

FREE!

**Full-size Plan
worth £12.50**

**The World's
Best-Seller!**

June 2016
Vol.66 No.787

model **Boats**

GET ON BOARD www.modelboats.co.uk

**A fantastic 2016 Spring
Model Boat Show at
Ellesmere Port**

Le Capricieux

a semi-scale model
based on the French
super-destroyers
of the 1930's

**FREE
PLAN!**
WORTH
£12.50

**66
Years of
Publication**

Alarm U.S.S. Alarm - an 1874
Ironclad Torpedo
Ram Warship



Sea Rover

from the
Vintage
Model Boat
Company Kit



mytime media
models & publications



£4.90

The Model Dockyard



PO BOX 104
Redruth
TR159BJ
Mail order Only.
Phone line open Mon-Fri 9am- 1pm

Tel UK: 01209 861733
Tel Int: +44 1209 861733
www.model-dockyard.com
U.K Delivery

Kits and Boat Hulls Add £9.00
Timber orders Add £10.00
Other Order value up to £50 Add £5.00
Other Order value Over £50 Add £9.00
Over £190 Free Delivery
Free delivery does not apply to shipments weighing over 4 kilos, being sent to the Channel Islands, Isle of Man, Scottish Highland & Islands or Northern Ireland. Delivery here will be charged at cost.

Orders are sent by 1st class post or UPS carrier. Large parcel deliveries to Scottish Highland and Islands, the Isle of Man, Isles of Scilly and Northern Ireland will be shipped by 3 day UPS carrier. Deliveries to Channel Islands will be shipped by Euro 48 service

We ship Worldwide too

All prices correct at time of going to press but we reserve the right to supply at the prices ruling at the time of order despatch. E&OE

Amati Kits

Dutch Royal Yacht in Bottle 1:300 95mm	£44.95
Egyptian Ship Sahrone Dynasty 350mm	£74.95
Greek Bireme 480 BC 560mm	£119.95
Venetian cargo ship, 1750 450mm	£120.95
Santa Maria 1409 540mm	£89.95
Pinta 1409 450mm 1:65 scale	£89.95
Nina 370mm 1:65 scale	£164.95
Mayflower 1620 1:60 scale 650mm	£84.95
Chinese Junk Scale 1:100 400mm	£149.95
Xebec. 1753 720mm 1:80scale	£222.95
H.M.A.V Bounty 1:60 scale 750mm	£244.95
Robert E Lee Paddle Steamer 1:150 600mm	£117.95
New Bedford Whaleboat 1860 1:116 scale 550mm	£87.95
Bluenose. Fishing Schooner 1:100 scale 540mm	£378.95
Titanic. White Star Line 1912. 1:250 1070mm	£79.95
Endeavour J Class. Wooden Hull 1:80 480mm	£79.95
Rainbow J Class. Wooden Hull 1:80 510mm	£76.95
Rainbow J Class 1:80 480mm Preformed Hull	£75.95
Enterprise J Class 480mm 1:80	£258.95
Endeavour J Class 1:35 scale 1130mm	

Victory Models Kits

Lady Nelson Cutter. 1:64 scale 530mm	£115.95
Granado. Bomb Ketch 1756 1:64 scale 800mm	£249.95
Fly. Swan Class Sloop. 1776 1:64 800mm	£282.95
Vanguard. 74 gun 3rd rate 1782 1:72 1171mm	£377.95
Pegasus Swan class sloop 1:64 800mm	£338.95
Mercury. 20 gun Brig 1820. 1:64 860mm	£351.95
Revenge 1577 1:64 scale 885mm	£361.95

Caldcract Display Kits

Diana 38 Gun Heavy Frigate 1:64 1180mm	£468.54
Cruiser. 1797. 18 Gun Brig 1:67 scale 850mm	£205.28
Snake 1797 18 Gun Sloop 1:67 scale 910mm	£205.28
Mary Rose. Tudor warship 735mm 1:80 scale	£258.83
Brig Supply 1759. 94 transport 1:64 675mm	£145.04
Agamemnon 1781. 64 gun ship 1:64 1300mm	£655.96
Endeavour. Bark 1768. 1:64 scale 725mm	£243.63
Bounty. 1789. 1:64 scale 660mm	£200.79
Sherbourne. 8 Gun Cutter 1763. 1:64 500mm	£74.92
Mars. Captured Dutch 18 gun brig 1:64 790mm	£200.79
Jalouse Captured French brig 1794 1:64 815mm	£223.13
Yacht Chatham 1741 1:64 scale 530mm	£89.25
Mortar Vescon Convulsion. 1:64 scale 530mm	£95.93
Schooner Ballahoo. 1804 1:64 scale 520mm	£62.48
Victory 1781. Nelson's flagship 1:72 1385mm	£740.78
Granado. Bomb Ketch 1756 1:64 scale 785mm	£218.64
Brig Badger 1778 1:64 scale 600mm	£175.64
Schooner Pickle 1778 1:64 scale 565mm	£129.39

Caldcract R/C Kits

Joffre. Tyne River Steam Tug 775mm 1:48	£276.68
Imara. Twin Screw Berthing Tug 1105mm 1:32	£508.67
Milford star. East Coast trawler 1:48 933mm	£254.34
North Light. Steam Clyde Puffer 660mm 1:32	£276.68
Motor Fife. 1:40 scale 600mm	£129.39
SS Talacre. Steam Scooter 1:48 863mm	£276.68
Sir Kay Round Table Minesweeper 933mm 1:48	£325.74

Deans Marine Kits

LCM 1653 1:24 scale 710mm	£239.74
25ft Motor Boat 1:12 scale 690mm	£194.74
Compass Rose. Corvette 1:96 673mm	£181.95
H.M.S. Soleybay Destroyer 1945 1210mm	£315.73
MG877. 71.6ft BPB 1:24 920mm	£249.74
73ft Vosper Type 1 1:24 scale 965mm	£269.46
Bromington. minesweeper 1:100 465mm	£105.51
MTB 488. B.P.C. 71.6 MTB 1:24 920mm	£280.32
Steam Yacht Medea 1904. 1:48 870mm	£176.14
Trinidad. Seine net trawler 870mm 1:24	£371.75
H.M.S. Cossack Destroyer 1938 1200mm	£290.13
63ft Motor Anti-Sub Boat No33 1:24 812mm	£231.16
Response. Steam Picket Boat 1:36 460mm	£91.66
Royal Marine. Minesweeper 1:100 619mm	£112.25

Shill and Plan Sets

Hurley Ann Inshore Trawler 1:16 scale 685mm	£49.45
Grand Banks Schooner 1193mm	£87.50
Victoria Steam Launch 1:12 scale 762mm	£40.45
Pilot 40. Pilot boat 698mm	£50.45
Bluedorf Of Chelsea. 1:24 scale 654mm	£45.45
Forceful Paddle Tug. 1:48 1003mm	£51.49
Guardian Customs launch 1:32 scale 571mm	£37.50
Burto & Bajima Tug 1:50scale 768mm	£47.45
Tyne Life Boat 1:19 scale 740mm	£46.49

Smit Nederland Hul 558mm	£42.45
St Louis Belle Mississippi Steamer 838mm	£72.45
Liverpool Lifeboat 1905mm 1:12 scale	£91.50
RMAS Moornen Hull 1:43 scale 740mm	£51.45
Cervia. Thames Tug 1:48 scale 711mm	£71.50
Brave Borderer 1:32 scale 914mm	£86.50

Plan & Material Packs

Vosper MTB Hull Pack 670mm	£52.49
Higgins Hellicat CNC Pack 610mm	£57.49
HMS Tennynton CNC Pack 890mm	£54.95

Plastic Kits

Trumpeter HMS Nelson 1:200 scale	£206.95
Trumpeter HMS Rodney 1:200 scale	£206.95
Trumpeter USS Iowa 1:200 scale 1352mm	£251.95
Merit USS Hornet 1:200 scale	£238.48
Tamiya IJN Yamato 1:350 717mm	£270.95
Trumpeter USS Missouri 1:200 scale 1352mm	£249.16
Trumpeter Bismark 1941 1:200 scale 1265mm	£224.99
Trumpeter USS Arizona BB-39 1941 1:200	£120.16
Lindeberg PT 109 MTB 1:32 scale 749mm	£149.95
Heller HMS Victory 1:100 scale	£149.95
Heller Le Soleil Royal 1:100 scale	£149.95
Lindeberg Sea Witch Clipper 1:96 scale 838mm	£149.95
Revell Flower Class Corvette 1:72 850mm	£107.10
Italeri Schnellboot S-100 1:35	£161.95
Italeri MTB 177 1:35 scale 632mm	£89.95
Italeri PT 109 Torpedo Boat 1:35 scale	£89.95
MTB Vosper St Nazaire Raid MTB 74	£89.95
Trumpeter HMS Repulse 1941 1:350	£87.21
Trumpeter HMS Hood (1941) 1:350	£80.09
Trumpeter Prinz Eugen 1945 1:350	£64.96
Trumpeter HMS Belfast 1942 563mm 1:350	£62.29
Trumpeter Graf Spee. 1:350 531mm	£47.16
Trumpeter Admiral Hipper. 1941 1:350	£62.26
Tamiya Bismark 1:350 717mm	£61.99
Revell Type VIIC U-Boat 1:72	£59.99

Plastic Kit Upgrades

German AA Weapons WWII 1:350	£8.40
Naval figures 1:350 scale	£7.20
Passenger ship crew figures 1:350 scale	£8.40
Naval Crew Figures German WWII 1:350	£8.40
Etched lifebelts set 1:350 scale	£8.40
R.N Naval figures Far East 1:350 scale	£8.40
Bismark etched detail Tamiya Bismark 1:350	£22.30
Tripitz (designed to be used with Tamiya kits)	£22.30
HMS Hood detail sheet pack 1:350 scale	£30.60
Admiral Graf Spee etched sheet set 1:350 scale	£24.99
HMS Repulse etched detail sheets 1:350 scale	£19.50
Prinz Eugen etched set. 1:350 scale	£22.30
HMS Repulse etched railings set 1:350 scale	£19.50
Prinz Eugen etched railings set 1:350 scale	£22.30
Prince of Wales etched sheet pack 1:350	£20.60
HMS Dreadnought 1907 Etched detail 1/350	£19.50
HMS Dreadnought 1907 Rolling Set 1/350	£22.30
Wooden deck for HMS Hood 1:350 scale	£36.50
Wooden deck for Graf Spee 1:350 scale	£32.30
Wooden deck for HMS Repulse 1:350 scale	£34.80
Wooden deck for Prinz Eugen 1:350 scale	£34.80
Wooden deck for Tripitz 1:350 scale	£34.80
Wooden deck for Admiral Hipper 1:350 scale	£34.80
DX Wooden deck & Etch for Hornet 1:200	£220.70
DX Wooden deck & Railing for Bismark 1:350	£192.80
Wooden deck for Bismark 1:350 scale	£31.50
Wooden deck for Tripitz 1:350 scale	£31.50
Wooden deck for KG5 1:350 scale	£33.20
Wooden deck for Price of Wales 1:350 scale	£33.20
DX Wooden deck & Railing for Warspite 1:350	£192.80
DX Wooden deck & Railing for Bismark 1:200	£215.99
DX Wooden deck & Etch for Missouri 1:200	£215.99
DX Wooden deck & etch set for Nelson 1:200	£199.99
GLS Flower Class Deck & Fittings Set 1:72	£39.99
GLS Flower Class Type 'C' Bridge Set 1:72	£39.99
GLS Flower Class Corvette Depth Charge Set	£39.38

This is just a selection from Good Metal, MK1 Designer, Master, Great Little Ships and Educt.

Harold Underhill Plans

Cutty Sark Clipper Ship 698mm	£29.54
Mary of Sophie of Falmouth 1033mm	£44.41
Lady Owen. Wood. 850mm	£33.30
74-Gun Two-Decker (Circa 1813 1422mm	£77.71
Lady Daphne Thames Sailing Barge 12mm	£29.54
12-Gun Brig-of-War. Lines. 1187mm	£55.51
Cunard Liner Service. 1:192 scale 850mm	£33.30
40-Gun Frigate (Circa 1790 831mm)	£66.61
Valerian. Brimham Trawler 1069mm.	£49.23
Diesel Ring Net Fishing Boat 615mm	£29.53
Three Brothers. Rye Fishing Smack. 797mm	£29.54
Muirreag. Scottish Yulu. 1612mm	£66.61
Clyde Puffer Sellafield, 588mm	£19.68
Leon. Wood Brigantine 514mm	£59.07
Iron Paddle Tug 1:48 scale 863mm	£44.40

This is just a selection of the range available.

R/C Boat Plans

Will Everard Thames Barge 1:46 scale	£17.50
Brave Borderer: 36in Vosper patrol boat,	£12.50
Range Safety Launch: 43in	£17.50
Miranda Steam Launch: 42in	£12.50
Vosper MTB 1:32	£12.50
Enterprise: 1:12 Northumbrian Coble	£12.50
Tyne Lifeboat 740mm 1:19 scale	£12.50
200 Series RAF Seaplane Tender 1:12	£12.50
Liverpool Lifeboat 1:12	£12.50
St Louis Belle Mississippi stern-wheeler 33"	£12.50
Norfolk Wherry 13:75	£12.50
Incholm Clyde Puffer 247in	£12.50
Celia Jane Thames Coastal Sailing Barge 1:24	£22.50
Cervia. Thames tug in 1:48 scale	£12.50
H.M.S. Hood 1:192 scale	£12.50
Eileen motor fishing vessel 1:24	£12.50
H.M.S Ark Royal 1:192 WWII Aircraft carrier	£12.50
Fairmile Type "C" M.L. 1:24 scale	£12.50
S.S. Channel Queen: well-deck steamer 1:46.	£12.50
Assault and mechanised landing craft. 1:32	£17.50
Clochlight Clyde Puffer: 1:36	£37.50
Formidable: Steam driver 1:33 scale	£17.50
Britannia 1893. Royal racing yacht, 1:32nd	£29.50
Pibroch A 1:50th scale Clyde Puffer, 400mm	£17.50
Osprey Scottish wooden fishing boat,500mm	£31.50
Allair gaff rigged schooner. 1:32nd 1200mm	£33.50
Princess High speed luxury motor yacht. 1:24th	£17.50
Constance Bowater paper freighter, 1030mm	£17.50
Boatman Fury 1960 East Coast Trawler 1125mm	£17.50
Waverley paddle steamer 1:365mm.	£17.50
Boston Fury 1960's Trawler 1:48	£17.50

Osprey Scottish fishing boat,500mm	£31.50
Eleanda 1:30 seine netting trawler	£17.50

Static Display Kit Plans

Greek Bireme 4400mm construction plans. 560mm	£7.12
Vikingship, construction plans. 1:50 440mm	£7.12
Santa Maria planset 1:65 scale 450mm	£8.85
Pinta planset 1:65 scale 450mm	£8.14
Nina planset 1:65 scale 450mm	£8.14
Mayflower, construction plans. Scale 1:60	£11.29
Sovereign of the Seas, plans 1:78 1100mm	£16.18
HMS Prince, construction plans 750mm	£20.04
San Felipe, construction plans 1:60 720mm	£13.43
HMS Victory, construction plans 1:100 950mm	£18.82
HMS Bounty, plans 1:60 720mm	£13.43
New Bedford Whaler, plans. 1:16. 550mm.	£12.72
Venetian Gondola, plans. Length 570mm.	£5.50
Rive Aquaragma plan set 1:10 scale 660mm	£23.08
Endeavour Plan set 1:80 scale 480mm	£8.85
Endeavour J Class Plans set 1:35 1130mm	£22.38
Lady Nelson Cutter Plan Set 1:250 1070mm	£48.83
Titanic Plan Set 1:64 800mm	£8.85
Granado Plan Set 1:64 800mm	£16.79
HMS Fly Plan set 1:64 800mm	£21.37
HMS Vanguard Plan set 1:72 1171	£40.49
HMS Pegasus plan set 1:64 800mm	£21.37
Mercury plan set 1:64 860mm	£25.13
Cutty Sark, construction plans, Scale 1:78.	£31.00

R/C Equipment

Tamcoo 2 Channel 2.4GHz combo	£34.95
Hitec Optic 6 (2.4 GHz) combo	£119.99
Hitec Optic 5 channel (2.4 GHz) combo	£72.50
Ikonnik 6 channel Transmitter and Receiver Set	£59.95
Tamcoo 6 Channel 2.4GHz combo	£49.95
Viper Marine 40 amp speed controller	£53.22
Planet 5 Transmitter and Receiver Set	£54.99
FR30HX 30amp speed controller	£47.14
16HVR 16amp speed controller	£37.89
Viper Marine 25 amp speed controller	£34.99
FR12VR 12amp speed controller BEC	£33.86
Hi Tech Mega Arm Sail Winch 19.8kg/cm	£30.99
Proportional Drum Sail Winch	£30.63
Viper Marine 20amp speed controller	£28.99
Viper Marine 15amp speed controller	£22.99
Viper Micro Marine 10amp speed controller	£22.99
Viper Marine 15 Play Plug speed controller	£22.99
Programmable mixing module	£20.34
Waterproof mixing module (w-tail)	£17.80
Waterproof mixing module	£15.70

Full range of R/C installation equipment available

Sound Modules

Petrol/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62
Fog Horn	£37.62
Air Dive Alarm	£37.62
Sir Hums	£37.62
Large Ship Horn	£37.62
Old Steam Whistle	£37.62
6inch Guns Salvo	£37.62
Tug Boat Air Horn	£37.62

Motor/Diesel Engine with Horn	£45.72
Blige Warning siren, light and pump	£30.66
Steam Engine Sound	£45.72
Destroyer Whoop Whoop	£37.62</

MOUNTFLEET MODELS



Rock House, Bankwood Road, Womersley,
Doncaster, DN6 9AX

01977 620386

www.mountfleetmodels.co.uk

email: sales@mountfleetmodels.co.uk



Our range currently consists of 17 superb models
kits of varied types to suit all tastes.

The 7 Darnell hull moulds and the 2 new semi kits.



Plus various naval hulls & plans.

