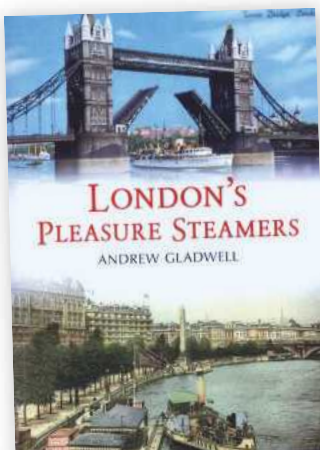
Book Review by John Deamer

London's Pleasure Steamers

Written by Andrew Gladwell. Softback, 96 pages, 235 x 166mm, over 180 photographs and illustrations in both black & white and colour. ISBN: 978-1-4456-41584-0. Price (RRP) £14.99. Published by Amberley Publishing Ltd, The Hill, Merrywalks, Stroud, Gloucestershire, GL5 4EP. Tel: 01453 847800, website: www.amberley-books.com. Available direct from the publisher or through the usual retail outlets.

For generations of Londoners, a trip to the seaside aboard a pleasure steamer such as the Royal Eagle, Golden Eagle or Royal Daffodil was the highlight of the year and these 'Poor Man's Liners' were part of childhood and family life for huge numbers

of people. The tradition went back to the 1820's when the first commercial paddle steamers entered service and the later advent of paid holidays for the masses saw a huge rise in the numbers of pleasure steamers



and the passengers using them. The steamers went from London to resorts on the Kent and Essex coasts, from Gravesend to Southend, from Clacton to Ramsgate and Margate. Both piers and steamers evolved into glorious reflections of the Victorian age, but in the twentieth century things changed again as there was more competition on the river. The General Steam Navigation Company, who had, up to now, dominated the pleasure steamer market, saw rival companies such as Belle Steamers and New Palace Steamers try and grasp some of the lucrative passenger trade. A brief boom came in the years following the Second World War, but in the mid-1960's, London's pleasure steamer heritage ground to a halt when General Steam Navigation ceased

operating on the Thames and their three motor vessels Royal Sovereign, Queen of the Channel and Royal Daffodil, being too large for the dwindling trade, were sold off.

However, in the late 1970's the paddle steamer Waverley visited London for the first time and instantly revived the tradition of pleasure cruises on the Thames. These cruises to and from London were so popular she was joined in 1986 by the well-loved MV Balmoral.

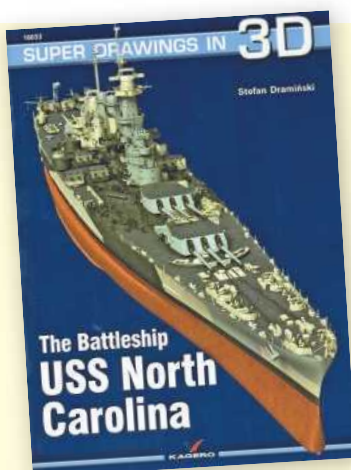
In this new illustrated book, Andrew Gladwell, archivist of the Paddle Steamer Preservation Society, takes us on a fascinating photographic journey through time on London's pleasure steamers and this is a book that is thoroughly recommended!

Book Review by John Deamer

The Battleship USS North Carolina

Written by Stefan Dramiski. Softback, 82 pages, 297 x 210mm, over 140 super 3D colour images. ISBN: 9788364596360. Published by Kagero and sold in the UK via Casemate UK Ltd. 10 Hythe Bridge Street, Oxford, OX1 2EVV, website: www.casematepublishing.co.uk, tel: +44(0)865 241249. Price (RRP) £18.99. Printed in English, this book is available direct from Casemate UK Ltd. or through the usual retail outlets.

