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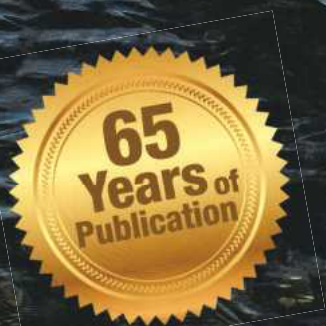
November 2015  
Vol.65 No.780

# model Boats

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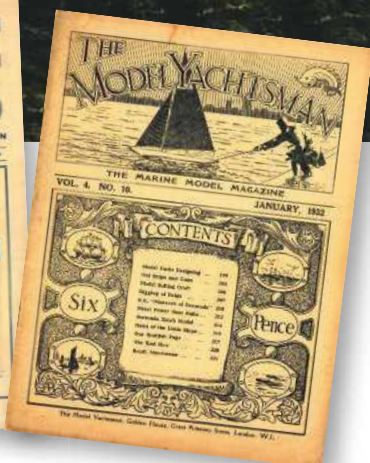
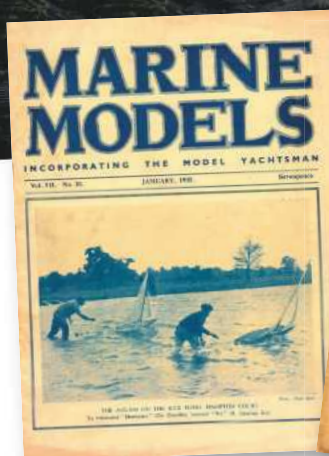
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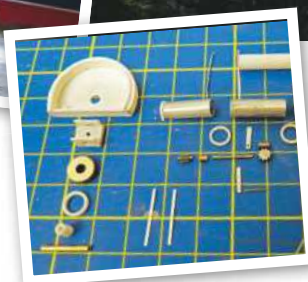
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| Steam Yacht Medea 1904. 1:48 870mm       | E157.14 |
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| GPM Smiss Seydlitz 1:200 scale 1010mm        | E56.95  |
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| Burutu & Bajima Tug 1:50scale 768mm       | E47.45  |
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## Plan & Material Packs

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## Plastic Kits

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| Trumpeter HMS Belfast 1942 563mm 1:350        | E62.29  |
| Trumpeter Graf Spee. 1:350 531mm              | E47.16  |
| Trumpeter Admiral Hipper 1941 1:350           | E62.29  |
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## Plastic Kit Upgrades

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| Naval Crew Figures German WWII 1:350                                                         | E34.80  |
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| Wooden deck for Prinz Eugen 1:350 scale                                                      | E34.80  |
| Wooden deck for Tirpitz 1:350 scale                                                          | E34.80  |
| Wooden deck for Admiral Hipper 1:350 scale                                                   | E34.80  |
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## R/C Boat Plans

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| Inchcolm: Clyde puffer 24in.                     | E12.50 |
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| 200 Series RAF Seaplane Tender: 950mm I          | E12.50 |
| H.M.S Ark Royal : A 1:192 scale model, 50in.     | E12.50 |
| Vosper MTB : 26 1/4 inches                       | E12.50 |
| Steam Yacht Greta: 44in                          | E12.50 |
| Launch Out: 27 1/2in. and pair trawler,          | E12.50 |
| P.S. Tolnes Castle paddle steamer 42 1/2in.      | E12.50 |
| Joffe-Tyne Tug 1:48 scale 30 1/2in               | E12.50 |
| St Louis Belle 1:64 Mississippi stern-wheeler    | E12.50 |
| T.B.D. Cruiser Laforest: 1:144 32in. Scout class | E12.50 |
| 200 Series RAF Seaplane Tender: 1:12 950mm       | E12.50 |
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| Fairly Henderson 1:8 scale 1069mm                | E12.50 |
| Callia Jane: Thames Barge 1:24 scale. 50in.      | E12.50 |
| Joffe-Tyne Tug 1:48 scale 30 1/2in               | E29.50 |
| Britannia 1893. Royal racing yacht, 1:32nd       | E17.50 |
| Pibroch A 1:50th scale Clyde Puffer, 400mm       | E31.50 |
| Osprey Scottish wooden fishing boat, 500mm       | E33.50 |
| Altair gaff rigged schooner 1:32nd 1200mm        | E17.50 |
| Princess High speed luxury motor yacht 1:24th    | E17.50 |
| Constance Bowater paper freighter, 1030mm        | E17.50 |

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| Boston Fury 1960 East Coast Trawler 1125mm  | E17.50 |
| Waverley paddle steamer 1365mm,             | E17.50 |
| Hoop Of Zegen Beamer trawler 725mm          | E17.50 |
| Louis Heloise 1:10th French Baulter. 1025mm | E23.50 |

## Harold Underhill Plans

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| Marie Sophie of Falmouth 1033mm           | E44.41 |
| Lady of Avenel. Wood. 850mm               | E53.30 |
| 74-Gun Two-Decker (Circa 1813 1422mm      | E77.71 |
| Lady Daphne Thames Sailing Barge 812mm    | E29.54 |
| 1:200 Brig-of-War. Lines, 1187mm          | E55.51 |
| Cunard Liner Servia, 1:192 scale 850mm    | E53.30 |
| 40-Gun Frigate (Circa 1790 831mm          | E66.61 |
| Valerian. Britham Trawler 1069mm.         | E49.23 |
| Diesel Ring Net Fishing Boat 615mm        | E29.53 |
| Three Brothers. Ryse Fishing Smack. 797mm | E29.54 |
| Muirneag. Scottish Zulu- 1612mm           | E66.61 |
| Clyde Puffer Sealight. 588mm              | E19.68 |
| Lecon. Wood Brigantine 514mm              | E59.07 |
| Iron Paddle Tug 1:48 scale 863mm          | E44.40 |

This is just a selection of the range available.

## Static Display Kit Plans

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| Vikingship, construction plans. 1:50 440mm    | E7.12  |
| Santa Maria planset 1:65 scale 540mm          | E8.85  |
| Pinta planset 1:65 scale 450mm                | E8.14  |
| Nina planset 1:65 scale 450mm                 | E8.14  |
| Mayflower, construction plans. Scale 1:60.    | E11.29 |
| Sovereign of the Seas, plans 1:78 1100mm      | E16.18 |
| HMS Prince, construction plans 750mm          | E20.04 |
| San Felipe, construction plans. Length 950mm. | E13.43 |
| Cassine Junk, construction plans. 1:100 400mm | E7.02  |
| French Xebec construction plans 1:60 720mm    | E10.99 |
| HMS Victory, construction plans 1:100 720mm   | E18.82 |
| HMS Bounty, plans 1:60 720mm                  | E13.43 |
| New Bedford Whaler, plans. 1:16. 550mm.       | E12.72 |
| Venetian Gondola, plans. Length 50mm.         | E5.50  |
| Riva Aquarama plan set 1:10 scale 360mm       | E23.09 |
| Endeavour Plan set 1:80 scale 480mm           | E8.85  |
| Endeavour J Class Plans set 1:35 1130mm       | E22.38 |
| Titanic Plans set 1:250 1070mm                | E48.83 |
| Lady Nelson Cutter Plan Set 1:64 530mm        | E8.85  |
| Granado Plan Set 1:64 800mm                   | E16.79 |
| HMS Fly Plan set 1:64 800mm                   | E21.37 |
| HMS Vanguard Plan set 1:72 1171               | E40.49 |
| HMS Pegasus plan set 1:64 800mm               | E21.37 |
| Mercury plan set 1:64 860mm                   | E25.13 |
| Cutty Sark, construction plans, Scale 1:78.   | E31.00 |

This is just a selection of over 1000 plans available

## R/C Equipment

|                                            |         |
|--------------------------------------------|---------|
| Tamco 2 Channel 2.4GHz combo               | E34.95  |
| Hi Tech Lite 4 channel 2.4GHz Tx/Rx Combo  | E49.95  |
| Hitec Optic 6 (2.4 GHz) combo              | E119.99 |
| Hitec Optic 5 channel (2.4 GHz) combo      | E72.50  |
| Viper Marine 40 amp speed controller       | E53.22  |
| Planet 5 Transmitter and Receiver Set      | E54.99  |
| FR30HX 30amp speed controller              | E47.14  |
| 15HVIR 15amp speed controller              | E37.69  |
| Viper Marine 25 amp speed controller       | E34.99  |
| FR12V/R 12amp speed controller BEC         | E33.86  |
| Hi Tech Mega Arm Sail Winch 19.8kg/cm      | E30.99  |
| Proportional Drum Sail Winch               | E30.63  |
| Viper Marine 20amp speed controller        | E28.99  |
| Viper Marine 15amp speed controller        | E22.99  |
| Viper Micro Marine 10amp speed controller  | E22.99  |
| Viper Marine 15 Plug Play speed controller | E22.99  |
| Programmable mixing module                 | E20.34  |
| Waterproof mixing module (w-tail)          | E17.80  |
| Waterproof mixing module                   | E15.70  |

Full range of R/C installation equipment available

## Sound Modules

|                                     |        |
|-------------------------------------|--------|
| Petrol/Diesel Engine with Horn      | E45.72 |
| Blige Warning siren, light and pump | E30.66 |
| Steam Engine Sound                  | E45.72 |
| Destroyer Whoop Whoop               | E37.62 |
| Fog Horn                            | E37.62 |
| Sub Dive Alarm                      | E37.62 |
| Air Horns                           | E37.62 |
| Large Ship Horn                     | E37.62 |
| Old Steam Whistle                   | E37.62 |
| 16inch Guns Salvo                   | E37.62 |
| Tug Boat Air Horn                   | E37.62 |

## Motors

|                                                  |        |
|--------------------------------------------------|--------|
| Schottel drive unit 40mm dia prop                | E62.70 |
| Schottel drive unit 50mm dia prop                | E78.90 |
| Schottel drive unit 70mm dia prop                | E95.94 |
| 543/12 low drain motor for large props           | E18.85 |
| Mabuchi Low Drain 545                            | E9.96  |
| Mabuchi 480 motor 4.8 to 8.4v                    | E7.43  |
| Electronize 365/14 low drain                     | E7.00  |
| Motor mount for MFA 800/850 Motors               | E5.56  |
| 345 Motor 6 to 15.0 Volt with mount              | E6.56  |
| 540 Motor 6 to 12.0 Volt with mount              | E10.36 |
| RX15 540 Motor 6 to 8.4v Volt                    | E35.95 |
| RE800 Motor 12.0 Volt with mount                 | E27.49 |
| RE850 Motor 12.0 Volt with mount                 | E27.49 |
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| MFA 540 Motor and 2.5-1 Gearbox 4.5-15v          | E19.33 |
| MFA 540 Motor and 6-1 Gearbox 4.5-15v            | E19.36 |
| MFA 385 Motor and 2.5-1 Gearbox 4.5-15v          | E17.56 |
| 951 series 385 Motor and 6-1 Gearbox 4.5-15v 15v | E17.56 |
| 951 series 951 Motor and Gearbox 298:1. 1volt.   | E9.00  |
| 800/850 Belt Drive Reduction Unit 2:1.1          | E40.80 |

## Rudder Assemblies

|                             |       |
|-----------------------------|-------|
| 33 x 22mm Rudder Assembly   | E4.56 |
| 60 x 41mm Rudder Assembly   | E5.34 |
| 35 x 26mm Rudder Assembly   | E4.54 |
| 45 x 35mm Rudder Assembly   | E4.54 |
| 55 x 45mm Rudder Assembly   | E4.54 |
| 45mm x 30mm Rudder Assembly | E4.95 |
| 53mm x 36mm Rudder Assembly | E5.53 |
| 67mm x 44mm Rudder Assembly | E5.36 |

## Raboesch Brass Propellers

|                                         |        |
|-----------------------------------------|--------|
| Brass Propeller (A Type) 20 -3 Blade-M4 | E9.94  |
| Brass Propeller (A Type) 25 -3 Blade-M4 | E9.94  |
| Brass Propeller (A Type) 30 -3 Blade-M4 | E10.84 |
| Brass Propeller (A Type) 35 -3 Blade-M4 | E10.84 |
| Brass Propeller (A Type) 40 -3 Blade-M4 | E10.84 |
| Brass Propeller (A Type) 45 -3 Blade-M4 | E12.65 |



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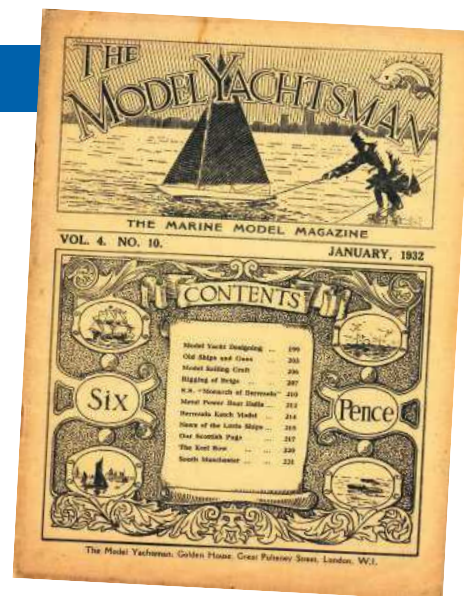
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## Bow piece



**T**his 84 page issue includes

an article about the construction of an outstanding model of HMAS Sydney built by Scott Rice to 1:72 scale and notably, complete with firing missiles. We are also including a new Feature Plan designed by Tony Wright for Work Horse, a very nice and easy to build cabin cruiser model with full building instructions.

Our Readers have excelled themselves this month with models from Kenneth Ruxton, Bill Burtwell and Stephen Eastwick in particular describing his latest solar powered model named Sunsearcher.

Anthony Addams returns with an article about making our models have an additional appeal by adding small, but significant detail to enhance their overall appearance. John Parker in Flotsam and Jetsam looks at some magazines from yesteryear and Dave Wooley in his regular Range Finder column continues his Master Class in 1:96 scale demonstrating how to make super-detailed torpedo tubes for his Deans Marine HMS Skirmisher project.

This magazine has always believed that model boating clubs are the bedrock of the hobby, and the Liverpool, Southport and Kirklees clubs are all featured this month with reports from their Open Days. All these clubs welcome newcomers to the hobby, promote model boating to the general public and deserve our support.

I hope there is something here for everyone with the models featured being an inspiration to all enthusiasts, particularly as we enter the Winter period when new projects are often commenced.

**Paul Freshney** - Editor



# Compass 360

**Model Boats** notice board for your news

Editorial Contact - **Paul Freshney**

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Enterprise House, Enterprise Way, Edenbridge, Kent, TN8 6HF.

## Midlands Model Engineering Exhibition

A final reminder that this is being held from **Thursday 15th to Sunday 18th October 2015** at the Warwickshire Exhibition Centre, near Leamington Spa, Warwickshire, on the Junction of the A425/B4455 (SAT. NAV. CV31 1XN). This is primarily a model engineering show, but with some support from model boating clubs.

The International Model Boat Show follows (in November) from **Friday 6th to Sunday 8th November**, at the same venue and this is devoted entirely to model boating in its various forms. Please see

advertisements for more information.

## Navies in Miniature Conference

This is being held on the **4th and 5th February 2016** at the Rijksmuseum in Amsterdam, and is a two-day international conference about naval model collections and the research, conservation and presentation of historic ship models.

The conference coincides with the publication of a new catalogue by the Rijksmuseum about the Technical Scale Model Collection of the Department of the Navy that existed between 1817 and 1883 after which most of the 1600 objects were

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transferred to the museum. The overall theme on **Thursday 4th February** will be about naval model collections from the different navies in both Europe and North America. The keynote lecture will be presented by Professor John Mack (University of East Anglia, United Kingdom). During the other presentations speakers will focus on the naval model collections in the Netherlands, Great Britain, France, Scandinavia and the United States. On **Friday 5th February**, the focus will be on the research, conservation and presentation of historic ship models, including 3D laser scanning, computer modelling and new and innovative ways of museum presentations. The keynote lecture will be presented by Dr. Kevin Fewster (National Maritime Museum Greenwich, United Kingdom).

The conference language is English and registration starts in October 2015.

[www.rijksmuseum.nl/en/Information](http://www.rijksmuseum.nl/en/Information) supplied by **Jeroen van der Vliet**, Curator of Maritime Collections, Rijksmuseum.

## Model Boat Mayhem at Wicksteed

**Saturday 28th and Sunday 29th May 2016** will be their 10th Anniversary and they want to celebrate with style, so are inviting all clubs and traders to display and sail at Wicksteed Park, NN15 6NJ to mark the occasion. As usual, different events will be organised including Springer Tug competitions, Club 500 racing and a Victorian to WW1 era gathering of scale warships to

# Carlisle Model Boat Club

**Derek Potter** updates *Model Boats*

**B**ased in Carlisle, the club's membership is drawn from a wide area of the County, including Penrith, the Borders and the Eden Valley. Outdoor sailing activities take place all year round, weather permitting on 65 acres of open water at Talkin Tarn Country Park near Brampton, Cumbria, CA8 1HN, where there is a purpose built jetty designed for easy launching of the model boats. Club members meet Wednesday afternoons, weather permitting from 1.30pm to 4.30pm. but can sail anytime during the week with all types of models including yachts, fishing boats, tugs, warships and fast electric. The only restriction is that i.c. (internal combustion) engines cannot be used on Talkin Tarn. The members

also meet on the second Monday of the month from 7pm in the Education Cabin just behind the tearooms at the same site. The aim of the club is to promote all forms of boat modelling with the emphasis on enjoyment rather than competition, and to encourage the complete novice as well as those with experience

to share with other members. The club is affiliated to the Scottish Federation of Model Boat Clubs (SFMBC) and has its own boiler testing facility. Coach trips are arranged to visit model boat shows and you can pick up some bits and pieces from the various trade stands and see other models. Additional

excursions are arranged from time to time, particularly with a marine interest.

Apart from getting help, advice and third party insurance, you will make friends with people with a like-minded interest. Sailing with a group is helpful if things go wrong as the club also has some model rescue boats to recover those that



**RIGHT:** The Gamma fireboat and a Swordsman ready to be sailed.



Talkin Tarn is a huge expanse of water.



celebrate the Battle of Jutland. More information will follow.

Entrance to Mayhem at Wicksteed is free, however there is a fee to enter the park (max. price of £6 per vehicle). Camping and onsite facilities are available via Wicksteed Park. For further information, please contact Martin Davis at: martin@modelboatmayhem.co.uk or visit the forum at: www.modelboatmayhem.co.uk

## Stolen Krick Victoria

Please be on the lookout for a very nice Krick Victoria complete with a Cheddar Puffin steam unit, that was stolen from a member of the Mutual Model Boat Society, Heywood, Manchester, over the weekend of 5th & 6th September 2015. In addition, a Spektrum DX6i, three 40Mhz and two 27 MHz transmitters, plus tools were also taken from the workshop.

Should you hear or be offered this model boat and the other items, please contact Colin Travis, tel: 07905 028298 or the police.

The model is pictured on the club's website: www.mutualmodelboatsociety.co.uk

## Future issues Model Boats 2015 Winter Special Edition

Readers will see on **Page 8** a brief outline of what is included in the next 100 page issue. Model Boats operates on a four week cycle, hence we have thirteen issues per annum and the Winter Special always comes between the November and December magazines. Subscribers get all these thirteen issues rather than the usual twelve which is more common for other monthly magazines. From time to time we have an additional 'Special', usually in the Spring, that is not part of the subscription package, the last two being guest-edited by Glynn Guest and Colin Bishop respectively. Subscription rates and offers are on **Pages 48 and 49** and an annual subscription means you get a total of 1060 printed pages in the thirteen issues, plus six included free plans for your money, which currently can be as little as £41 for a recurring payment, and all delivered to your door.

In the forthcoming 2015 Winter Special, apart from another superb new plan and

## London Model Engineering Exhibition 2016

This is being held at Alexandra Palace, North London from Friday 15th to Sunday 17th January 2016 and attracts 14000 visitors annually. The full spectrum of modelling from traditional model engineering, steam locomotives and traction engines through to the more modern gadgets and boys toys, plus trucks, boats, aeroplanes, helicopters and robots will be featured. Over 50 clubs and societies with nearly 2000 models will be present, displaying their member's work and competing to win the prestigious Society Shield. All of the leading suppliers will also be present showcasing new products and special promotions and giving hobbyists an excellent opportunity to see and compare products under one roof.

Further information from:

www.londonmodelengineering.co.uk Tel: 01926 614101

article from John Parker for Fleetfoot, and the article from Ron Rees on how to easily make bespoke figures for our models, and yes the one depicted on Page 8 is me, there are feature articles on:

- Soldering by Dave Wooley
- The Mountfleet Models Cruiser tug kit by Ivor Warne
- Building an i.c. powered racing boat by Craig Dickson
- A simple hovercraft by Andrew Cope
- Buying model boat steam plant by Richard Simpson

### And for the future?

Apart from the regular Free Plan included with the following

December 2015 issue, in the January 2016 issue there will be another outstanding new Feature Plan article for a Fairey Huntsman, CAD designed by Dave Milbourn, followed by another Free Plan by Glynn Guest in the February 2016 issue, so there is plenty to look forward to in the coming Winter months. In the longer term, Richard Simpson is going to serialise his construction of an inexpensive model steam boat for readers and we have Phil Button with his new TSS Manxman, which will also be serialised over three issues.

**Paul Freshney** - Editor

may break down or malfunction whilst 'at sea'.

As a club, we enjoy building and sailing, the membership including experienced modellers, novices and some who prefer to buy boats pre-built ready to sail. Having been formed in 1991, the club and its members are looking forward to celebrating their 25th Anniversary in 2016.

### Contact details, email:

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Tel: 01228 810916



ABOVE: A very nice Anteo tug from a Panart kit. BELOW: Maid of Ashton is typical of the scale models sailed by Carlisle MBC members.



ABOVE: A RTR warship model on the calm waters of the Tarn.

BELOW: Carlisle MBC also sail radio controlled yachts.





# Fleetfoot

by John Parker

FEATURE  
PLAN

Model Boats  
Winter Special  
2015 issue is on  
sale on the  
30th October  
2015

Figures  
by Ron Rees

100  
PAGES

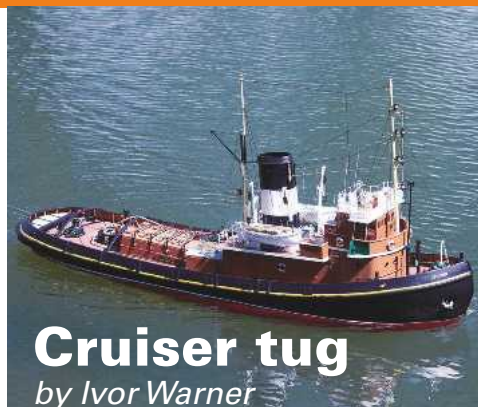
## Next month in *model* Boats

This 100 Page Special Edition has a number of major articles including a new Feature Plan by John Parker with full building instructions for Fleetfoot; The updated Cruiser tug kit by Mountfleet Models is reviewed by Ivor Warne and Ron Rees shows how to make scale figures for our model boats very easily and in all the correct proportions. (The regular December 2015 issue follows and is on sale on the 27th November)

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](http://www.modelboats.co.uk)

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Cruiser tug  
by Ivor Warner

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Text, plans and CD by Edward Tosti



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

Book one will cover building the hull. Book two, which will be published at a latter date, will cover finishing the main deck along with masting and rigging her.

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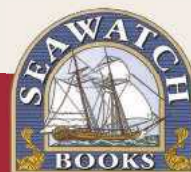
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*Scott Rice builds a 1:72 scale semi-kit of an Australian air warfare destroyer*



# HMAS Sydney



*“I should say that unusually, the full-size vessel is not yet in service, nor will it be for some years’ to come”*

**T**his project started when I first heard the Australian Government was to build three new warships and quite possibly near where I live in South Australia, but they were still considering two different designs at that time. One was the American Arleigh Burke destroyer and the other was the Spanish Álvaro de Bazán class frigate.

In 2007, the Spanish design was chosen for the Royal Australian Navy (RAN) which in turn was to be designated as the three warship Hobart class, with an option for a fourth vessel. Adelaide won the contract to build the three ships with the ship's sections being constructed around Australia in various shipyards and then being assembled at the ASC facility in Osborne (a north western suburb of Adelaide) in South Australia. Russ French of Defence Models and Graphics (DM&G) was also contracted to build six builder's models for the Air Warfare Destroyer (AWD) Alliance, and that is how this project started, namely to build a 1:72 model of a warship that was being assembled close to Adelaide, my home town. I should say that unusually, the full-size vessel is not yet in service, nor will it be for some years' to come, but the background information comes from impeccable sources and you cannot get much better than the builder of official models for that data.

## The Hobart class

These ships are an Australian version of the Aegis equipped Spanish Álvaro de Bazán class

of frigate and are being built by ASC, the primary shipbuilder. At the time of writing, there have been considerable delays in the construction of the warships, with HMAS Hobart now not expected to be completed until June 2017, HMAS Brisbane in September 2018 and HMAS Sydney by March 2020. Navantia is the designer, AWD (Air Warfare Destroyer) Alliance is the project coordinator together with the Forgas Group and BAE Systems Australia being the module builders.

The AWD Alliance, Navantia and the involved shipyards have all been criticised for underestimating the risks, costs and timeframes, together with faulty drawings and bad building practices leading to repeated manufacturing mistakes and blame-passing.

Anyway, once in service these will be air warfare destroyers with a displacement of 6250 tonnes and a length of 147.2 metres (483ft) beam of 18.6 metres (61ft) and propulsion by two General Electric Marine gas turbines as well as two Caterpillar Bravo diesels - a CODAG arrangement (Combined Diesel or Gas propulsion system).

The maximum crew accommodation is 234 and the principal weapons will be:

- A 48 cell Mk. 41 Vertical Launch System
- Two x 4 canisters of Harpoon missiles
- A Mk. 45 five inch gun
- Two Mk. 32 Mod 9 torpedo launchers
- One Phalanx close in weapon system
- Two M242 Bushmaster Typhoon auto cannons
- One Seahawk helicopter





### The model

In 2009, Russ French (of DM&G) was asked about the possibility of a model for general release, but even though Allan Pew of APS Models was making the GRP hull for the official model project, the plans and designs were classified secret by the government. It was not until early 2011 that Allan confirmed that he was releasing the hull as for the Spanish Álvaro de Bazán Class frigate, but by late-2011 the hull could now be sold as for the Hobart class destroyer, so in November of that year, GRP hull No. 8 duly arrived.

During this lengthy gestation period, discussion about the fittings and superstructure parts had been in progress with Russ French. As it so happened, the fittings and superstructure parts arrived at virtually the same time as the GRP hull, but still no plans. The official plans are still classified today and are not for public use, so this has made the construction of the model somewhat difficult, but a small plan was located on a Queensland website (before it was speedily removed) and fortunately there were to hand numerous photos of Russ French's official model of HMAS Hobart.

In the later stages of construction my family had the pleasure of Russ staying with us in March 2013 for a short time and thus the opportunity to see at close-hand the workmanship on some of his official builder's models and his own personal radio



controlled HMAS Hobart. So, armed with a ruler and a notepad, copious notes, measurements and pictures were taken and after four and a half months of work (night and day), the model was finished to a stage that I'm happy with for now.

### Hull and running gear

The hull is of GRP and is produced by Allan Pew of APS Models, as are the propshafts, A-frames, propellers and rudders. The start of construction involved joining the bulbous underwater bow part to the main hull before building could properly begin.

The next stage was more conventional, to install the propshafts and A-frames as in

**Photo 1** and then later, the rudders. A two-part epoxy adhesive was used for this job. When it came to the deck edge stringers, a belt and braces approach was used, these being installed and fixed with a combination of 24hr Araldite epoxy adhesive and small countersunk stainless steel screws through the GRP hull, **Photo 2**.