Published by **MyTimeMedia Ltd**
Enterprise House, Enterprise Way,
Edenbridge, Kent, TN8 6HF
From outside UK: 01689 869 840
www.modelboats.co.uk

SUBSCRIPTIONS

My Time Media Ltd 3 Queensbridge The Lakes
Northampton NN4 7BF

UK – New, Renewals & Enquiries

Tel: 0844 243 9023

Email: help@mb.secureorder.co.uk

USA & CANADA – New, Renewals & Enquiries

Tel: (001)-866-647-9191

REST OF WORLD – New, Renewals & Enquiries

Tel: +44 1604 828 748

Email: help@mb.secureorder.co.uk

CURRENT AND BACK ISSUES

Visit: www.mags-uk.com

Telephone: 01733 688994

EDITORIAL

Editor: Paul Freshney

PO BOX 9890, Brentwood, CM14 9EF

Email: editor@modelboats.co.uk

PRODUCTION

Designer: Steve Stoner

Illustrator: Grahame Chambers

Retouching Manager: Brian Vickers

Ad Production: Robin Gray

ACCOUNT MANAGER

Duncan Armstrong: 01634 238893

E-Mail: duncan.armstrong@mytimemedia.com

SUBSCRIPTIONS MANAGER

Kate Hall

MANAGEMENT

Publisher: Julie Miller

Commercial Sales Manager: Rhona Bolger

E-Mail: rhona.bolger@mytimemedia.com

Tel: 01689 869891

Chief Executive: Owen Davies

Chairman: Peter Harkness



Follow us on Facebook and Twitter



www.facebook.com/modelboatsmag
twitter.com/modelboatsmag

© MyTimeMedia Ltd. 2014

All rights reserved ISSN 0140-2910

The Publisher's written consent must be obtained before any part of this publication may be reproduced in any form whatsoever, including photocopies, and information retrieval systems. All reasonable care is taken in the preparation of the magazine contents, but the publishers cannot be held legally responsible for errors in the contents of this magazine or for any loss however arising from such errors, including loss resulting from negligence of our staff. Reliance placed upon the contents of this magazine is at reader's own risk.

Model Boats, ISSN 0140-2910, is published monthly with an additional issue in January by MYTIMEMEDIA Ltd, Enterprise House, Enterprise Way, Edenbridge, Kent, TN8 6HF, UK. The US annual subscription price is approximately 53.40GBP (equivalent to approximately 89USD). Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Model Boats, Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at dsb.net Ltd, 3 Queensbridge, The Lakes, Northampton, NN4 7BF.



When you have finished with this magazine please recycle it.

Paper supplied from wood grown in forests managed in a sustainable way.

For plans, hulls, binders, books, and many other products, please visit www.myhobbystore.co.uk

contents

Regular Features

6 COMPASS 360

General items, what's on, comment and Videlo Globe Footy racing



24 RANGE FINDER

Dave Wooley's Worldwide Review of Warships and Warship Modelling includes a look at a fine model of HMS Ark Royal R09, the Deans Marine HMS Skirmisher project continues and there is the usual Mystery Picture, the answer being published in the next issue



38 GALLERY

Ferries on the Thames is the theme, presented by David Walter

40 FLOTSAM & JETSAM

John Parker recalls the life of Ronald Horace Warring



51 BOILER ROOM

Richard Simpson discusses Gas Tanks



57 READERS' MODELS

Explorer from a Free Plan and a 60 year old Lorelei by Vic Smeed are featured

60 AROUND THE CLUBS

Brentwood MBC and the Eastleigh & District MBC Marblehead GAMES race are featured

62 TEST BENCH

New items for the modeller



65 READERS' FREE CLASSIFIED

Your free private advertisements

66 BMPRS NEWS

Craig Dickson discusses how best to repair racing boat crash damage



10 FREE PLAN! LE CAPRICIEUX

Glynn Guest with a new semi-scale model based on the French super-destroyers of the 1930's

**FREE
PLAN!**
WORTH
£12.50

Bow piece



This issue includes a Full-Size Complimentary Free Plan worth £12.50 for Le Capricieux, a 1:144 semi-scale model based on the French Le Fantasque class of super-destroyer of the 1930's. The model is designed by Glynn Guest and full step by step building instructions are included in this issue, starting on Page 10.

We also feature a super new static model of the USS Alarm, an 1874 ironclad torpedo ram warship that has been built by John Hollis. This warship had a unique form of propulsion that has been exquisitely modelled by John. In addition, we welcome back Andy Cope who has built Sea Rover from the Vintage Model Boat Company, a manufacturer that excels at producing wood retro-model kits from the 1950's and 1960's, that were very much the norm before GRP and styrene became popular.

This issue, which is prepared in March and early-April, has reports from Brighton Modelworld held in late-February and the March Spring Model Boat Show at the National Waterways Museum at Ellesmere Port. The former is a multi-hobby event in Brighton, but the latter which is organised by volunteers, is widely viewed as the opening event for our 2016 Summer Season. Its venue is excellent for model boating and is very popular with model tug enthusiasts. We also have all the usual regular columns, including Range Finder, Flotsam & Jetsam, Boiler Room, Readers' Models and BMPRS News, so I hope there is something here for all our readers.

Paul Freshney - Editor

Special Features

21 KIT REVIEW! SEA ROVER

Andy Cope builds the Vintage Model Boat Company kit



34 U.S.S. ALARM

John Hollis builds a unique model of this 1874 American Ironclad Torpedo Ram Warship



46 SPRING MODEL BOAT SHOW 2016

Dave Wooley reports from the National Waterways Museum

54 BRIGHTON MODELWORLD 2016

Colin Bishop reports from this family orientated multi-hobby show



Compass 360

Model Boats notice board for your news

Editorial Contact - Paul Freshney

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

The email is editor@modelboats.co.uk

Model Boats is Published by **MyTimeMedia Ltd**
Enterprise House, Enterprise Way, Edenbridge, Kent, TN8 6HF.

Plans Service at www.myhobbystore.com

The Plans Service is expanding all the time!

Over 3000 plans for model builders of all persuasions, Aircraft, Boats, Locomotives, Traction Engines, Steam and IC Engines - we even do Woodworking plans.

See and buy all of these at www.myhobbystore.com

Kirklees Model Boat Club

On **Sunday 10th July** this club is holding an Open Day from 0930hrs to 1600hrs at Wilton Park, Bradford Road, Birstall, Batley, WF17 8JH. This is the club's main annual open day. Trade support, visiting clubs, free sailing all day, static displays, on the water displays, a large raffle, free car parking and refreshments all day. All types of model are welcome, but please note that i.c. powered boats and high performance fast electrics are not allowed. Up to date paperwork for steam powered models required and early arrival is recommended to secure display space. See diary pages on club website for past events. For further information please contact Stan Reffin at: kmbsc2015pr@gmail.com or tel: 01132 675790.

Information supplied by
Stan Reffin

Glasgow Richmond MBC

Their Tug Towing Competition is being held on **Sunday 12th June 2016**, 1000hrs to 1630hrs, at Richmond Park, Glasgow (opposite Shawfield Stadium). It is the only tug towing event in Scotland and features the extensive harbour system, plus hot and cold refreshments, toilet facilities and car parking. The pond is one

mile from junction 1A of the M74. Enquiries to the club secretary Robert Forman, email: glasgow.richmond@gmail.com

New home for Model Boats Back Issues

Since we all miss an issue of MB from time to time it's good to know that you can plug any gaps in your collection by making use of our Back Issues service. Traditionally this was operated via www.myhobbystore.co.uk, however there's a brand new place to find them. The website at www.mags-uk.com is where they're at and finding them couldn't be easier. Sign in on the home page then select Model Boats via the Titles or Publishers (MyTimeMedia) listing on the menu bar. Add what you want to the 'cart', proceed to the

International Model Boat Show 2016

Widely regarded as one of the UK leading marine modelling exhibitions, this will take place from the 11th to **13th November 2016** at the Warwickshire Exhibition Centre, near Leamington Spa. Visitors will be treated to a packed hall with over 600 fantastic models from the 30+ club and society displays, and on the large boating pool.

Over 20 specialist suppliers will also be present offering visitors everything they could need for their projects. There are discounted prices for advance tickets.

Website: www.modelboatshow.co.uk Tel: 01926 614101

checkout, pay, and await speedy delivery, direct to your door, without even breaking into a sweat! It couldn't be easier.

from Barry Chapman, email: BarryChappers@Tiscali.co.uk, tel: 07747 892761

Stevenage MBC Events

On **Saturday 18th June** this club are holding a Model Lifeboat Day as part of the Fairlands Valley Park Open Day. There will be 'have a go' boats to try and general sailing of models.

On Sunday 10th July this club are holding an Open Day, again with 'have a go' boats for the young, and not so young. All clubs and individuals are welcome to both events, the Post Code of the Park being SG2 0BL. Further information from Jeff Holmes, email:

happy.holmes@ntlworld.com
Information supplied by
Jeffery Holmes

A Reminder...

On **28/29th May 2016** it is the annual Model Boat Mayhem Meeting at Wicksteed Park, 226 Barton Rd, Kettering, NN15 6NJ. Please check the website for more information: www.modelboatmayhem.co.uk Also on **28/29th May 2016** there is the Beale Park Model Boat Show at Beale Park, Lower Basildon, Reading, Berkshire, RG8 9NW. Further information

Inquiries by post to the Editorial Office

Please note these should always be accompanied by an SAE to be sure of a reply. The usual way nowadays though for requesting help of a model making nature or for club information, is to use the Model Boats Website Forum, or other forums such as Model Boating Mayhem.

Subscription queries

On **Page 4** of this issue are the contact details for subscription services. I receive emails from time to time concerning non-delivery, or other perceived problems with a subscription. Quite often these emails include absolutely nothing to identify the individual, such as an address, tel. number, full name etc. apart from the sender's email address. I have no access to subscription data, so inevitably cannot progress the complaint further other than forward such an email. If subscribers have gone though all the obvious channels and the problem has still not been resolved, then by all means please contact the Editorial Office and I will then see what I can do, but please include as much contact information as possible.

Free Reader's Advertisements

Please note that these are limited to one per reader per issue. If three forms are sent as a batch from one reader, then unless the advertisements can be easily combined within the approximate word allowance, they are spread over succeeding issues.

Balne Moor MBC

Forthcoming 2016 Open Event: **Saturday 18th June & Sunday 19th:** Tug Towing Pro-Am Weekend

Work with an experienced model tug skipper to learn from them how to tow vessels through the harbours. Don't worry if you have not got a tug, someone will lend you one. £4 for one day or £6 for the weekend. Mobile Marine Models will attend with a trade stand. Event starts at 1030hrs start and bacon or sausage butties are available until 1230hrs. Hot and cold drinks both days and home made cakes until they're gone. Sat Nav location: DN14 0ER. More information on the club's website: <http://balne-moor-model-boat-club.myfreesites.net> or please contact by email: michael.butler1949@talktalk.net



The Footy competitors came from as far away as Birmingham.

2016 Videlo Globe

Roger Stollery reports from Frensham Pond Sailing Club, April 2016

Racing Footy yachts is a great deal of fun, because they are lightweight, incredibly nippy, can turn on a sixpence and are marvellously responsive, weighing only about the same as a jar of marmalade and as the name suggests, the hull has to fit into a foot long box. Sometimes quick reactions can cause the odd sailing collision, but competitors know this and enjoy the immediate response of a correction with a quick penalty turn and the amount of fun generated by this class is inversely proportional to its size.

A dozen Footy competitors from all over the country descended on Frensham Pond for an Open Meeting in fresh and variable south-easterly, and later easterly winds. Although it was sunny, it was also cold, particularly for those who were sailing in the Lark and Phantom dinghy class Open Meetings at the same time and on the same water, many of whom capsized. The model radio sailors did not have that problem, but these little one foot long boats were

struggling for control in the strong gusty conditions and were down on their smallest rigs in the strengthening afternoon breeze. Such though is the reliability of modern radio equipment, that there were very few retirements in the 16 completed races.

By the end of the afternoon there were quite large waves and as the boats bobbed up and down before the start, in one collision Mike Ewart's rig clashed with David Wilkinson's rig and actually pulled it right out of the hull!

In this event there was always good competition to be found and there were many tight battles at both ends of the Footy fleet. Initially the honours were shared between David Wilkinson sailing his ICE and Peter Shepherd sailing his FAT BOY SLIM with four wins each, but by lunchtime Peter Jackson was top of the

leaderboard with a score of 20 ahead of Peter Shepherd on 23 and David with 26 points.

All this was to change in the afternoon though, as the icy wind blew stronger and more steadily parallel to the control area shoreline giving a true beat and run in big waves round the sausage shaped course with a windward mark, spacer and leeward gate. In these conditions, and with his smallest rig, Peter Shepherd was unbeatable with a run of seven wins. Peter Jackson continued to be consistent, but a run of seven 'seconds' was not enough to beat his clubmate.

At the prize-giving, Peter Shepherd was presented with the beautifully made timber Globe Trophy and thanked the Race Officers Roger Stollery and Bryan Stichbury, plus the FPSC Model Yacht Group for running another good event. He hoped that next year the entry would be even bigger. However, even at this event, the Footy's had more entries than either of the dinghy



ABOVE: Sid Sims (left) collecting his Novice prize.

class Open Meetings running on the same day on the same large pond, so the radio model sailors actually had more racing with their tiny boats.

The Novice Trophy is presented to the top skipper who has not finished one of these Open Meetings on the podium, and was presented to Sid Sims, who sailed well throughout the event to finish sixth and was seen going downwind at an astonishing speed in the big waves. His boat, like that of the winner, had a beautifully made balsawood hull propelled by a lightweight swing rig with 3mm carbon spars and bin bag sails - no expense spared!

Results:

- | | |
|-------|------------------|
| 1st: | Peter Shepherd |
| 2nd: | Peter Jackson |
| 3rd: | John Burgoine |
| 4th: | David Wilkinson |
| 5th: | Mike Ewart |
| 6th: | Sid Sims |
| 7th: | Keith Parrott |
| 8th: | Graham Whitehead |
| 9th: | Frank Wood |
| 10th: | Steve Hill |
| 11th: | Colin Robertson |
| 12th: | Mike Hyland |

RIGHT: Getting ready for the start. David Wilkinson is No. 46.

BELOW: Peter Jackson (left) was second.



Nesejenta

by James Pottinger

Model Boats
July 2016
issue is on
sale on the
10th June 2016



Next month in **Model Boats**

This 84 page issue includes Part One of a major new Plastic Magic feature article by Tony Dalton converting the 1:400 Revell QM2 model to electric propulsion, and a new plan from James Pottinger for a 1:33 scale model of Nesejenta, a Gill Netter.

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

QM2

by Tony Dalton



We have a great range of subscription packages that you can choose from, including **our new Print + Digital package** which give subscribers 13 issues a year with 6 free plans, 13 digital editions to download and keep PLUS access to an Online Archive dating all the way back to January 2007.

Don't forget! The July 2016 issue will be published on **10th June 2016** price £4.90 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to Model Boats magazine? See our subscription offer on **Page 32** in this issue...

Please reserve/deliver my copy of Model Boats on a regular basis, starting with issue _____

Title _____ First name _____

Surname _____

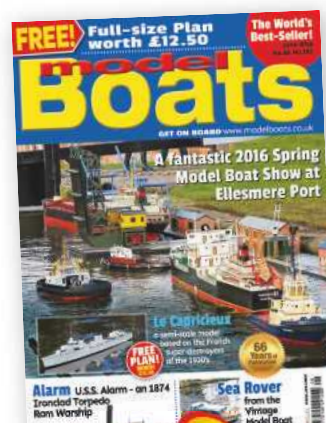
Address _____

Postcode _____

email address _____

Telephone number _____

If you can't always find a copy of this magazine, help is at hand! Complete this form and hand in at your local store, they'll arrange for a copy of each issue to be reserved for you. Some stores may even be able to arrange for it to be delivered to your home. Just ask!



If you don't want to miss an issue



Contents may be subject to change.

Model Slipway R/c

Assurance: WWII Tug 1/43rd 1108mm.....	£315.00
Tamar Class Lifeboat: 1/16th 1000mm.....	£367.00
Shamrock: M160 Fast Patrol Boat 1/24th 685mm.....	£119.00
Sentinel: 34m Island Class cutter 1/40th 940mm.....	£213.00
Drumbeat of Devon: Fisheries Protection 1/24th 915mm	£219.00
Maggie M: Shelter Deck Trawler, 1/32nd 850mm.....	£239.00
Tseko II: Buoy Maintenance vessel 1/32nd 845mm.....	£199.00
10 Hatch Coaster: Europa-type coaster 1:50th 1005mm.	£254.00
4 Hatch Coaster: Europa-type coaster 1:50th 1005mm.	£254.00
Wyeforce: Harbour Tug 1/24th scale 840mm.....	£219.00
Dutch Courage: General Tug 1/32, 870mm.....	£249.00
Vielstroom: Buoy-Layer 1:40th 960mm.....	£233.00
Post War Envoy: Envoy Class Tug 1:48th 1108 mm.....	£315.00
Admiralty: Envoy: Class Tug 1:48th 1108 mm.....	£366.00
Aziz: Anchor Handling Tug 1:50th 1105mm.....	£284.00
Our Lass II 21.5m twin-rig trawler.....	£274.73

Calda Craft R/c

Joffre: Tyne Tug 1:48th 775mm.....	£232.23
North Light: Weston isle coaster 1:32nd 660mm.....	£232.39
Marie Felling: Crown Colony Tug 1:32nd 1105mm.....	£368.34
S.S Talacre: Single Hatch Coaster 1:48th 863mm.....	£232.36
Cumbræ: Clyde Pilot 1:32nd 864mm.....	£247.96
Sir Kay: Table Class minesweeper 1:48th 933mm.....	£266.36
Imara :Tug Crown Colony Tug 1:32nd 1105mm.....	£431.91
Brannaren: Coastal tanker 1:48th 1:1067mm.....	£277.36
Milford Star: Steam Trawler 1:48th 933mm.....	£212.57
Alte Liebe: Harbour tug 1:25: 984mm.....	£260.81
Schaarhorn: Steam yacht 1:35 Length: 1140mm.....	£311.55
Resolve: Salvage Tug 1:48th 1165mm.....	£472.00
Amaranth: Herring Drifter : 1:40th 600mm.....	£101.79
Thunder Tiger Sea Dragon Racing Yacht 993mm.....	£179.00
Laser :1/4 Scale Laser Yacht Inc with bag & radio.....	£413.00
Graupner True Blue: Bermudian Rig.....	£144.99

R/C Yachts

Robbe Atlantis, Wishbone Schooner, 1:20, 1730mm.....	£439.00
Robbe Windstar, 1Mt class inc Std Rig (Sail).....	£338.99
Aquacraft Vela One Meter sailboat.....	£410.39
Thunder Tiger Vouger II 1Mt.....	£149.99
ProBoat Westward RTS Return to base motor 69Cm.....	£139.60
ProBoat Serenity 1Mt Ep RTR 914 mm.....	£245.99

We are one of the largest model boat stockist shops in England and currently have on display some 300 to 400 model boats!

Split between static 'Plank on Frame and Radio Control kits From Companies like Robbe , Graupner , Aero Naut , Deans Marine , Marten Howes & Baylis ,Billing Model Slipway. Along with the static manufactures Calder Craft ,Victory Models , Amati , Mantua , Corel .