The USS North Carolina was laid down in October 1937 at the New York Naval Shipyard, launched in June 1940 and commissioned in April 1941, the first American battleship to be built in two decades. She was also the first of the US Navy's



newly built fast battleships to have taken part in the war in the Pacific, which she entered in June 1942. During her active combat career she demonstrated that battleships could perform very well in their new role as escorts for fleet aircraft carriers and

weapon platforms providing fire support for ground troops. Having earned no fewer than 15 Battle Stars during her wartime service, USS North Carolina was the most highly decorated US battleship of World War Two. Decommissioned in June 1947, she was stricken from the Naval Vessel Register in June 1960 and in 1961, sold to the State of North Carolina for \$330000 raised by the efforts of North Carolina school children who collected the money for the 'Save Our Ship' campaign. In 1962 she was towed to Wilmington, North Carolina where she's preserved as a museum ship and a memorial to all the citizens of the state who died in World War Two.

This book, by Stefan Dramiski, is one of the 'Super Drawings in 3D' series that focus on the construction of famous warships

from the Second World War. With outstanding 3D imagery, every aspect of the ship is visible. There are various close-up views of her superstructure, armament, radar, searchlights, deck layouts, lifeboats, and the OS2U Kingfisher floatplanes, all based on actual scale drawings and photographs.

Information on design, development and combat history of each vessel is also included together with a separate double sided sheet of 1:350 scale drawings, all of which makes this book an excellent reference source for ship model makers.

For more information please go to: www.shop.kagero.pl/lang/en, where you can see the full range of these books which includes British, US, Japanese and German warships.

Book Review by **John Deamer**

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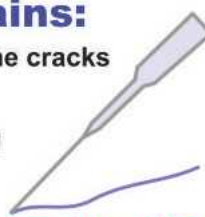
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MODEL SLIPWAY TSEKOA, buoy maintenance vessel with bow thruster, working radar, lights, 6v batteries, 6ch Futaba RC & launching trolley, £220. Also, Revell 1:72 Snowberry & German VIIC submarine, both motorised with 2ch RC, carry box and launch cradle, £150. All to high standard & pictures available, George Ridgwell, tel: 02087 412457 (Hammersmith, London).

TRENT CLASS LIFEBOAT. 85cm x 25cm, complete kit including motors and part built. £360, buyer collects. Mr. G. Boulton, tel: 01582 461740 (Harpenden, Hertfordshire).

MOUNTFLEET BEN AIN coaster, 4ft long, MMB smoke unit, £450 ono. Also, Caldercraft's Peggy herring drifter, 46ins, £375 ono and Cumbræ Clyde Pilot Boat, 35ins, £275 ono. All lovely models. Mr. C. Wild, tel: 01745 854377 (Prestatyn, N. Wales).

MOUNTFLEET BRITANNIA pilot boat, 45 inches long, fully detailed including working lights. Looks superb on the water, includes 40Mhz Tx, spare xtals & charger. £600 ono, Mr. D. Heaton, tel: 01925 811099 (Warrington, Cheshire).

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ROBBE ATLANTIS. Lovely model with nice planked deck, solid oak stand, sail box, ballast weights in 3 sections for ease of transport, £525. Further information from Michael O'Connell, tel: 01943 969653 or mobile 07880 892414 (Otley, West Yorkshire).

MOBILE MARINE MODELS BRACKENGARTH tug, 1140 x 297mm, 12v motor, lights, engine sound & horn, but no Tx or Rx, buyer collects. £450, Mike Hopper, tel: 01702 205594 (Hockley, Essex).

Wants

GRAUPNER Z DRIVE for Robbe San-Marine cabin cruiser and also instructions to build the same please as I have the plans, but no instructions. Norman Cadwallader, tel: 07624 482909 (Isle of Man).

PLANS for RNLI Arun class lifeboat BP Forties, ideally at scale 5/8 inch to 1 foot (1 to 20), but other scale considered. Happy to pay all necessary costs. Chris Wright, tel: 01383 728770, email: croxley53@gmail.com (Fife).

GRP hulls suitable for the plans listed below are available once again:

MM1275: Revive
MM609: Brave Borderer
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AA11: Andy Rennie's Bad Wolf head to head with Robin Butler's Sea Spirit.