There is quite a complex set of stringers to support the deck and superstructure as you can see in **Photo 3**. Once all were installed, the countersunk screw head recesses were hidden with standard car body filler. In practical terms, the model which is large, can be lifted quite safely by hands underneath the decks through the openings, with no chance of the whole thing coming apart.







### Decks and superstructure

The decks are a combination of materials starting with the foredeck being of GRP back to the front of the superstructure. The upper, hangar, rear quarter and flight decks are of 1/8 inch (3mm) styrene with the amidships and outer helicopter decks being of 1/8 inch (3mm) plywood. These deck sections were supplied with the laser cut superstructure and if they are good enough for Russ French, then why not me? Glue of choice was once again 24 hour Araldite epoxy adhesive.

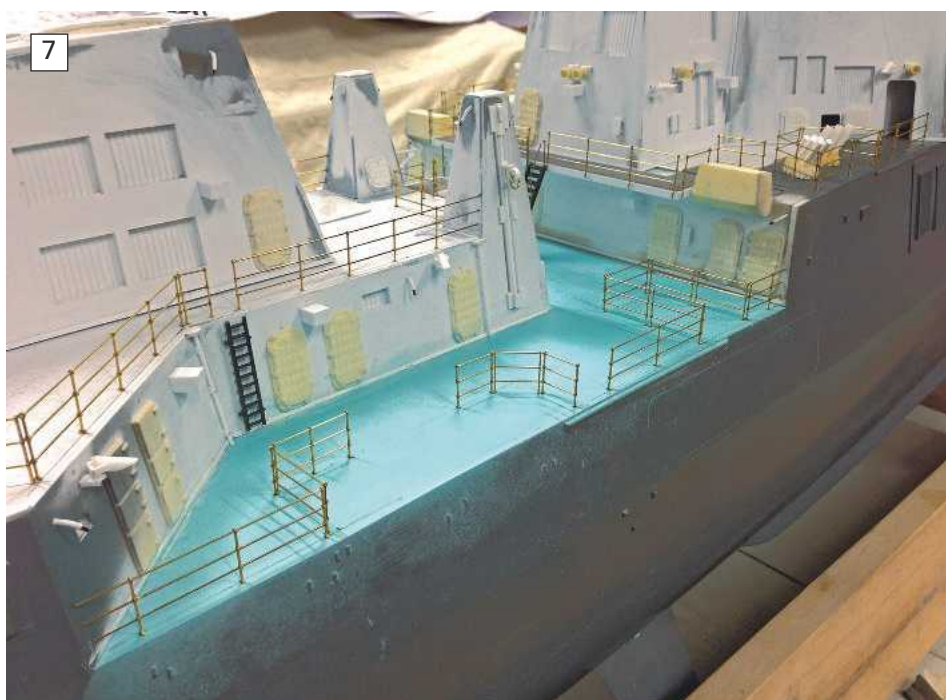
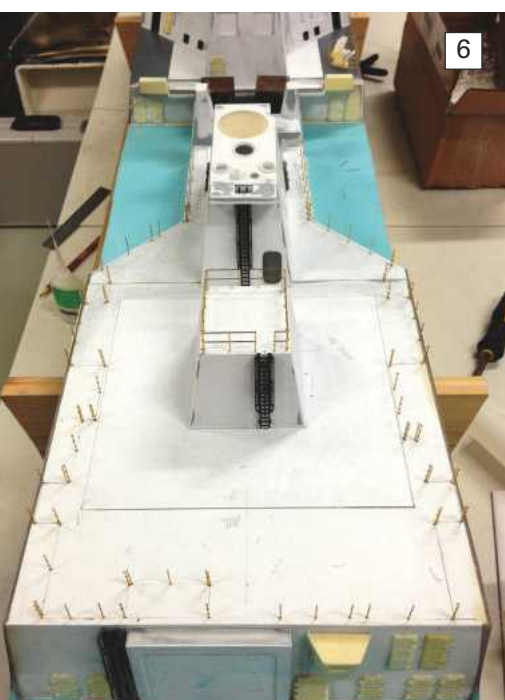
The superstructure was all laser-cut from 1.5mm and 2mm styrene, **Photo 4**, and this was by far one of the most difficult parts to build with all its sections and complex angles. This last picture reveals the huge benefit of laser-cutting and after advice from Russ as to how to hold the individual

parts together, it started to look like as in **Photo 5**.

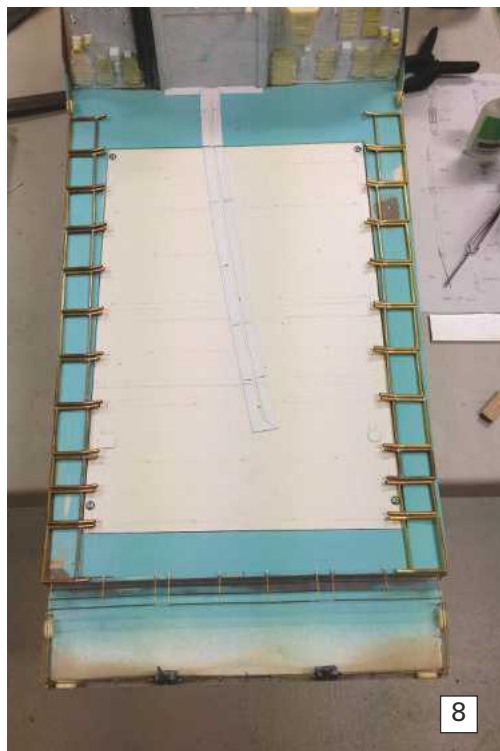
Working with accurately cut laser cut styrene parts is always a pleasure and these are first class. Trimming the edges and the bridge windows and doorways was a doddle and the sharp edges add to the overall look of the finished model. You must remember that Russ was building six identical models, hence as a business, time is money and laser-cutting from CAD drawings is essential to speed construction.

### Handrails, fittings and details

John Haynes' individual photo-etched three and two rail stanchions were used on this model, more than 400 being needed. Installing all the handrails took some time as you would expect, **Photo 6**. The stanchions are easy to use once all their locating



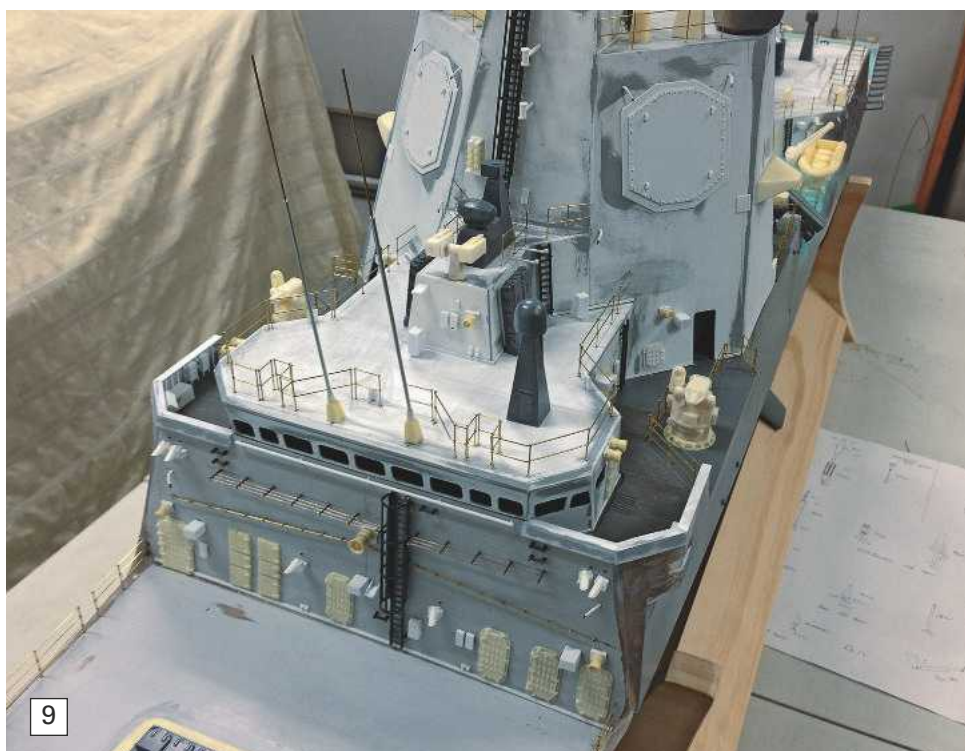




holes have been drilled into the decks with a pin drill. The individual stanchions were then superglued into position as 0.5mm diameter brass rod was slid through for the handrails. It is always worth going 'thinner' for handrails as the paint, particularly if applied by brush, will noticeably thicken them to a non-scale like appearance, unless you are very careful, **Photo 7.**

The flight deck edge safety nets were all made from scratch using small gauge brass rod and tube, bent and soldered to shape as in **Photo 8**, the netting still to be added.

As to the polyurethane resin cast fittings, once again Defence Models and Graphics (Russ French)



supplied these and all with an exceptionally high standard of finish, which is not always the case for commercial fittings. During the project, a new pack of fittings was received as there had been some design amendments to the ships, even at this late stage.

The fittings only needed a wash with warm water and detergent to ensure any release wax was removed, plus a very small amount of work to remove any moulding flash from the casting process. A coat of primer followed by top coat and that was it as far as the majority of the fittings went and you can see some of them unpainted in **Photo 9.**

*BELOW: Awkward getting this picture as the shipbuilding facility is a restricted area, but here is the model of HMAS Sydney with the full-size HMAS Hobart fitting-out in the background.*



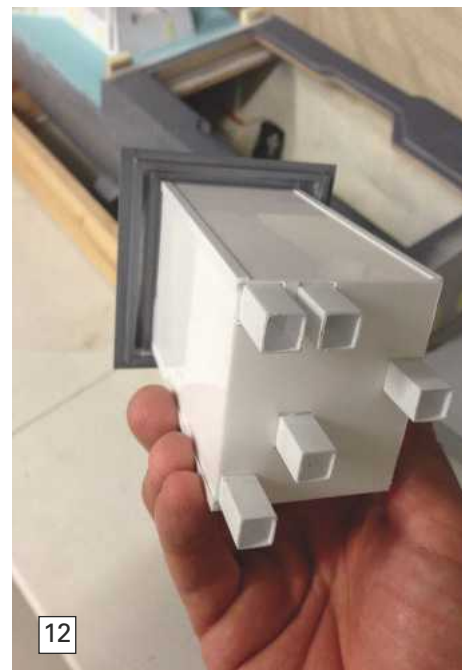




10



11



12



13

### Vertical launch missile system

Around 2006, at the first Task Force 72 annual regatta there were as always, numerous outstanding models in one place and all to the same 1:72 scale. Russ French's (yes, him again) model of USS Winston Churchill had a working vertical launch missile system that impressed all who saw it and he has been quite forthcoming about how it works in the intervening years, which is actually quite simple.

The first task was to make the launcher which consists of styrene tubing, **Photo 10**, and a top plate with all its hatches as in **Photo 11**. Not all are open, only those that have missile tubes beneath them.

**Photo 12** is of the whole unit from beneath and **Photo 13** is of it installed, the entire item simply 'plugging' into the deck opening and the important bit? The functioning model missiles each have a polyurethane resin cast warhead and a main body of styrene tube with a mini-rocket motor fitted in its rear end that sits on a fuse ready for firing. This system has been approved to be used, but only with the agreement of our Australian Task Force 72 group, our local council and the insurers. This has taken some time to arrange and a lot of work by members of Task Force 72.

### Motors and power

The motors in HMAS Sydney are called 'Crest' in Australia. They are 12 volt units with a maximum of 3300rpm no load, and a weight of 700 grams per motor, **Photo 14**. At full speed they draw just over four amps, being run from two 12v 7.2Ah SLA (Sealed Lead Acid) batteries. Two such batteries provide a day's sailing, so no complaints about that. Two Electronize FR15HVR speed controllers are installed, one for each motor and the radio system set-up is for tank steering style with independent motor control. This gives great control of the model with the ability to rotate it on its own axis which is fun when coming into berth at the pondside. This system is also great for turning sharply as you can immediately reverse the inner propshaft with the outer one still full ahead.

### Glues and paints

When building with styrene, a glue called 'Liquid Poly' (a solvent) is really good. This comes under various brand names, but by applying small amounts to both edges that you wish to glue, it melts and fuses them creating a very strong weld. Thin (runny) superglue can do a similar job, but it will usually create a relatively brittle joint. Both adhesives have their place, but there is no doubt that the solvent if used sparingly, really does weld the styrene to styrene joints.

Painting - apart from priming some small parts to check for blemishes etc. as construction proceeds, the under and colour coats are not applied until the whole model has been built, at least that is my method. The downside is that after undercoating (primer) there is a lot of masking to be done and perhaps singlehandedly I am keeping Tamiya in business, as their low-tack tape is outstanding, leaving no residue, clean sharp paint edges and

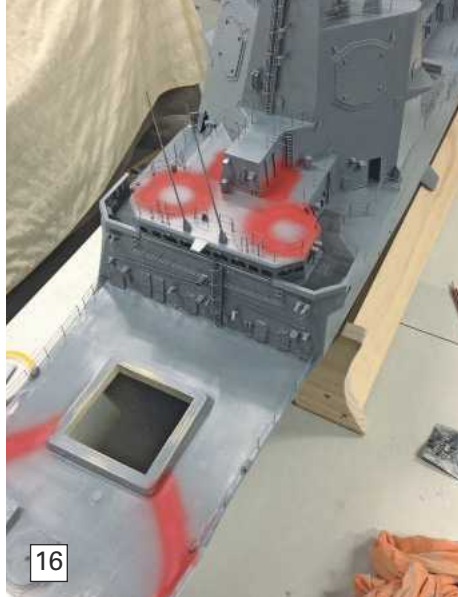


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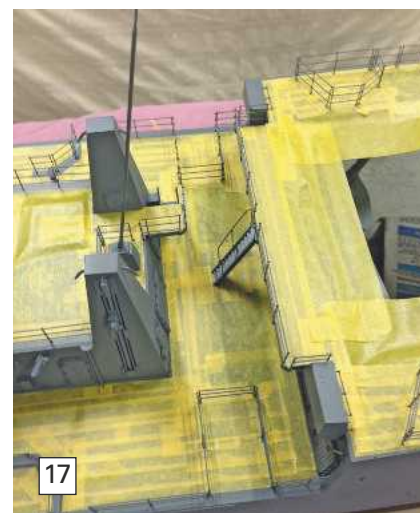




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coming in handy dispensers, although you can purchase refills. However, it is not inexpensive relative to conventional masking tape.

**Photo 15** shows the start of the painting process with the deck markings being over-sprayed in **Photo 16** before being masked for the final deck, superstructure and hull colour coats.

Traditional enamel paints were used throughout, this being my preference for this model. The actual final deck grey is a dark grey sort of pewter colour, and everything was sprayed in that shade first before the masking as you can see in **Photos 17** and **18**. Masking the decks was a huge job (yes, very huge), but the end result was as in **Photo 19**, here showing the area just in front of the bridge.

Going to the aft end of the model, **Photo 20** shows the white flight deck markings and the red warning circles on the aft superstructure and **Photo 21** is of the forward superstructure again.

Although this may all seem rather laborious, it is only a matter of preparation and devising a sequence for the painting schedule, accepting that the early primer coats may well be partly redundant as these will inevitably show the faults and blemishes not apparent until the paint is applied and so further sanding and filling may be required.





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### Conclusion

This model was built in a relatively short timespan and looks good on the water, **Photo 22**. Allan Pew has captured the hull lines perfectly and the pièce de résistance?

**Photo 23** is of a missile being fired, but as I wrote earlier, the system is unique to our Task Force 72 group in Australia and it required considerable effort to get both insurance and official approval for it.

In late-2014, HMAS Sydney sailed with her consorts HMAS Brisbane and HMAS Hobart at the annual Naracoorte Task Force 72 regatta, **Photo 24**, a rather thrilling occasion for all of us.

This build has tested my skills as a model boat builder, but with the overall outcome of the finished model I'm very happy. Sailing HMAS Sydney is a pleasure with plenty of power and great manoeuvrability due to her twin shafts and twin rudders and a big thank you to Russ French for his ongoing support throughout this project and Allan Pew for his superb GRP hull moulding.



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### Scott Rice

Scott has been interested in model boats from around 10 years of age, but he didn't start building model boats until he was 30, but since then has had more than a decade of fun and pleasure from the hobby. He lives in Australia and joined the group called Task Force 72 in 2004 and has not looked back.

Task Force 72 in Australia is a club that specialises in models to scale of 1:72, mostly warships of all nationalities, but some merchant ships are now making a mark in the group as well.

### Russ French

He works for Defence Models and Graphics in Australia and supplied all the cast fittings and laser cut superstructure. You can contact him for product pricing via his website: [www.defencemodels.com.au](http://www.defencemodels.com.au)

### Allan Pew

He is one of Australia's biggest 1:72 semi-kit suppliers and runs APS Models selling resin castings and hulls for warships principally from WW2 to the 21st Century. Allan does not have a website, but you can email: [apsmods@bigpond.net.au](mailto:apsmods@bigpond.net.au)

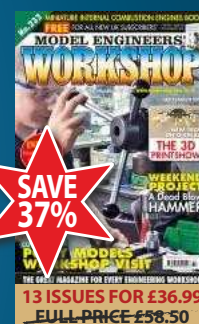


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# Work Horse

**Tony Wright**  
presents a new  
Model Boat Plan

“If this is your first build project from a plan, either way I don't think you should have any problems.”

**A**s a dedicated i.c. powerboat man, I am slowly coming round to the sheer convenience of electric powered models and the last few model aircraft I have designed have all been powered by electric motors, with great success. The original Work Horse was powered by a PAW 1.5cc diesel engine and the model presented to you here is a slightly smaller electric version of that i.c. engined craft, this version being built almost entirely of balsawood, but it could equally be built from plywood. It is 28 inches (71cm) long and 8 inches (20cm) beam, intended for two channel radio control with a brushed 500 type of electric motor for propulsion.

If this is your first build project from a plan, either way I don't think you should have any problems. The actual design is not based on any full size prototype as it's just an amalgamation of some favoured different boat styles.

## Before you start

A set of suitable tools is essential, but the requirements are actually very few. An off-cut of kitchen work top makes for an ideal building board as it's usually perfectly flat and a large self-healing cutting mat is a must. They don't cost much and make accurate cutting a lot easier and save your work surfaces. Regarding cutting, a Stanley or equivalent craft knife is handy for the bigger cutting jobs and please don't skimp on replacing a blunted blade. When cutting balsawood, as soon as it starts to tear or crush, please change the blade as things will only get worse. Get yourself a nice steel two foot long rule and the high street 'Pound' shops can be quite an Aladdin's cave for inexpensive, but

adequate enough tools. A set square will be needed to ensure the bulkheads are at 90 degrees to their bases and you will need pins to hold the parts together whilst the glue is setting. None of these tools are exceptional and I guess most of us have them anyway.

## Materials

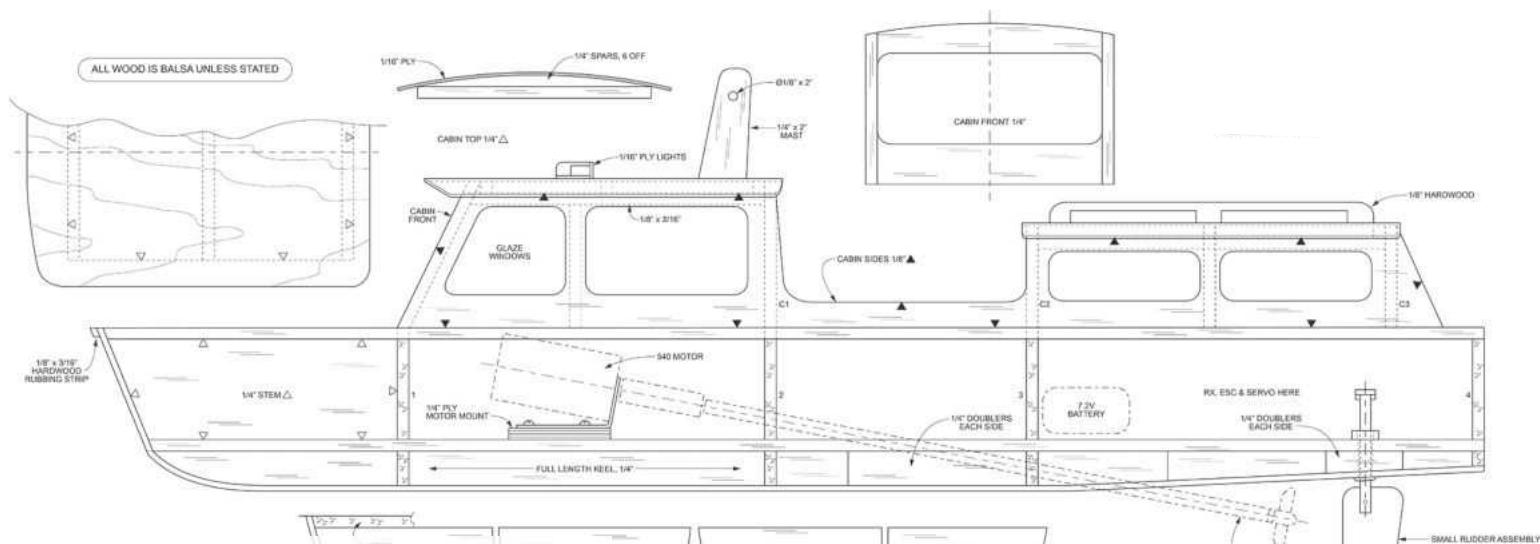
You will need five sheets of 1/4 x 4 inch x 36 inch (6 x 100 x 900mm) and four sheets of 1/8 x 3 x 36 inch (3 x 75 x 900mm) balsawood, but with careful cutting, you will probably not need all of this. I would suggest checking the grade as you really want medium hard sheets. As a rough guide, the darker the balsawood is, then the harder it usually will be. For the cabin roofs a small piece of 1/16 inch (1.5mm) plywood is required.

Adhesives? If you are not in a hurry, then a water resistant PVA glue will be fine as it will all be sealed anyway. If like me and you can't wait for glue to set, then use superglue, but for securing the propshaft tube etc., five minute epoxy adhesive will be best.

## The hull

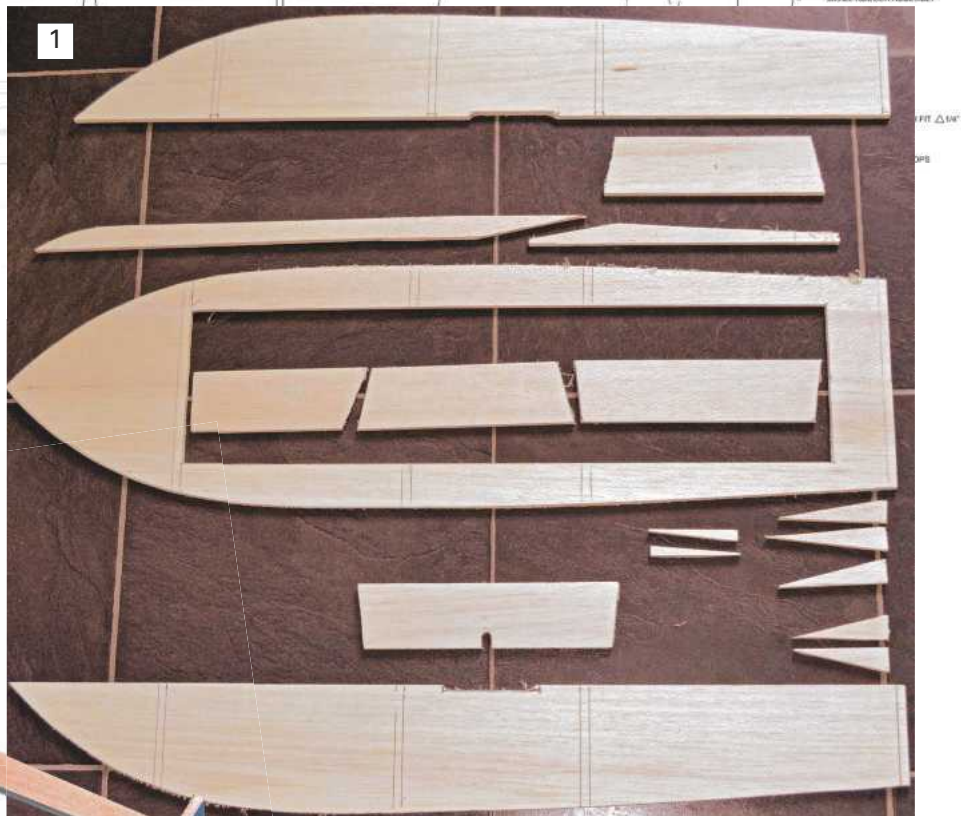
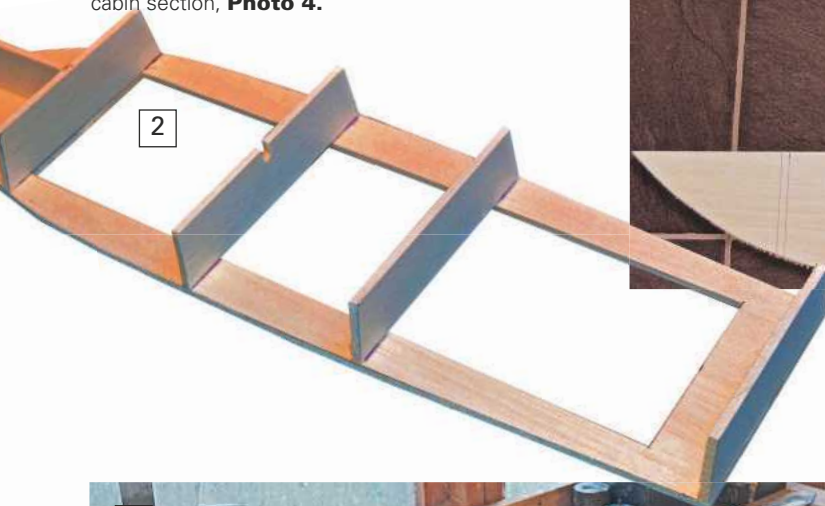
The first job is to cut a set of parts, please see **Photo 1**. To mark out the curved parts lay the balsawood sheet underneath the plan and with a pin, prick through (marking the positions of the bulkheads at the same time). You can now join the dots on the wood with a pen and cut the pieces to shape. Alternatively, you can make tracings of the parts, or photocopy sections of the plan, and use these as templates. Cut the deck and the chine pieces as pairs as this will ensure symmetry. The



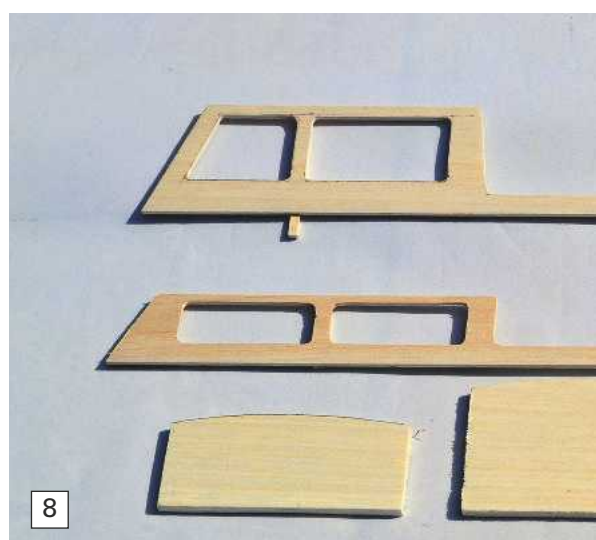
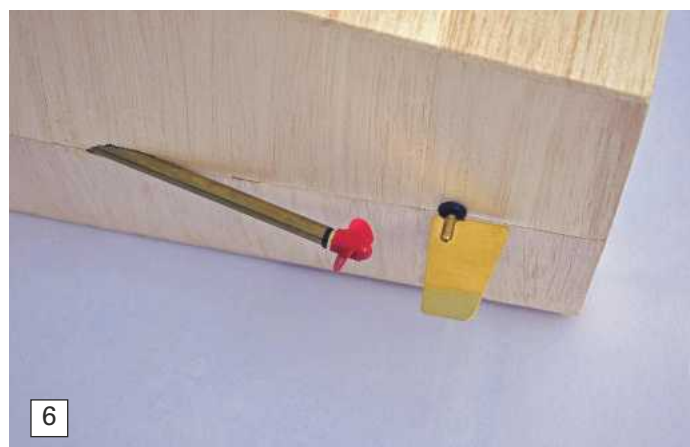


bulkheads etc. are all just straight lines, so you could just use a ruler and pen to mark them out. To join the two halves of the deck and chine pieces, use a length of tape to join them together forming a hinge, then fold them back and apply glue to the exposed butt joint and then lay them flat again and weighted whilst the glue sets.