In addition to this we stock a wide range of model Boat fittings, Radios Control Systems , Electric motors, and Steam plants, plus many other accessories for model boats.

WP Rhode Island Formula 1 Catamaran Artr

Information: ARTR (Almost Ready To Run) Controlled via 2 functions. With 1 brushless outboard motor.

After installation of the receiver and drive battery, the model is ready to go!



Description: ARTR (Almost Ready To Run) model, GRP hull, Built-in brushless outboard motor, Built-in controller, Built-in servo. Simple installation of the RC components. **Price: £255.60**

Westbourne Model Centre

New Address!

**No.6 The Coach House,
Robert Louis Stevenson Rd,
Westbourne, Bournemouth BH4 8ED.**

Tel/Fax: 01202 763480

Opening Hrs: 9.15am - 5.00pm • Mon-Sat • Half Day Wed.

Amati Static

Tipo Riva Aquarama 1970 1:10th . 850mm.....	£352.50
HMS Titanic Scale 1:250 .1070mm.....	£375.00
Ferrari Arno X1 Racer Scale 1:8 . 790mm.....	£332.00
Dorade modern yacht. Scale 1:20 . 856mm.....	£276.98
The Schooner Endeavour POF 1:80 .480mm.....	£9.99
The Schooner Endeavour Pre Made Hull 1:80 .480mm.....	£89.99
Rainbow Pre Built Hull Version 1:80 . 480mm.....	£89.99
Rainbow Plank on Frame Kit 1:80 . 480mm.....	£89.99
Enterprise America's Cup 1930 1:80 . 460 mm.....	£89.99
Shamrock V 1:80 . 440mm.....	£89.99
Ranger America's Cup Defender 1:80 . 470mm.....	£89.99
Columbia 1958 Us Cup 12 Mt Class 1:35 . 68mm.....	£130.99
Constellation 1946 Us Cup 12 Mt Class 1:35 . 600mm	£130.99
Schooner Endeavour America's Cup 1:35 . 1150mm.....	£270.00
Robert E. Lee 1:50 . 600mm.....	£266.99
H.M.S. Bounty 1:60th . 720mm.....	£225.99
New Bedford whaleboat . 1:16th .550mm.....	£128.99
Bluenose 1:100 .540mm.....	£96.00
Pirate Ship 1:60 .780mm.....	£88.04
Mayflower 1:60 .650mm.....	£165.36

VICTORY MODELS Static

Sciabecco 1:60 .720mm.....	£133.06
Chinese Pirate Junk 1:100 400mm.....	£81.19
Viking Long Boat Oseberg 1:50 440mm.....	£106.99
H.M.S Pegasus 1776 Sixth Rate Swan Class 1:64th	£349.00
HMS Vanguard Ship Of The Line 1/64th 1171mm	£694.00
HM Cutter Lady Nelson 1:64, 530mm, 1/19c 10 gun.....	£124.95
HM Bomb Vessel Granada, 1:64, 800mm.....	£268.90
HMS Fly, 6th rate Swan Class Sloop, 1:64th 810mm.....	£291.00

CALDERCRAFT (Nelson's Navy) Static

H.M.S Victory: Ship Of The Line 1:72 1385mm.....	£709.00
HM Brig Badger: Brig 1:64 600mm.....	£161.00
H.M.A.V. Bounty : 1:64 660mm.....	£157.99
HM Revenue Cutter Sherbourne, 1:64, 500mm.....	£72.61
HMS Mars: 1781 Armed Brig. 1:64, 790mm.....	£183.68
HM Mortar Vessel Convulsion: 1:64, 600mm.....	£91.00
HMS Agamemnon, 1781 3rd Rate, 64 gun, 1:64 52".....	£615.00
HM Brig Supply, 1759, 675mm, 1:64 sc.....	£135.50
HMS Cruiser, 1797, 18 gun brig. 1:64, 850mm.....	£193.57
HMS Snake, 1797, 18 gun Sloop. 1:64, 910mm.....	£194.57
HMS Diana, 38 gun heavy frigate, 1180mm.....	£442.19
Mary Rose, 1545, 1:80, 730mm.....	£241.17
HM Bark Endeavour, (Cooks) 1:64, 725 x 275mm.....	£208.06
HMS Jalouse, 1794 ex French 18 gun brig 1:64 815mm.....	£204.99

Specialist model aeroplane & boat company



Almost all of our products come directly from small specialist manufacturers in the EU, so we can give you the best advice and support on those top quality products

Puffin Models, Unit D3 Backfield Farm,
Wotton Road Iron Acton, Bristol, BS37 9XD
01454 228184 | info@puffinmodels.com
www.puffinmodels.com

Radio Controlled Model Aeroplane Kits

Aeronaut model aeroplane kits
with epoxy glass fuselage
almost ready to fly!
from £165.95



Aeronaut model boat builders kits

competition winning
models
from £38.95



Vladyka ABS

and wood builders kits
from £35.95



Puffin Models
www.puffinmodels.com

*Visitors welcome,
please phone
for directions*

Le Capricieux

Glynn Guest presents a Free Plan for a semi-scale model based on the French super-destroyers of the 1930's



Le Capricieux

This is a semi-scale model based on the French super-destroyers of the 1930's Le Fantasque class. Construction is mainly from balsawood sheet and stripwood. The scale is approximately 1:144 giving a model length of 33.5 inches (85cm) powered by an RE385 brushed type of motor and six 1.2v rechargeable battery cells with a sailing weight of around three pounds (1.4 kg) and two channel radio control.

During the 1930's there was a trend for navies to build larger than normal destroyers, often termed 'super-destroyers'. These could carry a more powerful armament and they often had greater speeds than previous classes. This was attractive to many navies, since such vessels could in theory, at least take on light cruisers but retain the option of disengaging with their superior speeds.

Perhaps the ultimate expression of this concept were the six French destroyers of the Le Fantasque class which were armed with five 5.5 inch guns and nine torpedo tubes. All could comfortably exceed 40 knots and one, Le Terrible, reached 45 knots. Such performance came at the price of endurance and from figures I've seen, full speed would have emptied the fuel tanks well before the day was out.

Nonetheless, they were handsome vessels and gave good service during WW2. Having only two funnels certainly created a more modern appearance than the three to four funnels of the preceding French destroyers and made them a fitting subject for a warship model. Lacking little more than a small side and plan view of these vessels when the model was built, it could not with any honesty be named after a real ship, so its name Le Capricieux, is fictitious but hopefully appropriate.

Model history

My first model boats were all based on destroyers and powered by primary batteries or if you prefer, dry or non-rechargeable cells, as this was the 1960's and I was a schoolboy then with limited

funds. As soon as possible these were replaced with rechargeable batteries, not only for economy, but also to access the greater power they could supply.

About two decades ago the idea came to mind that it would be interesting to see just what sort of performance you could extract from dry cells. The obvious problem with them is their limited current if you want sustained performance rather than a short burst of power.

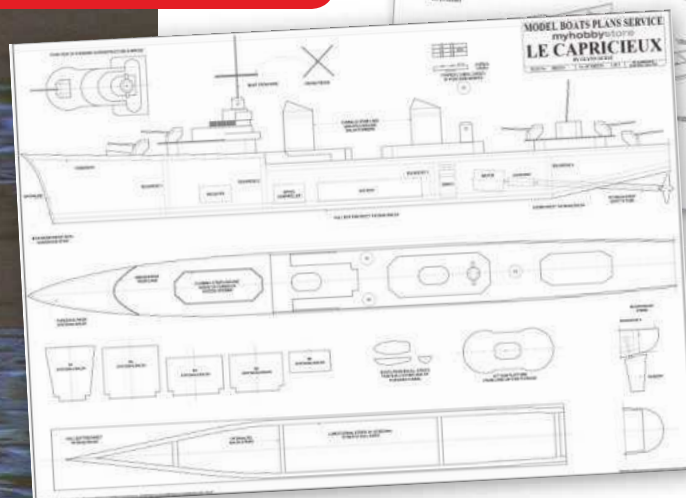
Since electrical power is the product of amps x volts, the obvious thing to try was keep the current low, but increase the voltage, i.e. use more cells in series.

The best dry cells for this application appeared to be the HP2 or D-size Alkaline-Manganese types. Getting information on the current ratings and capacity or dry cells was not easy but it looked like 250mA would be okay with the potential of 10Ah. Using six cells in series would produce 9 Volts and I figured that going up to 500mA would be acceptable since their use in a model would be intermittent giving them time to recover between sailing sessions.

At this point the French destroyer looked ideal, being sleek but with sufficient internal space for the six cells. The model was quickly built using my favoured 'round cornered balsawood box' method and motor testing began in the garden pond.

To avoid any voltage losses through an electronic speed controller (esc) the battery pack was wired to a micro-switch unit which would supply the motor with 4.5 or 9 volts via series/parallel switching, plus OFF and astern of course. Using an RE360 motor

FREE PLAN



pitch propeller only raised the speed by some 10%, whilst drastically increasing the current drawn.

However, no experiment is a failure if you learn something from it and in this case it was that dry cells might only be suited for sedate r/c model boats. The model was thus placed in storage and forgotten about until many years later I built a model based on a Japanese destroyer from the same period (Kirisame, Model Boats - February 2015). This proved to be an excellent performing model using an RE385 motor and a six cell 7.2v NiMH battery pack reaching a healthy 5 feet/sec (1.5 metre/sec). By chance whilst looking for something else, the French destroyer was spotted and my immediate thoughts were to try it again but without the dry cells.

Since these vessels were supposed to be fast, a Speed 400 motor was installed. They may look like the RE385 motor, but are way more powerful. Using a six cell battery pack, this extra power resulted in full speed runs with the bows well clear of the water and the stern squatting very low. Surprisingly, the model was safe to sail like this, provided sudden application of too much rudder was avoided, but it

driving a single three bladed plastic propeller of about 1 inch (25mm) diameter, the current drawn was a little higher than expected at 640mA.

Testing on a local water revealed only a modest top speed of around 3ft/sec (0.9 metre/sec) which was significantly below my expectations and I put this down to the poor propeller which had quite thick blades and low pitch. Attempts to improve things with a better quality, but slightly larger diameter and

“Testing on a local water revealed only a modest top speed of around 3ft/sec (0.9 metre/sec) which was significantly below my expectations and I put this down to the poor propeller which had quite thick blades and low pitch.”





be built as designed. The balsawood ought to be of a medium density, avoiding the lightest grades which will be more prone to damage.

Balsawood sheets

Two sheets of 3/32 x 3 inches (2.5 x 75mm)
One sheet of 1/8 x 3 inches (3 x 75mm)
One sheet of 3/16 x 3 inches (5 x 75mm)
One sheet of 1/4 x 3 inches (6 x 75mm)

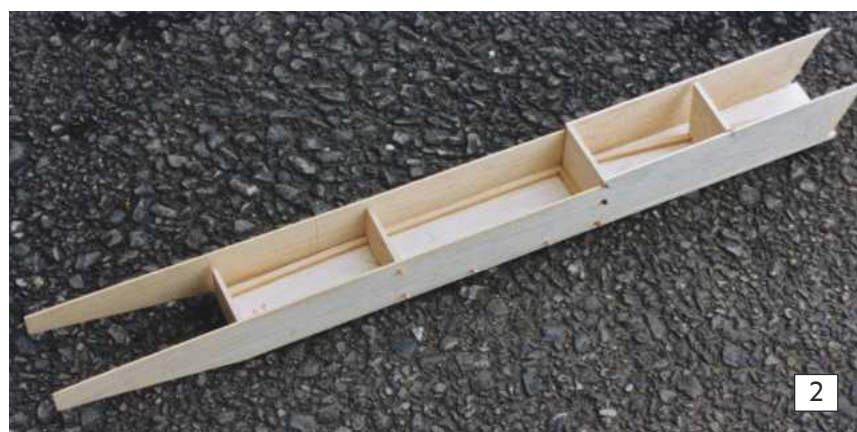
Balsawood strip

Six strips of 1/4 inch (6mm) square
Sundry hardwood strip
This is for the bow stem protector piece and other minor purposes

The superstructure, funnels and details have been made from scrap pieces of balsawood and card. It is possible to substitute alternatives, again with the proviso to watch the top weight.

The final and probably most effective driveline is a RE385 motor (a RE360 would be a good alternative) driving a 35mm diameter two bladed propeller via a six inch (150mm) long propshaft and tube assembly. Once again, different items could be used provided that appropriate changes to their installation are made.

The rudder is a homemade item from thin metal sheet epoxied to a steel shaft that is a snug fit into a brass tube glued into the hull. A commercial item could be used, but would likely need altering to fit this model, which could be more work than when making your own.



looked 'oh so silly'. Using the esc to reduce the speed made the model more comfortable to handle and it also looked much better on the water.

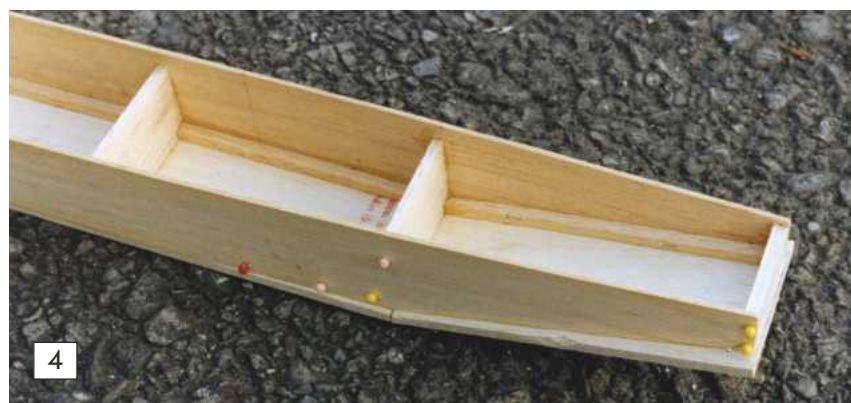
Based on these trials, the model was outfitted with a four cell battery pack and re-tested with the Speed 400 motor. This brought the top speed down to around 5 feet/sec (1.5 metre/sec) with excellent handling. Further testing with the RE385 motor and six cell battery, something I ought to have done in the first place, revealed much the same performance which allows spirited but enjoyable sailing. So after all this testing, this is the form in which Le Capricieux is presented.

Materials

The prototype model was built using mainly balsawood sheet and stripwood. It should be possible to use alternative materials provided you make adjustments for any changes in thickness or size, but most important, do avoid adding excessive top weight which will inevitably compromise the model's stability.

The model has been built to an approximate scale of 1:144, which diehard Imperial modellers will recognize as 1 inch equals 12 feet. The simple nature of its construction would allow you to alter the size of a model based on this plan quite easily. Be warned however, modest enlargements will rapidly increase the model's weight whilst equally modest reductions in size will result in its weight having to be much less.

The following list should enable the model hull to



Construction

This is covered by sketches on the plans, but a few words are always a wise addition.

First, all the wood to wood joints have been made using a white woodworking (PVA) type of glue. Water resistant types are very handy since you have to leave the model in a waterlogged state for some time before any weakening is noticed. Some also claim to be rapid setting with times of 30 minutes quoted. I have used them successfully many times and find they allow more than enough 'shuffling time' but always leave them several hours before risking any stressing of those glued joints.

Most of the hull parts are made with simple straight cuts and a good knife is essential. My favourite is a brass handled one with replaceable blades. Changing the blade as soon as there is the slightest suggestion of it not cutting cleanly will avoid a lot of heartache and possible injury and a steel rule will produce consistent straight cuts as well as keeping your fingers safe. Finally, a suitable cutting surface which supports the piece being cut, but does not blunt the blade, is always a good idea. One of those cutting mats which have a self-healing surface is a good investment which quickly pays for itself with accurate cutting and longer blade life.

Building the hull

To make life easier, a numbered sequence has been drawn on the plans. I have used this method so many times that my models can be built with little conscious thought, perhaps explaining why some might look a little weird? However, it is still worth adding to these sketches and notes.

The hull is built from the bottom up. The 1/4 inch (6mm) sheet is cut to the length shown on the plans and then the balsawood strips are glued in place. It is important that the structure is square and symmetrical, or the hull will be an odd shape. Likewise, the longitudinal strips must be 24 1/2 inches (622mm) long for the hull sides to fit correctly.

Bulkheads 1 to 4 are glued to the hull bottom taking care to keep them square and upright whilst the glue sets, **Photo 1**.

The hull sides are first glued to Bulkheads 2 and 3, and the base/strips between them, i.e. the parallel sided portion of the hull, **Photo 2**. It is essential that the glue has fully set before attempting the next stage.

The bows are created by pulling the hull sides inwards and gluing them to Bulkhead 1, the base/strips and together at the bows. Pins, together with suitable clamps at the bows will be needed to keep the sides in place, but avoid bending the



sides inwards at the bows by using clamps that are too large or powerful and something like the small crocodile clips works well for me. The aim should be a smooth curve to the top edge of the hull side sheets from the bows to Bulkhead 1 as in **Photo 3**.

I usually reinforce the inside of the bow joint between the side sheets with a strip of glue soaked ribbon or tape pressed into place. Over the years I have never suffered from the bows springing open despite numerous sailing accidents.