BMPRS News

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Craig Dickson reports from Stevenage

Event Number Two took us to Stevenage on the 3rd May, which can sometimes see a smaller turnout, perhaps partly due to the travelling distance involved for those that live in the more northerly regions. However it was great to see a decent turnout on the day with 31 boats entered, nine more than in 2014. This venue has superb facilities with a nice café, toilets, parking and a secluded race boat preparation area, but all being close to the lake side. The rectangular racing course on the lake itself is known to be one of the more challenging, because the longer sections of it (unlike at other venues) run away from the pit area, so Buoys 2 and 3 are a good distance away. With a solid water fountain between them, but some distance away and off the racing line, if you go too wide you do risk coming into contact with the fountain, but more on that later.

The Stevenage MBC members once again were brilliant in making us feel welcome, providing various vital facilities including the all-important

powered rescue boat. Ian Searle kindly took on the role of OOD (Officer of the Day), managing the running of the event and he did a great job. It was cold and wet in the morning and although conditions improved around lunchtime, halfway into the afternoon heats, a violent thunderstorm arrived with Ian wisely halting the proceedings during the big catamaran class race as lightning was also appearing in the distance, never a good thing when clutching a transmitter with an aerial. However, this early finish did not spoil what was a great day, but it did mean that the B, C and D classes only ran the morning heat and their positions were decided on those alone.

Anyway, after the driver's briefing at 1015hrs, racing was immediately underway. How did it go? The smaller AA and A class mono hulls featured the most entries so I will focus on those races.

AA class

With seven boats entered and this class featuring the smallest engined mono hulls, we saw some exceptionally good and close racing. With 60 laps in total, Mark Wild's CMB 21 powered Lizard gained first place. Mark's second heat proved tricky though because he hit Buoy 3 head-on stopping the boat, which upon recovery had suffered damage to its propeller and the impact had adjusted the fuel needle settings. Although this incident cost Mark a number of laps in the second heat, his faultless performance earlier carried him through for the well deserved win.

Andy Rennie's superbly presented Challenger 43, also CMB 21 powered, achieved a total of 52 laps for second place, but a stoppage and restart cost him quite a lot of laps early in the racing.

Sha Simon's MDS 28 powered Cavalier achieved a well deserved third place with 45 laps in total. Her

BELOW: Drivers' meeting called - a bit wet and miserable on the day.





A86: Bernard's A class Crusader with Kurt's Cougar close behind at Buoy 4.

total score was let down somewhat from the first heat with only six laps scored and this was because the engine did not want to start and only after several minutes was it realised that the terminals of the starter motor were connected the wrong way round, thus spinning the engine backwards. Then once going well, the propshaft coupling started slipping on the driveshaft needing the boat to be brought in for a tightening-up of the connection. However, Sha didn't give up and proved that even if you get a few initial problems you can make it up to still be in the top three.

Why did Bernard Holder do so well in the first heat (please see results table) and end up retiring at the very start of Heat 2 for an overall fourth place? Well, the MDS 21 engine once started and the boat was launched, went 'bang' with a complete seizure. This particular engine though has served him well in countless previous successful races.

Junior member Kian Searle's Challenger 43 achieved 41 laps in total for fifth place. Kian faced several challenging problems, including initially a seemingly 'dead' radio control, fixed after resetting the system. Then after going really well, the boat stopped abruptly with driveline mechanical issues, but Kian and pit man Malcolm Pratt soon got it back on the water. Robin Butler's Hyper 21 powered Sea Spirit achieved a fraction of a lap less than Kian's boat, also with 41 laps in total for sixth place. Notably, the throttle arm on Robin's engine came loose in Heat 1 and he had to beach the boat whilst it was running flat out, to stop it safely.

A class

With eight entries in this mono hull class, again it led to some fantastically close racing and good lap scores were achieved in the top five places. The powerful CMB 45 powered Crusader 2 delivered Bernard Holder a commanding win with 94 laps for first place, an impressive performance in spite of some minor radio interference for a few minutes.