Now lay the inverted deck on the building board and glue the stem piece and bulkheads to it, checking that the individual parts are nice and square, **Photo 2**. Let whichever glue you are using set properly, then add the chine piece, holding it in place with pins and/or small weights before adding the keel pieces (including the propshaft and rudder doublers), **Photo 3**, and the triangular lower bulkhead parts. The propshaft is only temporarily dry-fit installed at this stage. Please also note the notches in the edges of Bulkheads 2 and 3 for the motor wires to pass through to the rear internal cabin section, **Photo 4**.







The basic hull framework is now complete, but the outer edges need to be chamfered to create the maximum surface area to which to glue the side skin pieces, **Photo 5**. It is best to use a length of straight scrap wood, about 12 x 3 x 0.5 inches (300 x 75 x 12mm) with a piece of 100 grit sandpaper wrapped around it for this sanding job.

Once you have the hull's framework edges all nicely bevelled, the outer skins can be added, and I would suggest covering the bottom first and then the sides, all with 1/8 inch (3mm) balsawood with the grain running across the hull to make it easier around its curves. Once the glue has set for the bottom pieces, trim the overhangs using the sanding block once again, and then skin the sides with the grain vertical, before trimming the edges once everything is secure. It is probably best to leave it all overnight between skinning the hull's

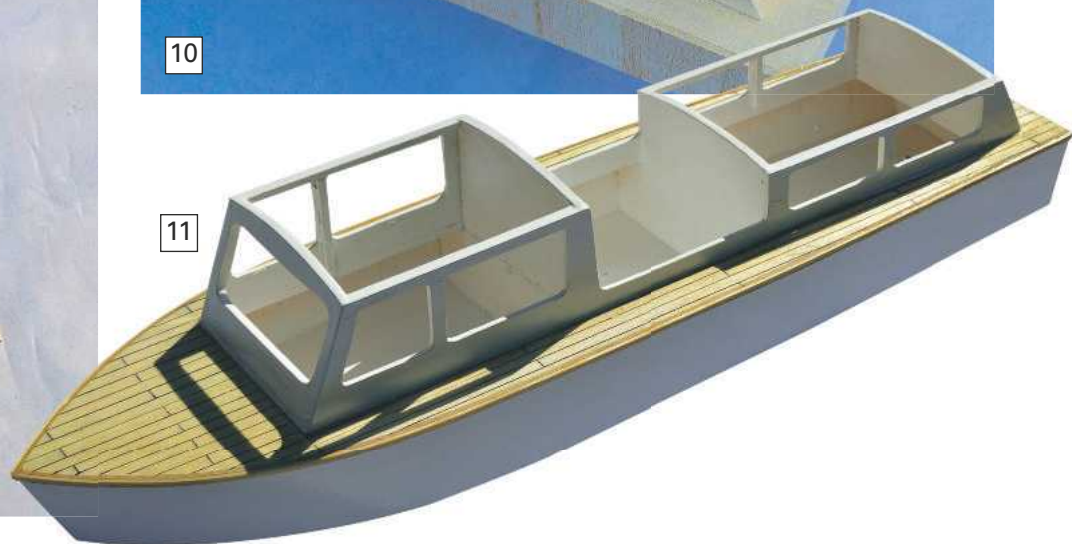
bottom and its sides. Rubbing and chine strakes can be added now, or later after sealing the hull - the choice is yours.

### Driveline

You will have noticed that the running gear has not yet been permanently added as it is easier to sand the balsawood hull without a propshaft tube sticking out of it, but now is the time to fit that and the rudder, **Photo 6**, this picture also showing the 'run' of the balsawood grain on the skins. A 12 inch (30cm) propshaft has been used on the prototype and where the tube passes through the hull, it was well-roughed up(!) before being glued in place with epoxy adhesive. The motor in this prototype is a 20 year old brushed 540 can type and it still works okay, so why not use it? A simple L-shaped







alloy mount was made, but you could equally use a commercial version, and it is fixed into the hull on a piece of 1/4 inch (6mm) plywood, **Photo 7**. An aligner was used to make sure the motor and propshaft were indeed in line, this being replaced with a flexible coupling for operational use. The rudder and its tube are nothing out of the ordinary, it being a commercial item. As an idea for drilling a hole through balsa wood, have you ever considered using the end of a broken transmitter aerial or just a piece of slightly sharpened brass tube instead of a drill, which in soft woods can often tear into the material?

## Cabin

If you haven't already cut out the cabin sides, then now is the time to do so, **Photo 8**. When cutting

the window openings, it is a good idea to drill a small hole at each corner before joining these with a firm knife cut and if you can cut-out the openings from both sides, you will end up with a much neater job. Glue the three cabin bulkheads to the cabin sides before adding the front window piece and the various supporting gussets, **Photo 9**. The cabin sides are permanently located within the deck opening, the bottoms of the bulkheads also adding strength. **Photo 10** is of the stern section and **Photo 11** of the whole thing, the cabin's sides, front and back and bulkheads being permanent parts of the whole hull structure.

You will notice in these last pictures that the cabin sides have been strengthened along their top edges and on the panels between the window openings. Access is via the removable cabin roofs



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The stump mast is just two pieces of 1/4 inch (6mm) balsawood with a length of bamboo cane as the cross piece and once painted it was secured with a screw from beneath the forward cabin roof. Handrails and navigation light surrounds are from scrap wood, but you can detail Work Horse as much as you wish.

BELOW: A flexible coupling replaces the aligner for operational use.



which consist of 1/4 inch (6mm) sheet 'plugs' that are an interference fit between the cabin's sides and bulkheads, fore and aft, with shaped ribs added to their top faces, as in **Photo 12**, and pieces of 1/16 inch (1.5mm) plywood are then laid and glued over these formers. The removable cabin roof sections are then just a nice positive fit into the main cabin body sections. This avoids the need for a coaming at deck level and if the window glazing, still to be fitted, is well glued in place, water has to go over the top of the cabin to stand any chance of entering the hull, **Photo 13**. This is all much better than having a low coaming with a cabin located over it.

### The great cover-up....

There are many ways you can seal and paint a wood built model, but this is my method.

- 1) First give the model a final overall sanding.
- 2) Fill any knocks and dents with standard domestic filler.
- 3) If you intend to imitate a planked deck, always use a decent black ball point pen.
- 4) Give the hull and cabin a coat of un-diluted cellulose dope, allow to dry, lightly sand and repeat.
- 5) Following Glynn Guest's recommendation

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of covering the larger hull panels with lightweight model aircraft tissue, this is well stippled into place with cellulose dope once again, that may need to be slightly thinned for maximum penetration.

The great virtue of cellulose dope is that it partly dissolves itself as each coat is applied, building-up a really nice hard and smooth surface with a light sanding between coats. For the final colour coats, car touch-up aerosol spray cans are as good as any, but I note the price of these has been slowly rising.

### Final assembly

Before you glaze the windows we should fit the radio control system and on Work Horse, the receiver, esc and rudder servo have been installed within a covered and hopefully sealed box, its lid being of clear styrene, **Photo 14**. This adds a bit more protection to the electric's against the elements. The battery is a 7.2v NiCd six cell pack and switching On and Off is just by connecting the battery, a BEC (Battery Eliminator Circuit) system being used to power the receiver and rudder servo. You could fit a 6v SLA battery, but for performance and weight reasons, the former is better and you could go up to 8.4v for even more speed. An alternative would be to use either a 2S LiPo (7.4v) battery or for rocket-like performance, a 3S LiPo (11.1v), but user beware! The rudder servo is a cheap 9gm type, more than adequate for the task on this model and the brushed esc is a low cost item from China. The transmitter and receiver used are a 'value' 2.4GHz combo that has proved

more than adequate. In this picture of the radio compartment you can see the window glazing in place, glued with a 'canopy' type of PVA glue that dries clear, but you could equally use epoxy, with care.

### On the water

Work Horse handles very well and with its 540 type of motor and a 7.2v NiCd pack, it just about holds its own against a Sport 500 racing boat, perhaps in part due to its lightweight construction, **Photo 15** being of it at speed. **Photo 16** is of Work Horse at a more sedate pace, and perhaps some internal detail might enhance it all, plus a crew of some sort.

One thing though which I did learn the hard way on its first voyage, was that it is not a good idea to have tools in your top pocket at the pondside, as when one bends over, they will, sooner or later, fall out into the depths of the murky water never to be seen again - lesson learned!

### Conclusion

I hope this simple model will appeal to readers of Model Boats. It is quick to build using basic tools from balsawood and plywood. No special skills are needed for its construction and it is an ideal model for youngsters to have a go with, and perhaps be encouraged to develop their interest in our hobby.

For any further questions, I can be contacted by email: [thepufango@gmail.com](mailto:thepufango@gmail.com)

*Enjoy your hobby - Tony Wright*

### Plan for Work Horse

The full size single sheet plan No. MM 2108 is now available from MyHobbyStore Ltd and is priced at £12.50 + p/p as of October 2015. The model is 28 inches (71cm) long and 8 inches (20cm) beam for two channel radio control and electric 500 type of motor. It is suitable for newcomers to the hobby and no special skills or tools are required for its construction from balsawood.

**MyHobbyStore plans may be purchased online at [www.Myhobbystore.com](http://www.Myhobbystore.com) or please call: 0844 848 8822, 1000hrs to 1600hrs, Monday to Friday.**











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# Range Finder



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

ABOVE: HMS Biter had the distinction of being escort to the Queen Elizabeth during the visit of the three current Cunard liners to Liverpool in May 2015. Please note that HMS Biter is flying both the Union Jack and White Ensign.

**W**elcome once again to our regular sortie into the world of fighting ships and this month we have Part Two of our look at the Royal Navy's HMS Biter, a P2000 patrol and training craft. Also we continue with Part 13 of our Deans Marine HMS Skirmisher, plus have our usual Mystery Picture teaser.

## HMS Biter P270 Photo File - Part Two

Last month's issue concluded with a general view of the bridge and deck housing. We now continue from this vantage point, first with a view forward of the upper bridge. Here there are a number of fittings



Photo 1. Various fittings, such as the loud hailer and a searchlight are mounted on top of the internal bridge roof.

Photo 2. A clear view of both the upper and internal bridges.







Photo 3. Inside the internal navigating position, it's interesting to note that the helm is a conventional steering wheel rather than the smaller half-wheels of those aboard such vessels as the larger RN River class.

Photo 4. The mountings support a number of digital readouts which include a propshaft tachometer, echo sounder and fuel gauge.

Photo 5. The rear of the internal bridge is used for navigation and communication purposes.

Photo 6. A general view of the external upper navigating bridge where the shrouded fitting is the Pelorus.



such as a small searchlight, loud hailer and the ship's pennant number, **Photo 1**. Moving to the starboard side, **Photo 2** shows the upper and internal navigating positions and it's worth noting the location of the relatively small starboard navigation light just below the ship's badge. The window adjacent to the louvres is for the wardroom, which is entered from the rear of the superstructure.

### Internal navigating position

Given that the P2000 class are relatively small and thus more likely to be modelled to a large scale, I have selected a number of pictures of the internal wheelhouse as these would be noticeable features for inclusion on such a model. The box over to the right of **Photo 3** is known as a Heading Repeater. Looking up towards the underside of the roof is an array of monitoring instrumentation, **Photo 4**, whilst when looking aft we have view of the navigation and communications area, **Photo 5**.

### Upper navigating position

Over to port within the internal wheelhouse, is a companionway and hatch for direct access to this upper navigating bridge. Suffice to say that HMS Biter can be controlled from either, with **Photo 6**



Photo 7. The upper steering position has the same instrumentation as the lower enclosed bridge and immediately in front of the stainless steel wheel is a rudder deflection indicator.

Photo 8. Between the control console and windscreen is a magnetic compass and digital revolution readout device.

Photo 9. On the starboard side of the upper bridge are boxes containing lifejackets and survival suits.

Photo 10. Looking aft and between the port and starboard louvred ventilation trunking, are the parallel support bars for the mast with its navigation and communication equipment.

Photo 11. A view of the mast, but looking from aft.



giving a general view of the upper bridge and it's worth noting the position of the access door. The covered fitting mounted in the middle is the Pelorus. The next picture shows in detail all the instrumentation which is basically a repeat of that inside the main superstructure. The console is such a prominent feature on the P2000 class it really needs to be accurately reproduced on a model, **Photo 7**. There is a radar monitor to starboard, but out of view in this last picture. Slightly forward of the console are some more instruments, one being a magnetic compass as well as a digital revolution counter, **Photo 8**.

Further over to starboard within this open upper navigating position are various boxes containing lifejackets and survival suits, **Photo 9**. From the same vantage point, but now looking aft, we have







a view of the louvred ventilation trunking, port and starboard. Just visible and attached to the starboard trunking in **Photo 10**, is a fold-down chart table. Please note that this last picture is partly an optical illusion, as the Pelorus is in fact well forward of the chart table. **Photo 11** is a view of the mast looking aft with its relatively basic communication aerials and lights.

## Quarterdeck

Looking downwards from the rear of the upper navigating position is a recovery mat designed to be hoisted out to either side of the vessel and it can

then be directed beneath any person in the water, thus easily hoisting the (new) occupant to safety, **Photo 12**. For hoisting this mat there are two manually operated post derricks with the relevant tackle, positioned directly aft either side of the ventilators and pivoted at the base as seen here in **Photo 13**, with exactly the same to starboard, **Photo 14**. There is also more to the hand winches than might at first seem to be the case, **Photo 15**. The wardroom is located aft of the internal navigating position with direct entry from the quarterdeck. This wardroom itself is small, but still furnished to represent in many respects those aboard larger RN vessels, **Photo 16** (the window

*Photo 12. The recovery mat and two inflatable liferaft containers on the transom deck edge.*

*Photo 13. The pivot assembly at the foot of the port lifting post.*



*Photo 14. There are identical lifting posts, port and starboard, and you can also see the design of the cross bars at the base of the mast.*

*Photo 15. A mechanical hand winch is fitted to each lifting post.*

*Photo 16. Quite cosy is the wardroom!*







Photo 17. Viewing the quarterdeck and it's worth noting the camber on it and that all the handrails are of stainless steel.

Photo 18. A full view of the transom. Below the waterline, HMS Biter is fitted with a fixed wedge arrangement which improves the warship's overall speed and fuel economy performance.

to the right of this picture being the same one in Photo 2). Our final pictures for this visit focus on the quarterdeck from aft, **Photo 17**, which shows a wealth of detail especially the stainless steel handrails. Finally the whole transom is featured in **Photo 18** and it's worth noting that below the pennant number is a knuckle, a clearly visible feature.

### Conclusion

The P2000 class are stationed around the UK and are a tangible RN presence in local areas, albeit as training vessels for RN University Officer Cadet Units. These are an attractive small RN warship and will make for an interesting model project that should perform well on the water and for regular readers' interest, Malcolm Richardson's superb HMS Smiter P272 model was featured in the March 2014 issue of Model Boats. Pages 64 to 66.



## HMS Skirmisher - Part Thirteen Torpedo tubes

There is very little detailed information on the type of torpedo tubes fitted to the Scout class cruisers, although the specifications make reference to two 18 inch tubes together with an outline on the builder's profile drawing indicating their position on the main deck aft. Beyond that, it's a case of referencing photos of the period and where applicable builder's models. Torpedo tubes as fitted to surface craft of the period of HMS Skirmisher were either fixed or had a hand cranked gear drive to move the torpedo tube on to the target and they were very different to the types developed later. On HMS Skirmisher, the torpedoes were lifted from below by means of a davit via a hatch located athwartships on the centreline adjacent to each tube. These were then loaded on to a wheeled bogey and moved the short distance to be loaded into the relevant port or starboard tube.

### The torpedo tube assembly in miniature

There are a limited number of visual references, but one particular picture shows a single tube as fitted to the large destroyer HMS Swift that was completed in 1907 two years after HMS Skirmisher, and as there is no definitive evidence to show the exact appearance I used that picture as a guide. The drawing does however show the mounting detail for the tubes which has allowed me to assume there is some correlation between the two, so it's on this basis that the model(s) has been made.

To be candid, using the picture as a guide to create the parts for the model was the easy bit, but knowing the function of each of them was much more difficult as this type of hand-worked torpedo tube is very different from the power operated types of later years. Aiming was more 'line of vision', with a simple fore and back sight mounted on the tube. There was however, a torpedo director position, usually mounted at a higher level, and this worked out the deflection when factoring in the speed and direction of the target as well as the speed and direction of the ship itself. The principal torpedoes of the period were the 18 inch Mk. IV to Mk. VI types, capable of 30 knots being powered by compressed air with a range of about 1500 yards.

### Torpedo tube assembly

As mentioned already, there is no definitive drawing for the torpedo tube assembly, so what is being constructed is based on a similar arrangement seen on the flotilla leader HMS Swift. As is usual, the task is to reduce the device to a number of ready to assemble parts.

As the torpedo tube is divided into three main sections, the trick is to form a central core to which all the other parts can be attached, although those for the geared hand drive will be dealt with separately.

As can be seen in **Photo 25**, here are all the parts cut and ready for assembly. Although there are 30 or so parts, the method of assembly is quite straightforward. Like a gun barrel, the main tube is divided into three sections with two separator rings



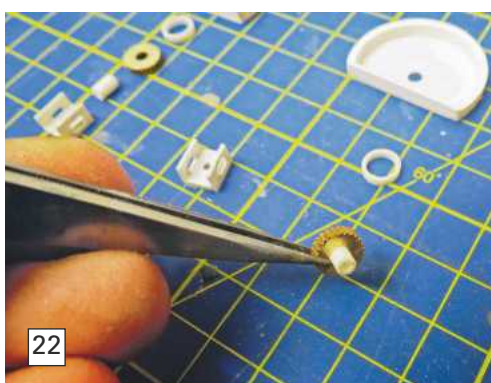
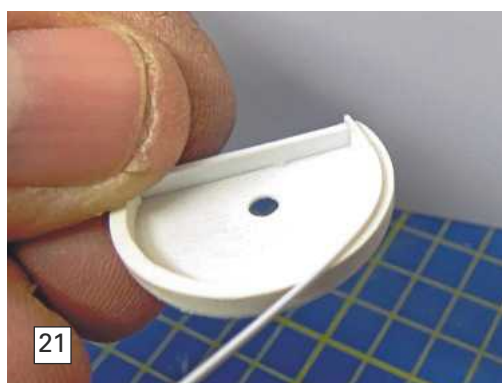
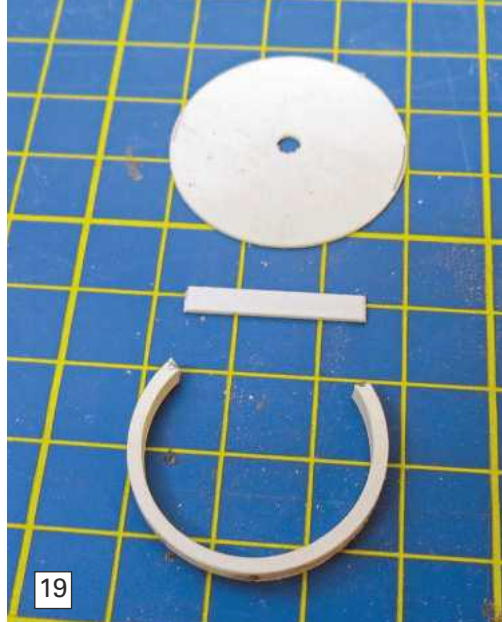


Photo 19. The three basic parts for the semi-circular turntable torpedo tube mounting.

Photo 20. Each of the parts that make up the torpedo tube mounting see text.

Photo 21. Torpedo tube track guide being fixed in place.

Photo 22. The inner ring of 3.2mm o.d. styrene tube inserted into the training gear.

Photo 23. Deck securing pin and common linkage joining with the torpedo tube support

Photo 24. Torpedo tube U-support and gear drive resting inside the semi-circular mounting.

## Constructing the parts

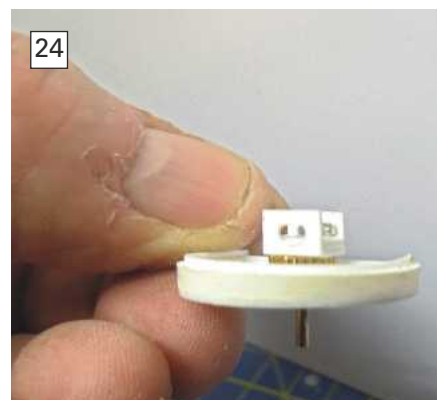
The first task is to make the semi-circular turntable mounting. I say semi-circular, as part of the mounting runs parallel with the deck edge as per the drawing and is cut from 28.5mm o.d. styrene tube with the base formed from 1mm styrene cut to fit using a compass cutter as in **Photo 19** (the squares on the cutting mat are at 10mm spacing). The mounting and training gear drive parts were all prepared for assembly as in **Photo 20**, which is annotated as follows:

- 1) Semi-circular turntable mounting from 28.5mm o.d. styrene tube.
- 2) Traversing ring from 7.1mm o.d. styrene tube.
- 3) Training gear cut from a discarded length of a Huco coupling brass insert.
- 4) Inner ring of 3.2 mm o.d. styrene tube.

5) Torpedo tube U-section mounting, Evergreen Ref. No. 254, cut to fit.

6) Deck securing pin and common linkage, 1.5mm dia.

Taking a strip of Evergreen Ref. No. 112 (0.4 x 1.0mm), this is cut to length and bonded to the inside edging, to form the traversing track guide for the torpedo tube, **Photo 21**. Assembly of the mounting commences by fitting the inner ring (4) into the training gear (3), **Photo 22**, and this is followed by fixing the outer ring (2) to the underside of the training gear (3). The deck securing pin and common linkage (6) is inserted through the inner ring (4), **Photo 23**, joining with the torpedo tube U-section Evergreen Ref. No. 254 6.3 x 6.3mm (5) yet at the same time remaining free to rotate as in **Photo 24**. With the mounting assembly complete, attention could now turn to the torpedo tube itself and traversing drive.



[bulkhead mounting rings] formed from Evergreen Ref. No. 229, 7.1mm o.d. styrene tube. Connecting all of these individual parts into one unit, is a styrene tube insert. Please note how the outer end (muzzle) is shaped as this is important to the final assembly. The torpedo tube is made by using four core parts, **Photo 26**. (overleaf)

The three sections that form the tube, it being of 6mm o.d. aluminium tube are cut to lengths of:

- A) 14mm
- B) 16mm
- C) 23mm

Plus 'D' the styrene tube insert, Evergreen Ref. No. 226, 4.8mm o.d. x 42mm length. The muzzle section of aluminium tubing will need to be partly cutaway.

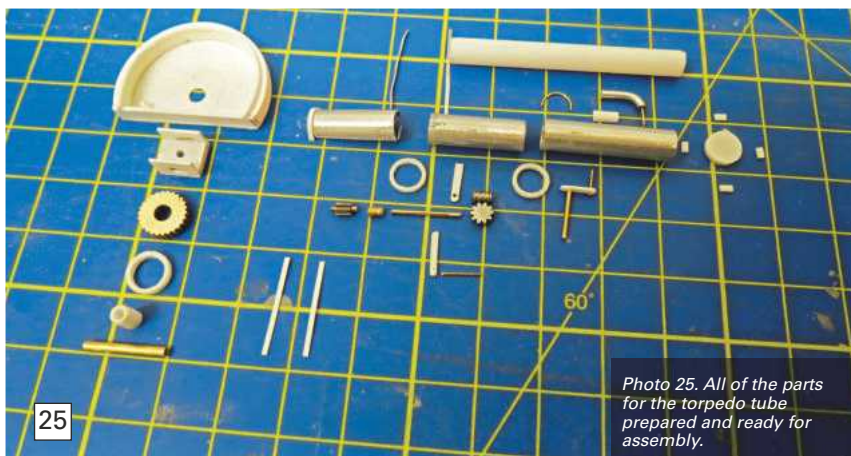


Photo 25. All of the parts for the torpedo tube prepared and ready for assembly.

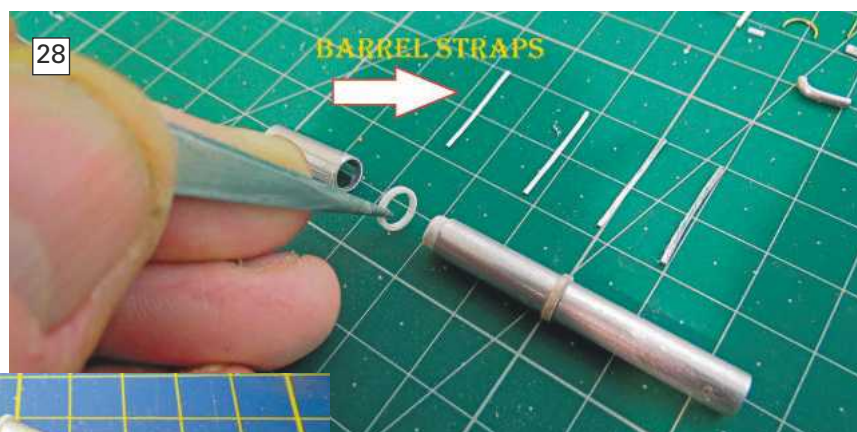
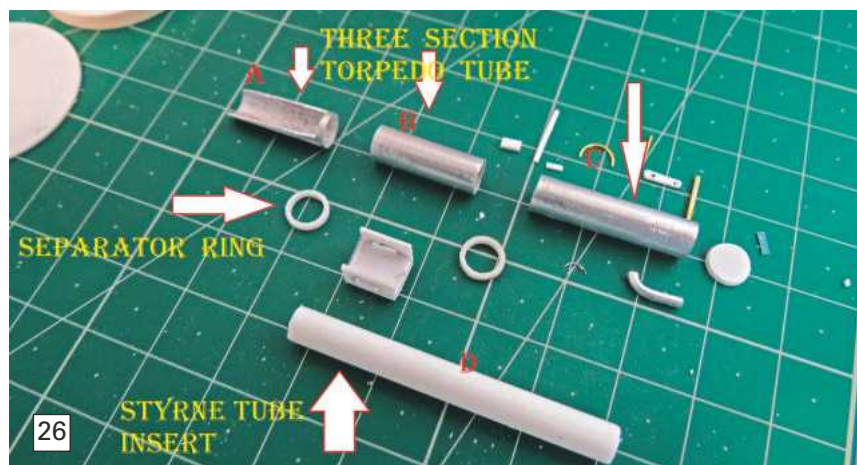


Photo 26. The 4.8mm o.d. styrene tube is used to join each of the three sections of the 6mm o.d. aluminium torpedo tube.