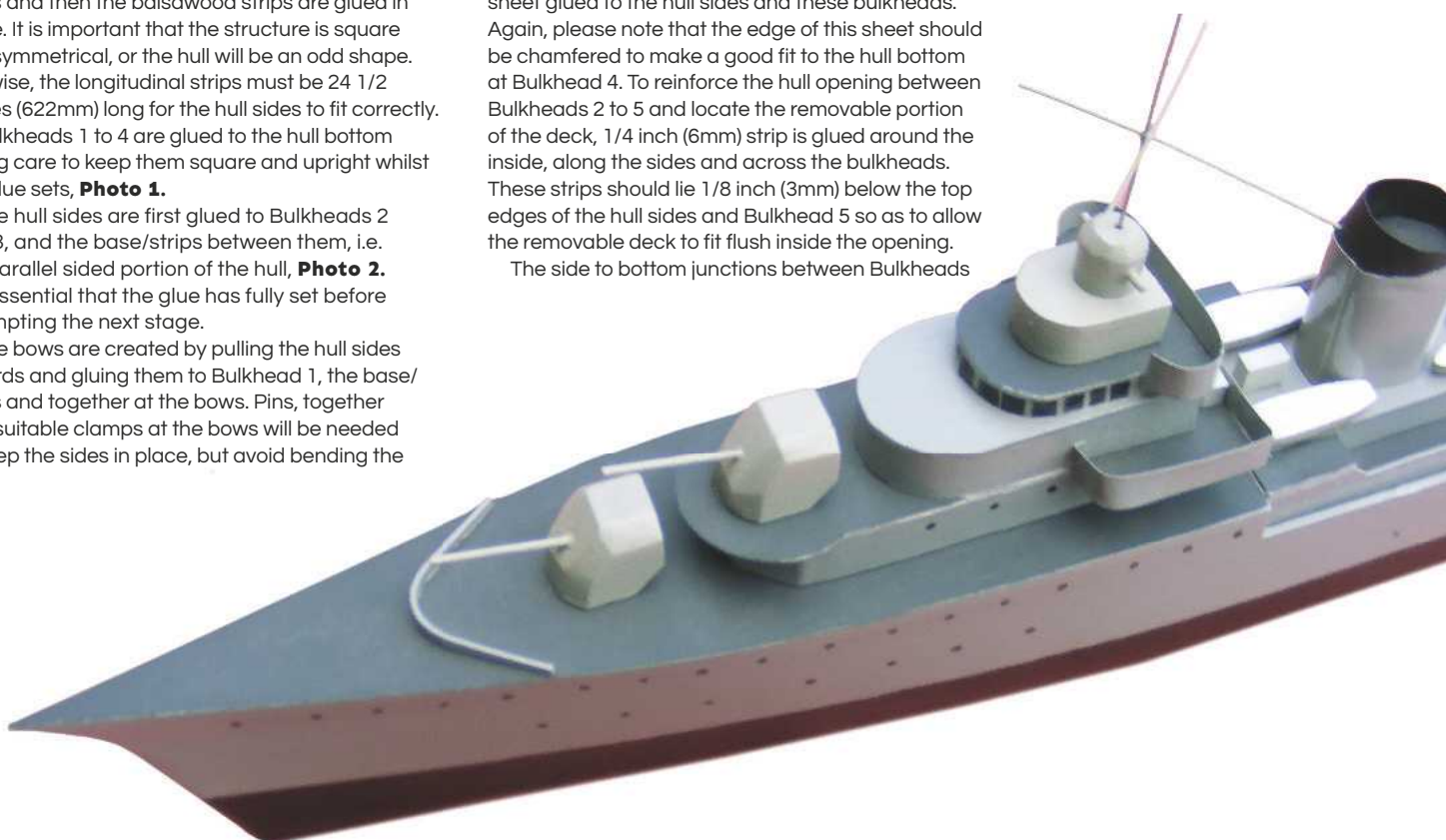
At the stern, the hull sides are glued to Bulkhead 4 and the base/strips between Bulkheads 3 to 4 and onwards to Bulkhead 5. This is a gentler bending than at the bows and pins should hold everything in position. Do check that the hull is still symmetrical before putting it to one side for the glue to set, **Photo 4**.

The foredeck is cut from 3/16 inch (5mm) balsawood sheet and fixed to the bows by applying glue to the top edges of the sides and across Bulkheads 1 and 2. Check that it fits with a little overlap around the edges. Please note that the access opening in this deck can be cut before or after gluing it in place, **Photo 5**.

The bottom of the hull between Bulkheads 4 and 5 is covered with a piece of 1/4 inch (6mm) balsawood sheet glued to the hull sides and these bulkheads. Again, please note that the edge of this sheet should be chamfered to make a good fit to the hull bottom at Bulkhead 4. To reinforce the hull opening between Bulkheads 2 to 5 and locate the removable portion of the deck, 1/4 inch (6mm) strip is glued around the inside, along the sides and across the bulkheads. These strips should lie 1/8 inch (3mm) below the top edges of the hull sides and Bulkhead 5 so as to allow the removable deck to fit flush inside the opening.

The side to bottom junctions between Bulkheads

“Most of the hull parts are made with simple straight cuts and a good knife is essential. My favourite is a brass handled one with replaceable blades.”



4 and 5 are also reinforced with balsawood strips. These need cutting to length, with the ends suitably angled for a good fit, before gluing and pinning in place.

Only when the glue has fully set can the excess material be trimmed away from the bottom sheets. I cut the bulk away initially, then shaped it up with a razor plane and sanding blocks to match the sections shown on the plans. Do take care not to remove too much material and weaken the hull. The excess is also removed from the foredeck and the edges sanded to blend in with the hull sides.

The edge of the bows was sanded to produce a flat gluing surface before adding some hardwood strip as an external reinforcement. Due to the curved bow shape it is more easily built up using two or three laminations of a thinner wood. Once dry, the hardwood can be carved and sanded to blend in with the hull shape. The rounded stern is made by gluing a balsawood block, made from laminations of scrap balsawood sheet, to Bulkhead 5, which are then carved and sanded to the desired shape as shown on the plans and **Photo 6** gives you an idea of progress so far.

Driveline installation

This can be fitted now or later, but personal experience suggests that the risk of damage is less at this stage of construction.

The basic task is to get the propeller shaft on the centreline of the hull, with the motor shaft in line and sufficient clearance between the tips of the rotating propeller blades and the hull bottom. The method used was to cut a slot in the hull bottom between Bulkheads 4 and 5, then make a hole in Bulkhead 4 for the propshaft tube. Inserting the tube and its shaft with the propeller allows adjustments to be made to get things properly aligned, **Photo 7**. If the motor has a suitable mounting bracket, then it can be screwed to a wedge of balsawood, taking care not to have the screws sticking out of the hull bottom. The hole and slot may need enlarging to achieve this and any gaps can be filled with wedges of scrap balsawood. When happy, the tube can be secured with epoxy adhesive to Bulkhead 4 and the hull bottom.

It is also a good idea to fit the rudder tube into the hull at this point. If a commercial rudder assembly is being used, then it will almost certainly need modifying to fit since there is limited space in the hull. As mentioned earlier, this one on the prototype was a homemade affair and not hard to make. The rudder movement should be around 30 to 40 degrees either side of its neutral position.

Removable deck

This is made by first building a framework from 1/4 inch (6mm) balsawood strip inside the strips glued around the opening from Bulkhead 2 to Bulkhead 5. This frame must fit snugly on to the opening, but do avoid gluing it to the fixed strips and bulkheads. A few transverse strips should also be fitted to maintain the frame's shape.

The frame can only be removed from the hull when the glue has fully set or you will be left holding a few separate pieces of stripwood, but before removing it the top surface of the frame should be



“The model's external surfaces should be checked and any defects corrected after which it, in the case of the prototype, was sealed using four coats of domestic paint primer.”

clearly marked as inevitably it will only fit one way.

Photo 8 clearly shows the removable deck piece, albeit with some superstructure parts already in place.

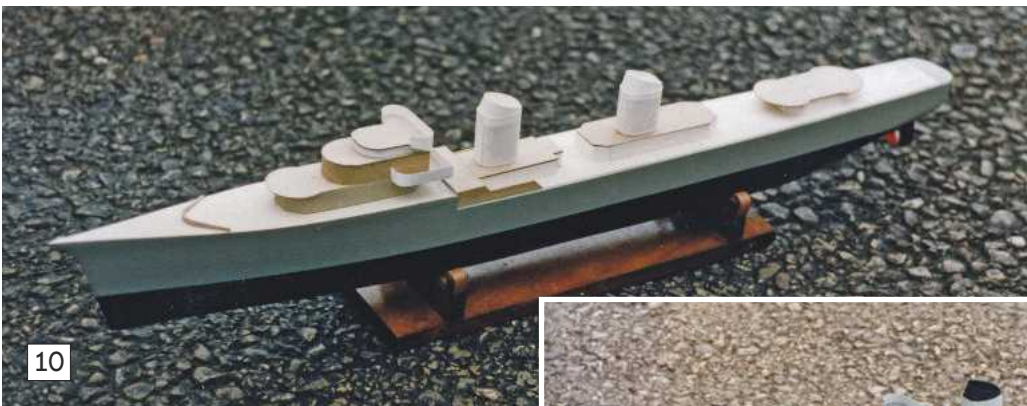
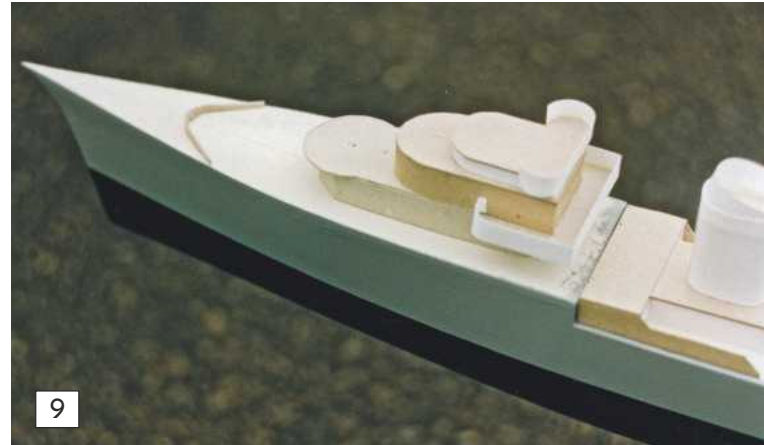
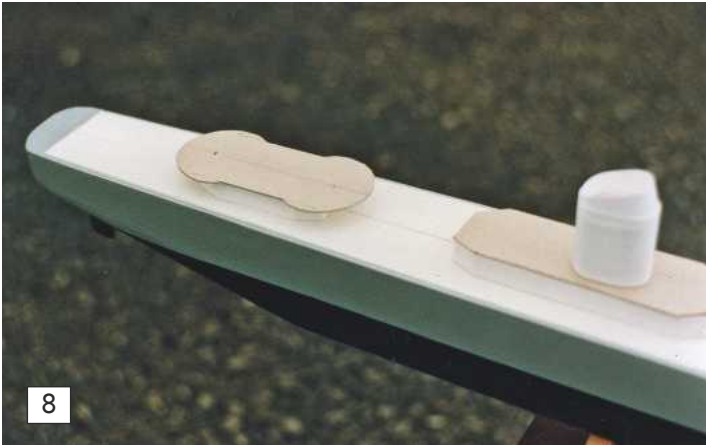
It is worth pressing the framework, carefully, back into the hull opening to check for any tight spots. These can be lightly sanded until the frame fits into the opening with little effort, but is still secure. The top surface of the frame is then glued centrally to a sheet of 1/8 inch (3mm) balsawood which will form the deck.

Again, only when the glue is dry can the deck be offered to the hull opening. The frame should start to slide into place, but be stopped by the excess sheet around its edges. This has to be removed until the edges of the deck just fit flush inside the hull sides with only a small gap. It might sound tricky, but if too much is removed then a strip of balsawood can be glued to the deck edge to try again.

Superstructures and details

The forward superstructure, **Photo 9**, is built over the coaming strips glued around the inside of the deck opening to ensure a good fit (this picture reveals the hull is already painted and that is covered in the next section). Construction is from scrap balsawood and card, although thin plywood could be used for the decks. The superstructures on the removable aft deck section are much simpler items and once again balsawood and card have been used.

Card wrapped around balsawood formers (please see plans for sections) create the two funnels. The prominent funnel caps are made from card



strips cut, then glued at the appropriate angle. The remaining items used materials out of the scrap box, something every serious modeller should keep well stocked, the aim being to create a realistic looking shape rather than microscopic accuracy as in **Photo 10**.

Hull surface sealing and painting

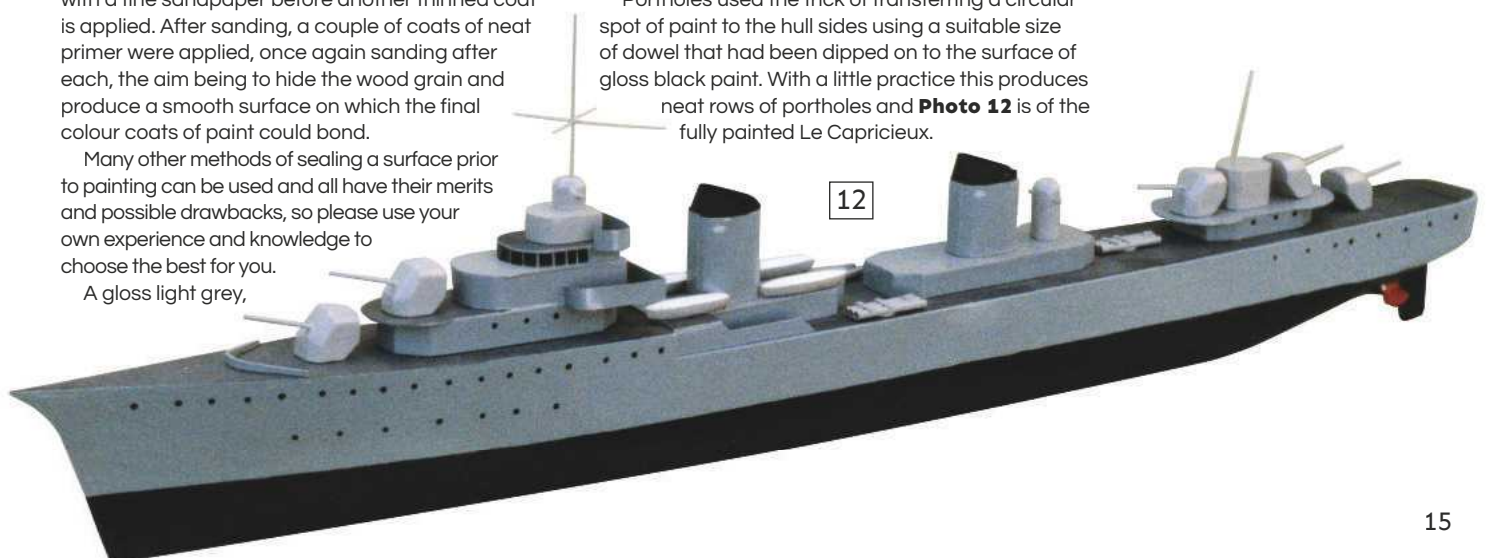
The model's external surfaces should be checked and any defects corrected after which it, in the case of the prototype, was sealed using four coats of domestic paint primer. For convenience this was done prior to making the superstructure, but some modellers prefer to make everything before painting it all. The first coat should be thinned to ensure good penetration into the porous wood, then smoothed with a fine sandpaper before another thinned coat is applied. After sanding, a couple of coats of neat primer were applied, once again sanding after each, the aim being to hide the wood grain and produce a smooth surface on which the final colour coats of paint could bond.

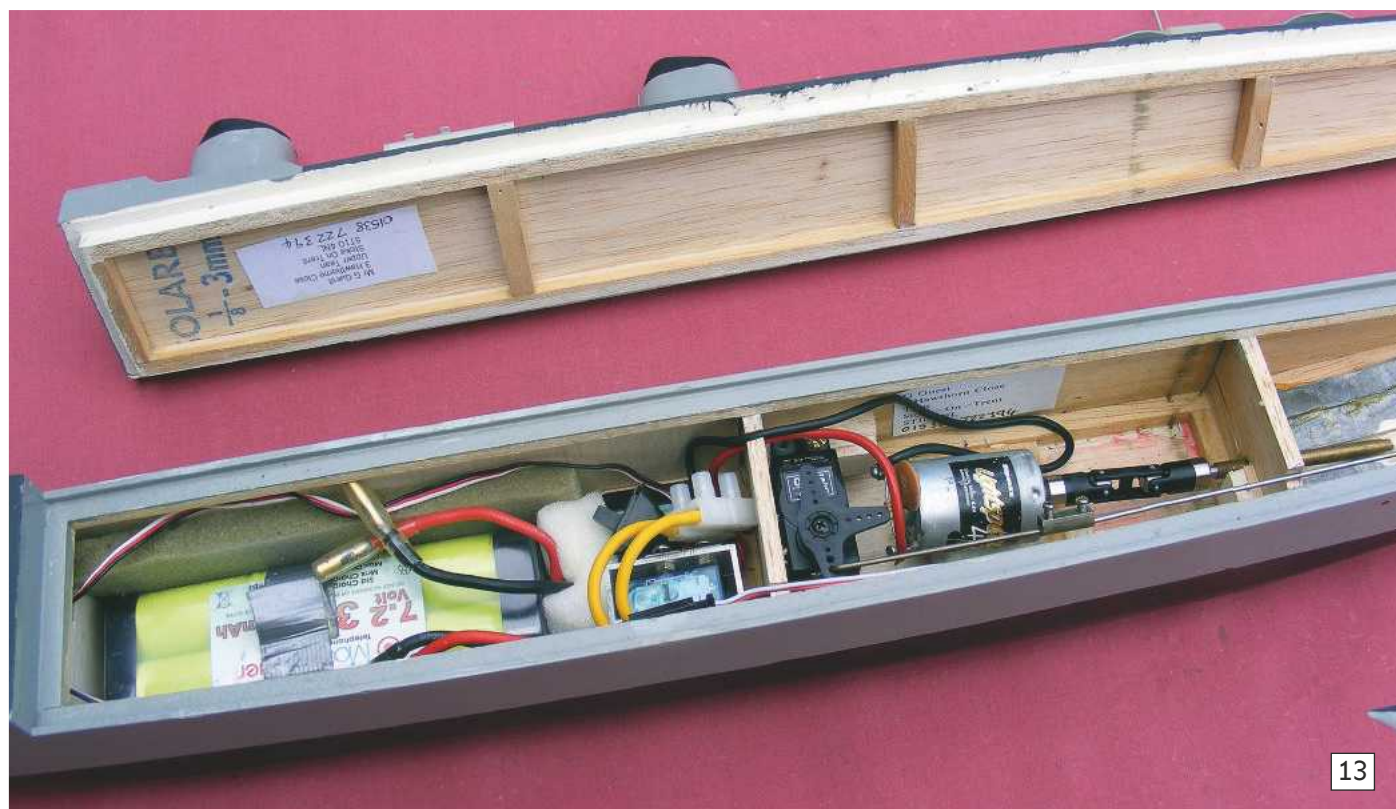
Many other methods of sealing a surface prior to painting can be used and all have their merits and possible drawbacks, so please use your own experience and knowledge to choose the best for you.

A gloss light grey,

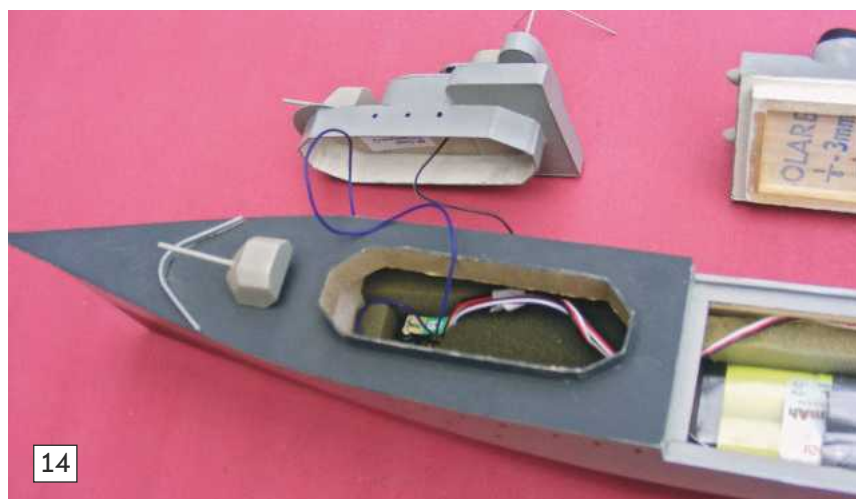
Humbrol No. 40 applied in two slightly thinned coats, was used over all the hull's external surfaces, superstructure and details, the desired waterline being drawn around the hull with a black waterproof marker pen, after which the underside was painted gloss black, **Photo 11**. Matt paints were used for the decks, Humbrol Grey No. 32, and black for inside the funnels and their caps.