The ASP powered Crusader 3 of Robin Butler achieved 68 laps for second place. He also suffered some radio interference issues for no obvious reason, but consistency proved the key for the second place by keeping out of trouble and clocking up the laps.

Kurt Cave's TT 46 powered Cougar ended up a fraction of a lap less than that scored by Robin to

take third place, also nominally on 68 laps. Kurt's boats are always impressively fast, but sometimes you expect the unexpected from Kurt - more on this later. Sally Butler's SC 40 powered Cavalier was only two laps behind the top three, scoring 66 laps for fourth place.

Kian Searle's Crusader 3 gained a very respectable 62 laps for fifth place. Kian, as in his AA class race, encountered some mechanical issues including the driveline flexi-shaft binding too much against its housing tube. However, his driving skills are superb bearing in mind that he is still classed as a junior member and this has been well-noted by his more senior colleagues, so well done Kian.

What about those in the bottom three A class places who did not do so well? Junior member Amelia Cheshire got off to a good start, but hit Buoy 1 very hard, ripping off the hatch of her Crusader 3 in the process and ending up with just 14 laps for sixth place.

Junior member Luke Bramwell's Sea Spirit suffered a seized throttle barrel and by the time it had been freed, the engine's fuel needle settings had been so disturbed that he had to settle for seventh place, but at least with eight laps scored it was better than nothing.

My wife Sally Dickson, with me pitting for her, told me on the starting blocks, 'I am feeling nervous about this'. Unfortunately this being Sally's second race (remember from the MB June issue



ABOVE: B11: Andy Rennie's holed Warhawk patched up with Duct Tape.

BELOW: The rescue boat crew doing a splendid job. An essential task at any race meeting.



BELOW: A86: Bernard Holder quick off the blocks with his winning Crusader.





TOP: Luke Bramwell's nicely presented Sea Spirit.



ABOVE: D9: Malcolm Pratt preparing his petrol engined Patriot.

BELOW: The B class boat (B44) of Garry Dickson holding the racing line with the yellow Apache of Malcolm Pratt chasing him.



that she had won at that meeting), nerves quickly got the better of her during the first lap, when whilst negotiating the difficult Buoy 3 she faced a number of boats and ended up over-correcting and running into the bank. That was 'race over', with a bent rudder, bent propshaft, broken propeller and Sally conceding; 'I think I need a bit more driving practice', but thankfully she always sees the funny side of things.

B class

With four boats, this larger engine nitro (glow) fuelled mono hull race class proved to be incredibly close for the top two places. All four boats were impressively fast, but two ended up well ahead. Bernard Holder's CMB 67 powered Magnum gained 58 laps in total for first place, an impressive lap total bearing in mind that only one heat was run because of the afternoon's thunderstorm. Malcolm Pratt's superbly presented Apache (also CMB 67 powered) delivered an equally good performance, but with 57 laps scored, he had to settle for second place and the other two boats?

Andy Rennie's CMB 67 powered Warhawk had speed to match the best and was going really well until about halfway through the heat when Garry Dickson's Challenger accidentally collided with it. Although Garry's boat kept going, Andy's Warhawk stopped and ended up with a gaping hole in the port side. This was extremely unfortunate as he had to settle for 30 laps and third place. Garry's Challenger 48, despite being powered by the smaller capacity West 52 engine, 8.5cc capacity versus approximately 11cc capacity of the CMB 67 engines, his boat appeared to be just as quick as the others. However throttling issues in the mid and low end speed range led to the boat stopping several times, resulting in just 27 laps and fourth place.

C class

This mono hulled class for the largest nitro-fuelled engines featured only two competitors, but with the result decided on just the single completed heat,



both competitors actually ran faultless races with no stopping and some very exciting overtaking. As you can see from the Results Table, the individual lap totals scored by these two boats were not bettered in any other class as Ian Searle's CMB 90 (15cc) powered Makara gained 69 laps for first place. He had a slight speed advantage over Bernard Holder's Magnum, but Ian had to put his driving skills to the test to overtake Bernard who drives a very tight course, a benefit of his having many years of racing experience. He scored 65 laps, having to settle for second place on this occasion.