Photo 27. Joining each section of the tube around the styrene 'inner tube'.

Photo 28. Two separator rings are added, followed by the barrel straps either side of each ring.

For assembly, first the styrene tube insert is slid into the barrel breach section and a mounting ring added as in **Photo 27**. This is followed by the barrel middle section with the separator ring added. It is worth noting that there should be just sufficient styrene insert remaining to add the barrel muzzle piece and also that there are four barrel straps (of Litho plate) to go around the tube either side of the separator rings, **Photo 28**.



### Fitting the detail parts

The first of the fittings added to the torpedo tube was the firing valve housing formed from 1.8mm aluminium tube, all the metal tubing being sourced from Albion Alloys, **Photo 29**.

Photo 29. Using 1.8mm o.d. tube for the firing valve housing which is added to the breech end of the tube.

### Turntable gear drive

One of the more testing parts of the assembly was creating the hand-cranking gear and worm drive. I must emphasise that whilst the parts may appear to be working, working they are not, as it is all just for visual effect. At the c1905 period for HMS Skirmisher, the training of torpedo tubes to target on surface warships was by and large a muscle power operation that required some form of hand-cranked gear drive and it is this mechanism that is the next task.

One of our creative assets in this hobby, is the ability to make use of what might otherwise be discarded. Referring back to Photo 25, you can see a number of small gearwheels, all sourced from an old clock mechanism. In fact there were enough that could be adapted for the two torpedo tube mountings. This work involves the upper gear which engages with a worm drive, and the lower gear which engages with the main training drive seen here fitted to a common shaft, **Photo 30**. This assembly was then fitted to the inboard side of the tube as in **Photo 31**.

With the vertical gear drive in place, the worm gear could then be fitted. It was fortunate that the old (and discarded) gear wheels used are of a size that can be considered to be appropriate in scale terms to the torpedo tube itself and last but not least, the handle was added to the worm drive, **Photo 32**. Other parts fitted to each tube were a sighting bar,

### Answer to the October 2015 Mystery Picture

**The clue was:** This ship has a revolutionary connection, which relates to the first engagement of the American Revolution, 19th April 1775, at Lexington Common, Massachusetts.

Not an easy one as a bow-on picture tends to be more difficult to identify yet there are two big giveaways. First, the gun arrangement forward of the bridge and second, just visible, is the huge funnel uptake. This was a structural signature for the two aircraft carriers, USS Lexington and USS Saratoga so the answer and I am sure you have guessed it, was the USS Lexington soon after completion in 1928.

USS Lexington, or Lady Lex as she was affectionately known, was at 48463 tons, 888ft overall length and 105ft 8ins beam, the largest aircraft carrier in service until the US Navy's Midway class of 1945.

The reason for the huge 80ft funnel is that it was a response to negating smoke over the flight deck during airborne operations, and in addition to the 80 aircraft carried, USS Lexington was fitted with eight 8 inch guns in super-firing positions fore and aft of the island superstructure. In addition, there were twelve 5 inch guns and pre-WW2 refits improved the anti-aircraft defence by adding twenty four 0.5 inch guns and later, another eighteen 20mm weapons. USS Lexington also received CXAM-1, a first generation US naval radar.

As seen in that Mystery Picture, the flight deck forward on completion tapered towards the bow, but this was widened in subsequent refits



firing lever, percussion bar and hammer, plus a loading door and all seen here in **Photo 33**, with the final task being to determine the torpedo tube mounting positions on the deck edges, port and starboard, and finally of course to paint them.

*To be continued.....*

*Photo 30. An assortment of discarded clock gears have been used to create the hand-worked training mechanism.*

*Photo 31. The hand-training mechanism is fitted to the torpedo tube and engages neatly with the training gearwheel.*

*Photo 32. The worm drive is added to complete the training mechanism.*

*Photo 33. The remainder of the fittings are attached and the torpedo tube assembly is now ready for painting. There are two identical units, one to port and one to starboard.*



30



31



32



33

and notably, the flight deck was planked with teak, unlike those of the major RN WW2 aircraft carriers which were armoured. The hangar was 450ft in length and 70ft wide, a size not matched until the US Navy aircraft carrier program of the 1960's.

USS Lexington was the first US Navy aircraft carrier to be lost to the Japanese at the Battle of the Coral Sea, 7th May 1942, when she was hit by a 750lb (340kg) bomb on the flight deck at the base of the island. It was however, the ignition of fuel vapour from ruptured storage tanks that initiated a train of explosions that forced the ship to be abandoned and eventually torpedoed by the escorting destroyer USS Phelps.

## References and acknowledgements

**Archer class P2000 ref:** Naval Institutes Guide Combat Fleets of the World page 851, RN Handbook, A Definitive MOD Guide, page 124.

**Torpedo tubes circa 1905 ref:** The First Destroyers by David Lyon.

18 inch Mk IV torpedo ref: Naval Weapons of World War One by Norman Friedman, pages 328 to 330.

**USS Lexington refs:** Aircraft carriers of the World, 1914 to the Present by Roger Chesneau, pages 201 to 204.

Conway's All the World's Fighting Ships 1922 to 1946, page 101.

A Battle History of The Imperial Japanese Navy 1941 to 1945 by Paul S. Dull, page 128.

My thanks to the **Commanding Officer and Ship's Company** of HMS Biter for their help and assistance.

## This month's Mystery

**The clue is:** This ship was launched on the 3rd May 1950 and for good measure, can you identify the aircraft?





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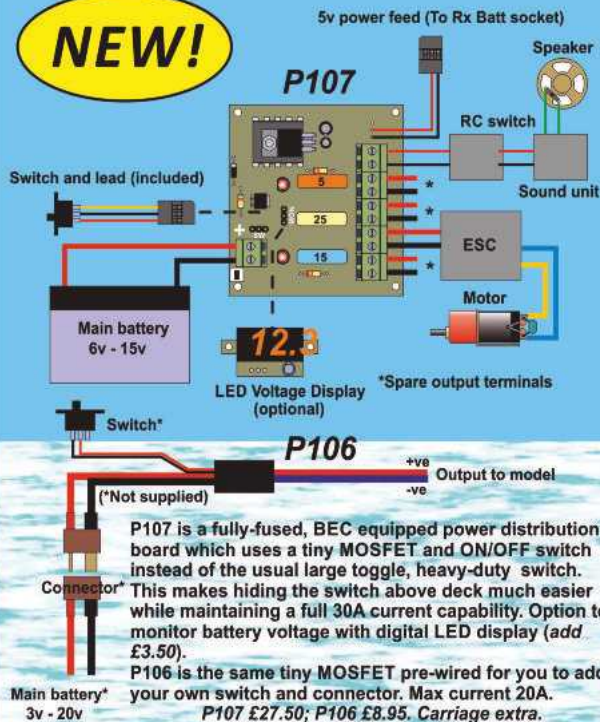
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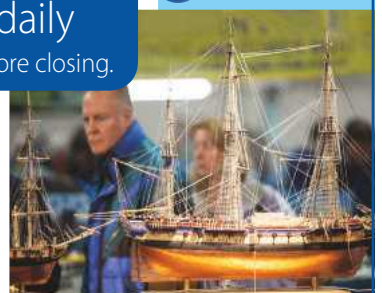
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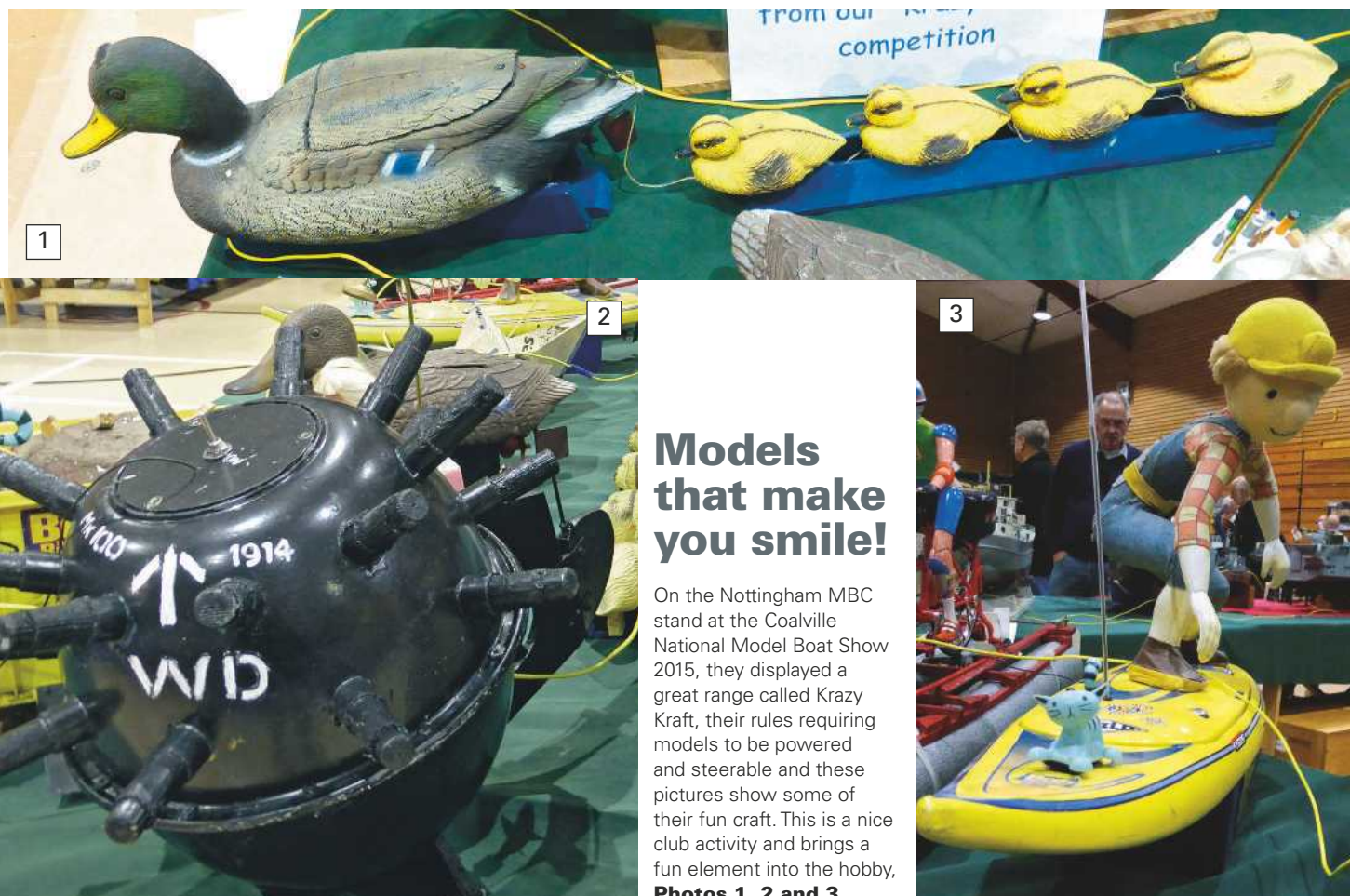
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## Models that make you smile!

On the Nottingham MBC stand at the Coalville National Model Boat Show 2015, they displayed a great range called Krazy Kraft, their rules requiring models to be powered and steerable and these pictures show some of their fun craft. This is a nice club activity and brings a fun element into the hobby, **Photos 1, 2 and 3.**



**Anthony Addams** shows some examples of how to enhance our enjoyment of this hobby

**J**ust as with cars and electronics etc., so the modelling world is continually evolving. Years ago wood was the main material, but now plastic is often the preferred choice for model boat construction, so here we are considering further examples of trends that have been observed and enjoyed.

## Passengers?

This model of Yorkshire Bell by Alan Norwood, **Photo 4**, has a wonderful collection of colourful passengers and crew, bringing a smile to anyone viewing this fine model which perhaps captures the whole point of a day out on a pleasure steamer. The figures are not exact in terms of detail, but do convey the whole concept very nicely.







5

## Extraordinary realism

The steel herring drifter Jamie on the Nottingham MBC stand has its decks cluttered with all the paraphernalia of a working trawler, **Photos 5 and 6**. The minute crabs, just 3mm across in the bottom of some fish boxes, were actually obtained from a fishmonger spotted cleaning off some fish. The stern view captures the atmosphere of a working boat, setting a standard for anyone trying to achieve the same degree of realism.



6

# More Interesting

## Italian playboy

Lenn 2 by Jim Cushing is scratch built. This fine model captures the 'pulling power' of the young rich Italian man with not one, but two girls on board and how a bikini clad girl has been created is interesting, **Photos 7 and 8**.



7

8

Figures converted from film character toy by filing down and using modelling clay



## Showing the scale?

The superb model of HMS Ocean, **Photo 9**, uses figures sparingly to emphasise the size of this warship. Many such models lack any human connection at all, making them appear dead, although I do appreciate that in real life, very often few of the crew would be visible anyway on deck.

Another example of demonstrating the overall scale is the single figure about to climb the ladder on this, my own, model of a French tuna fishing boat, **Photo 10**.



## On the toilet?

Adrian Abbot could not resist the temptation to include a seaman in the 'heads', on his cutaway model of a Fairmile D MTB and why not as it adds interest and a touch of humour, **Photo 11**.

## Elegance?

This couple in **Photo 12**, make for a charming display on the open boat called True Image, seen on the Nottingham MBC stand.

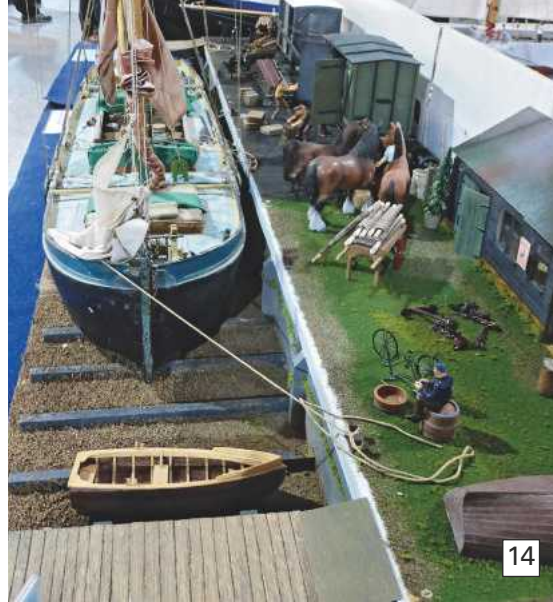


## Exquisite paintwork

This Amelia Rose canal boat in **Photo 13** is superbly decorated and has lots of subtle detail such as the dog and the watering can on its roof. It is very small and was made by 3D printing and then hand-painted for the decoration.







## Busy barge scene

Displayed at the International Model Boat Show 2014, this diorama of a barge at a quay in **Photo 14**, is dedicated to the memory of those who fought and gave their lives in WWI. Sailing barges continued to move all kinds of cargo throughout that war, often crossing the channel to support the army in France.

## Accessory suppliers

Many accessories are homemade, but there is an increasing variety of miniature accessories being produced by ever more imaginative suppliers. These include Adrian Clutterbuck of Adrian's Marine Figures with offerings such as those in **Photo 15** and DK Figures specialising in 1:12 scale, **Photo 16**. Another manufacturer with all sorts of accessories in various scales is Macs Mouldings, **Photo 17**. There are of course numerous others and that is why it is a good idea to try and at least visit one or two dedicated model boat shows every year to at least view, touch and perhaps buy, what is on offer from all the manufacturers.



## Conclusion

The purpose of all this has been to suggest ways of enhancing and bringing our models to life and perhaps **Photo 18** also shows what is possible, using mostly off-the-shelf accessories. There is also much to be had from the railway and military modelling scenes, and their trade shows are perhaps something we should all, if we have the time, visit from time to time. Unfortunately in the UK, the number of large multi-discipline shows has waned as model boaters, model engineers and aeromodellers have all largely gone their own way. Lastly, the annual IPMS National Event at Telford in November of each year, usually on the same weekend as the International Model Boat Show at Leamington Spa, is also well worth a visit if you have the time.

*Enjoy your hobby - Anthony*





ABOVE: Leighton Buzzard MBC are in charge of the model boat marquee.

RIGHT: Part of the Fisher's Green Sailing Model Boat Club stand where Colin Graham was demonstrating his unique smoke generator. This club operates as part of the sailing club of the same name, within the Lee Valley Complex.



ABOVE: An unusual model is this 18th Century junk Ying Tong, scratch built plank-on-frame by Reg Hale to a scale of 1:30 and based on a much modified Amati plan.



BELOW: What a model! Paul Chilcott with his superb Royal Caribbean Voyager of the Seas on the temporary pond. The model is 6 feet long and built to approx. 1:160 scale and as you can see, is fully functioning.



ABOVE: Moorhen MBC are a stalwart of the exhibition circuit, Keith Henley's outstanding model of THV Patricia in the foreground being now finally complete.

RIGHT: Part of the Brentwood MBC stand under the watchful eye of Pat and James.



# Wings and Wheels



**Dave Brumstead**  
reports from Essex

The format for this show follows the layout that has existed for most of the event's 29 years to date. The public entrance is adjacent to a huge Bring and Buy sale area which has a large array of model aircraft for sale displayed on the grass outside a marquee in which boats, radio equipment and tools are also to be found. Notably there was a very nice HMS Warrior from a Billings kit being offered at what seemed to me to be a bargain price.

The Bring and Buy area leads to the main flight line which has the main runway on one side of it and the majority of the traders on one side of the adjacent taxiing road with numerous food and refreshment caravans on the other. There is also a bar on site and at the far end of the flight line is the

model boating display marquee and pool just before the entrance to the North Weald general market which is open, but only on the Saturday.

This is primarily a model flying show, but much of the radio equipment, batteries, wood, plastic and fibreglass supplies, adhesives etc. are also suitable for our use. Familiar names such as Component Shop, Howes Models, SLEC, Permagrafit Tools, The Balsa Cabin, Al's Hobbies and Nexus Modelling Supplies were all trading with products suitable for the model boating enthusiast.

Adjacent to the model boating marquee and pool, Mountfleet Models were exhibiting their latest semi-scale model of a Chariot human torpedo and next to them Model Boat Bits had travelled from Shropshire to sell their wide selection of useful bits

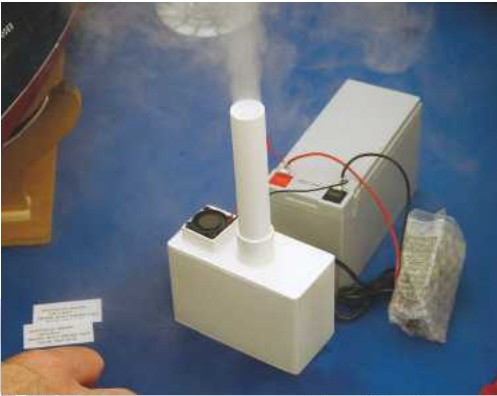




LEFT: A general view of Paul Chilcott's Voyager of the Seas. Making a model of a cruise ship that functions and is stable on the water is no mean feat.



RIGHT: Hull detail of the Voyager of the Seas model. Note the bow thrusters and the lifeboats are all hand-cast from moulds and masters prepared by Paul Chilcott.



LEFT: Colin Graham's smoke unit uses just tap water and 12 volts to create the smoke effect. The tank holds enough water for about 30 minutes of steaming.

RIGHT: Detail work on Voyager of the Seas is exceptional. Please note the giant TV screen by the pool.

BELOW: Peter Revill's Model Slipway Envoy Class tug is very well detailed and looks good on the water. Peter is a member of the SWA as well as being in the Brentwood MBC.



RIGHT: A superb model of MTB 724 by a member of the Fisher's Green club.



BELOW: Rex Hunt's latest model is the LCM6 from Speedline Models. This was its first time on the water and his weathering and detail work is first class and extremely realistic. His last major model was of course HMS Hermes, regularly seen and admired at events across the UK.



# 2015

and pieces for the model boater.

In the marquee, the layout was much the same as in previous years, with some local clubs exhibiting their members' models and outside was the usual 40 foot square model boating pool for their use as well as a smaller separate 'Have a Go' pool for the youngsters.

The organiser's claim that this is the UK's longest running radio control model show and although it is aimed primarily at aeromodellers, there is much of value to us and it will celebrate its 30th Anniversary in 2016 at the same venue on the last weekend in June. Please check their advertisements nearer that time.





# Grand Princess

**T**his cruise ship is operated by Princess Cruises, part of the Carnival Group. She has 710 balcony cabins, a casino of 13500 square feet and in 1998 she was the largest cruise ship afloat. The 'Skywalker' lounge high on the stern across the ship has now been removed following a refit since these photographs were taken.

Functioning models of large cruise ships are rare, although some r/c kits of smaller ones are available. Steinhagen Modelltechnik, sell a range of GRP hulls, plans, fittings and photographs for cruise ships, ferries, warships and service craft, all of which make for interesting and unusual r/c or static models, website: [www.steinhagen-modelltechnik.de](http://www.steinhagen-modelltechnik.de)

The website is in German, but it is not too difficult to work out to what the section heads refer, and to move around the site if you do not speak the language. The prices in euros appear to be very reasonable. All ship information from the public domain.

## Principal particulars

|                       |                                                                                                                        |
|-----------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Builder:</b>       | Fincantieri Cantieri Navali Italiani, Monfalcone, Italy                                                                |
| <b>In service:</b>    | First cruise in 1998                                                                                                   |
| <b>Tonnage</b>        | 109000                                                                                                                 |
| <b>Length:</b>        | 951 feet (290m)                                                                                                        |
| <b>Beam:</b>          | 118 feet excluding bridge wings (36m)                                                                                  |
| <b>Draft:</b>         | 26 feet (7.9m)                                                                                                         |
| <b>Decks:</b>         | 17                                                                                                                     |
| <b>Crew:</b>          | 1100                                                                                                                   |
| <b>Passengers:</b>    | 3100 maximum                                                                                                           |
| <b>Maximum speed:</b> | 22.5 knots                                                                                                             |
| <b>Propulsion:</b>    | Two fixed pitch propellers each driven by a Siemens electric propulsion motor with power produced by diesel generators |







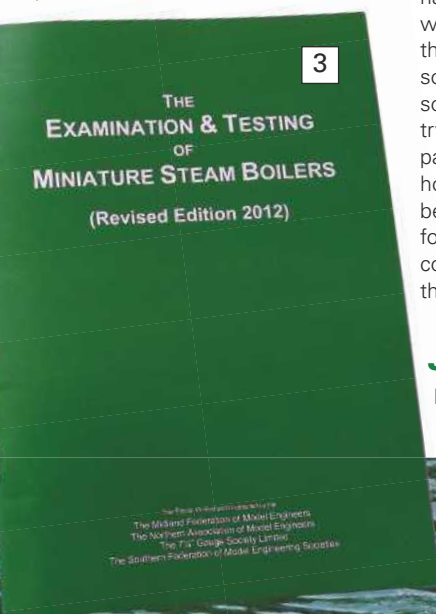


**Richard Simpson's**  
series on model  
steam plants

# Boiler Room

## PART Fifty Nine: Research

*Photo 3. You don't need to know the rules by heart, but it does pay to be familiar with their contents, particularly the parts that relate to your own plant. The latest Green Book even states what inspectors will be looking for during a test so as to make it even easier for you.*



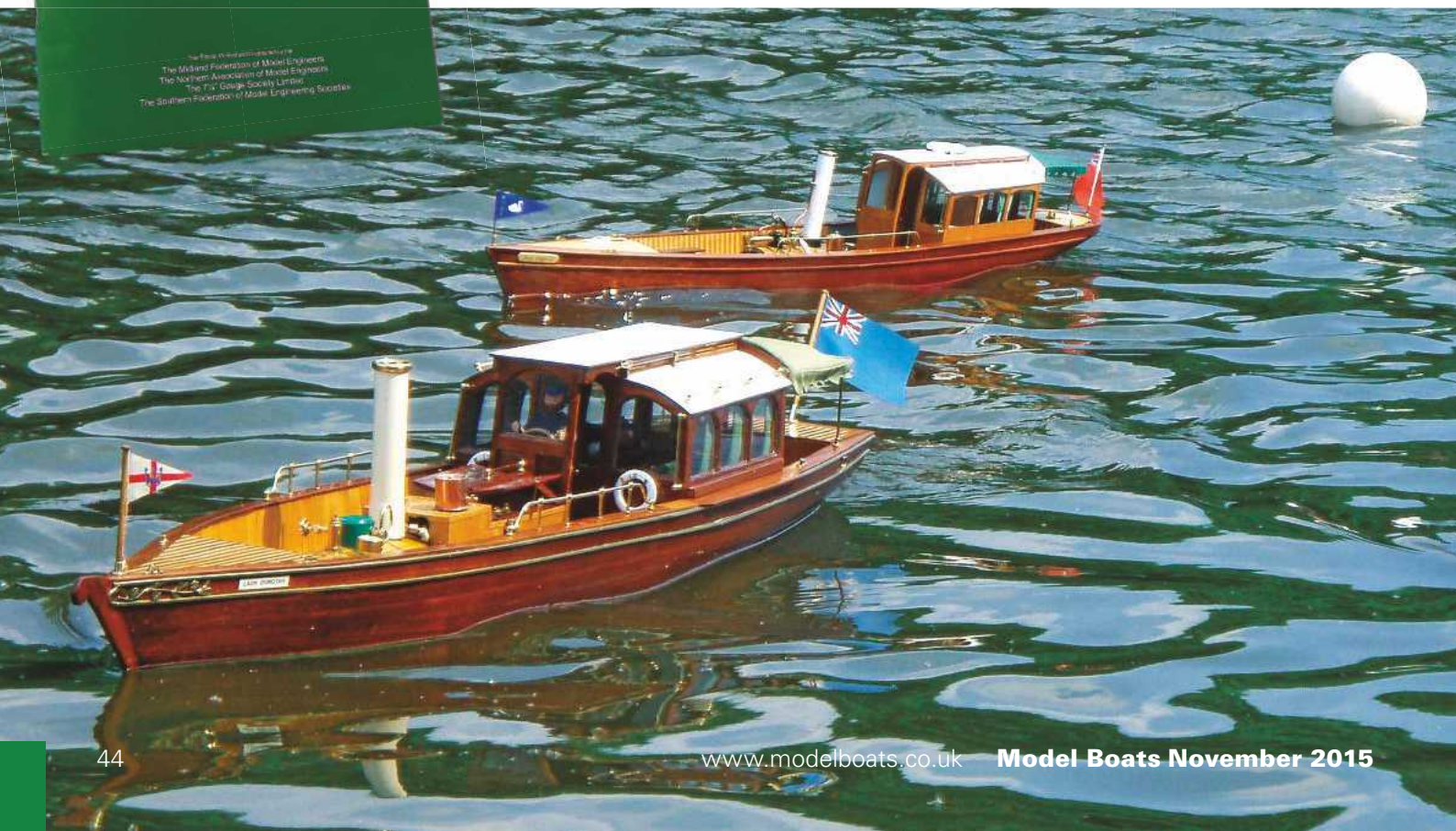
If you look back through many of the previous articles in this Boiler Room series, you will find that I quite frequently mention 'preparation' somewhere in them. Preparation can mean many things to many people, but one thing we haven't had a look at yet is the preparation required to actually plan and put a steam plant and its associated model together. That is when we get into the areas of 'Research' so I thought it might just be worth mentioning a few things that you might want to consider as regards this for both your steam plant and model.

As usual we can consider a wide spectrum of opinions here, with some modellers doing nothing more than throwing it all together to see what happens, right through to those who really do want to know how many rivets there were around the funnel banding. Most of us will find ourselves somewhere in between, preferring to do at least some basic research into what we would like to try to build, if for nothing more than to save us the pain and possible expense of getting something horribly wrong. Let's then have a look at what might be considered as a reasonable level of research for a basic kit and steam plant, with us perhaps considering building something ourselves. Here then are some of the things well worth considering.