Portholes used the trick of transferring a circular spot of paint to the hull sides using a suitable size of dowel that had been dipped on to the surface of gloss black paint. With a little practice this produces neat rows of portholes and **Photo 12** is of the fully painted Le Capricieux.





13



14

Internal installation

The plans show the layout used on the prototype with the receiver in the compartment bounded by Bulkheads 1 and 2, the esc and six cell battery pack in the next compartment and the rudder servo secured between Bulkhead 3 and the motor, **Photos 13 and 14**. Other layouts can of course be used provided everything is accessible, neat and nothing can foul moving parts. Cut-outs will be needed in the bulkheads to allow wires to pass between compartments, which ought to be as high up as practical. Making holes low down through a bulkhead is at best wildly optimistic, but more likely to prove fatal should the model ever start to take on water.

Ballast? A ballasting session soon had the model floating at the desired waterline and the model was reassuringly stable. Lead sheet was used for ballast and this was secured in the hull with a latex adhesive which holds it firmly, but can be peeled away if so required. The prototype model weighs 3 pounds (1.4 kg) in its ready to sail condition.



17



Completed model

Photo 15 is of the completed model French 'super-destroyer' and as you can see, the detail work is kept to a minimum, but the overall impression is of such a warship.

Sailing trials

After the usual precautionary check of the controls at low speeds, the model was quickly worked up to full speed. This was measured at around 4 feet/sec (1.2 metre/sec) which created the impression of a warship going somewhere in a hurry, **Photo 16**. The response to rudder commands was immediate at all speeds and the model would hold its heading with little need for corrective action to counter external wind and wave effects.

Stability is excellent with only a slight outward heel in the tightest of high speed turns and turning circle diameters are in the range of 6 to 10 feet (1.9 to 3 metres), dependent on the model's speed. It has been found to be possible to steer the model when sailing astern, the trick being to sail it at a modest speed.

Subsequent sailing sessions, **Photo 17**, have been trouble free and quite enjoyable, even relaxing, but this not to say that this is a model for those people who seem to sail with their minds on other things. Despite its smooth sailing characteristics, you do need to be aware of just where it is heading at all times.

Joie de vivre?

Meaning 'Exuberant enjoyment of life'. I try not to anthropomorphise my models, but this one really does seem to enjoy itself as it swiftly sails across the water. Maybe I'm just transferring the pleasure it gives to me, which is all we can truly ask from a working model.

Enjoy your hobby - Glynn Guest

Just Arrived!

AQUACRAFT
Models



Length - 699mm

Cajun Commander Air Boat

Supplied with: Waterproof 50A ESC
- 1800KV Outrunner Brushless Motor
- 12 Piece LED Spotlight System
- Tactic 3 CH 2.4GHz Radio
Requires: Li-Po Battery & Charger
Our Price **£215.00**



TAMCO

Tamco 2 Channel 2.4GHz Combo
Special Price!
(Includes Transmitter & Receiver)
Digital Trims!
RRP £39.99
Our Price Only **£34.00!**



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

Our Price Only **£22.00!**



SPECIAL OFFER
Tornado 50Amp ESC
Forward & Reverse
Waterproof
Electronic Speed Controller.
6-12 volts fitted
with tammy plug
bullet connectors
and switch
Now Only **£24.99!**

2.4GHz & 27MHz Receivers

SPEKTRUM RECEIVERS IN STOCK

AR400 4 Ch 2.4GHz **£25.00**
AR610 6 Ch 2.4GHz **£24.99**
MR200 2Ch 2.4GHz **£35.99**
MR3000 3Ch 2.4GHz **£51.50**
Planet 6CH Receivers still available
PLEASE CALL FOR PRICE
Radio Link 6CH Receiver **£15.00**
Futaba R2006 4CH 2.4GHz **£39.99**
Futaba 617FS 7Ch 2.4GHz RX **£63.99**
Futaba 2 Ch Am 27mhz **£21.99**
Futaba 2ch Am 40mhz **£21.99**
TAMCO 4CH 2.4GHz RX **£15.99**
TAMCO 3CH 2.4GHz RX **£14.99**
TAMCO 6CH 2.4GHz RX **£15.99**
Saturn 6CH 2.4GHz RX **£19.50**
QSF 27MHz AM 2 Channel RX **£8.50**



**OVERLANDER 7.2 VOLT
5000MAH NOW £22.99**



HOWES MODELS

01865 848000

Unit 2C & 2D Cherwell Business Centre

(Part of Station Field Industrial Estate)

Rowles Way, Kidlington, OX5 1LA

www.howesmodels.co.uk

Fast mail order - Overseas postage at cost

New In!

**2 Turn & 4 Turn
Winch Drum Servos**

Torque: 6KG
Size: 40.5x20.2x38mm
Special Price Only
£12.50 Each!



FULL RANGE

Tamco 2.4Ghz 6 Channel Combo
Superb Quality
Only £45.00
Transmitter & Receiver
Additional RX £15.99



NEW! Futaba T2HR

2 Channel 2.4GHz Radio
Complete with 2 Channel
2.4GHz Receiver
Only **£47.50**



Futaba 4TF 2.4GHz Combo
Includes transmitter, receiver
& switch harness
Excellent Quality
Only £86.99



Radio Link T4U

4 Channel 2.4GHz
Radio Complete With
6Ch 2.4GHz Receiver.
Additional RX £15.00
Now Only **£29.99!**



Spektrum DXE

NEW! DSMX 6 Channel Set
INCLUDES AR610 RECEIVER
VERY EASY TO USE
FULL RANGE - TOP QUALITY
OUR PRICE £69.99



Saturn 2.4GHz Systems

Saturns Full Range 2.4GHz Combos

X4 4 Channel **£38.99**
X5 5 Channel **£44.50**
X6 6 Channel **£53.99**



Back in stock! Robbe F-14 Navy



Small amount available
Includes 8 Channel
receiver, switch har-
ness and 1 servo.
40 MHz FM
Only £169.99

robbe
Modelsport

Futaba 6K Combo Set

Ideal step up from a 6 channel system.
30 Model memory, Digital trims.
Futaba Quality at only
£179.00!



Mini/Midi 1250MG
Metal Geared Servo
Torque 6V : 3.5KG Speed 6V 0.12
Length 31mm x Width 16mm x Height 35mm
NOW ONLY £6.50!



TOP PRICES ON HIGH QUALITY

7.2 VOLT BATTERY PACKS

2000MAH **ONLY £8.99**
2400MAH **ONLY £9.99**
2500MAH **ONLY £10.50**
3000MAH **ONLY £11.99**
3300MAH **ONLY £12.50**
3800MAH **ONLY £15.99**
4500MAH **ONLY £19.99**
5000MAH **ONLY £22.99**



Lead Acid Batteries

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



NEW LOW PRICES!

**Waterproof
Electronic Speed Controllers**

10AH 4.8-12v **ONLY £18.99 NEW PRICE!**
15AH 6-12 V **ONLY £18.99 NEW PRICE!**
15AH 12-24 V **ONLY £29.99**
20AH 6-12 V **ONLY £24.99**
25AH 6-12 V **ONLY £28.99**
40AH 6-12 V **ONLY £44.99**
RV11 4.8-9.6V RRP **£57.99**
OUR PRICE **ONLY £24.99!!**



FUSION AQUAPOWER 280AH **Only £34.99**
MTRONIKS G2 HYDRA 15AH BRUSHLESS
RRP £45.99 - NOW **£34.99**
MTRONIKS G2 HYDRA 30AH BRUSHLESS
RRP £54.99 - NOW **£41.99**
MTRONIKS G2 HYDRA 50AH BRUSHLESS
RRP £79.99 - NOW **£59.99**

NEW Mains Chargers

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

OVERLANDER NX-20

Overlander Mains Powered
Peak Detection Fast Charger
- 4-8 cell 4.8v-9.6v
- NiMH & NiCD
Fitted with Tammy connector
and mains lead.
**Bargain Price
Only £11.50!**



SEA RIDER & WARRIOR
RTR with 2.4GHz Radio,
Battery pack & Charger
Length 420mm
High Quality Models
Our Price Only **£54.99 Each**



Howes Micro Servo
Torque - 1.7KG
Speed - 0.11 sec
(L) 22mm x (W) 11mm
x (H) 26mm
Only £3.50



Howes Mini Servo
Torque - 2.7KG
Speed - 0.14 sec
(L) 29mm x (W) 12mm
x (H) 30mm
Only £4.00



**OVERLANDER
BATTERIES**

**Li-Po Batteries
at Great Prices**

7.4v 1000mah - **£8.99**
7.4v 1300mah - **£10.49**
7.4v 1600mah - **£13.49**
7.4v 2200mah - **£13.99**
7.4v 3900mah - **£24.99**
11.1v 1350mah - **£17.99**
11.1v 1000mah - **£13.99**
11.1v 1600mah - **£18.99**
11.1v 2200mah - **£14.99**
11.1v 3900mah - **£35.99**

SERVO

SATURN 3KG STANDARD - **£5.00**
AAS-700STD WATERPROOF STD - **£6.75**
FUTABA 3003 STANDARD - **£8.99**
ACOMS AS17 STANDARD - **£6.25**
FUTABA 3010 6.5 TORQUE - **£23.99**
FUT 3014 WATERPROOF - **£24.99**
HITEC 325 BALLRACE - **£11.50**
FUTABA 3004 BALLRACE - **£11.75**
BUY 4 x 3004 FOR ONLY **£46.00**
ZEBRA/HITEC 135 Feather **£5.25**
HOWES MIDI MG Servo **£6.50**
POWER HD 9g Micro **£3.50**
OR 4 For **£13.50**

MINI SERVO **ONLY £4.00** (4 for **£15.00**)
HIGH POWERED BALLRACE **£7.99**
High Powered Waterproof Servo **£6.99**

**SAIL ARM, WINCH &
SPECIALIST SERVOS**

HITEC 785 HB SAIL WINCH
WITH FULL ROTATION DRUM
OUR SPECIAL PRICE **£26.99**
HITEC 765BB SAIL ARM
WITH 12 CM LONG ARM
OUR SPECIAL PRICE **£26.99**
FUTABA S3802 SAIL ARM
WITH 12CM LONG ARM **£56.25**
HITEC HS S05BB SAIL ARM HUGE
WITH 20KG TRQ **£32.99**

Metal Geared 17KG

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



NEW!

NEW RANGE OF MODEL BOAT KITS AT SUPERB PRICES ON THE NEXT PAGE!

01865 848000 WWW.HOWESMODELS.CO.UK

NEW IN!

Fantastic Range of Brushless Motors & Speed Controllers. Now in Stock from Mtroniks, a name you can trust. Call us for details and super low prices!

NEW LINE!

Gartt Air Boat Supplied with Brushless Motor

Only £59.99

Requires Radio, Battery & Charger

Brushless Motor!



Dragon Flite 95

ARTR 1 Metre Class
Requires 2.4GHz Radio
Includes Servos
Length: 950mm
Height: 1473mm
RRP £309.99

Our Price £279.99

AAS-700STD

Waterproof Standard Size Ball Bearing Servo

Only £6.75!

Torque: 3.6KG/CM @ 4.8v
4.7KG/CM @ 6v
Speed: 0.14 sec/60° @ 4.8v
0.12 sec/60° @ 6v
Dimensions: 41 x 20 x 36mm



Electric Motors

385 5-POLE £3.10 each
400 3-POLE £5.99
540 3-POLE £2.99
545 5-POLE £2.99
550 3-POLE £6.25
MFA RE 140 (3-6v) £2.75
MFA RE 170 (1.5-3v) £3.75
MFA RE 360 (6-15v) £4.99
MFA 380 (3-7.2v) £5.75
MFA 385 (4.5-15v) £5.75
MFA RE 540 (4.5-15v) 3 POLE £7.50
MFA RE 700 (6-8.4v) £28.99
MFA TORPEDO 800 £22.50
MFA TORPEDO 850 £22.50

VERY POPULAR

Joysway Dragon Force RTR RG65 Yacht

Superb Racing Yacht which is easy to transport!
Includes 2.4GHz Radio
RRP £164.99

Only £139.99!

Available without TX-RX
Only £129.99



Length: 655mm
Height: 1338mm

NEW!



Atlantic II Tug Boat

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

Our Price £229.99

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

4.8 VOLT PACKS

1300MAH FLAT OR SQUARE - £6.99

2700MAH FLAT OR SQUARE £8.99

6 VOLT PACKS

1300MAH FLAT OR TRI - £8.99

2700MAH FLAT OR TRI - £11.75

9.6 VOLT TRANSMITTER PACKS.

1300 MAH FLAT - £15.00

2600MAH Flat or Square £19.99

HOWES SPECIAL!

Mtroniks Viper RV11 4.8v-9.6v.

RRP £57.99

Low Price £24.99



BACK IN STOCK!

Ready to Go 1/275 scale Destroyer & Aircraft Carrier
Aircraft Carrier Length: 780MM
Destroyer Length: 790MM

Everything you need in one box including Radio, battery and mains charger!

RRP £45.99

Our Price Only £34.99



Props, Shafts etc

LARGE RANGE OF THE FOLLOWING
BRASS PROPS M4 3 BLADE
M4 NYLON PROPS 2/3 BLADE
STAINLESS STEEL SHAFTS M4
BRASS RUDDERS S/M/L
NEW LOWER PRICES

Extension Leads

All For Futaba/Hitec
SERVO LEAD 200mm £1.00
EXTN LEAD 270mm £0.60 each
EXTN LEAD 500mm £0.80 each
EXTN LEAD 1000mm £1.00 each
Y LEAD £1.75 each
BEC RED BOTH ENDS £0.90
SWITCH HARNESS £2.99

Howes Special!

Core-RC
7.2v 2500mAh
Only £10.50
Very Limited Stocks!

Spektrum DX6i
Full Range 2.4GHz Transmitter and Receiver Combo, Includes AR610 RX
RRP £119.99

Only Price £99.99



SAILING YACHT KITS

Joysway Orion £89.99

T/Tiger Volans £169.99

T/Tiger Naulantia £149.99

T/Tiger Victoria £92.50

T/Tiger Entz £150.00

T/Tiger Voyager £129.99

Joysway Dragon Force £139.99

Joysway Explorer/Pirate - £139.99

Joysway Force 2 60 £149.99

Surmount £95.00

Monsoon £140.00

Phantom £150.00

Pro Boat Westward V2 £124.99

Joysway Dragon Flite 95 £279.99

Joysway

Force2 60

Catamaran Yacht RTR Yacht includes 2.4GHz Radio.
Length 660mm
Overall Height 1117mm
RRP £174.99
Our Price Only **£149.99**



Revell



Flower Class Corvette 'Platinum Edition' Kit
1/72 Scale - Length 850mm
RRP £119.99

Our Price £89.99!

HOBBY

Top Seller!



Southampton Tug

Ready to run model includes 2.4GHz Radio, Battery & Charger
Includes Smoke Generator
Length - 560mm Height - 420mm

Our Price £149.99!

PRO BOAT RAGAZZA

1 Meter Sail Boat RTR
Includes Spektrum Radio

Length 1M
Mast Height 1.55M
Hull - Fibreglass

RRP £269.99

Our Price

£199.99



Limited Stocks!

NEW IN! TIGER SHARK

Ready to Run RC Speed Boat with 2.4GHz Radio, Max Speed 24KM/H, Available in White. Includes LI-PO battery and mains LI-PO charger!



RRP £49.99

Only £34.99



Great for Racing!

**FAST UK
DELIVERY!**

HOWES MODELS
01865 848000

**OVER 75 YEARS
IN THE MODEL
TRADE!**

Now Stocking a New Range of Model Boats & Kits!

www.howesmodels.co.uk

FREE UK SHIPPING ON ORDERS OVER £150!