D class

With only one heat run in this mono class of the largest S.I. (Spark Ignition) petrol engines, the individual lap scores were low compared to the similarly quick boats of the C class. But with five big boats entered and racing on this true drivers' course at Stevenage, the challenge was to keep these big boats going and out of trouble.

Garry Dickson's Saturn delivered a faultless performance with him utilising its speed on the straights and throttling back in the turns to go the full distance gaining 55 laps for a commanding first place and Mike Durant's Gizmo powered Phantom clocked up 38 laps for a well deserved second place. Malcolm Pratt's Patriot was only two laps behind, taking third place with 36 laps. At one point, Malcolm was chasing Garry's Saturn around Buoy 4 and spun-out, narrowly avoiding a collision, but causing the Patriot boat to stall and so needing a restart.

The TK 27 powered Sigma of Kurt Cave, didn't really seem to get running very well at all and he ended up with just 30 laps and fourth place. For Mike Barnes, who in previous seasons has been the class champion, this proved to be a bad day for him. On starting the Zenoah engine, the front bearing seals blew out, thus forcing him to retire it for a big fat zero lap score and all very disappointing for Mike, but I am sure he will be back to normal for the next event.

Catamaran T1 class

Only two boats were entered in this nitro fuel engine powered catamaran class which was a little disappointing. The K&B 67 outboard powered Predator of Kurt Cave had the potential to go like a bat out of hell as theoretically the hull was

Awesome action in the D class, with Malcolm Pratt taking collision avoiding action.

massively overpowered, and Luke Bramwell's SC 46 powered X-Cat also had the capability to really run well. However, both boats just kept stopping, so we never got to see their full potential. Kurt achieving just two laps and Luke with just one lap.

Catamaran T2 class

Three boats were entered in this class for the big Cat's, their having either nitro (glow) engines or petrol fuelled S.I. motors, and despite the electrical storm that cut short Heat 2, some spectacular racing was witnessed. The CMB 91 (nitro fuel) powered Aeromarine of Malcolm Pratt achieved 94 laps in total for first place. He used his driving skills to the full, keeping out of trouble and using the full speed of the catamaran for maximum acceleration on the straights and Garry Dickson's Mercury achieved 85 laps for second place. He hit a buoy, causing it to stop and upon re-launch the engine was running too lean causing it to stop again, but overall this was a good result in the circumstances.

The most spectacular collision of the day?

Kurt Cave's KRC powered Conquest catamaran was running wickedly fast in its first heat, but it went wide on Buoy 2 accelerating hard in an attempt to pass Garry's Mercury. It actually went a little too wide and hit the rock solid water feature bringing it to an almighty halt and if you visit the BMPRS website you can see it all captured on video. It then took repeated attempts for the boat to be recovered, thankfully with no damage to the fountain, but with the rescue boat crew thoroughly soaked from the fountain. Kurt did manage to patch up the Conquest catamaran with plenty of Gaffer tape for a run in the second heat and he still ended with third place.

Conclusion

Despite the unexpected afternoon's torrential thunderstorm that prevented all the race heats from being run, Stevenage proved to be another fantastic meeting. Although we all went home pretty much soaked following the storm, some good fun and great racing was enjoyed by all on the day, and that's what counts.

Cheers for now - Craig



ABOVE: Kurt with umbrella recovering his Conquest catamaran from where it had impaled itself on the fountain.