### Join a supportive club

I know it sounds really obvious, but the key is obviously in the word 'supportive'. There are clubs

that tolerate steam, clubs that actively encourage it and clubs who even ban it, so tread carefully and ask questions up-front. You do need a club who actively support steam enthusiasts as you know there will be plenty of people there willing and able to help the newcomer. Active clubs live for their membership, so they are always willing to support, assist and encourage any new member who needs help with their projects and steam is one of those more specialist areas that newcomers may feel the need for this more than most, **Photo 1** being a selection of models you might typically see. It may well pay to visit a few clubs in your area to see just what response you get when you mention the word 'Steam'. If you find yourself still talking to the club members, now looking at you with a pitying stare(!) as they know just what you are embarking on, then you may be in with a chance. If the side of the pond descends into a hushed silence as though someone has just uttered a blasphemy, then you might find support to be lacking. Use the chance to check out the facilities as well, such as the sailing water available and access to it as well as refreshments and toilets. In particular, if you are planning on travelling a bit and you wish to be in with a remote chance of taking your wife, kids and dogs etc., then toilets will be essential. Not just their availability, but cleanliness on a scale of zero to ten with ten being spotless and as a guide, my wife won't settle for anything less than a six. Once you have found a suitable supportive club, join them as you are doing





well so far. If you do not have a club nearby, don't forget that you can still join and travel occasionally or you could just seek out the steam enthusiasts and communicate remotely with them. Tongue in cheek though now, please bear in mind though that there are some people out there who are active in all sorts of hobbies who may still consider a Commodore 64 to be a powerful computer and need their wives to send an email for them.

## Find a supportive enthusiast

Once you are in the club, you then need to seek out the steam enthusiasts and engage with them in conversation, **Photo 2**. The steam enthusiasts are generally to be found either huddled over a model desperately trying to ignite some type of fuel that steadfastly refuses to either flash-off, evaporate or simply burn in the frosty morning air, or they may be the ones wading out to the middle of the pond after divesting themselves of their trousers as they desperately attempt to reach their latest experimental creation before it goes into a complete meltdown. The genuine steam enthusiast however is usually a mine of useful information. If you are lucky to find a chap (or a lady) who has been playing with steam engines all his or her life and has built many from plans in his home workshop, you will be in for a treat. Such enthusiasts like nothing more than relating stories of the creations that have come out of their workshops and just how you can go about adapting and modifying plans to create steam plant that is tailor made for you model.

The average club will invariably have a number of steam enthusiasts, all with their own take on various aspects of the hobby and their own way of going about doing things, but they will almost certainly all be willing and able to give up their time to help and encourage enthusiasts in any way they can. Be they the hardened experimental engineer, always looking for ways in which they can bend the laws of physics with an assortment of pieces of copper and stainless steel cobbled together in what may or may not have once been a boat hull,



or they may be more of the laid-back contented perfectionist with their beautiful gleaming polished brass and varnished woodwork smiling at them as they sit back enjoying the sun shining back from their beautiful model, but either way they all have plenty to share. Take the bits you want from each and draw your own conclusions and make your own decisions as to how you want to progress.

*Photo 2. One thing steam enthusiasts have in common is their pleasure at talking about steam plants and engines all day long. If you are lucky enough to be in a club where you have access to a gentleman such as one dressed like this, you may find yourself talking all day.*

## Become familiar with the rules

There are basically two sets of rules that you might come across in the model steam boat world and they are the rules found in the Green Book, published by a group of organisations collectively called the Model Engineering Liaison Group (MELG) that include for instance the Southern Federation of Model Engineering Societies, The Midland Federation of Model Engineers, the Northern Association of Model Engineers and The 7 1/4 inch Gauge Society Ltd., **Photo 3**, or the other main set are those published by the Model Power Boat Association (MPBA). Although there are a lot of similarities in the two sets of rules, there are also some differences. It would generally be seen as unreasonable if you were to turn up at an event with a model certified under one set of rules and the club did not allow you to sail because they adhered to the other set. The reason for the sets of rules is that model boat clubs need third party liability insurance to be able to hold public events in public places, so insurers will demand that model boats, and steam in particular, adhere to a set of rules and are regularly tested and certified. Consequently if you become a member of a club it is well worth knowing which set of rules they use and if you are not a member of a club you will be asked to produce certification if you turn up to sail your model at their event. Either way it is well worth becoming at least familiar with the requirements of the two sets of rules.

*“Take the bits you want from each and draw your own conclusions and make your own decisions as to how you want to progress.”*

*Photo 1. Join a club that actively supports steam models and you are in for some helpful support, guidance with testing and certification, and hopefully great days out like the Steam Day held by the Kirklees MBC each year where you might get to see a number of steam models on the water at the same time.*





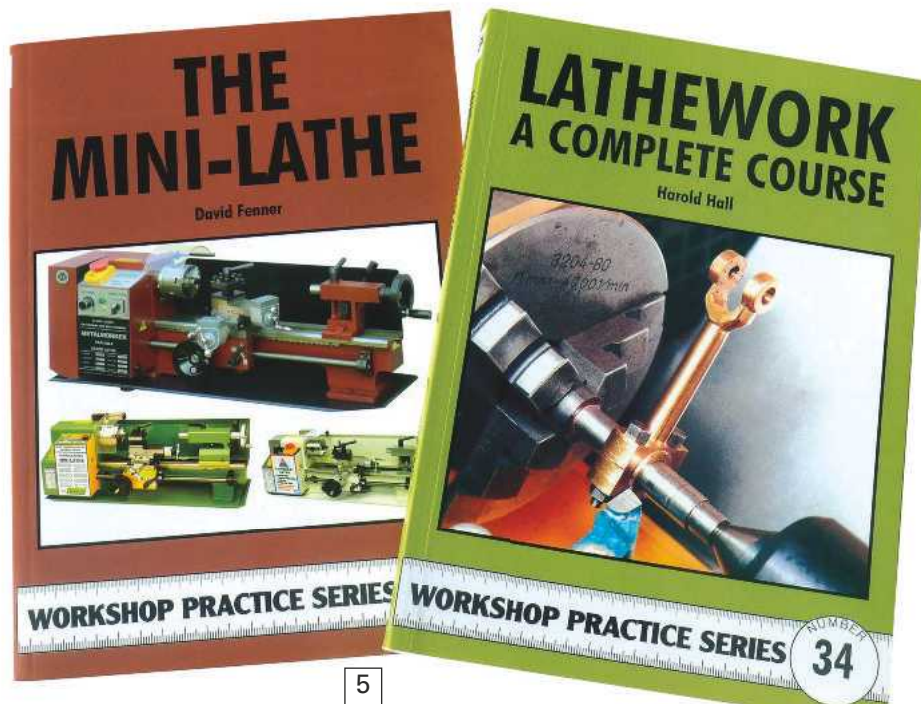


Photo 5. The Workshop Practice Series cover a huge range of topics, but all are produced in a compact size and make very convenient reference books, plus you can select just the topics you need for your own workshop to keep costs reasonable.

### Get reading!

I cannot stress enough how important it is to simply read-up on the subject as much as possible. The range of books available, unsurprisingly is pretty wide, but one or two books are well worth a specific mention to help newcomers and even those a bit more experienced to get a bit further along in the hobby.

Interestingly enough, there are also some much older publications that are also well worth getting copies of, some of which are even still being published today, so I thought I would just mention one or two books of which I would recommend that you get a copy.

First is a book that takes you through a lot of the basics of many model engineering practices and actually provides a basis of a study course that you can work through and it is; 'Model Engineering A Foundation Course' by Peter Wright, **Photo 4**. You can either use it as a reference to select specific techniques that you might want to use for

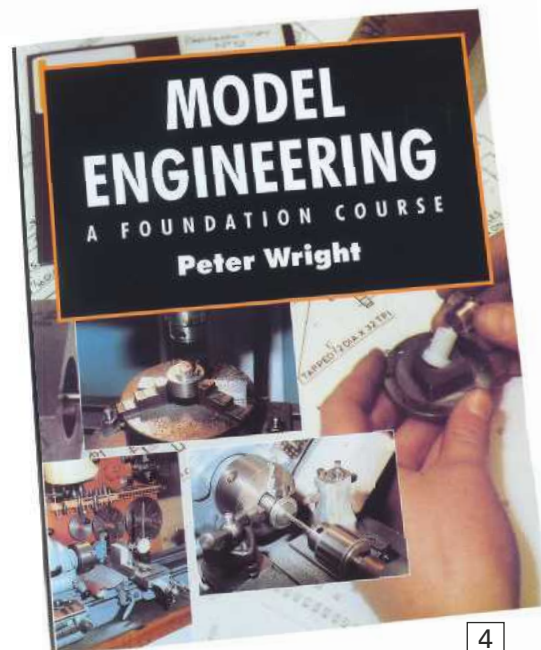


Photo 4. If you work through this book from start to finish you should become a pretty competent model engineer. Alternatively just use it for reference for a specific task. Either way it is a very useful book to have on the shelf.

a particular task or you could actually work your way through the book, by which time you should achieve a fairly competent standard of model engineering. There is a good mix of more basic processes up to some more in-depth machine tool techniques, but there is something for everyone and it is a great reference tool for everyday workshop use.

Second, it is well worth mentioning the very comprehensive range of books in the 'Workshop Practice Series' written by many different authors, **Photo 5**. They are a small format design and range across just about everything you will ever want to do as regards model engineering, so you can select which ones you are particularly interested in and just buy those specific books. Because of their size they are very handy to have around, so make really good reference books and your collection can be tailored to your needs without having to buy such a large book as the Peter Wright volume.

As mentioned earlier, there are a number of very old books that are still in print and are well worth

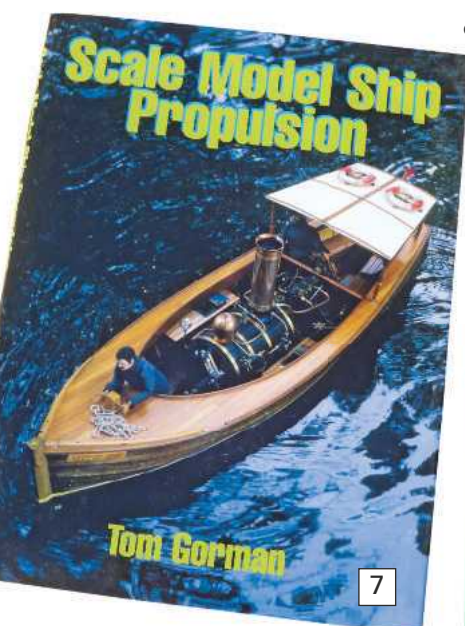
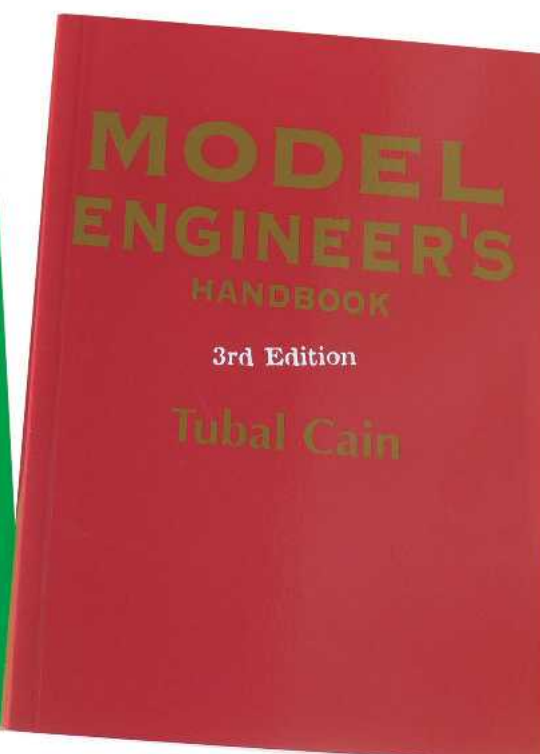
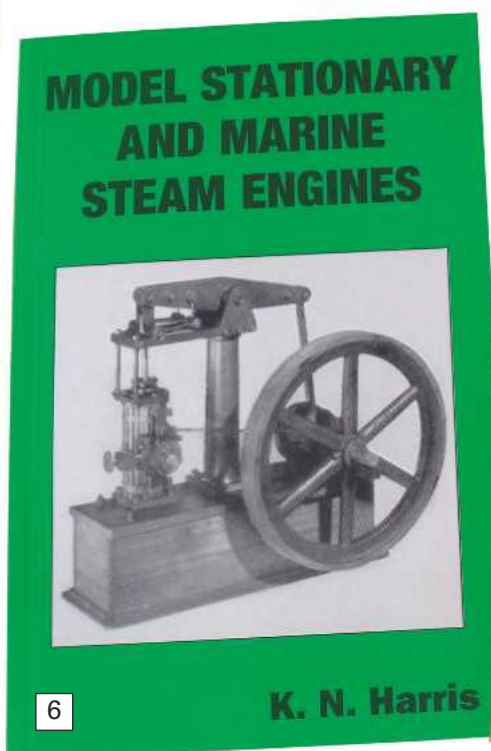


Photo 7. Not quite as deep as some of the engineering books, but an interesting read and a good source of ideas and inspiration for your project.

Photo 6. Two books that have been on model engineer's shelves for many years and both are just as relevant today as they have always been. Every model engineer should have copies of both these books.





obtaining today, and two are by the authors K. N. Harris and Tubal Cain. 'Model Stationary and Marine Steam Engines' by K. N. Harris really is a Bible for all aspects of the hobby and even includes the original calculations to determine working pressure from a boiler's dimensions. It also includes some superb descriptions of boilers and plant as well as some dimensioned drawings that you can use to build your own steam plant. It may look a bit deep on first inspection and it can be a bit off-putting as all dimensions are in Imperial measurements, but it is well worth reading if for no more than to get a bit of an idea of how the hobby has developed over the years. The other book, 'Model Engineer's Handbook' by Tubal Cain is exactly that, but at a superb level. This author has written a number of books, all now very old, but all still having relevance in the workshop and so make for excellent reference books. This book in particular though is a must-have for the workshop and I would recommend all budding model engineers to get hold of a copy, **Photo 6.**

The next book worthy of mention is 'Scale Model Ship Propulsion' by Tom Gorman, **Photo 7.** This, as the title suggests, is more related to the modelling side of things rather than just steam plant and model engineering, but it does provide a nice easy to digest overview of steam plants in model boats. It is probably fair to say it would be of more benefit to the beginner, but again it still provides an interesting read to those who are more experienced. It doesn't include any specific 'how to do' or tutorials, but it does provide an overview and possibly helps you as regards decision making when selecting steam plant and equipment for a particular project you may be thinking of.

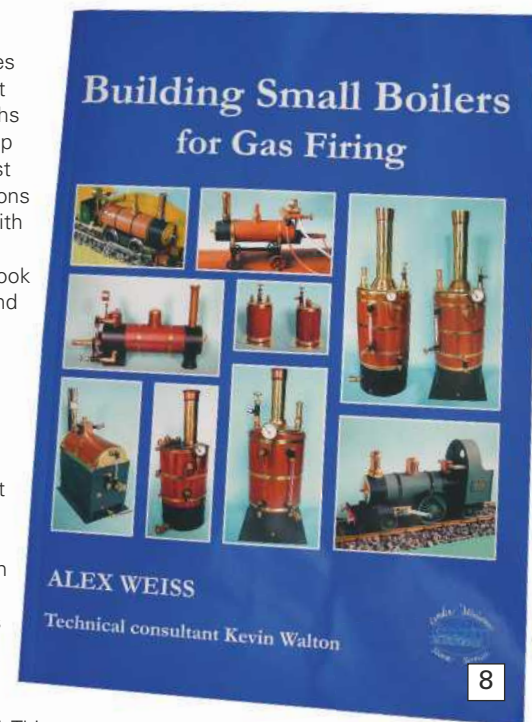
A lot of questions are generated by modellers with a hankering to build their own boilers, so the next book, 'Building Small Boilers For Gas Firing' by Alex Weiss, **Photo 8**, is aimed right at them. It is a fairly new publication and does a superb job

of describing the techniques and processes required to put together your own boiler. It includes excellent step by step photographs and some beautiful colour diagrams to help the complete novice put together their first boiler, which also includes the considerations to bear in mind to enable you to end up with it being safe, reliable and certified. Again, even from an interest perspective it is a book well worth having, even if you do not intend actually building a boiler yourself.

Our final look at reference material relates to the great value of older books. I don't know about you, but I really enjoy a good browse through an old bookshop, in particular when I come across a little gem such as this one, **Photo 9.** It may be a bit threadbare and past its best, but there is still a wealth of information in it and it is a very interesting read. Note the price which would now equate to 5p, not allowing for inflation. There are still plenty of old books out there ready to be bought up pretty cheaply and which still have great value to us, either as a reference book or possibly just as an interesting and educational read. This particular book not only describes the operation of a basic slide valve, but takes you through different designs and types and even discusses timing and overlap, probably something we will never bother with in our model boats, but something that may help us to understand the development of the steam engine, **Photo 10.**

## Conclusion

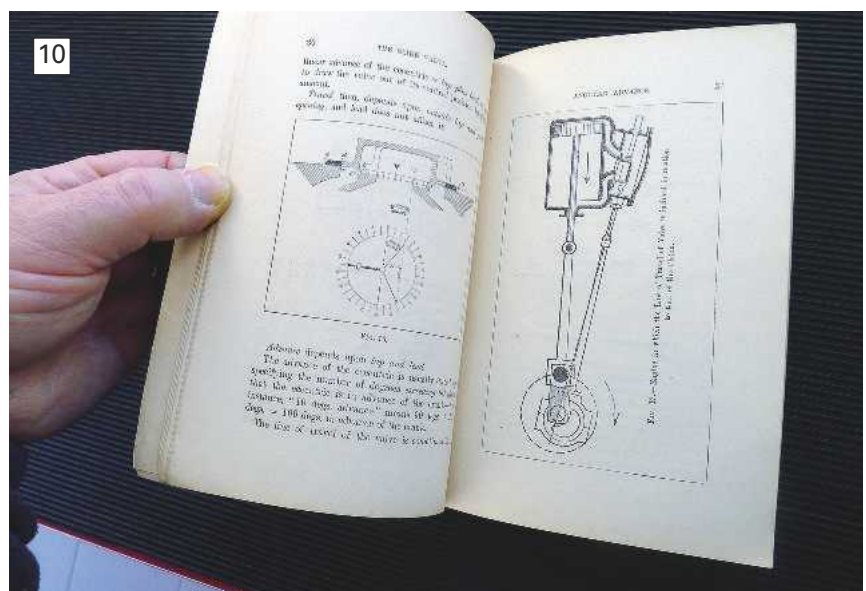
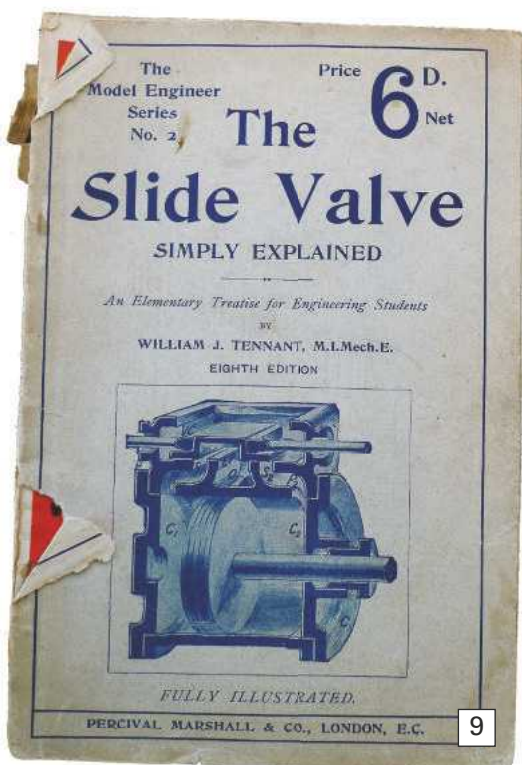
Research shouldn't be a chore as it is all part of building and preparing the steam plant which you will enjoy just as much as putting it all together. Whether it is discovering just how riveted bulwarks are actually put together or how long you can expect a boiler of a given capacity to last with a certain engine, it all helps you to build up the picture and better prepare you for what to expect as you start building. The books mentioned here are only a brief look at what is available today, but will certainly help you to get started and hopefully give you an appetite for further reading.



**Photo 8.** So many modellers seem to be drawn by the idea of building their own boiler and for them this book is essential. It takes you through everything you need to know as regards design and construction, as well as guidance for certification, so is an invaluable asset for the budding model boiler constructor.

**Photo 9.** Picking up little gems like this are what really puts a smile on your face. They still make interesting reading and help us to understand some topics such as this one with slide valves. Old book shops are always worth checking out.

**Photo 10.** I find it interesting to think about how the contents of books such as this inspired model engineers many years ago to set about making steam engines with nothing like the sophisticated equipment we have available nowadays.





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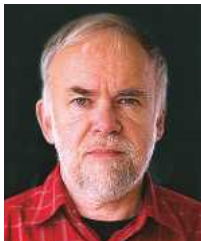
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# Flotsam & Jetsam



*John Parker delves into the archives*

## 32: The Model Yachtsman

**T**he Model Yachtsman magazine opened its innings in April 1928, adopting a 250 x 188mm format with 12 pages and appearing monthly at a cost of sixpence (six old pence, the equivalent of around £1.40 in today's money, adjusted for inflation). It was the official organ of the Model Yachting Association (MYA), whose initial funding had made publication possible and the cover design, unchanged from month to month, featured an oilskin-clad model yachtsman turning his yacht around at the edge of a lake. The contents were naturally devoted to the

design, building and sailing of model yachts, and the page count soon began to grow, but within a short time it became apparent that the magazine was in financial difficulties.

Model yachting news in itself was not sufficient to sustain a readership large enough to cover the costs of publication and the magazine's response to this was to widen its scope to include power boats, steamers and most other aspects of marine modelling. At first, 'The Marine Model Magazine' was added below the title block, but later the title itself was changed to The Model Yachtsman and Marine Model Magazine. The change of emphasis produced the desired result, putting the magazine on a more sound financial footing that carried it through the 1930's in volumes of twelve issues running from April to March.

### Marine Models

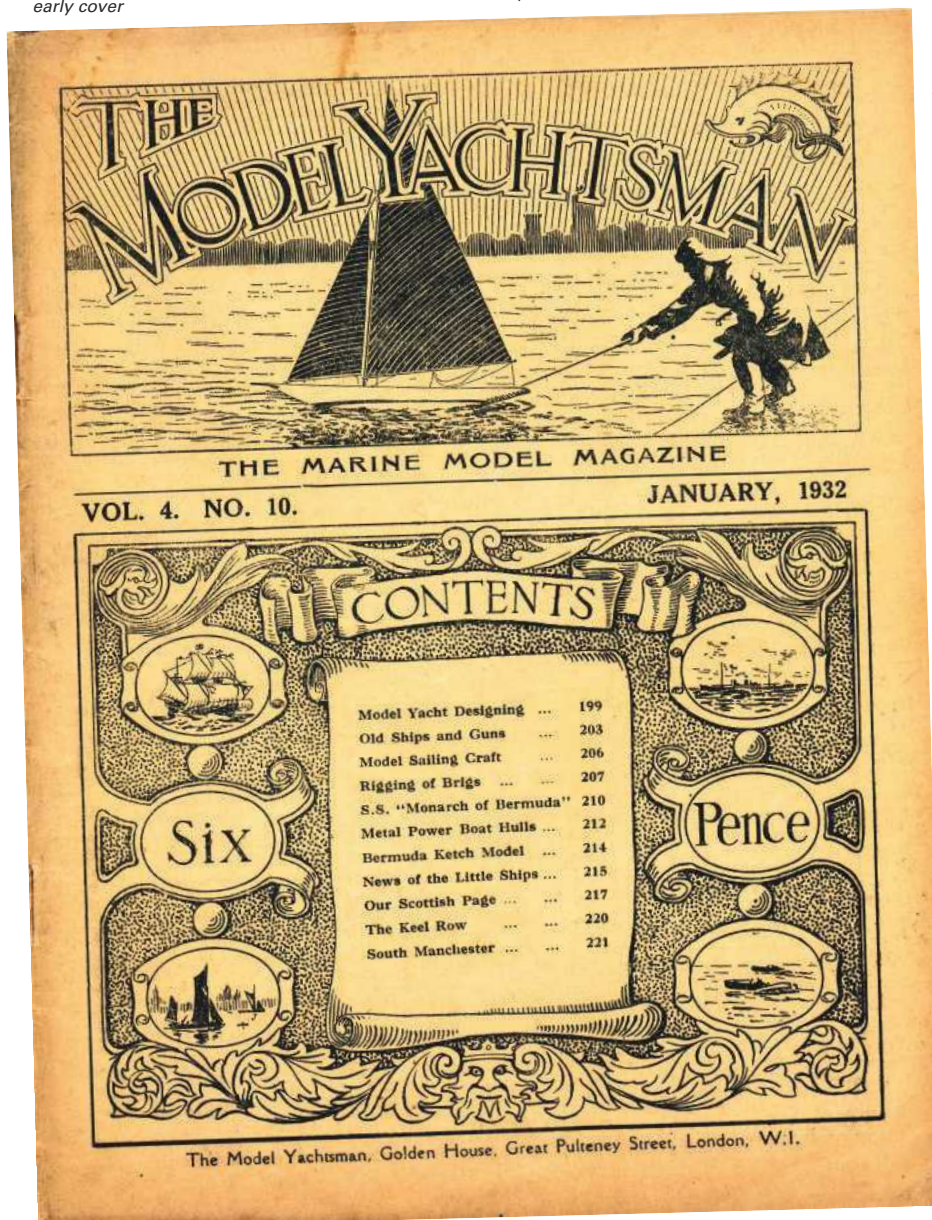
By 1935, the title had evolved into Marine Models incorporating The Model Yachtsman and the page count had risen to 32 for a price that was now seven pence. The oilskin-clad model yachtsman had been sent home, and in his place the cover variously featured a line drawing or low-contrast black and white photo. Flicking through the pages of the February 1935 issue (Volume VII No. 11), there are articles on making model ship and steamer fittings, advice on steam engines, 'Petrol Engine and Hydroplane Topics', building the four-masted barque Lawhill, rib and plank construction, readers' models, theoretical design considerations and several pages of club news and correspondence. These pre-war issues are quite hard to find now, but those that have survived have generally done so in good condition with minimal yellowing of the pages, indicative of a good quality paper having been used, though the staples have invariably rusted. It is clear that some things never change as the March 1935 issue bemoans the behaviour of the general public at model boat exhibitions, observing that:

'Visitors include deck tappers, rudder twiddlers and other pests, including small boys armed with large paper carriers given them by some Public Enemy, into which they sweep all available literature, whether gratis or not! About one percent of enquirers at stands are genuinely interested, and for these we gladly suffer the others'.

This outpouring is accompanied by a charming cartoon by H. W. Hartnell of the 'deck tapper' at work.