PLUS 10% OFF ALL EQUIPMENT WHEN PURCHASED WITH A KIT

Aeronaut Kits

AN3031/00 Torben Tug (includes fittings) - £217.99
AN3032/00 Kalle - £143.95
AN3046/00 Pilot Boat - £145.00
AN3048/00 Ramborator - £73.99
AN3052/00 Spitfire - £100.00
AN3055/00 Jenny - £113.00
AN3056/00 Delphin - £103.95
AN3057/00 Caribic - 44.99
AN3075/00 Anna 2 Fishing Boat inc Fittings £205.00
AN3080/00 Queen - £153.99
AN3081/00 Princess - £138.99
AN3082/00 Victoria - £128.95
AN3092/00 Classic Sport Boat - £53.99
AN3093/00 Diva Cabin Cruiser - £64.99
AN3254/00 Mora Viking Longboat with sail set - £67.99
AN3255/00 La Capitana Di Venetia Complete - £176.99
AN3270/00 Santa Elena inc Fittings & Sails - £194.99
AN3600/00 Graf Spee Complete - £323.99
AN3619/00 Tirpitz with Fittings - £428.95
AN3620/00 Bismark includes Fittings - £403.99
AN3625/00 Scharnhorst includes Fittings - £364.99



Billings Boats

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



Caldercraft Kits

C7000 Joffre - £285.00
C7001 Northlight - £270.00
C7003 Marie Felling - £425.00
C7005 Talacre - £270.00
C7009 Cumbrae - £285.00
C7010 Fifie Amaranth - £128.00
C7011 Sir Kay - £320.00
C7012 Imara (Single Screw) - £500.00
C7012/1 Imara (Twin Screw) £500.00
C7015 Branneran - £325.00
C7019 Milford Star - £250.00
C7020 Alte Liebe - £282.00
C7021 Schaarhorn - £360.00
C7024 Resolve - £550.00
C9000 HMS Diana - £465.00
C9001 HMS Cruiser - £200.00
C9002 HMS Snake - £200.00
C9003 HMS Agamemnon - £650.00
C9004 Mary Rose - £255.00
C9005 HM Brig Supply - £142.00
C9006 HMBark Endeavour - £240.00
C9007 HMS Jalouse - £220.00
C9008 HMAV Bounty - £195.00
C9009 HMS Mars - £195.00
C9010 HM Cutter Sherbourne - £72.00
C9011 HM Yacht Chatham - £87.00
C9012 HM Mortar Vessel Convulsion - £93.00
C9013 HM Schooner Ballahoo - £60.00
C9014 HMS Victory - £730.00
C9015 HM Bomb Vessel Granada - £215.00
C9016 HM Gunboat William - £172.00
C9017 HM Brig Badger - £172.00
C9018 HM Schooner Pickle - £127.00

Dumas RC Kits

American Beauty Mississippi - £185.00
Big Swamp Buggy Airboat Kit - £117.99
Carol Moran Tug - £78.00
Creole Queen Mississippi Riverboat - £320.00
Dauntless Commuter Boat - £162.00
George W Washburn - £156.00
Huson 24 Sailboat - £110.00
Jersey City Tugboat - £250.00
Jolly Jay Gulf Fishing Trawler - £127.00
Myrtle Corey Memphis River Tow Boat - £231.00
U.S.S Whitehall - £78.00



Graupner Models

B-2011 Cap San Diego - £1070.00
B-2013 Theodor Heuss Seenotrettungskreuzer - £849.99
B-2059 U-Boot Type VII Premium Line - £635.00
B-2072 Divers O. Wulf 6 RC Boat - £185.00
B-2089 Bismarck Battleship - £1200.00
B-2089/G Bismarck Battleship (without Camouflage) £1200.00
B-2096 Schlachtkreuzer H.M.S Hood - £1070.00
B-21008 SK32 Harro Koebke - £1200.00
B-21013 USS Missouri - £895.00
B-21018 WP Yamato M1/150 Battleship Premium - £1160.00
B-2104 Titanic Premium Line - £1225.00
B-2159 H.M.S Prince of Wales Premium Line - £850.00
B-2200 H.M.S Blue Bell Premium Line - £980.00
B-2201 Yacht 72 Ft. Child Design Premium - £635.00
B-2205 H.M.S Belfast 1:150 - £795.00
B-2206 Adolph Bermohl - £1120.00
B-2212 USS Nimitz - £940.00
B-2214 Seabex One - £1600.00
B-2217 Queen Mary II - £1500.00
2704 WPSurfer Girl RTR - £170.00



Krick Kits

K20200 Karl & Marie - £147.99
K20211 Anna - £98.95
K20212 Anna Inc Steam Plant -
K20213 Anna Steam Engine - £98.99
K20240 Alert - £184.95
K20250 Gulnara - £270.00
K20261 Victoria with Fittings - £349.99
K20281 Alexandra inc Fittings £294.99
K20291 Borkum inc Fittings - £337.99
K20300 Felix Hamburg Harbour Launch - £87.90
K20310C U-Boot Type VIIb Submarine (inc running gear) - £325.00
K20320 Lisa M - £101.00
K20340 Hanse Cog - £139.99
K20350 Muritz Cabin Cruiser - £141.50
K20360 Police Launch - £122.50
K21430 Nordstrand Trawler Yacht - £165.00
K21440 Grimmershorn Motor Vessel - £235.00



NOW STOCKING A RANGE OF AERONAUT FITTINGS!

LARGER STOCK-LOWER PRICES
Open Mon-Fri 09.00-17.00 / Sat 09.00-16.00
Unit 2C & 2D Cherwell Business Centre
(Part of Station Field Industrial Estate)
Rowles Way, Kidlington, OX5 1LA

Andy Cope's model from a Vintage Model Boat Company kit

Sea Rover



There is something very seductive about the look of a classic vintage cabin cruiser and having already scratch built models of a Fairey Swordsman and a Sea Commander, it was perhaps only a matter of time before my attention turned to the Sea Rover. This kit was originally designed by Les' Rowell, **Photo 1**, and was around for some years being sold under the Aerokits brand name, **Photo 2**.

There are plans of this model available for enthusiasts from a number of sources, but a kit from the Vintage Model Boat Company (VMBC) definitely has some appeal. I have always been very impressed with these kits and have already built the Wavemaster, Fast Patrol Boat and Mr. Tom models from their extensive range of vintage offerings. The Sea Rover kit comes mostly pre-cut in plywood, with a full-size plan and instructions, all costing £85. Length is 29.5 inches (75cm) and beam is 9.75 inches (24.7cm) and it is powered by a single propeller. You can either use your own running gear or purchase the hardware direct from VMBC and the radio control equipment, batteries, paint and glues etc. are of course extra as is always the case with such kits.

The basic hull

With very little fettling, the basic framework and cabin sides all went together very quickly, plenty of clamps being handy. As you can see from the pictures, the washing basket was raided for clothes pegs, but if you are going to do the same, please make sure there is no glue left on them to ensure a quiet life.

The fact that you don't have to build this model on a fixed jig is great, but you do need to build a boat stand (not supplied with the kit) fairly early on, **Photo 3**, to support the model. Titebond II wood glue was used throughout construction as it sets rapidly, is waterproof and yet retains just enough

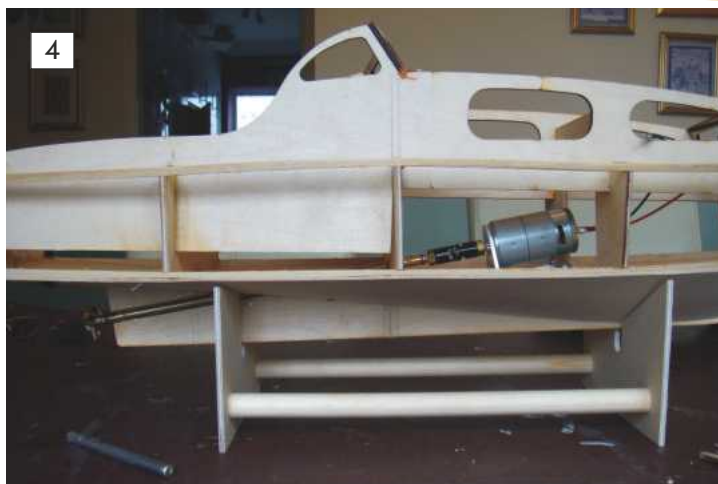
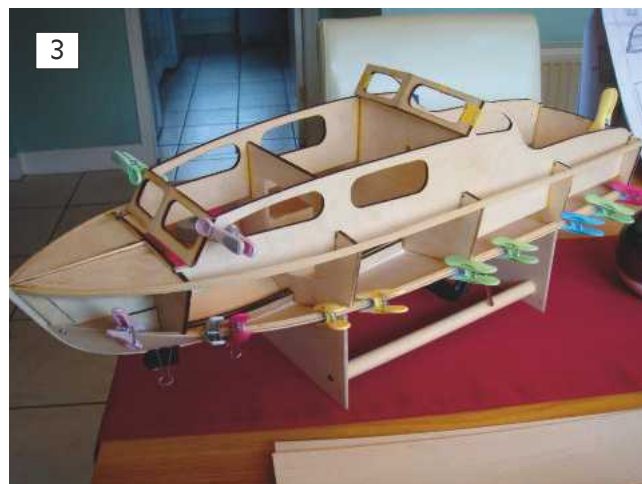
flexibility to ensure the completed model boat can survive most impacts.

Skinning the hull seems to be the bit that most inexperienced modellers fear when building this type of kit, but it really isn't a problem if you make templates from cardboard before shaping the supplied plywood. Then, as the instructions suggest, steam or soak the plywood to make it easier to bend to shape. I tend to use a single temporary screw to hold the upper and lower skins in place at the bows whilst the wood glue sets, as this gives you a secure starting point and allows some 'wiggle room' as you clamp the rest of the plywood sheet in place working backwards towards the stern. A second pair of hands might also be useful though.....

However, before the hull side skins go on, with this type of open-frame model it is easy to get the motor, propshaft and couplings all in line before losing the opportunity to view them from the side as in **Photo 4**. A Johnson 600 cc 6 to 12v brushed motor was installed, this providing ample power for a model boat of this size.

Deck

These come pre-etched with 'planks' and it is worth spending some time adjusting and dry-fitting them to ensure there are no gaps between the cabin sides and the deck pieces. Lots of Tamiya masking tape was used to hold everything down whilst the glue set, **Photo 5**. This tape is also perfect for masking (its intended purpose) the waterline when it comes to general painting.



“The deck was stained with ‘instant coffee’ (yes, that’s right) mixed with cold water to create that vintage look before applying three coats of satin varnish over the stain.”



5



7



6



8

With the deck sections in place and some rubbing strakes attached, there was only the painting left to do.

Painting and r/c

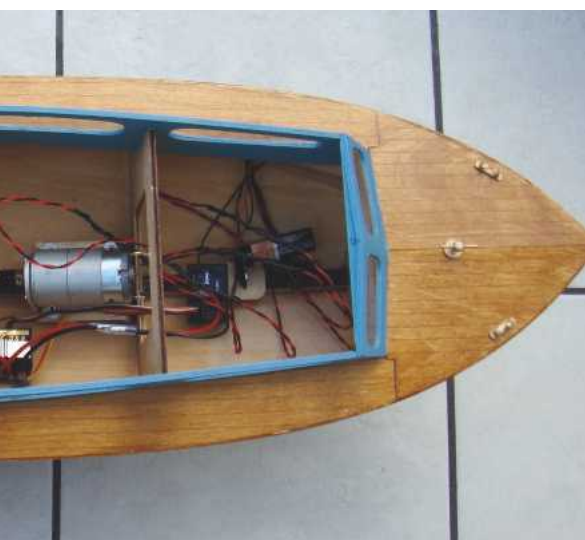
The deck was stained with ‘instant coffee’ (yes, that’s right) mixed with cold water to create that vintage look before applying three coats of satin varnish over the stain. The hull was sanded smooth, filled where necessary, primed and painted in the conventional way.

Photo 6 shows the general arrangement of the radio control components and the varnished deck. The stern compartment is large enough for two 7.2v Tamiya stick pack batteries sitting side by side and wired in parallel, or you can use a single 8.4v battery laid sideways as shown here. The inexcusable spaghetti wiring in the bow compartment is for the LED navigation lights - sorry!

Sea Rover comes with a detachable sun roof to the rear deck area, and I think the model looks great



9



10

with it on as in **Photo 7**. The rear seats and table are from scrap plywood, the former being sprayed with a stone effect paint and the table is based around a cabin window cut-out piece, **Photo 8**, which reminds me that it is always a good idea to keep the cabin window cut-outs in a safe place during the construction phase, as they can be used later as templates for the matching clear Perspex windows.

On the water

Sea Rover performs very well 'at sea', **Photo 9**, here without the cockpit sun roof. My model is named Misty, but you can call yours anything you like! It's deep keel keeps the boat sitting upright even when turning at speed and this makes it one of the most stable boats I've ever built. It's a good size without being too large at 29 inches in length, and has plenty of room for r/c gear and even a detailed interior if you wanted to add it. The kit certainly presents less challenges than the smaller Mr. Tom boat pictured alongside the Sea Rover in **Photo 10**,

a kit which is available from the same company. This smaller model is another fun craft to build, but at just 16 inches in length requires some miniature electrical components.

Enjoy your building - Andy Cope of Buxton MBC

Vintage Model Boat Company

Carousell
Spilsby Rd
New Leake
Lincolnshire
PE22 8JT
United Kingdom
Tel: 01205 270010
Website: www.vintagemodelboats.com



Steve Heptonstall with his superb ongoing 1:96 HMS Ark Royal project.

Range Finder

Dave Wooley with his Worldwide Review of Warships and Warship Modelling



Photo 1. The Hawker Siddeley P1127 Kestrel conducting trials aboard HMS Ark Royal in 1962.

Photo 2. XP83, better known as the P 1127 test aircraft, here as a 1:96 scale scratch built model.

Welcome once again to our regular sortie into the world of fighting ships and this month we look at a fine model of HMS Ark Royal R09; we continue with the Deans Marine HMS Skirmisher project and have the usual brain teaser Mystery Picture, the answer being in July MB.

1:96 scale HMS Ark Royal c1962

In 2017 we will be witnessing for the first time in almost 40 years a large RN fleet carrier at sea, so it was a nice coincidence that at the end of 2015 I had the opportunity to see this superb model of HMS Ark Royal being built by Steven Heptonstall. The name was subsequently given to one of the Invincible Class 'though deck cruisers' that carried helicopters and a small force of Harriers, that ship being now also out of service following the now widely regarded as ill-conceived, 2010 Strategic Defence Review.

This model is being built initially at the request of ex-HMS Ark Royal crew member John Williams, but is now destined to be donated to the Williamson Art Gallery Ship Model Collection at Birkenhead, a collection primarily of ships with a local connection especially those built at the Cammell Laird



Shipyards. This shipyard still exists, being actively involved in supplying large sections of the hull and flight deck for the new RN aircraft carriers HMS Queen Elizabeth and HMS Prince of Wales.

Steve Heptonstall has set his model of HMS Ark Royal during the period when trials were being conducted of the then new P1127 Kestrel which would later become the Harrier. John Williams was a crew member on HMS Ark Royal during those trials and has provided much of the background information relating to this historic period in naval aviation, **Photo 1**.

The model

Although this 1:96 scale model is still under construction, Steve Heptonstall very kindly put many of the features relating to the model in place





including the Hawker P1127, so what you see overall here is work in progress, **Photo 2**, this picture making a nice comparison to the previous one. Prior to 1964 and during the period of the P1127 trials, HMS Ark Royal still retained a number of 4.5 inch and 40mm gun mountings.

Much of the intricate detail on the island superstructure is now complete, particularly around the funnel and some of the air group have been completed, all scratch built from Steve's own patterns, including the Sea Vixen, **Photo 3**. The entire island superstructure has been constructed from 1mm styrene sheet as seen here in **Photos 4 and 5**.

The superb 1:96 scale six-barrelled Bofors Mk. VI guns have been entirely scratch built using styrene, brass tube and sheet, **Photos 6 and 7**. Moving to the bridge of HMS Ark Royal as in February 1962, she was equipped with a Type 965 single mattress radar array, otherwise known as an AKE-1. Just visible is the unpainted rod link within the lattice mast coupled to a small geared drive motor linked to

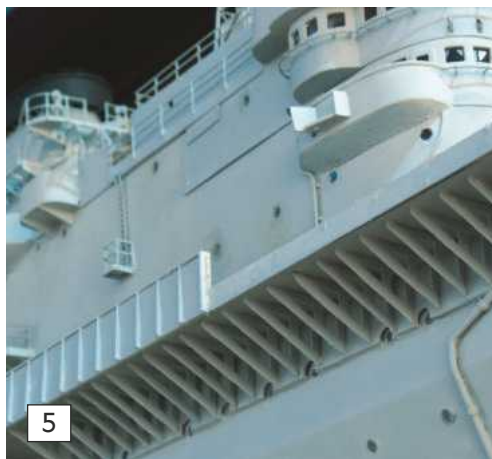


Photo 3. Forward of the island superstructure with a 1:96 scale Sea Vixen on the flight deck.

Photo 4. Outboard of the island superstructure.

Photo 5. The underside detail on the outboard walkway adjacent to the island.

Photo 6. Two scratch built sextuple Bofors Mk. VI as fitted to HMS Ark Royal in 1962.

Photo 7. The Bofors Mk VI with its external director. Also in the picture is the deck landing aid, a British invention..

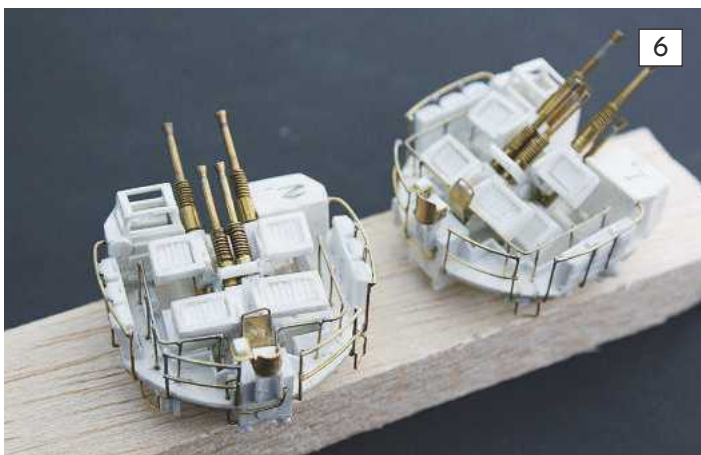




Photo 8. The AKE1 mattress radar array with a linkage to a drive motor hidden inside the bridge.

Photo 9. The superbly constructed foremast, all soldered using brass tube and wire.

Photo 10. A sample of the air group embarked on HMS Ark Royal in 1962.

Photo 11. As with all the aircraft on this model, the ECM Gannet is completely scratch built.

Photo 12. The arrangements of the flight deck on HMS Ark Royal with the positions of the catapults as of 1962. The full angled flight deck came later.



rotate this radar aerial, **Photo 8.**

The next picture shows the complex detail around the foremast and just forward of that is the so-called nodding Type 893 height finding radar and like the foremast, this is all scratch built, formed on a jig, from tube and metal strips, **Photo 9.**

Looking down on the flight deck, we have a good view of the of the various aircraft embarked on HMS Ark Royal in the early to mid-1960's, these 1:96 replicas being all scratch built including (again), a Sea Vixen Mk. 1 of 890 Squadron close to the island superstructure, **Photo 10.** In 1962, HMS Ark Royal was refitted to operate the Buccaneer strike bomber and briefly embarked the all white S1 version shown here of 801 Squadron FAA and part of the Royal Navy's nuclear strike role. It's worth remembering that in the early 1960's the UK was still negotiating with the USA the terms of acquiring the submarine launched Polaris nuclear missile system and the Buccaneer was the only long range nuclear capable



aircraft delivery platform that the Royal Navy possessed. In **Photo 11** there is a close-up view of an ECM-6 Gannet of 831 Squadron, a derivative of the AS-4 version and used for electronic counter measures. Again this is all to 1:96 scale, and this is model making of the highest order. **Photo 12** is a bow view showing the two steam catapult positions as of 1962, which by 1975 had changed considerably following the addition of a port side sponson to the flight deck.

Once again, and totally scratch built, is this superb 1:96 Westland Wessex HAS-1 search and rescue helicopter, **Photo 13**. This model has an open side door and interior detail. As was common with RN warships of the 1940's to 1980's, there are also quite a number of ship's boats stowed in recessed galleries along the side of the hull, and once again these have all been made from scratch, their hulls being moulded from styrene sheet. For example there is a powered 32ft cutter slung on horizontal

davits, **Photo 14**, and a large pinnace and whaler in **Photo 15**, and please note the Kort nozzle on the larger craft.