Stevenage Results - 3rd May 2015

	Name	Number	Hull Engine	Heat 1	Heat 2	Total	
AA class							
1	Mark Wild	5	Lizard	CMB 21	47	13	60
2	Andy Rennie	11	Challenger 43	CMB 21	18	34	52
3	Sha Simon	60	Cavalier	MDS 28	6	39	45
4	Bernard Holder	86	Crusader 1	MDS 21	44	0	44
5	Kian Searle	128	Challenger 43	Picco 21	29	12	41
6	Robin Butler	10	Sea Spirit	Hyper 21	15	26	41
7	Bob Cheshire	16	Challenger 43	Nova 21	0	0	0
A class							
1	Bernard Holder	86	Crusader 2	CMB 45	52	42	94
2	Robin Butler	10	Crusader 3	ASP 46	38	30	68
3	Kurt Cave	7	Cougar	TT 46	33	35	68
4	Sally Butler	12	Cavalier	SC 40	25	41	66
5	Kian Searle	128	Crusader 3	ASP 46	29	33	62
6	Amelia Cheshire	98	Crusader 3	ASP 46	7	7	14
7	Luke Bramwell	6	Sea Spirit	SC 40	8	0	8
8	Sally Dickson	77	Crusader 3	SC 46	0	0	0
B class (Morning heat only as afternoon heat not run due to electrical storm)							
1	Bernard Holder	86	Magnum	CMB 67	58	0	58
2	Malcolm Pratt	9	Apache	CMB 67	57	0	57
3	Andy Rennie	11	Warhawk	CMB 67	30	0	30
4	Garry Dickson	44	Challenger 48	West 52	27	0	27
C class (Morning heat only as afternoon heat not run due to electrical storm)							
1	Ian Searle	127	Makara	CMB 90	69	0	69
2	Bernard Holder	86	Magnum	CMB 90	65	0	65
D class (Morning heat only as afternoon heat not run due to electrical storm)							
1	Garry Dickson	44	Saturn	MPM 31	55	0	55
2	Mike Durant	8	Phantom	Gizmo G31	38	0	38
3	Malcolm Pratt	9	Patriot	TK/DM 27	36	0	36
4	Kurt Cave	7	Sigma	TK27	30	0	30
5	Mike Barnes	4	Patriot	Zen 28.5	0	0	0
Catamaran T1 class							
1	Kurt Cave	7	Predator	KB 67 o/b	2	0	2
2	Luke Bramwell	6	X Cat	SC 46	1	0	1
Catamaran T2 class (Afternoon heat approx. only 10 minutes due to electrical storm)							
1	Malcolm Pratt	9	Aeromarine	CMB 91	55	39	94
2	Garry Dickson	44	Mercury	Mercury	40	45	85
3	Kurt Cave	7	Conquest	KRC 31	17	19	36

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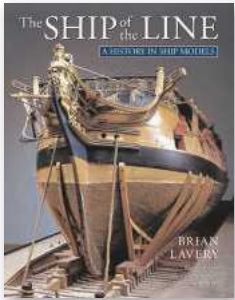
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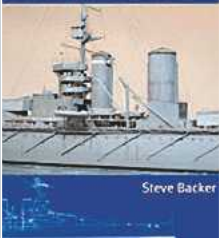
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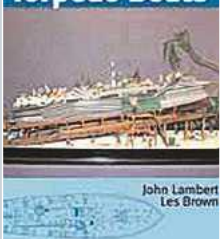
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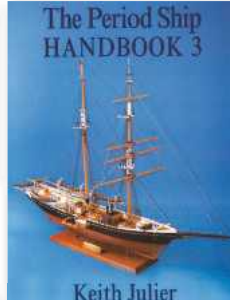