World War Two interrupted play sometime in 1940, in the course of or perhaps with the completion of Volume 12 (April 1939 to March

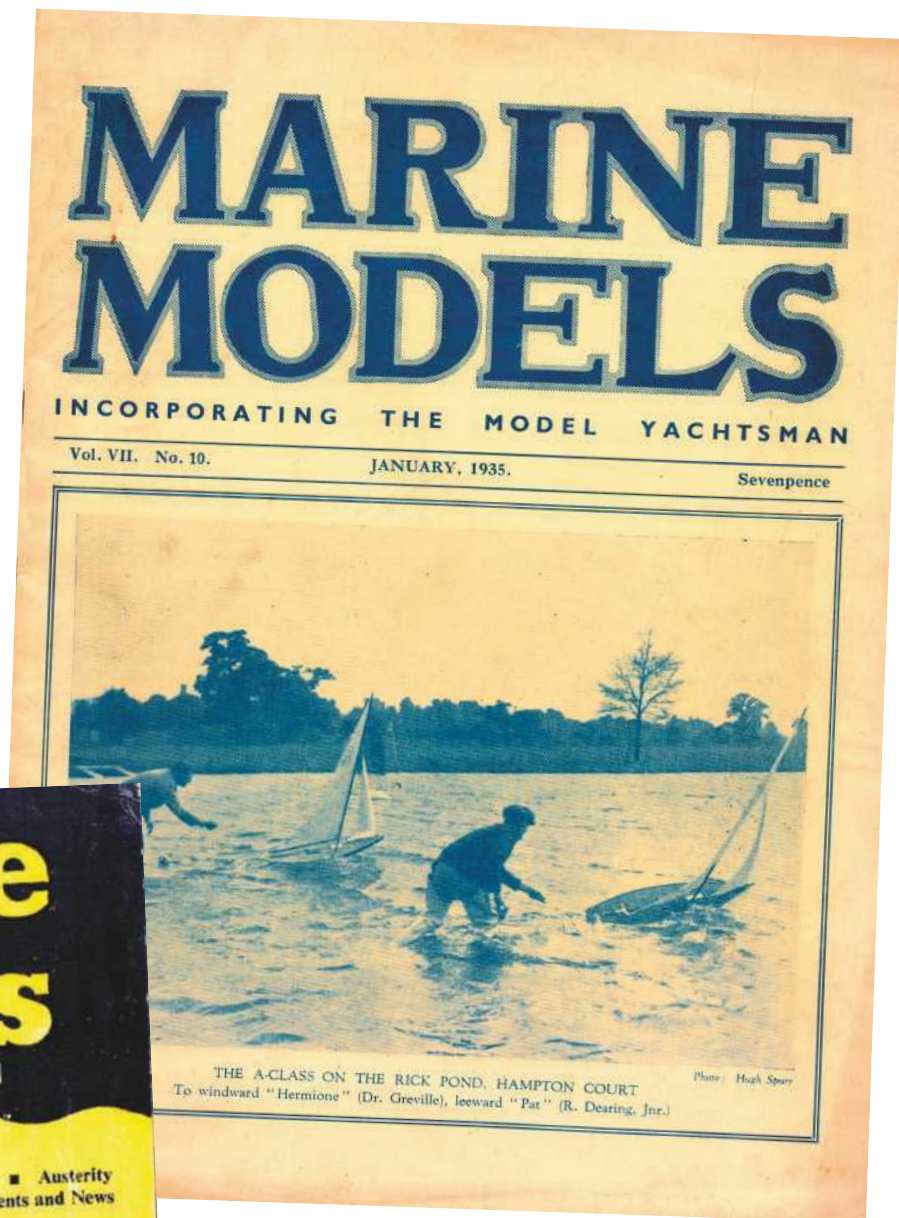
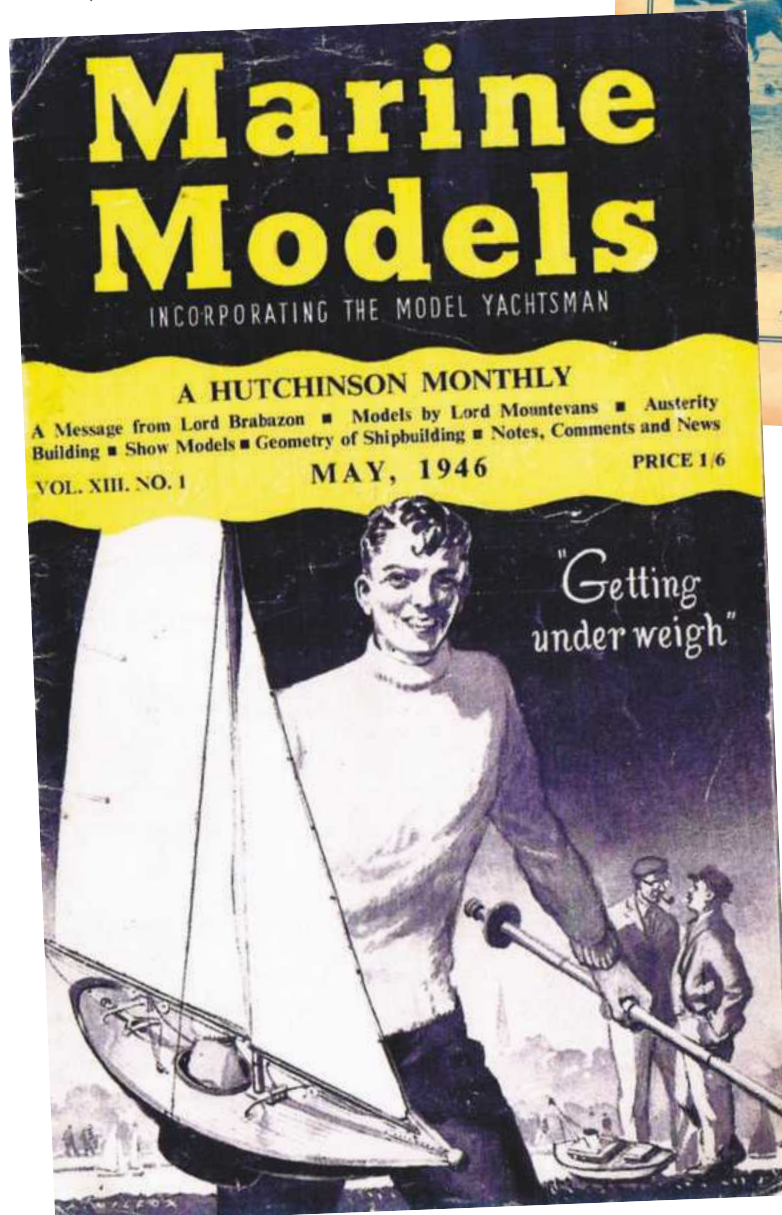
BELOW: January 1932 issue showing early cover





1940). The magazine's post-war renaissance came with the Volume 13 No. 1 issue of May 1946, but in a very different format and published by the Hutchinson Periodical Co Ltd as 'A Hutchinson Monthly'. The size had shrunk to just 180 x 115mm, but there were more pages, of a thin coated stock, for a price of one shilling and sixpence (£2.80 today). The tiny size was far from ideal for a magazine that needed to include plans and drawings for model construction, but paper supplies were severely restricted in the early post-WW2 years. Volumes now consisted of six issues, running April to September and October to March.

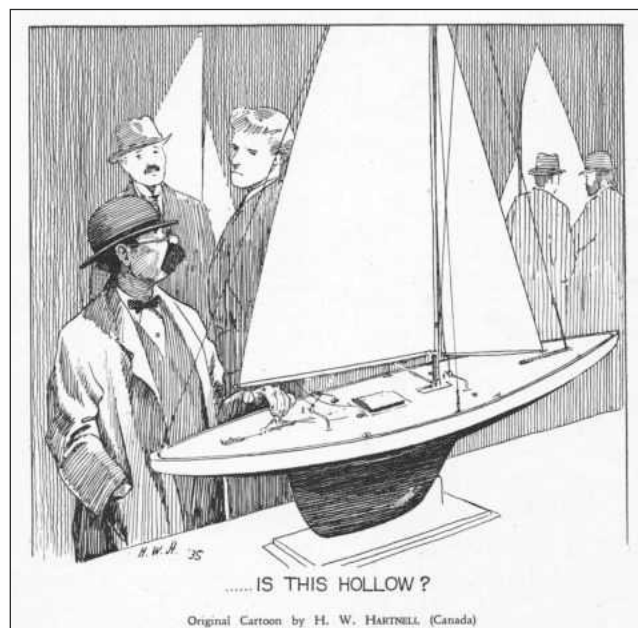
On the cover of the magazine was a watercolour painting related to that month's content, initially in monochrome, but later in three-colour reproduction. The artist's signature can be made out as L. A. Wilcox, and by comparing the styles I have become convinced that this was the same Leslie Arthur Wilcox who later achieved fame as a marine artist. One of his works was presented to the Queen in 1954 and hung in the drawing room of the Royal Yacht Britannia; others may be seen in museums and private collections the world over. Wilcox



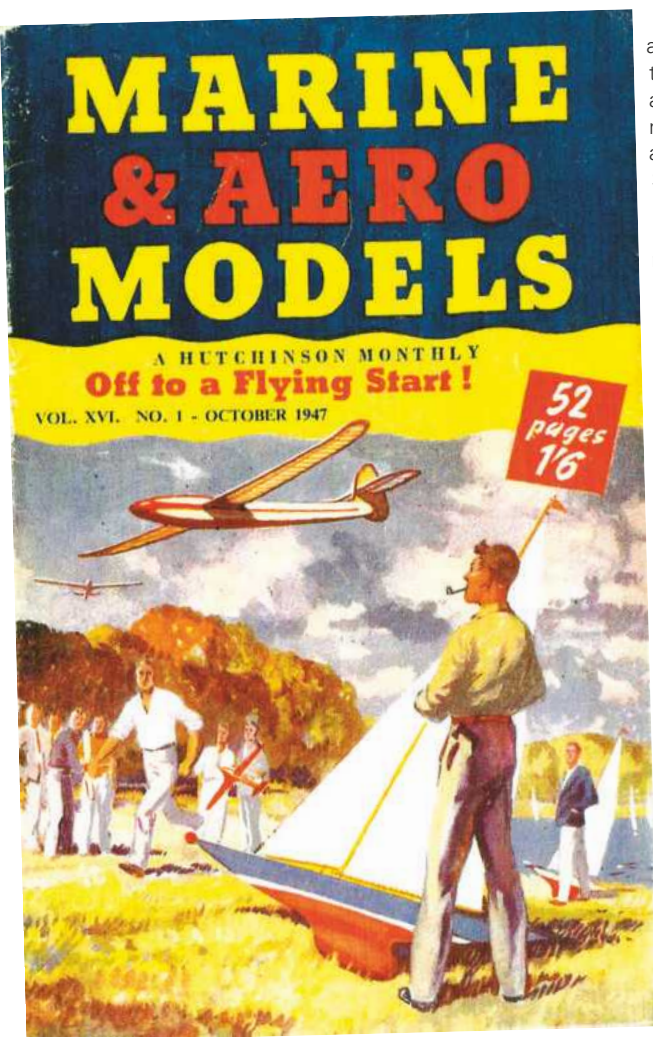
LEFT: 'Getting under Weigh' with the first post-war issue, May 1946. (Thanks to Peter Hill for this picture)

ABOVE: January 1935 issue displays change of name.

BELOW: The 'deck tapper' at work, from the March 1935 issue.







ABOVE: Aeromodellers and model yachtsmen co-exist peacefully on the cover of the first Marine & Aero Models issue, October 1947. (Thanks to Peter Hill for this picture)

RIGHT: Building your own electric motor, a composite of images from the June 1947 issue.

also contributed articles to the magazine and was an accomplished marine model maker with models on display at the South Kensington Science Museum in London.

Motive Power for Model Boats by W. Thomas was a major series of interest in the magazine at this time and included constructional details for building your own rubber powered motor, an electric motor, and conventional turbine or flash steam plants. In the September 1947 issue, Eric Richardson began his series 'Model Making for the Beginner', choosing no less than a three foot long model of the RMS Queen Mary to illustrate his techniques. Quite a brave move, especially within the tiny pages of the magazine, but the beginner must have felt frustrated by his series having to be held over from issue to issue due to pressure on the space available, the result of a major change that was impacting this magazine.

## Marine & Aero Models

From the October 1947 issue, Marine Models became Marine & Aero Models and would, '...by combining the two favourite modelling interests, fill a long desired want' according to the editorial announcement.

In my experience, aeromodellers and marine modellers are uneasy bedfellows as you tend to be either one or the other, rather than dabble in both, and will likely object to half of 'your' magazine being devoted to the other pursuit. That the publishers themselves may have had doubts is shown by their attempts to justify the change, 'The incorporation of a second element into our journal is by no means an incongruity....there is a very close relationship between the model yacht, power boat and aeroplane....there will be much of value to be gained by the adherent of any type in the technical instruction and information we shall provide concerning the other kindred pastimes'.

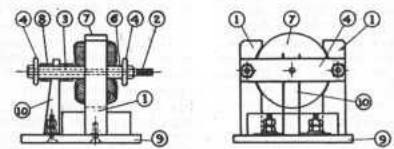
The page count went up to 52 to encompass the widened coverage, which was clearly an attempt by the publishers to increase their readership once more, as had successfully been accomplished when The Model Yachtsman became Marine Models. To reinforce the change, the cover illustration initially showed both model boats and model aircraft operating together, but subsequent issues more commonly had a model aircraft theme. Plans for a seaworthy flying boat (February 1948 issue) provided a happy cross-over subject. Despite the

## MOTIVE POWER for Model Boats

By W. THOMAS

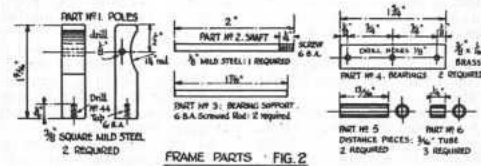
The second of a series of articles, specially written for "Marine Models," on the design and construction of the various methods of motive power for model boats

### Electric Motor

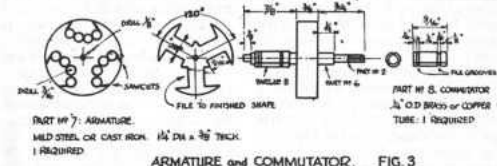


GENERAL ARRANGEMENT OF MOTOR

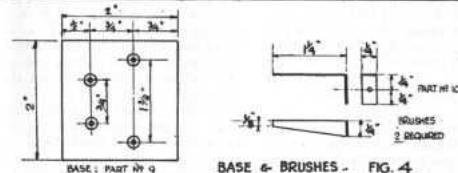
FIG. 1



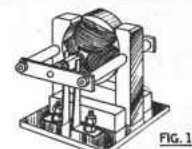
FRAME PARTS - FIG. 2



ARMATURE AND COMMUTATOR - FIG. 3

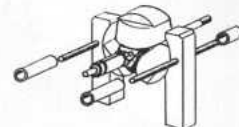


BASE & BRUSHES - FIG. 4



COMPLETE MOTOR

FIG. 5



ASSEMBLY - FIG. 5

pressure on space, with the need to publish model aircraft plans across a centre-fold only a little larger than half the area of this page, short humorous fiction stories were included. One told of a man's growing relationship with an attractive young lady, until she realised the luxury yacht he spoke so proudly of was not a full size one, but a model!

It would be interesting to know what marine modellers, who could at this time buy the re-launched monthly Model Ships and Power Boats magazine (Flotsam and Jetsam No. 8, November MB 2013), or aircraft modellers who had their Aeromodeller magazine, thought of the combined Marine & Aero Models magazine. It is tempting to conclude that they didn't rate it very highly, for the magazine appears to have gone into decline and faded away around late-1948 or in 1949; I haven't been able to pin down when the final issue appeared. In more recent times, The Model Yachtsman's oilskin-clad figure was called out of retirement to become the inspiration for the logo of the Vintage Model Yacht Group, a very active organisation now in 2015.



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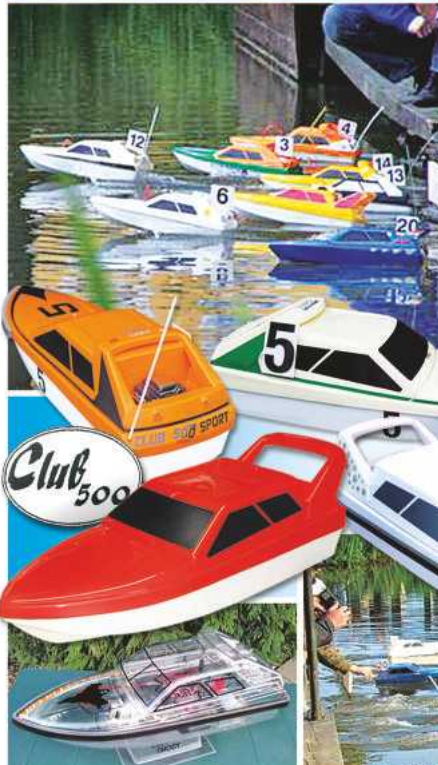


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*Under blue sky, Colwyn Bay MBC hosted their annual Mayor's Cup Regatta*

# Colwyn Bay Model Boat Club

*Dave Wooley reports from their 2015 Mayor's Cup Regatta*

**H**eld on 19th July 2015, this club is no stranger to large events and have a well-organised team to plan and arrange all the facilities required for the day, this particular event being held annually. It is essentially free sailing with demonstrations of particular types of models such as lifeboats, yachts, fast electrics, scale and non-scale. There is also a competition area where models are displayed undercover and invited clubs have their own space for their models, mostly under cover.

The venue is within Eirias Park in the grounds of the Civic Centre, just off the Abergele Road, with

access from the main A55 trunk road a few minutes from this facility. The park has trees and therefore the lake is partly protected from the vagaries of the weather. Parking is excellent and for major events, vehicles can be brought close to the lake's edge. Refreshments were provided by the club on the day and the event was well supported by the public and by local (and not so local) clubs from Hoylelake, Crewe, Liverpool, Southport, Bryn Bach and Runcorn. One of the main ingredients for a good event is the weather and for most of the day we had decent summer sunshine.

*BELOW: USS Long Beach and USS Columbus, both 100% scratch built by Paul Blyth.*



## The models

From a personal perspective I was pleased to see Paul Blyth with his USS Long Beach and USS Columbus, both previously featured in Range Finder and sailing together for the first time. These are truly magnificent models and a testimony to the art of scratch building. Also, for the first time, the Mersey ferry Snowdrop in its new livery of WW1 dazzle paint scheme was demonstrated by Denis Foster of Hoylelake MBC and by contrast, there was also a model of Snowdrop in its original livery built by Max Ferrie of the same club. Looking around the venue





ABOVE: The Mersey Ferry Snowdrop in a dazzle paint scheme with Snowdrop as it was before the recent makeover.

BELOW: Paul Blyth with his expertly researched and modelled 1:96 scale guided missile cruiser USS Columbus.



I was struck by the really good turnout from the general public and the genuine interest they have in the models, Bryn Bach MBC notably showing a huge and superbly built Sea Fax tug.

## On the water

About every type of model boat was represented, with sail being especially popular and the lifeboat sail-past being notable with a number of really superb examples and all a credit to their builders. Equally those with a taste for a bit more speed were also in good form, with a number of vintage models such as a Fairy Swordsman which was very fast and agile.

## Conclusion

The leisurely pace and general ambiance reminded me of how events were in the early days of radio control model boating, but the standard of the models, their performance, the control and presentation of the event is far advanced from those past days. This annual event is certainly one not to be missed if you are in the area. My thanks to the club members for their help during my visit, especially the ladies in the refreshment tent. If you would like to know more about this club, you can contact the secretary via their website: [www.colwynbaymodelboatclub.co.uk](http://www.colwynbaymodelboatclub.co.uk) or email: [secretary@colwynbaymodelboatclub.co.uk](mailto:secretary@colwynbaymodelboatclub.co.uk)



ABOVE: The Crewe and District MBC display.



ABOVE: A range of model yachts are sailed by members of Colwyn Bay MBC.

LEFT: The superbly turned out RNLB Christopher Pearce by Lifeboat enthusiast Gareth Maguire.



BELOW: Hovercraft really do impress the public and this new version of a rescue hovercraft by Brian Clewes of the Crewe and District MBC certainly did just that.



ABOVE: Seen in the competition area was this well made 1:12 scale model of the RNLB Haydn Miller, a 16-02 Tamar class lifeboat built by Alan Jones.

RIGHT: This vintage Swordsman retains all of its original appeal and performs as good as it looks.





# Kirklees Model Boat



**Richard Simpson**  
reports from their  
2015 Gala Day

**T**here is one thing guaranteed to remind us of the ever increasing speed of the passage of time, and that is the arrival of an annual event. In the case of this club, it actually comes in the shape of a number of events scheduled for every year, but their Gala Day is undoubtedly the one that takes the most organising and supporting.

For 2015, it was planned for the 12th July, so good weather was duly booked and preparations made for the event at Wilton Park, Batley. As I'm sure those of you who are members of clubs will be aware, there is a lot of work that goes into making such an event successful, which in the case of Kirklees MBC, commences as soon as the previous year's event is finished, with some members of the committee starting the process of begging, stealing or borrowing prizes for one of the biggest raffles you are ever likely to come across. At the beginning of the year, the date is set and invitations go out to various clubs and vendors to ensure the highest possible attendance, which resulted in 2015 with five trade stands and no fewer than 20 model boat clubs being represented by either their dedicated stands or individual club members.

## Trade stands:

Dean's Marine  
Mobile Marine Models  
Mountfleet Models  
Mike Alsop - Scale Flags and Ensigns  
Worner Marine

## Club stands:

York Model Boat Club  
Rawdon Model Boat Club  
Leeds & Bradford Model Boat Club  
Bridlington Model Boat Club  
Bradford Model Engineering Society  
St Helen's Model Boat Club  
Bury Model Boat Club  
Vicar Water Model Boat Club  
King Lear Model Boat Club  
Mutual Model Boat Club  
Castaways Model Boat Club  
In addition there was support from individual members of other clubs and the Mirfield Branch of the RNLI.

## The Glorious 12th July!

With an early start, club members ensured that gazebos and the tea tent were assembled as a priority as we all know that a model boat club marches on its supply of tea. The new and improved harbour was assembled and obstacles placed on the water ready for the day's sailing and activities. The traders and clubs started to arrive and we rapidly had all types of craft on display.

Apart from a couple of very brief passing showers the weather remained kind, enabling everyone attending to have a thoroughly enjoyable day. Old acquaintances and friends had a chance to catch up and the public got the opportunity to show their children just what model boating is all about and those youngsters may just become the next generation of modellers. At two o'clock in the afternoon the traditional Kirklees MBC Sail-Past took place when as many models as possible assembled on the pond and put on a display for the gathered public. At one point that there were nearly 40 models on the water - thank goodness for 2.4GHz.

## Prizes

Awarding and presenting these was a relaxed affair, with prizes in particular going to Donald Shaw of Kirklees MBC for his super version of Aziz and the Best Tug Award going to John Bradford of Liverpool MBC for his wonderful American pusher tug Sharin. One of the most highly regarded raffles in the model boat world is organised and drawn by Stan Reffin, who excelled himself this year with an unbelievable number of prizes, the sale of tickets raising £300 for the RNLI.



ABOVE: John Bradford (right) of the Liverpool MBC receives his trophy from Phil Bowker, Kirklees MBC Chairman, for his superb American pusher tug Sharin.

BELOW: Different boat types enjoyed the water and the warm sun of the afternoon. There was just enough breeze to please the yachts, but without causing too much concern for the scale models.





# Club

## Conclusion

I still find it surprising that events such as this can be put on by a club completely free of charge, including free parking and entertainment and activities to match some of the much bigger events on the calendar. The Kirklees MBC committee have asked me to wholeheartedly thank all the traders, attending clubs and model boaters' for their support and commitment, without whom events such as this would not be as superb.

Kirklees Model Boat Club is based at Wilton Park, Bradford Road, Batley WF17 8JH, and operates on Sunday mornings and Wednesday afternoons. Website: [www.kirkleesmodelboatclub.org.uk](http://www.kirkleesmodelboatclub.org.uk) (Pictures by kind permission of Cathy Wilson, Debbie Roberts and Nick Roberts)



Despite threatening clouds the weather was okay for the day. With all the gazebos up and the tea tent operational, the day's activities could commence.



ABOVE: Plenty of tugs enjoyed manoeuvring through the harbour as well as performing a few steering exercises on open water.



RIGHT: Getting down to the level of the harbour demonstrates just what a realistic facility it is.

BELOW: The hard work started early on the day with everyone playing their part in putting up gazebos, fencing, tables and all the equipment on the pond for the water based activities.



LEFT: Continuing to expand every year are the number of floating sections of the harbour, making for an incredibly flexible facility and a superb obstacle for some boat handling skills.



BELOW: With the pond full of model boats there was unfortunately one casualty on the day, but with 'International Rescue' on hand, the damage was kept to a minimum.

ABOVE: Receiving his award from Phil Bowker is Kirklees member Donald Shaw (right) for his beautiful Model Slipway model of Aziz.





# Southport Model



**Dave Wooley** reports from their  
*Open Day - 12th July 2015*

**T**his is a long established club and since 2003 has had the benefit of Jubilee Lake, a purpose built facility. Southport MBC for many years hosted the long running National Model Lifeboat Rally using the Marine Lake on the seafront, organised by the irrepressible Des Newton with support from many local clubs, so it has a great history. The Jubilee Lake is large enough to cater for most forms of model boating, including scale, sail and fast electric and the 2015 event was supported by other clubs including Ribble, Ellesmere Port, Wirral, Wallasey MBS and Liverpool.

The pond has a member's car park and the area is shared with Southport Model Engineering Club who have a clubhouse and raised track loop for steam engines. As part of the development a new track bed has been added alongside the pond, looping around at the head of the area and returning to the clubhouse.

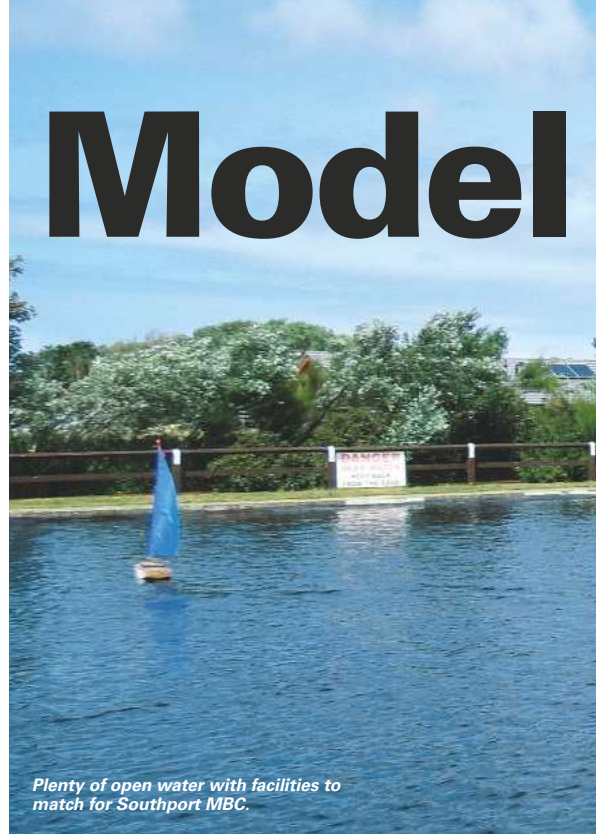
The pond is open for public use as the club felt that it should be available to everyone, not just SMBC members. Electric, steam and sail models are all operated, but i.c. engines are not permitted. The club has plenty of youngsters with toy yachts sailing amongst the more sophisticated models, to the delight of one and all.

Jubilee Lake is on Rotten Row, Southport, Post Code PR8 2BZ, about 15 minutes walk from the town centre. Part of the lake's edge is stone flagged and the personal and catering facilities are shared



ABOVE: A very nice Imara tug with appropriate sound effects.

BELOW: Phil Scales and his Shell Welder.



Plenty of open water with facilities to match for Southport MBC.



ABOVE: Phil Scales' impressive Shell Welder, c1950's.

BELOW: This large semi-scale RAF RTTL of Andrew Chandler, operated for more than an hour.



LEFT: The Hong Kong Police Force had their own gunboats which were converted tugs and Police No. 2 is an example.

RIGHT: The superb 1:48 coastal tanker Shell Welder built by Phil Scales.