Our final picture of this superb 1:96 scale HMS Ark Royal model is a view looking aft down the starboard side, **Photo 16**. As you can see, there remains a considerable amount of work still to do, but much has been done and there is no doubt modelling a warship such as this for a specific period of time requires first class research which both Steve Heptonstall and John Williams have accomplished, especially when it comes to getting the right air group for this time line. Although its final destination is to be to the Cammell Laird Collection of Ship Models at the Williamson Art Gallery, it is also worth bearing in mind that this is also a working model and it will be sailed before it is transferred to the museum and hopefully in due course I will be able to include photographs here in Range Finder of that occasion.

Photo 13. The Westland Wessex HAS-1 search and rescue helicopter. This would often be airborne as the 'plane guard' during flight deck take-offs and landings so as to immediately rescue aircrew in the event of a mishap.

Photo 14. One of the 32ft motor cutters carried on HMS Ark Royal.

Photo 15. A 27ft whaler and large motor pinnace.

Photo 16. Steve's unique HMS Ark Royal model is taking shape.



Photo 17. Temporarily positioned are the unpainted cordage reel and two large mushroom vents.

HMS Skirmisher

PART TWENTY

This month we will be making a cordage reel, vents and have a bit more on airbrushing techniques. In the space between the cowl vent and the aft searchlight platform, is a large cordage reel and two of the larger type of mushroom vents, **Photo 17**. Before continuing with airbrushing, I thought it would be useful to show how these two simple fittings can be made from scratch.

The large cordage reel is essentially a hand-worked device for storing and reeving out rope (or wire) cordage when required, and is essentially a drum on to which the cordage is worked. It is usually fitted with some form of cranking handle and in the example shown, the handle engages with a geared drive, but is cranked from above the centre of the drum.

Cordage reel

Each of the parts is identified by a letter with sizes and comments, **Photo 18**.

A: Drum sides. These are of 0.5mm styrene, 12mm diameter, cut to size with a compass cutter

B: Inner drum. Evergreen tube No. 229, 7.1mm o.d.

C: High gear. Evergreen tube No. 231 8.7mm o.d., for engaging with the handle.

D: Centre spindle. Brass tube 1.5mm o.d., 8mm long for securing side legs to drum.

E: Handle tube. Brass 1.5mm o.d. tube, fits above centre.

F: Two handles. Brass 0.45mm rod 8 fits into the

handle tube.

G: Handle cover. Brass 1mm o.d. 8 fits over the handle.

H: Legs. Two off 1mm styrene sheet secured to centre spindle.

I: Centre Pin. This goes here.

Each of the reel's ends was cut using a compass cutter and a 1.5mm diameter opening made in the centre along with a series of 1mm diameter holes around the circumference just in from the outer edge. Each end piece is attached to the inner drum and the high gear (carefully cut from styrene Evergreen tube No. 231) fitted to the outer surface of the reel's sides. This was followed by inserting the spindle through the centre of the reel end pieces. A 1.5mm dia. hole was made in each of the reel sides adjacent to the inner edge of the high gear above the centre and the handle tube inserted into place. Once the glue had set, both sets of legs were fitted to the spindle. Each handle was then inserted into the handle tube and the covers added. Two plates were added to the foot of each pair of legs using thin Evergreen strip (could be cut from 0.5mm styrene sheet) and the large reel (please see Photo 17 again) was ready for painting. This is all straightforward model making work, but please be patient and don't rush the job.

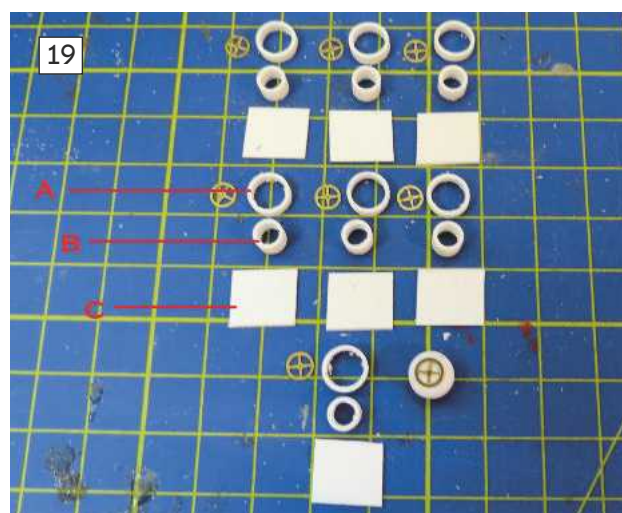
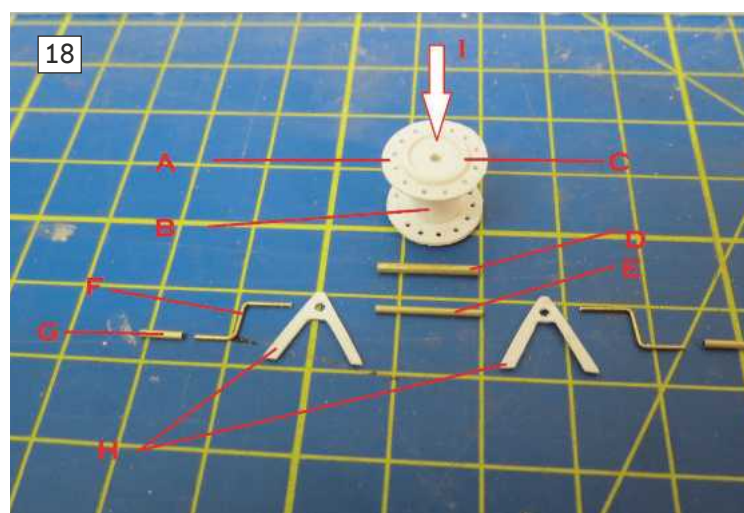
Mushroom vents

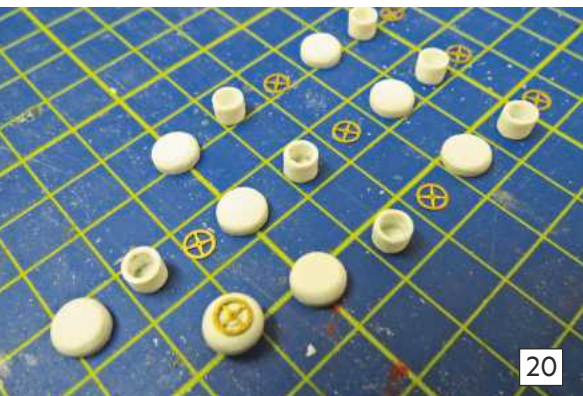
There are a number of different types of ventilator fitted to HMS Skirmisher and one is the mushroom vent which has a circular domed head, but is also watertight. They come in different sizes, but here we are primarily concerned with the two pictured earlier (please see Photo 17 again).

These vents are simple to make and require

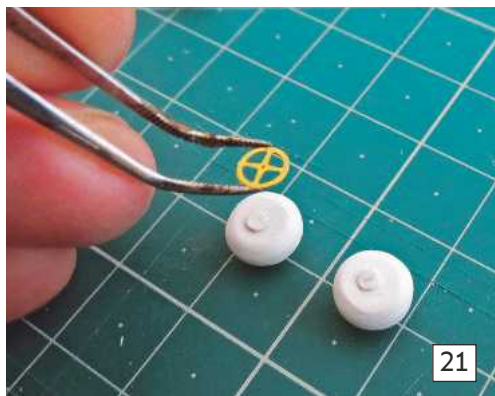
Photo 18. Each of the parts that make up the cordage reel - please see text for legend.

Photo 19. The parts that form the deck mushroom vents.





20



21

Photo 20. The mushroom 'dome' is prepared and ready to be fixed to the vent tube.

Photo 21. The etched brass wheel is fixed on to the top of the dome.

Photo 22. Using a double action IWATA trigger airbrush with side bowl gravity feed to spray some of the larger fittings.

Photo 23. Applying the Humbrol No.73 Matt Wine colour paint using a single action Badger air brush with suction feed.



22



23

materials as follows, **Photo 19**.

A: Hood tube. Evergreen tube No. 234, 11.1mm o.d. x 2.5mm.

B: Vent tube. Evergreen tube No. 230, 7.9mm o.d. x 6mm deep & fits into the hood.

C: Hood cover. Styrene sheet 1.5mm thick & fit son to the top of the hood tube.

HMS Skirmisher actually has a total of 8 mushroom vents, but here we are concerned with the larger versions and in particular the two already mentioned. Anyway, as always, it is easier to make them all in one go. With all the parts prepared, the first task was to fill the vent tubes with fibreglass filler as this creates a hard 'plug' in which to drill and insert a deck mounting pin, once the fitting is fully assembled. The hood covers were fitted over one end of each hood tube and carefully shaped, especially at their edges to produce a slightly domed effect, **Photo 20**. With the hood (top mushroom) part now prepared, the styrene vent tube could be inserted into the hood and fixed in place. A punched disc of 2.5mm diameter 0.5mm thickness styrene was also glued to the top of each hood and the etched handwheels fixed, as in **Photo 21**. The vent (and its brothers) were now ready for airbrushing.

Airbrush painting

In the June issue we discussed methods of masking and mentioned how important planning is to the whole process. This month I will be showing the three different types of airbrushes currently being used in the 'Wooley' workshop.

The first is an Iwata trigger grip airbrush as shown last month and here being used to spray the bridge and funnels. The method of application and the paint & thinners mix is important and this was discussed in May 2016 MB. The Iwata tool is probably now my favourite having used it on this and other projects, since this dual-action airbrush

is comfortable, easy to handle and practical when airbrushing both large as well as small areas, **Photo 22**, but at the time of painting HMS Skirmisher it was new to me and so I defaulted (sometimes) to my older well-known airbrushes.

Red anti-fouling

For the hull bottom anti-fouling on HMS Skirmisher, enamel paint was used, this being Humbrol No. 73 Wine colour. The percentage of white spirit thinners used is slightly more than for acrylic at 30% by volume, and a battery operated mixer was used to ensure an even solution. A Badger 200-3 single action airbrush was used for this, **Photo 23**, rather than the new Iwata tool, but this was just a matter of personal choice, spraying distance still being around 6 inches (150mm). Enamels take longer to dry than acrylic paints, but the low tack tape can usually be safely peeled back just before the enamel dries completely. For best results remove the tape at a slight angle as in **Photo 24**. The results thus far after removing all of the masking tape are in **Photo 25**. It's also worth remembering that most RN warships immediately after the Victorian period did not have a black boot topping.



24

Photo 24. It is best to remove the low tack masking tape gently and at a slight angle to ensure a good clean edge.

Photo 25. All of the masking tape removed and not looking too bad. Its worth remembering many warships of the period had no black boot topping.



25



26



28



27



29

Photo 26. Preparing for airbrushing a series of cowl vents and here using a Sparmax compressor and dual action airbrush.

Photo 27. Selecting the required pressure of 22psi on the Sparmax compressor.

Photo 28. Using the advantage of the Sparmax dual action airbrush to spray into the funnel base.

Photo 29. Once the airbrushing is completed, remove the low tack masking tape by gently peeling it back at a slight angle.

Photo 30. Delivering just the right amount of paint for close work using this Sparmax dual action airbrush.



30

Airbrushing the fittings

A Sparmax double-action MAX 4 airbrush and its matching compressor was also used for some of the fittings.

In preparation for spray painting, the cowl vents were mounted on a tray and raised clear of it using the simple expedient of modelling clay which makes airbrushing such items much easier, **Photo 26**. The Sparmax is a compact easily transportable compressor and unlike larger compressors has the water trap as part of the air line with a small adjustment ring which can be pre-set to a given pressure. Also the air pump runs continuously as there is no reservoir air tank, which to my surprise had no detrimental effect on airbrush operations, **Photo 27**.

The Sparmax airbrush was used on many of the smaller fittings and on the base of the funnels as demonstrated here. The process is simple, as first each funnel was masked using Tamiya low tack tape and a mix of Mr. Hobby acrylic Flat Black H12 and Flat White H11 to produce a dark(ish) grey colour, **Photo 28**. This type of dual action airbrush requires the air to be on first by gently depressing the operating lever then easing it back, thus allowing the paint to flow. This degree of dexterity does need some practice, but the painted results are well worth the 'learning curve'. Within a short time the low tack masking tape was removed, **Photo 29**.

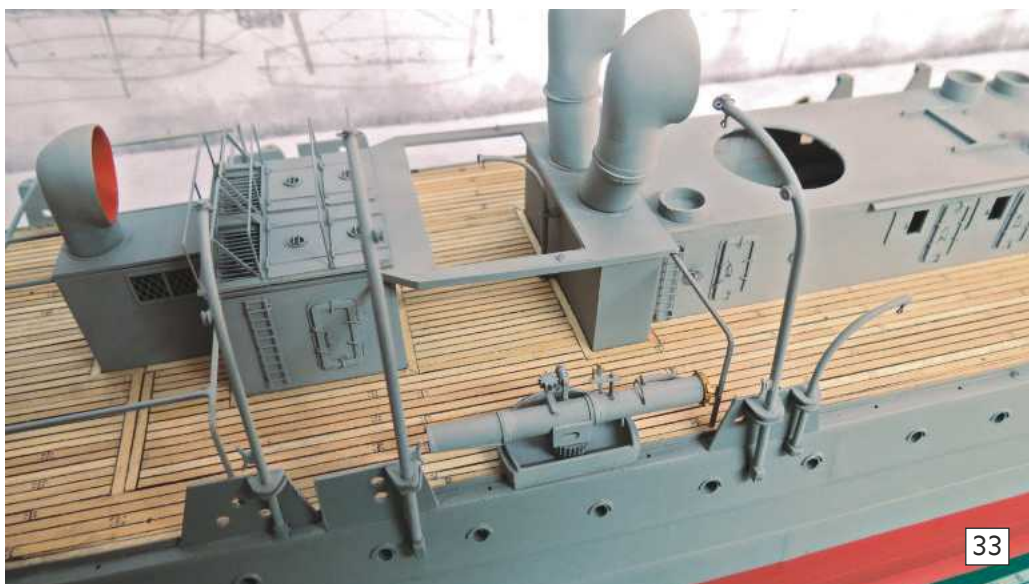
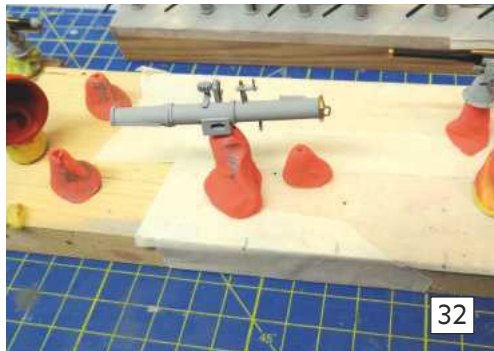
A small(ish) dual action airbrush is ideal for really small items such as the brass three ball stanchions

(obtained from Modelling Timbers) and this series of other small fittings, **Photos 30 and 31**. It's worth mentioning that total control of the air and paint mix allows small often delicate fittings which are held in place by the adhesive side of ordinary making tape to remain in place and not be detached from the tape by the force of the air spray which can otherwise happen.

Hand painting

Some parts still require hand painting and that is the case with most models. A good example of this are the 3 and 12pdr guns and parts of the torpedo tube assemblies. These are just three examples, but the trick with hand painting and getting it right is very much with the type of brush used. It's always helpful to have a selection of quality sable brushes from the very fine to wide and flat. The brass parts of the 12pdr gun and torpedo tube were hand painted using fine pure sable brushes, which are not cheap, but well worth the investment.

The paint used was a Mr. Hobby Brass colour which gives an authentic brass appearance, but with metallic paints do try to avoid overloading the brush and it helps if the job is firmly held in place, the rest being down to practice and a steady hand, **Photo 32**. Our final picture for this month for this HMS Skirmisher project takes a look at the results so far as in early 2016, **Photo 33**. Next month we move on to the ship's boats, and HMS Skirmisher has eight of them.



References and acknowledgements

Ark Royal (1962) ref: Aircraft carriers of the World 1914 to the present, pages 134- 139 by Roger Chesneau.

Jane's Fighting Ships 1974 to 1975, page 332.

Conway's All The Worlds Fighting Ships 1947 to 1995, page 498.

HMS Repulse ref: Ensign No. 8 HM Ships Renown and Repulse by Maurice P Northcote. British Battleships 1919 to 1939, pages 203 to 242.

My thanks to **Steve Heptonstall** for viewing his HMS Ark Royal model. My thanks to **Bill Clarke** for the Mystery Picture, **The Airbrush Company** for their assistance and **Albion Alloys** and their range of Mr. Hobby paints.

Photo 31. Governing the amount of air and paint as in a dual action airbrush makes airbrushing less problematic, especially for either delicate or small fittings.

Photo 32. Hand painting with a fine sable brush is still essential for detailed paintwork.

Photo 33. After painting, some of the deck housings and fittings can be positioned, but not yet fixed.

Answer to the May 2016 Mystery Picture

The clue was: Last gasp of Fisher's dream. The clue refers to Admiral Jacky Fisher whose dream it was to have warships that had the firepower of a battleship and the speed of a fast cruiser from which the term battlecruiser was then derived. The clue also refers to the 'last gasp' in which our Mystery Picture was part of that last gasp at creating this hybrid type of warship, a concept that was in part, vindicated at the Battle of the Falklands in WW1.

The ship in the picture was HMS Repulse, initially being planned as a modified and improved Revenge Class battleship, the initial preparatory construction work being stopped on the outbreak of WW1. Construction at the John Brown Shipyard of Clydebank recommenced properly with her keel being laid down on 25th January 1915, together with that of her sister ship HMS Renown being built at Fairfield's, Clydebank. The revised design included a six 15 inch 42 calibre main battery, a twenty 4 inch secondary armament, two 3 inch high angle guns, one 12pdr and three 3pdr's. The design was radical with eighteen of the 4 inch guns mounted in open triple turrets. Unlike the battlecruiser HMS Tiger of 35000 tons, both HMS Repulse and HMS Renown when completed were of 32700 tons, although nearly 100 feet longer but with a similar beam of 90 feet. On completion, both these new battlecruisers were the fastest

capital ships in the world.

HMS Repulse was completed in August 1916 with added protection to the main shelter deck over her magazines as a direct result of the experiences of the Battle of Jutland and apparently the battlecruiser handled well in most sea conditions. Originally both HMS Repulse and HMS Renown had funnels of equal height, but after trials it was recommended that the forward funnel be raised 6 feet to alleviate the problem of smoke blowing around the bridge. In the 1920's, HMS Repulse underwent a major refit to improve her

hull and deck protection and had flying-off platforms added to B and Y turrets. It was not then until 1936 that the next major refit was undertaken.