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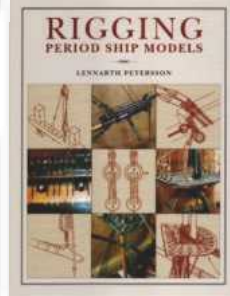
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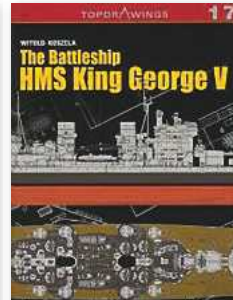
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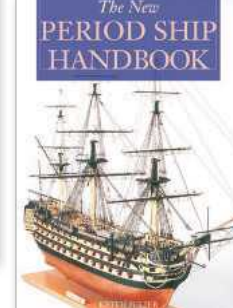
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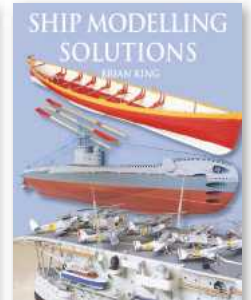
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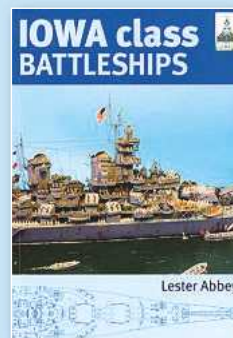


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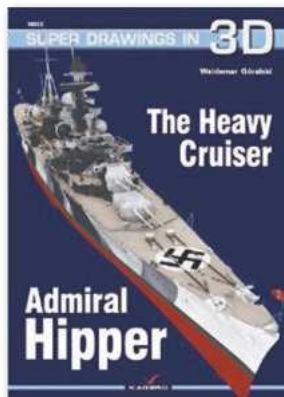
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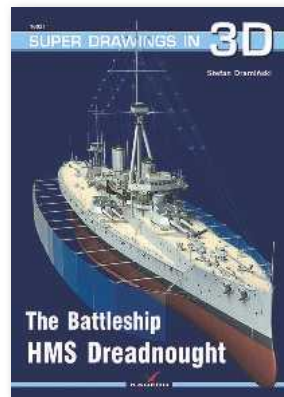
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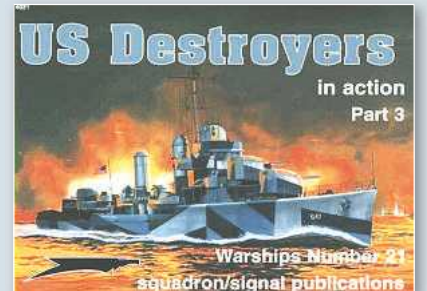


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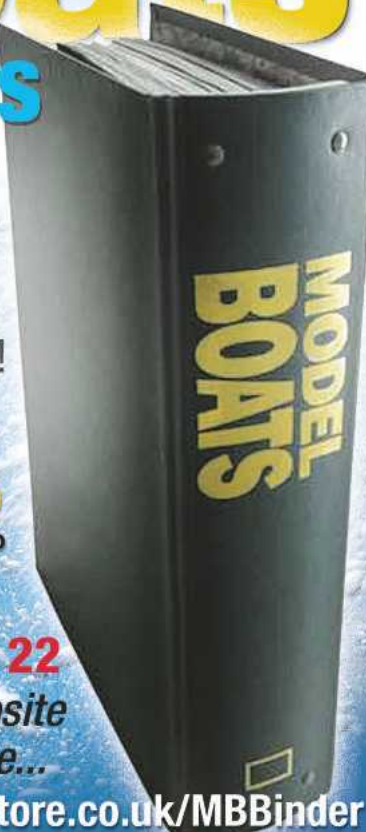
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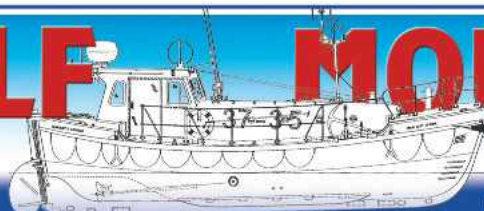
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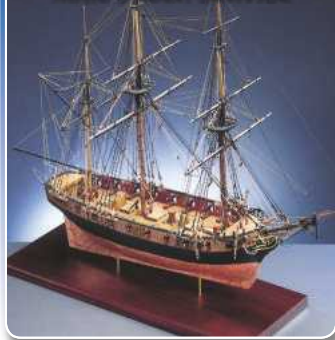
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