# Boat Club



*LEFT: An attractive Russian lakes steamer - an unusual modelling subject in the UK.*



*RIGHT: Yorkshire Belle 2 - a well known pleasure steamer with Sir Thomas Brocklebank in the background.*

with Southport Model Engineering Club. So this is very much two different forms of model making coming together for their mutual benefit.

## The Open Day

There were no organised on the water competitions events other than a Duck Race and it was a case of bring your model and enjoy the venue to your heart's content. The lake is well placed to capture the sun and a moderate breeze, making it ideal for all forms of model boating, being deep enough for the largest of sailing models and big enough to allow part of it to be used for fast electric model boats. The Duck Race was for fund raising with a large number of small plastic ducks deposited on the lake at the same time and the first nominated duck home winning a prize. All very simple and surprisingly great fun.

## The models

One excellent example of the model maker's craft was Phil Scales' (Ribble MBC) coastal tanker Shell

Welder, totally scratch built and based on the Frog injection moulded kit of the 1960's. The pipework is simply superb and it sails as well as it looks, a credit to Phil's craftsmanship. Andrew Chandler, well known for the unique RNLI models displayed and operated by his daughter and himself, had brought along a very large semi-scale RAF RTTL (Rescue and Target Towing Launch). With LiPo batteries and speed 600 motors with belt drives to the three propshafts, it can perform at high speed for more than an hour.

## Conclusion

Southport MBC have a relaxed approach to the hobby and welcome both fellow enthusiasts and the general public. The quality of their facilities is excellent and they have a varied program of events through the model boating season. If you would like to know more about the club, then please contact their secretary Les Thurgeson via: [www.southportmodelboatclub.com](http://www.southportmodelboatclub.com) or if you are local then why not pop along on any Wednesday or Sunday from 1200hrs onwards?



*ABOVE: A superbly turned out Liverpool pilot boat, the Sir Thomas Brocklebank.*

*BELOW: There is enough water to accommodate fast electric models as well as scale and sail craft.*





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# Nantucket

**Bill Burtwell's**  
latest model

**S**everal ships have been commissioned and served at the Nantucket Shoals Lightship Station and have been called Nantucket.

The Nantucket station was a significant US lightship station for transatlantic voyages and when established in 1854 it marked the limits of the dangerous Nantucket Shoals. She was the last lightship seen by vessels departing the United States, as well as the first beacon seen on approach.

The model is a straightforward balsawood plank-on-frame model with styrene upperworks. Bill made two balsawood moulds for lifeboats and planked these with cardboard strips and installed LED's on the masts. He, as he freely admits, struggled when making the light enclosures from brass, but persevered and is pleased with the end results. The model still awaits a crew, something that Bill is working on.

This is a working model and with the coming of Spring 2015, his Calgary (in Canada) Wednesday morning sailing group were operating again at Glenmore Lake, although most of the group are now in the Autumn of their lives as he puts it, he being 84 himself and sadly two of their number were 'lost' during the last year, as he also worded it in his email.

*(Bill is a loyal and long-time North American MB subscriber and looks forward to the magazine's arrival each month. In the April 2010 issue, on Page 57 were described and pictured some of the 20 models Bill had built in the previous 30 years - Editor)*

BELOW: Nantucket on the water.



ABOVE: Nantucket on the stand.





# Sunsearcher

**Stephen Eastwick**  
describes his latest  
solar powered  
model

**T**his model boat is 20 inches (208mm) long, 8 inches (203mm) beam and weighs 1.5lbs (700gm). The hull is all wood with balsawood frames and skinning, plus a Basswood deck and the keel is a balsa/plywood sandwich.

Power comes from one PowerFilm 7.2v 200mA solar cell via 1f max smoothing capacitor, and the motor is a Faulhaber coreless motor with a rare earth neodymium magnet, twin ball bearings and is nominally for 6 to 12v. It drives a three-bladed 35mm propeller, the motor and solar cell panel being supplied by Model Motors Direct. Notably, the Swiss Faulhaber motor also has a brush life of 3000 hours and can for example on 12v produce 7300rpm and yet draw as little as 200mA.

Radio control is 2.4GHz using micro-servos, one for the rudder and one operating a simple On/Off microswitch. And on the water? On a day of full sun with perhaps a light wind, then a reasonable speed is achieved, but if hazy and overcast, then at best a slow speed is attained, but it does still function.

So in summary, a nice deviation from a normal electrically powered model boat and yes, it does function, and quite well at that, by using only natural sunlight as a power source.

*BELOW: Although performance is not 'out of this world', the miniature solar panel concept does work, and quite well at that.*

*BOTTOM: Sunsearcher interior: The receiver does need a reliable constant power source, hence the 4.8v battery pack for it, but the drive motor relies just on sunlight to function.*



BELOW: Stern view of Nantucket.







### New Zealand Tuna Boat

**LEFT & ABOVE:** This boat, based on the Constructo Albatross kit, took barely three weeks to build and is 20ins (50cm) long. It is finished in a very high gloss oil-based varnish and has been renamed 'The Lorraine Rose'. The steering wheel is the switch for turning on and off the power supply. The entire rear section of the deck area lifts off, leaving everything inside exposed, the running gear being cannibalised from a kit of an American Coast Guard vessel.



# Four super models!

**Kenneth Ruxton** and his latest creations

**K**enneth was born in 1967 and lives near Dublin, Republic of Ireland. He has just finished a digital web design course in 2015 prior to starting college (again) in September 2015 to do a BA degree in graphic design. So he will be 51 when qualified, all of which goes to show it is never too late to start a formal education. Prior to this he has been very much involved in computer aided design and is a keen and respected artist with more than a passing interest in abstract sculptures.

His family were shipbuilders working in the Tyrrell Shipyard of Arklow, Co. Wicklow, Ireland, and when Kenneth's grandfather left, he became skipper of a boat until he met his wife. In due course he retired and decided to build a working craft using the plans

for a New Zealand tuna boat.

Kenneth obtained a copy of the original blue prints of that tuna boat and that is where his model boat building story begins, it being called Lorraine Rose, the model actually starting life as a Constructo kit. He freely admits to not knowing much about full-size boats, but can now put a model together well enough for it to be functioning and watertight, and he also likes working with miniature steam engines, so this has become a perfect hobby for him.

*(Kenneth is to be congratulated on his model making efforts and his determination on becoming a mature student at university - Editor)*



## Fantail River Steam Launch

**RIGHT & BELOW:** This was built from scratch with no plans, simply using the overall dimensions of another fantail launch model. This model is 20 x 8.5ins (50 x 21.25cm) and the basic sub-frame is of balsawood, all joined together with superglue, tape holding everything together whilst the adhesive set. Hardwood overlays make it all look more authentic, the entire hull only taking 14 days to build. The steam engine is not completely finished as pictured here, and has not been run as of mid-2015, but it will be. The real leather seat looks great and the canopy is from an African Queen model boat kit.

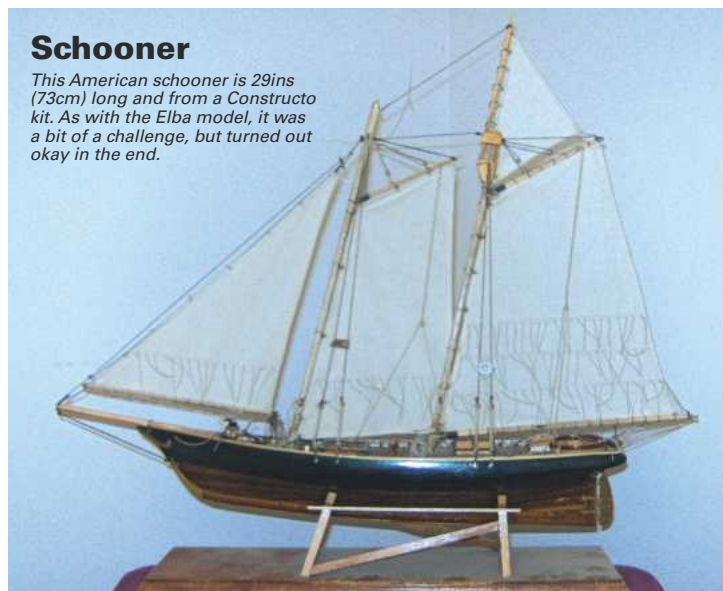


## Elba

**LEFT AND ABOVE:** This is a Constructo kit-built model that Kenneth enjoyed immensely, it being 22ins (55cm) long. The supplied stripwood planking was changed to hardwood and the light and dark planks mixed for the antique appearance.

## Schooner

This American schooner is 29ins (73cm) long and from a Constructo kit. As with the Elba model, it was a bit of a challenge, but turned out okay in the end.





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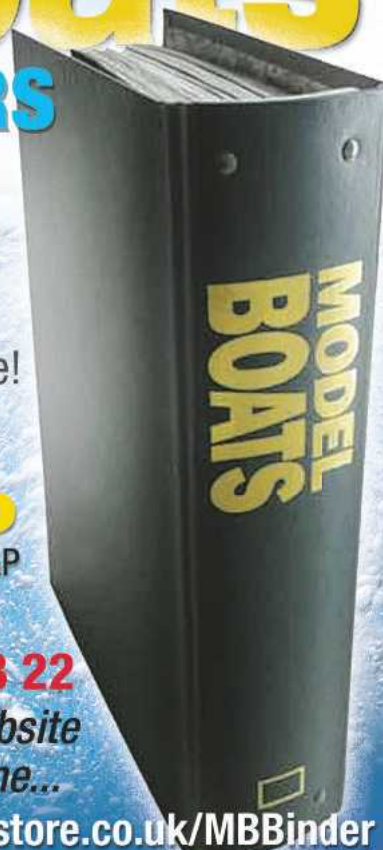
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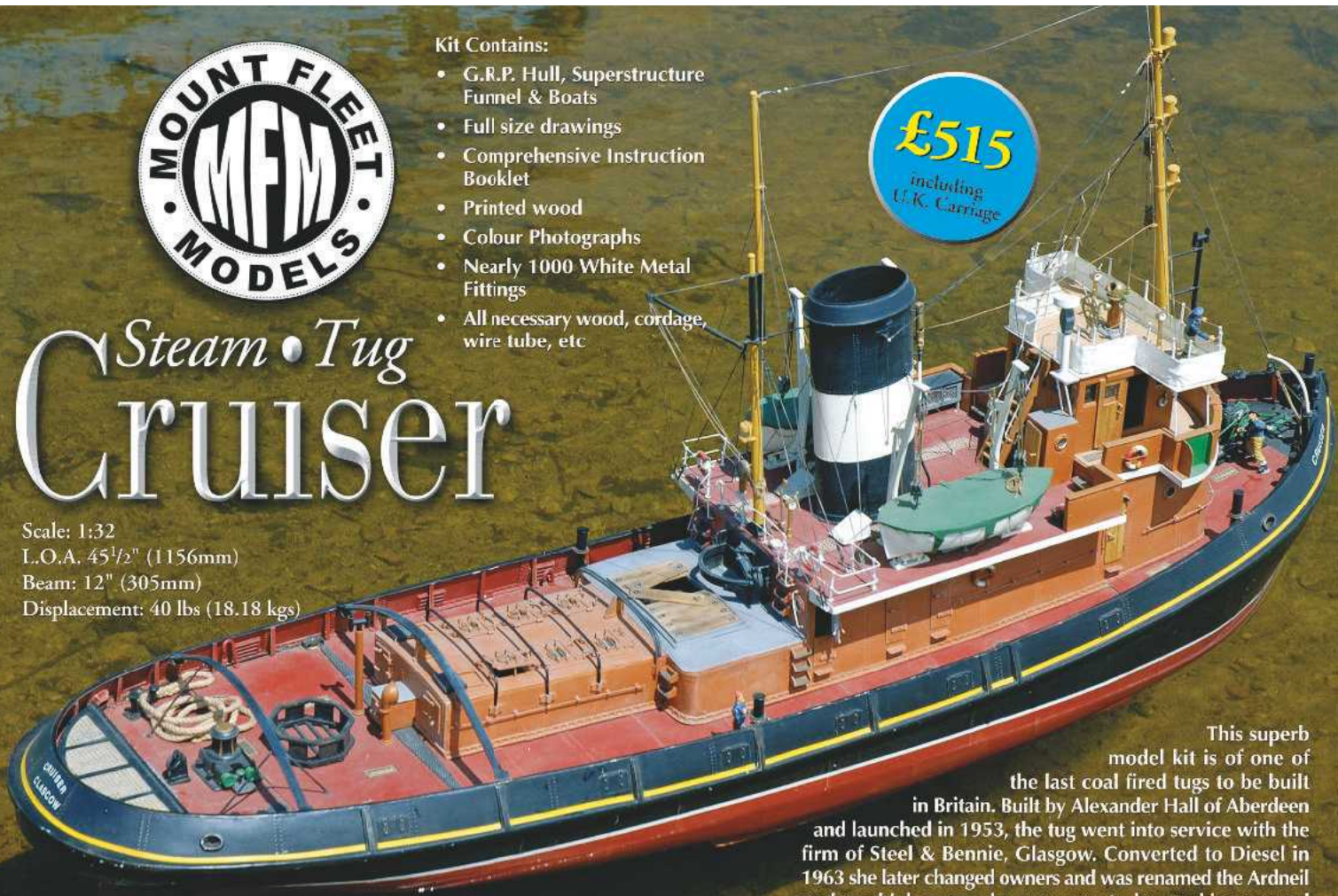
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LEFT: A powerful bow on John Taylor's ASTERIX. (Photo courtesy of Sue Brown)

BELOW: Peter Stollery's INSIDE EDGE has an offset pivot swing rig. (Photo courtesy of Sue Brown)



# 2015 Marblehead N

**Roger Stollery** reports from Manor Park Model Yacht Club - 18/19th July

BELOW: Brad Gibson receiving the championship trophy from Chris Harris.



**T**his was a superb event with a record entry for recent times of 54 competitors, including twelve that had travelled from France, Germany and Holland, this giving the Championship a real international flavour. Manor Park Model Yacht Club's hard working race and support teams put on a fantastic show giving competitors good racing in 17 boat heats and in ideal hot and sunny, but windy, conditions.

Many competitors arrived on Friday afternoon prior to the weekend, had their boats measured, made new friends, renewed acquaintances, put up their tents and had a bit of practice. There was an air of excitement as before any National Championship, enhanced by the foreign entry and the tough competition ahead with several World Champion skippers in the fleet.

## The racing - Saturday

The gusty wind was blowing from the WSW hard enough for B-rigs to be used and giving spectacular demonstrations of planing on the off-wind legs and giving competitors a great deal of fun. It was also very variable with big shifts of wind direction to keep competitors on their toes. Peter Stollery started well with his new UPROAR design, winning three out of the first four races, only interrupted by local skipper Darin Ballington, sailing his upgraded ROK design winning Race 3. In the remaining

races, defending champion Brad Gibson, sailing his GRUNGE design, won the next two out of three either side of Frenchman Laurent Gerbeaud's win in Race 6 with his QUARK. Overnight Brad was leading with 11 points with Peter 16 and Laurent 23.

Directly after the day's racing finished, everyone enjoyed a meal in the clubhouse and groups of competitors were both inside and out in the sunshine, enjoying a drink and plenty of chat.

## Sunday's racing

The second day started with the wind initially lighter allowing A-rigs to be used, but then became very variable and even stronger than Saturday, giving PRO Chris Harris a headache in setting a good windward leeward course. Laurent won Race 8, whilst the other leading boats had poor results. This continued into Race 9 and let Graham Bantock win with his QUARK. Rob Walsh was getting the hang of his new F3.4, designed by Australian Lincoln McDowell, and won Race 10, leaving Brad to complete his defence of his National Championship title by winning the last two races.

At the prize-giving, Manor Park MYC were thanked for putting on a superb event and helping the regeneration of this Formula One class of r/c model yachts. New designs, new boats and upgraded older designs are enhancing the attraction of these marvellous radio sailing boats, details of





LEFT: A good 'A' Heat start. (Photo courtesy of Sue Brown)

ABOVE: Nicholas Selves (07) and Graham Bartholomew (65) struggling to keep control in a gust. (Photo courtesy of Sue Brown)

# ational Championship

which can be seen on the website:  
[www.marbleheadsailing.wordpress.com](http://www.marbleheadsailing.wordpress.com).

## Manor Park Model Yacht Club

This club operates as part of the Manor Park Sailing Club, which is situated midway between Kings Bromley and Armitage on the A513 Rugeley Road, Sat-Nav: DE13 7JG. This is midway between roughly NE of Cannock and SW of Burton-on-Trent. The model yacht club section is an active part of the sailing club, benefiting from use of the facilities and this is something not unique nowadays, a number of model boating clubs now working together with full-size sailing clubs.

Website: [www.manorparkmyc.wordpress.com](http://www.manorparkmyc.wordpress.com)

### Results (top ten)

- 1st:** Brad Gibson (Birkenhead)
- 2nd:** Laurent Gerbeaud (France)
- 3rd:** Peter Stollery (Guildford)
- 4th:** Graham Bantock (Chelmsford)
- 5th:** Tony Guerrier (Three Rivers)
- 6th:** Rob Walsh (Fleetwood)
- 7th:** Darin Ballington (Manor Park)
- 8th:** Rob McIntosh (Birkenhead)
- 9th:** Nicholas Selves (France)
- 10th:** Andrea Roberts (Birkenhead)

**Classic Cup for boats over ten years old:**  
 Darin Ballington ROK

**Top lady skipper:** Andrea Roberts



ABOVE: Rounding the windward mark was not easy because of the port tack approach. (Photo courtesy of Sue Brown)



# Test Bench

*Model Boats looks at new products*

## Sparmax ARISM Compressor

**Supplied by The Airbrush Company**

This is an example of a new generation of compressors with more power, but in smaller units than are usual nowadays. It is aimed at airbrush users looking for a compact, yet powerful, lightweight compressor for airbrushing. Notably, it automatically turns on when you press the airbrush trigger, providing instant air, but turns off again when the airbrush is not in use - a bit like the start/stop engine feature on some modern cars. There are

some other similar, but smaller and less expensive, compressors in the range.

### Features

This compressor is a low maintenance, oil free single piston unit with a working pressure from 0 to 35 psi. It includes an automatic on/off switch and pressure range is 1.7 to 2.4 bar (25 to 35psi).

Included are: airbrush bleed valve, Silver Bullet moisture trap, 2m of braided hose, an airbrush holder,

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power cable, pressure gauge and there is an 1/8 BSP outlet on the compressor.

Size is 19.2 x 12 x 18.5cm and

weight is 2.6kg, and the duty cycle is 40 minutes of continuous use.

Price is **£125.00** inc. VAT

Review by **Paul Freshney**

## Sparmax MAX-4 Airbrush



This new airbrush tool atomizes well at low pressures and it has a 0.4mm needle and nozzle combination for general purpose, high paint flow spraying of wider spray patterns. It is a dual-action airbrush, but can be easily converted to a single-action airbrush with the single-action air valve that is

included. It also features a user-set handle which limits the paint flow and a Crown Cap allowing you to get closer to your work and achieve finer painting detail.

### Features

The Sparmax MAX-4 is a gravity-fed airbrush with a 0.7oz (2ml) fixed cup with a lid. It is supplied

with a 0.4mm needle and nozzle for spraying zero millimetres to 35 millimetres and the airbrush body features a replaceable internal PTFE solvent-proof needle packing tube.

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Review by **Paul Freshney**

## C1 Class Submarine

**New 1:48 scale semi-kit from Chylds Hall Model Shipyard**

Coming soon is this new submarine semi-kit by Steve Pickering who runs this company which specialises in late-19th and early 20th Century warships. The prototype is near to completion and is seen here at the Model Boat Convention at Haydock Park of August 2015.

It will be an extensive semi-kit, Steve intending to include about 85 or 90% of the components, but not every last part. As

regards the internals, it will include the watertight compartment (Perspex tube and end bungs), but the individual builder will be responsible for the rest of the functioning internal equipment as required. This gives the option of building it as a static or dynamic diving submarine, or even just for surface use, although Steve is building the prototype for static diving. At just over 36 inches long with the photo etched detail, it



will make into a super and unique model.

Chylds Hall Model Shipyard are at: Old Dairy Cottage, Upper Stepford,

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## Images of War – Aircraft Carriers of the United States Navy

Written by Michael Green. Softback, 208 pages, 245 x 190mm, over 240 black & white and colour photographs, ISBN: 978-1-78337-610-0, price (RRP) £14.99. Published by Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: [www.seaforthpublishing.com](http://www.seaforthpublishing.com). Available direct from the publisher or through the usual retail outlets.

In March 1922, the United States Navy commissioned its first experimental aircraft carrier the USS Langley, named in honour of an early American

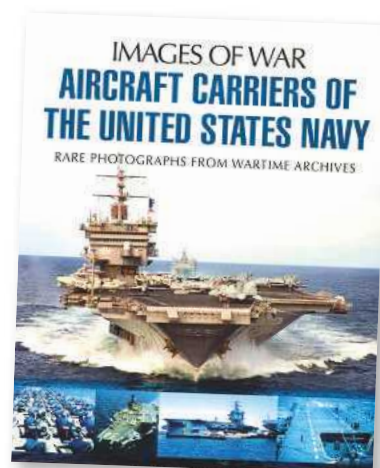
aviation pioneer, Samuel Pierpont Langley. This was followed into service by two much larger and more capable carriers the USS Lexington and the USS Saratoga, commissioned in November and December 1927 respectively, with five more including three large Yorktown class carriers, being built prior to the Japanese attack on Pearl Harbour.

To take the offensive against the Japanese Navy, the American Congress funded by far the largest carrier building programme in history based on the Essex class, a larger version of the pre-war Yorktown vessels. Of the twenty six carriers ordered, fourteen were commissioned in time to see Second World War service. These were joined by many smaller

classes of carriers, including light carriers and escort carriers.

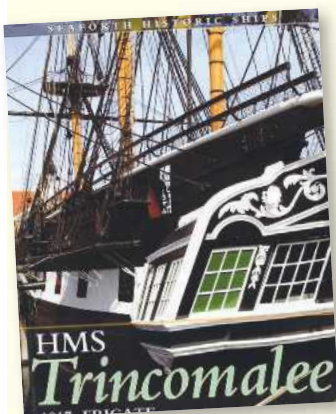
Post-WW2, ever larger and more technically advanced carriers were commissioned. Since 1975, when the first fleet of ten nuclear-powered Nimitz class carriers was commissioned, they have epitomised United States superpower status and worldwide power projection. These are due to be replaced in the decades to come with the even more sophisticated nuclear-powered Gerald R. Ford class.

This new illustrated book in the Images of War Series, compiled and written by Michael Green, contains superb images of all the different types of classes of carriers employed by the US Navy from 1922 to the present day.



These and its highly informative text and captions give the reader a broad overview of this fascinating subject.

*Book Review by John Deamer*



## HMS Trincomalee 1817, Frigate

Written by Wyn Davies and Max Mudie. Softback, 128 pages, 247 x 174mm, over

200 photographs, diagrams and paintings in colour. ISBN: 978-1-84832-221-9. Price (RRP) £14.99. Published by Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: [www.seaforthpublishing.com](http://www.seaforthpublishing.com). Available direct from the publisher or through the usual retail outlets.

HMS Trincomalee is the oldest British warship afloat. Built from teak in 1817 in the Bombay Dockyards of the Honourable East India Company to a classic Royal Navy frigate design, she took her name from the battle of Trincomalee fought between the British and French fleets off the Ceylonese (now Sri-Lankan) port of Trincomalee in September

1782. The Napoleonic wars were over by the time she arrived in England in 1819 and the world was a much more peaceful place, so she was de-masted, covered over and placed 'in ordinary' until commissioned for overseas service in 1845, first in the West Indies and North America, and then on the far side of the world, for the Pacific Station. At the end of this second commission in 1857, she became a training ship, a service which lasted in various guises, both military and then civilian, until the mid-1980's when she was moved to Hartlepool for restoration, to become the beautiful ship we see today, a process that took nearly eleven years and cost over £10.5m

In this new book, in the

Seaforth Historic Ships series, the author, Wyn Davies and photographer Max Mudie, take us on a photographic survey of the exterior of the ship, highlighting notable features and a deck by deck tour of the interior using specially commissioned photographs in glorious colour. There is also a historical introduction about the ship and her significance together with an explanation of her design and construction.

Whether you're a ship modeller or a naval history enthusiast, this beautifully illustrated book would make a welcome addition to your maritime bookshelf.

*Book Review by John Deamer*

## The Battlecruiser HMS Hood

An Illustrated Biography 1916 - 1941

Written by Bruce Taylor. Softback, 256 pages, 260 x 250mm, over 260 photographs, diagrams and maps mostly in black & white some in colour. ISBN: 978-1-84832-248-6. Price (RRP) £19.99. Published by Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: [www.seaforthpublishing.com](http://www.seaforthpublishing.com). Available direct from the publisher or through the usual retail outlets.

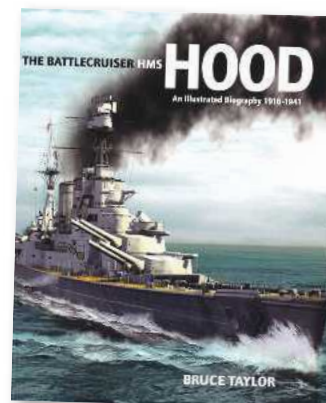
Launched in August 1918 and commissioned in May 1920, HMS Hood was the last battlecruiser

built for the Royal Navy. As one of the largest and ostensibly, the most powerful warships in the world, for twenty years HMS Hood was the pride of Great Britain and carrying immense prestige was known as 'The Mighty Hood'.

In this, the fourth printing of this hugely successful book, which is now published in a new softback format, the author, Bruce Taylor, tells the story of HMS Hood, her life, her work and her people, from the laying of her keel at John Brown's Shipyard on the Clyde in September 1916, through several 'flying the flag' exercises, including her circumnavigation of the globe in 1923 and 1924; her service, both before and during, the Second World War and her

destruction in the Denmark Strait in May 1941, when a shell from the KM Bismarck penetrated the ship's armour plating and exploded in her aft magazine, with the tragic loss of 1415 lives. Only three men survived.

Among the strengths of this superb book is a unique gallery of photographs, including stills from a recently discovered piece of colour film, plus a set of computer-generated images of both the exterior and cutaways of the interior of the ship, with a fold-out section in colour by, marine artist, Thomas Schmid. There are also personal accounts of life aboard the ship, in peace and in war, from the men that served in her, together with a day-by-day chronology and a corrected roll of



honour.

A wealth of new information on Hood's structure and operation make it essential reading for the enthusiast, ship modeller and historian alike.

*Book Review by John Deamer*



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D44, Garry Dickson's Saturn in the foreground versus Mike's D4 Patriot.

# BMPRS News

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**Craig Dickson** reports from Colwick Country Park, Nottingham

**E**vent Number Six saw our return to the fantastic Colwick Country Park on the 12th July, approximately half way through our 2015 race calendar. Mark Wild managed all of the bookings prior to the event, but to his absolute regret he had to cancel his attendance on the day having picked up a bug needing antibiotics. He felt absolutely gutted about this because as he said; 'It is the first time in the five years of BMPRS that I will miss a race meeting due to illness'. However fair play to Mark, because despite feeling well under the weather, he quickly arranged for committee

members Ian Searle and Andy Rennie to step in and manage the event in his absence. Madelyn Reid also kindly stepped in to manage the lap counting desk and a grand job they all did.

The day started off dreary and overcast with drizzle, the kind that seems to soak you more quickly than heavy rain. However this did not dampen our spirits and once the driver's meeting had been concluded and members now preparing for the first race of the day, the drizzle thankfully started to retreat for drier conditions, exactly what was wanted. So it was time for the first race to start and the usual format was followed with two 15 minute heats in each class and the lap scores totalled to decide the final positions.

## AA class

When one bears in mind that this class features the smallest of boats and engines, the lap scores achieved in this class during this season have been absolutely staggering. This event was no exception, with these boats punching way above their weight once again. Junior member Kian Searle raced his Picco 21 powered Challenger brilliantly, driving fast and close to the buoys with a truly faultless performance and his total of 89 laps deservedly earned him first place in this class.

The Go 28 powered Pursuit of David Hough delivered a similarly impressive performance,

BELOW: David Hough's beautifully built AA class Pursuit.







ABOVE: Mark Beesley's AA1176 Cavalier taking a clout from above.

ABOVE RIGHT: Steve Abbott's D class Phantom at full speed. (Photo courtesy of Judith Beesley)



LEFT: Graham's F1 cat looks like it is eating Garry's Mercury alive!

ABOVE: Kevin Alcock's badly damaged Conquest following what appeared to be just a minor collision.



achieving 86 laps in total for second place. Both Kian and David enjoyed some really close racing with their boats neck and neck at times. Andy Rennie's Challenger 43 achieved 76 laps for third place. His boat was very lively, spinning on occasions and at one point went over the top of Mark Beesley's boat, which had stopped making it difficult to see whilst stationary. Graham Stanley's OS 21 powered Cavalier was very quick as usual, but it had a few stops including a flip-over and a minor collision with another boat. So 42 laps in total left him in fourth on this occasion.

Mark Beesley's Cavalier is quite unique in that it is one of the few boats fitted with an outboard motor, in this case an OS 21 unit. The boat suffered a few stops, including a couple of collisions that were not his fault, but he struggled to keep the engine running after the restarts, so only 32 laps for fifth place.

## A class

With five entries in this class, Mike Barnes really showed how it was done, his Challenger 43 achieving a massive 90 laps for first place. His boat is fitted with an 'out of the box' inexpensive ASP 46 engine, and yet its performance would have you believe that it was fitted with a much more expensive race-tuned power plant.

Kian Searle's CMB 45 powered Mantaray also did well with 72 laps giving him second place, but it was the second heat that cost him laps. As he was chasing Mike's Challenger, his boat spun in Mike's wake and the jolt separated the ball joint on

the rudder linkage. So Kian had to finish his second heat a little earlier than intended. This was Sally Dickson's sixth race and with her driving confidence improving, it was good to see her opening up the throttle of the Crusader 3 and keeping out of trouble. Consistent laps were gained in both heats giving a total of 67 laps for her well deserved third place, but junior members Luke Bramwell and Amelia Cheshire did not have good races in this class. Amelia's Crusader 3 experienced radio control issues and at one point the boat was running round in circles. A combination of things caused the radio problems including the rudder servo turning the wrong way (it needed reversing) and the transmitter aerial not being properly installed. Luke Bramwell did not get off the blocks at all, and zero laps left him very much in fifth position.

## B class

Four competitors entered this mono hull nitro-engined class that has engines of up to 11cc capacity. Malcolm Pratt enjoyed a superb race with his CMB 67 powered Apache 50. This fast and stable boat has proved so successful for him previously in this class, and this occasion was no exception. A faultless race earned him a huge total of 96 laps which easily gave him first place. Garry Dickson's West 52 powered Challenger 48 also had excellent consistency with identical lap scores in both heats, but leaving him with only 80 laps in total and therefore second place.

Mark Beesley's unnamed ASP 61 powered boat only reached 18 laps, but that was enough

## BMPRS Championship Table as at 12th July 2015

### Top 3 places in each class only

|                     | Name           | Points so far |
|---------------------|----------------|---------------|
| <b>AA class</b>     |                |               |
| 1                   | Andy Rennie    | 55            |
| 2                   | Kian Searle    | 53            |
| 3                   | Graham Stanley | 38            |
| <b>A class</b>      |                |               |
| 1                   | Sally Dickson  | 47            |
| 2                   | Mike Barnes    | 46            |
| 3                   | Bernard Holder | 40            |
| <b>B class</b>      |                |               |
| 1                   | Malcolm Pratt  | 84            |
| 2                   | Garry Dickson  | 47            |
| 3                   | Andy Rennie    | 42            |
| <b>C class</b>      |                |               |
| 1                   | Ian Searle     | 52            |
| 2                   | Harry Stuart   | 45            |
| 3                   | Bernard Holder | 39            |
| <b>D class</b>      |                |               |
| 1                   | Garry Dickson  | 82            |
| 2                   | Mike Barnes    | 63            |
| 3                   | Malcolm Pratt  | 43            |
| <b>Cat class T1</b> |                |               |
| 1                   | Luke Bramwell  | 79            |
| 2                   | Andy Rennie    | 44            |
| 3                   | Boyd Elson     | 42            |
| <b>Cat class T2</b> |                |               |
| 1                   | Garry Dickson  | 79            |
| 2                   | Malcolm Pratt  | 77            |
| 3                   | Graham Stanley | 46            |





ABOVE: The inside of Kian Searle's winning AA class Challenger.

BELOW: Graham Stanley's AA class Cavalier. (Photo courtesy of Judith Beesley)



for third place and valuable championship table points. The ASP engine in Mark's boat had recently been stripped for servicing and he had not had the chance to correctly adjust the fuel needle settings. This made the engine tricky to start and resulted in several stops during the race, so more testing will be needed before the next race. The CMB 67 powered Warhawk of Andy Rennie at first seemed not to want to start and it soon became apparent that its throttle servo had failed, so Andy had to retire the boat with zero laps attained and fourth place.

### C class

This is the largest of the nitro mono hull classes, but was also the only class of the day to have just a single entry. So all Ian Searle had to do was get round the course once for the class win. In the event he completed four laps allowing the CMB 90 (15cc) engine to properly warm up, then pulled in for first place. You might ask, 'Why bother running a Heat when only one person has entered', but we believe that if you make the effort to turn up to race, you absolutely deserve the opportunity to compete.

### D class

This ever-popular spark ignition petrol engined mono hull class had the biggest number of entries with eight competitors. The sheer size of the hulls makes for spectacular viewing and with eight boats ripping through the waves head to head, this guaranteed fantastic race action. Garry Dickson's superbly presented Saturn was driven carefully and consistently, because with eight fast moving boats on the water, keeping out of trouble and avoiding contact with the other boats is much easier said than done. Garry's consistency paid off, as it earned him 93 laps in total for a well deserved first place against fierce competition.

Mike Barnes raced his trusty Zenoah powered Patriot and ended up with 80 laps for second place. After a fantastic first heat with a whopping 53 laps at that point, what went wrong in Heat Two? Mike's Patriot stopped suddenly and following recovery, despite furiously pulling on the starter cord of his engine, it simply refused to re-start. One of the two ignition coils appeared to have failed and without a spark, these engines simply won't run.

Malcolm Pratt raced his relatively new Tiger King powered Patriot and enjoyed consistent racing in both heats gaining a respectable 76 laps and third place. What about some of those that didn't do quite so well in this class? Mark Beesley's XXX boat stopped suddenly in Heat Two when the failsafe of his radio control kicked in closing the throttle. After recovery, it was clear the radio control was completely dead, so the boat had to be inevitably retired. Steve Abbott's Phantom was running really very fast to start with, but its rudder must have come into contact with something, because it flipped back breaking the bottom shear bolt, which is designed to break this way to avoid major damage to the rudder mounting system. However, part of the broken shear bolt was left in the alloy housing and it took valuable race time to remove it for a new replacement bolt to be fitted.

Ian Searle's Phantom was going well until Heat Two when he glanced Buoy One, not realising that it had dislodged the rear turn fin that is essential for stability in sharp turns. So at the next buoy, the Phantom spun out and barrel-rolled costing a lot of laps.



LEFT: Two of the Big Cats head to head.

RIGHT: A class action: Mike Barnes versus Kian Searle's A128, first and second place respectively. (Photo courtesy of Judith Beesley)



LEFT: The B44 Challenger of Garry Dickson battling for second place against Mark Beesley's B176 boat.



BELOW: B9: Malcolm Pratt's B class winning Apache.



Paul Edgecombe ended up in bottom place despite having a good second heat, so why no laps in his first heat? Well, he had a problem with the Zenoah engine of his Patriot in Heat One, because the low speed fuel needle fell out of its housing, stopping the engine from running.

### Catamaran T1 class

This smaller catamaran class had three entries, but that didn't prevent some great fun and good racing. There were though quite a few occasions of the boats stopping, which explains why the lap scores

were lower than expected, also keeping the rescue boat busy.

Luke Bramwell made up for his disappointing A class result by winning with his SC 46 powered X-Cat 38, scoring a total of 33 laps. Andy Rennie's Rossi 40 powered X-Cat achieved 29 laps for second place despite having to spin the boat out at Buoy Two to avoid hitting the rescue boat. Bob Cheshire's Sprint Cat took third place with 20 laps. However, he unintentionally drove his catamaran over the boom line marking the outside right hand border of the race area and the subsequent rescue of it took some time, costing a lot of potential laps.



ABOVE: D CLASS action around Buoy Four ready for the pit straight. (Photo courtesy of Judith Beesley)

LEFT: The winners, all with great smiles on their faces.





ABOVE: The tricky rescue of Graham and Garry's catamarans took some time following their collision.

RIGHT: Graham Stanley's damaged F1 cat

TOP RIGHT: Mark Beesley's Conquest in the thick of the T2 class action. (Photo courtesy of Judith Beesley)



## Catamaran T2 class

This class of the Big Cats enjoyed the second largest entry of the day with seven competitors. It also featured some exceptional lap totals, some furiously competitive racing and two astonishing crashes, the photographs demonstrating this better than words.

Malcolm Pratt achieved his second win of the day and the accolade of highest lap total of the day, scoring a massive 101 laps in total. His CMB 91 powered Aeromarine had all the ingredients of a winner including speed, stability, reliability and a good driver, so well done Malcolm. Kevin Alcock's RCMK powered Conquest achieved an equally impressive 99 laps in total for second place. Kevin's boat was involved in a collision with another boat which resulted in a massive gash down the side section of the hull. Fortunately it happened right at the end of Heat Two thus not having too much effect on Kevin's lap total. Let's hope that Kevin's boat building skills will enable the hull to be repaired for future races, as it was very seriously damaged.

Garry Dickson's MPM powered Mercury took third place with 78 laps. The first heat for Garry nearly ended in disaster, as the boat caught a wave and dived under it. Meanwhile, Graham Stanley's rapidly approaching F1 catamaran ran straight into the transom part of Garry's boat. The damage to Graham's boat is evident from the photograph and led to his immediate retirement from the race, pending major repairs. Garry's Mercury suffered a mangled prop' and a bent strut support, but these were fixed to enable him to race in Heat Two.

Paul Edgecombe's beautifully presented X-Cat was running really well, but in Heat Two the boat went over the boom, as several did on the day, causing it to flip-over some distance from the rescue boat. Upon recovery, the radio box had taken in water, and so Paul had to retire his boat.

## Conclusion

We are extremely grateful for the support and friendly welcome extended to us by the Nottingham MBC members, which included the essential rescue boat and PA system. Yet again we experienced the magic lap total of 'One Hundred' being exceeded, so no longer can this be considered a very rare occurrence.

On this occasion in the T2 Catamaran class, two of the boats suffered substantial hull damage, the result of two accidental collisions. Thankfully all involved viewed the incidents in the context of what they were, with no bad feelings and great sportsmanship all round. With boats as fast as these, occasional collisions are perhaps inevitable.

All in all, this proved to be another thoroughly enjoyable day's racing and the abbreviated league table shows the current top three positions around the mid-2015 point, but it could all change with everything still to play for in the remaining races.

*Cheers for now - Craig*

## Nottingham 2 Results - 12th July 2015

|                           | Name            | Number | Hull          | Engine     | Heat 1 | Heat 2 | Total |
|---------------------------|-----------------|--------|---------------|------------|--------|--------|-------|
| <b>AA class</b>           |                 |        |               |            |        |        |       |
| 1                         | Kian Searle     | 128    | Challenger 43 | Picco 21   | 44     | 45     | 89    |
| 2                         | David Hough     | 87     | Pursuit       | Go 28      | 41     | 45     | 86    |
| 3                         | Andy Rennie     | 11     | Challenger 43 | CMB 21     | 37     | 39     | 76    |
| 4                         | Graham Stanley  | 29     | Cavalier      | OS 21      | 25     | 17     | 42    |
| 5                         | Mark Beesley    | 176    | Cavalier      | OS 21o/b   | 16     | 16     | 32    |
| <b>A class</b>            |                 |        |               |            |        |        |       |
| 1                         | Mike Barnes     | 4      | Challenger 43 | ASP 46     | 44     | 46     | 90    |
| 2                         | Kian Searle     | 128    | Mantaray      | CMB 45HR   | 41     | 31     | 72    |
| 3                         | Sally Dickson   | 77     | Crusader 3    | SC 46      | 33     | 34     | 67    |
| 4                         | Amelia Cheshire | 98     | Crusader 3    | ASP 46     | 0      | 8      | 8     |
| 5                         | Luke Bramwell   | 6      | Challenger 43 | ASP 46     | 0      | 0      | 0     |
| <b>B class</b>            |                 |        |               |            |        |        |       |
| 1                         | Malcolm Pratt   | 9      | Apache 50     | CMB 67     | 49     | 47     | 96    |
| 2                         | Garry Dickson   | 44     | Challenger 48 | WEST 52    | 40     | 40     | 80    |
| 3                         | Mark Beesley    | 176    | Unknown       | ASP 61     | 3      | 15     | 18    |
| 4                         | Andy Rennie     | 11     | Warhawk       | CMB 67     | 0      | 0      | 0     |
| <b>C class</b>            |                 |        |               |            |        |        |       |
| 1                         | Ian Searle      | 127    | Makara        | CMB 90     | 4      | 0      | 4     |
| <b>D class</b>            |                 |        |               |            |        |        |       |
| 1                         | Garry Dickson   | 44     | Saturn        | MPM 31     | 48     | 45     | 93    |
| 2                         | Mike Barnes     | 4      | Patriot       | Zen 28.5   | 53     | 27     | 80    |
| 3                         | Malcolm Pratt   | 9      | Patriot       | Tiger King | 31     | 45     | 76    |
| 4                         | Kevin Alcock    | 75     | Patriot       | Gizmo 30   | 17     | 26     | 43    |
| 5                         | Mark Beesley    | 176    | XXX           | Zen 26     | 34     | 8      | 42    |
| 5                         | Steve Abbott    | 4      | Phantom       | Zen 30     | 4      | 38     | 42    |
| 7                         | Ian Searle      | 127    | Phantom       | RCMK       | 35     | 2      | 37    |
| 8                         | Paul Edgecombe  | 95     | Patriot       | Zen 30     | 0      | 37     | 37    |
| <b>Catamaran T1 class</b> |                 |        |               |            |        |        |       |
| 1                         | Luke Bramwell   | 6      | X-Cat         | SC 46      | 25     | 8      | 33    |
| 2                         | Andy Rennie     | 11     | X-Cat         | Rossi 40   | 15     | 14     | 29    |
| 3                         | Bob Cheshire    | 16     | Sprint Cat    | Mac 10     | 5      | 15     | 20    |
| <b>Catamaran T2 class</b> |                 |        |               |            |        |        |       |
| 1                         | Malcolm Pratt   | 9      | Aeromarine    | CMB 91RS   | 48     | 53     | 101   |
| 2                         | Kevin Alcock    | 75     | Conquest      | RCMK       | 43     | 56     | 99    |
| 3                         | Garry Dickson   | 44     | Mercury       | MPM 31     | 26     | 52     | 78    |
| 4                         | Mark Beesley    | 176    | Conquest      | RCMK 26    | 45     | 28     | 73    |
| 5                         | Mike Proudman   | 85     | Cyclone       | Zen 28.5   | 40     | 25     | 65    |
| 6                         | Paul Edgecombe  | 95     | X-Cat         | Zen 26     | 39     | 10     | 49    |
| 7                         | Graham Stanley  | 29     | F1 1320GP     | RCMK K30   | 14     | 0      | 14    |





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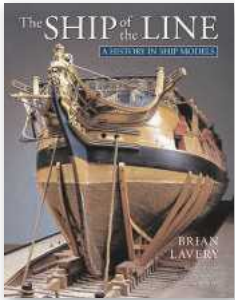
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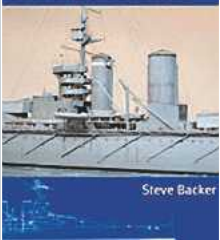
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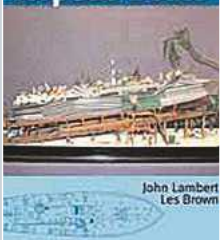
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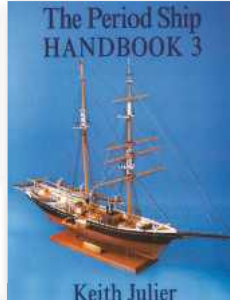
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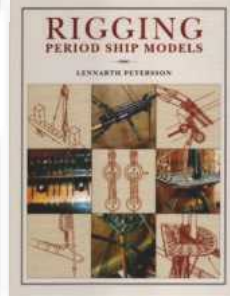
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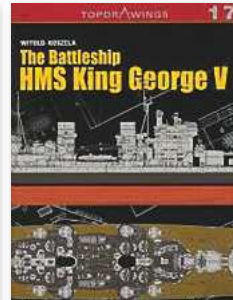
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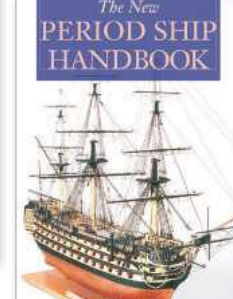
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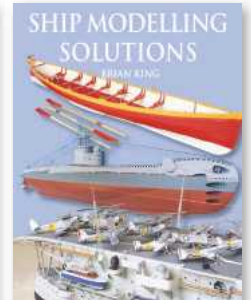
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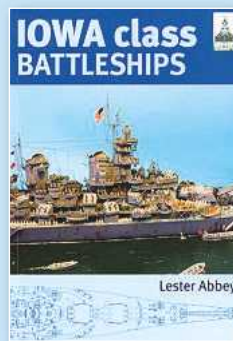
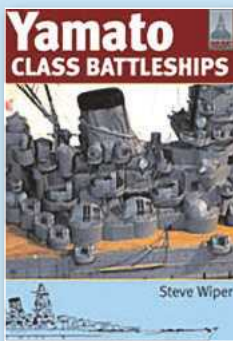


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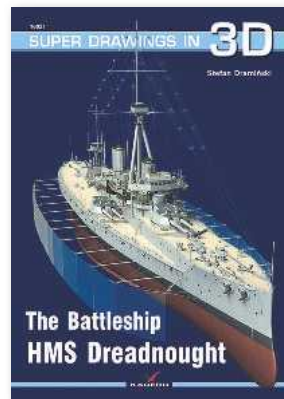
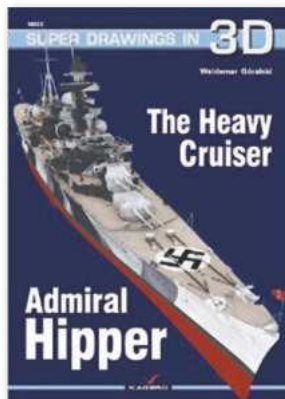
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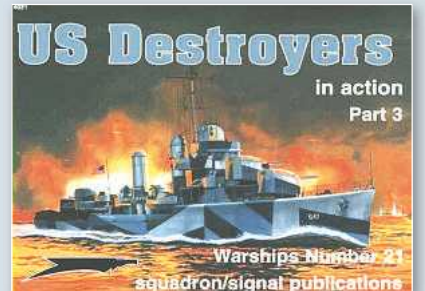
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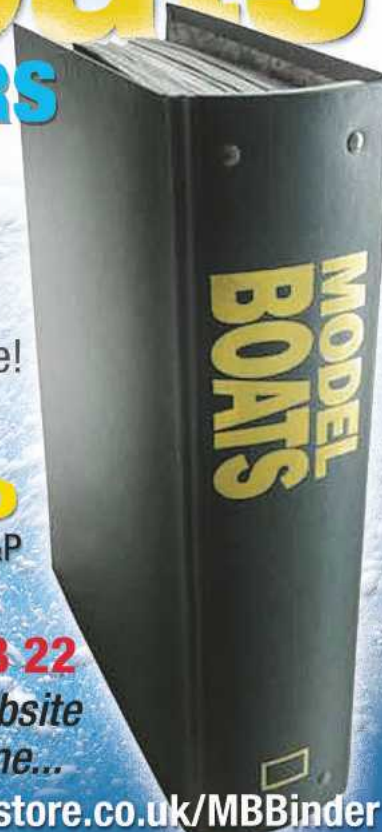
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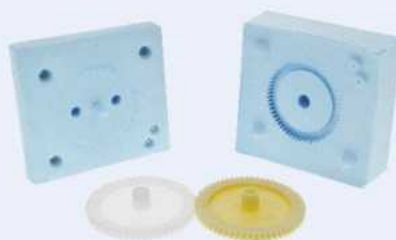


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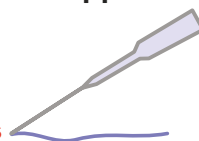
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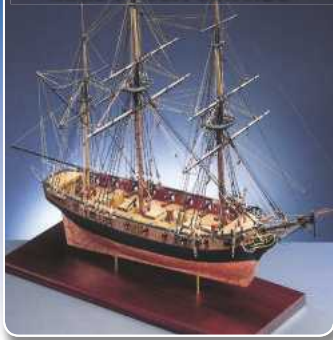
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| American Beauty Mississippi River Towboat | £170.00 |
| Big Swamp Buggy                           | £119.99 |
| Carol Moran Tug                           | £79.99  |
| Creole Queen Mississippi Riverboat        | £290.87 |
| Dauntless Commuter Boat #1211             | £147.97 |
| George W Washburn #1260                   | £151.99 |
| Huson 24 Sailboat #1117                   | £101.14 |
| Jersey City Tugboat #1248                 | £251.99 |
| Jolly Jay Gulf Fishing Trawler #1231      | £127.99 |
| Myrtle Corey Memphis River #1253          | £232.99 |
| USS Whitehall                             | £77.99  |
| US Coastguard 41' Utility Boat            | £133.00 |

## Euromodel Como Kits

|                                               |         |
|-----------------------------------------------|---------|
| Ajax 18th Century European Frigate 1:72 Scale | £518.95 |
| Derfflinger 17th Century Felucca 1:66 Scale   | £260.95 |
| Falmouth 18th Century "East India"            | £594.94 |
| La Renommee 18th Cen Frigate 1:70 Scale       | £602.95 |
| Lyde 18th Century Schooner 1:70 Scale         | £296.95 |

## Joysway - Ready to run models

|                                  |         |
|----------------------------------|---------|
| Blue Mani                        | £139.99 |
| Bullet                           | £145.12 |
| Caribbean Yacht 1:46             | £52.00  |
| Explorer Yacht                   | £148.99 |
| Dragon Force Yacht               | £148.99 |
| Force2 60 Catamaran Yacht 2.4GHz | £166.99 |
| Focus 1 Meter Yacht              | £218.99 |
| Orion Yacht (Blue) 2.4GHz        | £95.99  |
| Orion Yacht (Red) 2.4GHz         | £95.99  |

## Krick Kits

|                                     |         |
|-------------------------------------|---------|
| Alexandra Steam Launch inc Fittings | £300.00 |
| Anna Steam Launch                   | £99.95  |
| Borkum Steam Launch inc Fittings    | £338.95 |
| Felix                               | £88.93  |
| Lisa M                              | £102.00 |
| Gulnara                             | £271.99 |
| U-Boat                              | £326.95 |
| Victoria Steam Launch inc Fittings  | £355.00 |

## Modellers Shipyard

|                                     |         |
|-------------------------------------|---------|
| Colonial Ketch Mary Byrne           | £214.99 |
| HMS Supply - First Fleet 1788       | £274.99 |
| HM Cutter Mermaid 1817              | £244.00 |
| Colonial Sloop Norfolk 1798         | £181.99 |
| Colonial Brig Perseverance 1807     | £278.99 |
| Colonial Schooner Port Jackson 1803 | £214.99 |
| HMS Supply - First Fleet 1788       | £274.99 |

## Mantua Kits

|                               |         |
|-------------------------------|---------|
| Amerigo Vespucci              | £296.00 |
| Armed Swedish Gunboat         | £140.00 |
| Astrolabe. French Sloop 1812  | £197.00 |
| Bruma Open Cruiser Yacht 1:43 | £165.00 |
| Golden Star                   | £77.00  |
| HM Endeavour Bark 1768 1:60   | £156.00 |
| HMS Victory 1:200 Scale       | £103.00 |
| HMS Victory 1:98              | £283.00 |
| Mercator                      | £145.00 |
| Mincio                        | £94.00  |
| Le Superbe                    | £322.00 |

## Occre Kits

|                                             |         |
|---------------------------------------------|---------|
| Albatros                                    | £79.00  |
| Apostol Felipe (Galleon)                    | £216.00 |
| Bounty with Cutaway Hull Section 1:45 Scale | £232.00 |
| Cazador Xebec                               | £180.00 |
| Diana (Frigate)                             | £214.00 |
| Dos Amigos Brigantine Schooner 1:53 Scale   | £106.00 |
| Gorch Foch                                  | £320.00 |
| Nuestra Senora del Pilar 1:46 Scale         | £450.00 |

|                            |         |
|----------------------------|---------|
| Mississippi Paddle Steamer | £159.00 |
| San Marcos (Galleon)       | £215.00 |
| Santisima Trinidad         | £359.95 |
| Santisima Section          | £108.00 |
| Ulises                     | £184.00 |
| London Tram                | £104.00 |
| Dennis Bus Type B          | £84.95  |
| Stephensons Rocket         | £71.90  |

## Panart Kits

|                         |         |
|-------------------------|---------|
| Amerigo Vespucci 1:84   | £670.00 |
| Anteo Harbour Tug       | £329.00 |
| Armed Naval Pinnace     | £132.00 |
| HMS Victory 1:78 Scale  | £389.00 |
| HMS Victory Bow Section | £173.00 |
| Section Deck            | £130.00 |
| San Felipe              | £583.00 |
| The Royal Caroline      | £265.00 |

## Pro Boat - Ready to Run

|                                          |         |
|------------------------------------------|---------|
| Miss Geico 29 Brushless Catamaran V2 RTR | £324.00 |
| Westward 18 Sailboat                     | £139.50 |

## Robbe Kits

|                                         |         |
|-----------------------------------------|---------|
| Bussard 1:20 Almost Ready to Run        | £234.95 |
| Dolly Harbour Launch 1:20 - New Version | £129.95 |
| Dusseldorf 1:25 Almost Ready to Run     | £374.95 |
| Paula IV                                | £165.00 |
| Sylt Police Boat                        | £549.95 |

## Sergal Kits

|                             |         |
|-----------------------------|---------|
| Cutty Sark                  | £358.00 |
| HMS Bounty                  | £174.00 |
| HMS Peregrine               | £182.00 |
| HMS President Light Frigate | £277.00 |
| HMS Racehorse               | £77.00  |
| Mississippi 1870            | £356.00 |
| Soleil Royale 1669          | £710.00 |
| Sovereign of the Seas       | £710.00 |
| Thermopylae                 | £77.00  |
| Wasa                        | £710.00 |

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|--------------------------------|---------|
| ETNZ 1M Racing Yacht           | £179.99 |
| Naulantia 1M Yacht             | £149.99 |
| Desperado Jr. ARTR Catamaran   | £119.99 |
| Outlaw JR OBL Power boat Combo | £165.95 |
| Sergal Kits Thermopylae        | £69.95  |

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|----------------------|---------|
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