From December 1939 to October 1941 HMS Repulse was a unit of the Home Fleet, but in late-1941 she was transferred to Force Z of the RN Eastern Fleet based at Singapore. On the 10th December 1941 whilst off the north east coast of Malaya, HMS Repulse, together with the battleship HMS Prince of Wales and four destroyers, was attacked by the Japanese by high level and torpedo bombers and in the absence of allied air cover both warships were sunk after gallant resistance.

This Month's Mystery Picture

The clue is: The Heaviest of the Fleet.



Model Boats SUBSCRIPTION ORDER FORM

DIRECT DEBIT SUBSCRIPTIONS (UK ONLY)

Yes, I would like to subscribe to **Model Boats**

- ☐ Print + Digital: £53.00 every per year
☐ Print Subscription: £44.00 per year

YOUR DETAILS MUST BE COMPLETED

Mr/Mrs/Miss/Ms..... Initial Surname

Address

Postcode Country

Tel Mobile

Email D.O.B

I WOULD LIKE TO SEND A GIFT TO:

Mr/Mrs/Miss/Ms..... Initial Surname

Address

Postcode Country

INSTRUCTIONS TO YOUR BANK/BUILDING SOCIETY

Originator's reference 422562



Name of bank.....

Address of bank

Postcode

Account holder

Signature Date

Sort code Account number

Instructions to your bank or building society: Please pay MyTimeMedia Ltd. Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with MyTimeMedia Ltd and if so, details will be passed electronically to my bank/building society.

Reference Number (official use only)

Please note that banks and building societies may not accept Direct Debit instructions from some types of account.

CARD PAYMENTS & OVERSEAS

Yes, I would like to subscribe to **Model Boats**, for 1 year (13 issues) with a one-off payment

UK ONLY:

- ☐ Print + Digital: £56.00) ☐ Print: £47.00

EUROPE & ROW:

- ☐ EU Print + Digital: £72.00 ☐ EU Print: £63.00
☐ ROW Print + Digital: £72.00 ☐ ROW Print: £638.00

PAYMENT DETAILS

- ☐ Postal Order/Cheque ☐ Visa/MasterCard ☐ Maestro

Please make cheques payable to MyTimeMedia Ltd and write code V903 on the back

Cardholder's name.....

Card no: (Maestro)

Valid from..... Expiry date..... Maestro issue no.....

Signature..... Date.....

TERMS & CONDITIONS: Offer ends 10th June 2016. MyTimeMedia Ltd & Model Boats may contact you with information about our other products and services. If you DO NOT wish to be contacted by MyTimeMedia Ltd & Model Collector please tick here: ☐ Email ☐ Post ☐ Phone. If you DO NOT wish to be contacted by carefully chosen 3rd parties, please tick here: ☐ Post ☐ Phone. If you wish to be contacted by email by carefully chosen 3rd parties, please tick here: ☐ Email

POST THIS FORM TO:

**MODEL BOATS SUBSCRIPTIONS, MY TIME MEDIA LTD,
3 QUEENSBRIDGE, THE LAKES, NORTHAMPTON, NN4 7BF**

Please visit www.mytimemedia.co.uk/terms for full terms & conditions

**HURRY
OFFER
CLOSES
10TH JUNE
2016**



PRINT + DIGITAL SUBSCRIPTION

13 Issues **delivered to your door**

- Great savings **on shop price**
- **Download** each new issue to your device
- A **70% discount** on your Digital Subscription
- Access your subscription on **multiple devices**
- Access to the **Online Archive** dating back to January 2007



PRINT SUBSCRIPTION

- 13 issues **delivered to your door**
- Great savings **on shop price**
- Never miss an issue

SUBSCRIBE TODAY

DIGITAL
SUBSCRIPTIONS
AVAILABLE ONLINE!

Great savings when you subscribe today

● Model Boats is now in its 66th Year of continuous publication and is the World's Best Seller with 12 regular monthly issues and a 100 page Winter Special Edition, subscribers receiving all these issues. Uniquely, the regular magazine includes six FREE PLANS per annum in alternate 76 page regular monthly issues and the non-plan issues are always of at least 84 pages, which is more than any other UK based model boating magazine.

● Model Boats, is a magazine for anyone with a passion for model boating in all its various forms, be it static models, radio controlled scale, fast electric and internal combustion engine models, as well as steam driven craft. Model yachting is not forgotten with contributions from leading model yachtsman.

● Each regular issue has as its foundation, regular columns from a selection of respected internationally known enthusiasts on a range of subjects and the 100 page Winter Special Edition published in late-October of each year always includes at least one extra special plan feature for a new model boat and articles that support the model enthusiast in their endeavours.

● The magazine also has a regular Readers' Models section, because this is the part of the magazine where readers can showcase their models, and this is coupled with Around the Clubs, another popular section where clubs let the readership know what they are doing, when and where.



TERMS & CONDITIONS: Offer ends 10th June 2016.
Please see www.mytimemedia.co.uk/terms for full terms & conditions.

*This digital discount is only available when you subscribe to the 'Print + Digital' package. You can still get a great discount on the digital package, please visit the URL stated below for more information.

SUBSCRIBE SECURELY ONLINE

 <http://mb.secureorder.co.uk/MODB/V903>

CALL OUR ORDER LINE

 0844 243 9023

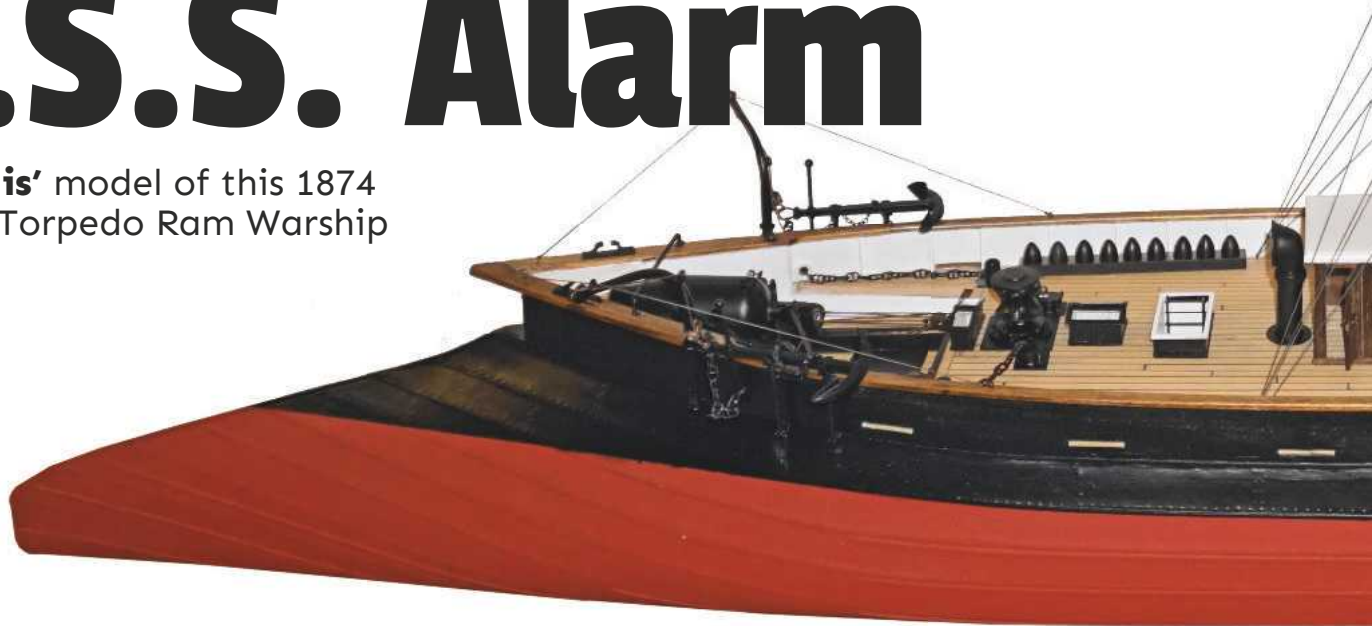
Lines open Mon - Fri - 8.00am - 8.00pm GMT & Sat - 9.30am - 3.30pm GMT.

Quote ref: V903

UK Calls costs 7p per minute plus your phone company's access charge. Overseas calls will cost more.

U.S.S. Alarm

John Hollis' model of this 1874
Ironclad Torpedo Ram Warship



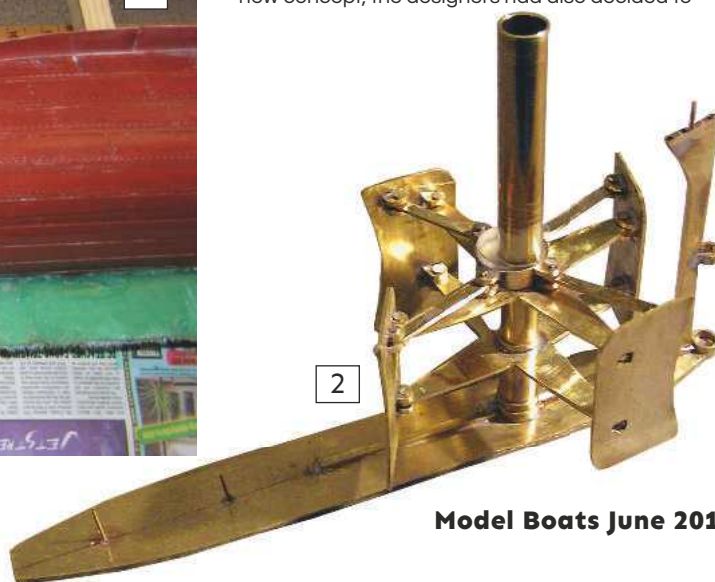
The concept for the vessel arose after the American Civil War, partially as a reaction against the monitors which were prevalent at the time. Spar torpedoes had made an appearance together with large fixed forward facing guns on a number of proposed and built vessels. One showed a gun and explosive charge being mounted at the bow of a small vessel with the crew controlling the vessel from a raft attached to its stern. The US Congress set aside \$200000 to build two torpedo vessels, the USS Intrepid and USS Alarm. Intrepid was far more conventional in having a much smaller ram and a two masted auxiliary rig whilst the Alarm was an experimental vessel, being the first iron built ship at the Navy Yard and having many novel features.

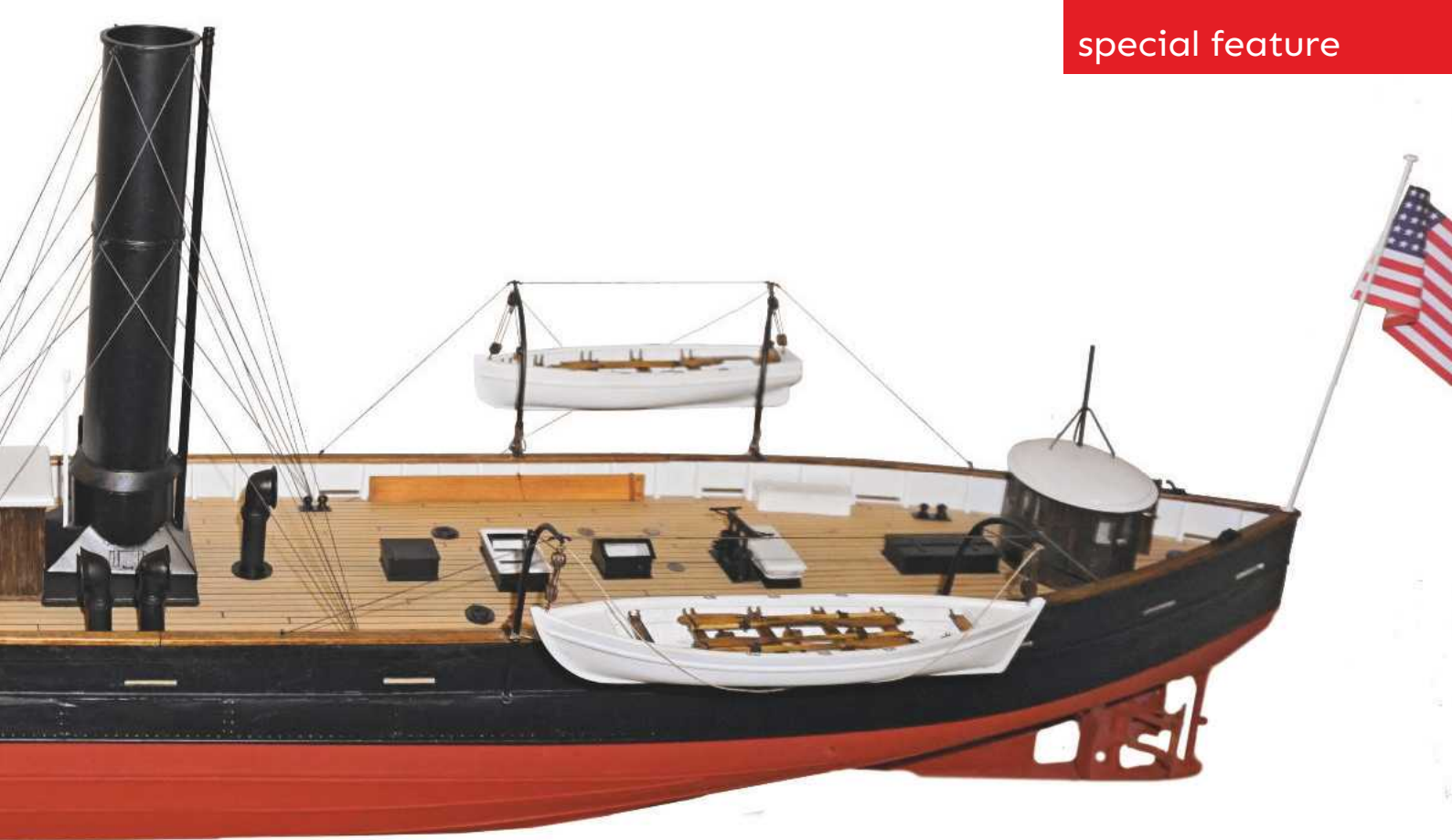
A bit of history

The object of the design was to attack an enemy ship head-on which resulted in the only armour being a 4 inch section around the bow and a bullet-proof wheelhouse. A fixed 15 inch smooth bore

Dahlgren gun mounted in the bows would be used to blast the enemy vessel followed by the 30 foot retractable spar torpedo which could be detonated by an 'electronic' trigger from inside the vessel. Contemporary accounts state that four Gatling guns were fitted to the side rails, but the few available photographs of the vessel do not show these. Finally, the enemy could be rammed with the 24 foot ram. Alarm had a series of watertight compartments, so in theory, if the ram was damaged the vessel would still float and be able to operate. Watertight bulkheads with compartments between the inner and outer hull allowed the vessel to be sunk to deck level so reducing the size of the target for an enemy to fire at.

At 173 feet long and 28 feet beam, she carried 35 crew and five officers. When launched from the Brooklyn Navy Yard in 1874 she was fitted with a 'Fowler Wheel' which was a horizontally mounted paddle wheel. By changing the angle of the four blades, propulsion could be provided in any direction so a rudder was not needed. However, the photograph of the stern of the vessel in dry dock shows fittings for hanging a rudder. Presumably therefore, as this Fowler Wheel was very much a new concept, the designers had also decided to





allow for a rudder to be fitted if needed.

Unfortunately, whilst the manoeuvrability was very good and the vessel could turn on its axis, it was very slow and could not even attain 10 knots. In 1881, Congress allowed a further \$20000 to be spent removing the Fowler Wheel and replacing it with a Mallory Steering Screw. This had little effect on the warship's speed and by increasing the warship's draft, it also took away one of the advantages that the vessel initially had.

With the Whitehead torpedo making its first appearance in 1877, spar torpedoes were soon to be rendered obsolete by the ability to fire this new underwater weapon. From the initial range of 550 yards, the addition of gyroscopic guidance increased this to 7000 yards by 1909, rather more than the 30 foot retractable spar torpedo and infinitely safer for the host vessel.

In 1891 and 1892, USS Alarm was converted to a gunnery training ship and was finally struck from the United States Navy List in 1897 and sold for scrap.

The model

I was attracted initially to the vessel by the unusual design and the novel Fowler Wheel which would be interesting to see if it could be made to work at a small scale. Finding information was difficult, but Oliver Weiss from the Walden Model Company very kindly sent me a copy of the USS Alarm profile and deck plan, plus a few cross sections of the hull together with some articles on the vessel. These, together with pictures found on the Internet, and Oliver's own cardboard version, allowed the model featured here to be built.

Originally I had envisaged a 1:48 scale r/c working model, so its hull was made from fibreglass from a mould created by making a wooden plug, carved to shape, and then plated with individually cut cardboard plates. The pictures of the vessel in dry dock helped with the plate runs, the underwater apertures and pronounced strakes. Using a tailor's marker to add the impression of rivets to the reverse

of the cardboard plates, and the slight texture in the card itself, resulted in the hull's mould (plug) having the overall impression of an iron hull. After several coats of wax and releasing agent had been applied, the hull 'plug' was covered with a gel coat followed by a coat of fibreglass resin and tissue and layers of mat to produce a female mould, **Photo 1**.

After cleaning this and numerous applications of wax and release agent, the model's actual hull was produced in the same way as the mould with a gel coat followed by fibreglass tissue and mat. Using a white, rather than a clear, gel coat made it easier to spot any imperfections in the final GRP (fibreglass) hull which were filled and sanded with fine wet and dry paper.

Fowler Wheel

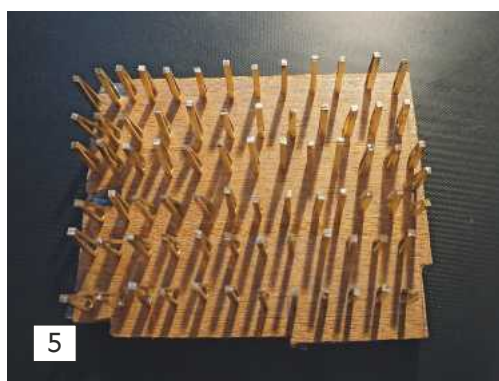
It took some time to understand how this propulsion device actually worked and a prototype in Meccano was built to understand how the eccentric controlled the angles of the blades, and in many ways this was an early version of current Voith Schneider drive units.

The blades always needed to be in a fore and aft position at the 3 and 9 o'clock positions whilst being angled for driving forward at the 12 and 6 o'clock positions. The wheel on the model was made from brass, **Photo 2**, and fitted to the model, **Photo 3**. It was immediately apparent that at the 1:48 scale of this model, this wheel would achieve even less 'drive' than on the real vessel, so the decision was then made to complete the model as a purely static version.





4



5

Decks

A thin plywood sub-deck covered the deck beams. To create the planked deck, sheets 4mm wide (the scale width of the planks) of Limewood, were cut on a band saw from a large block. After sticking black paper to one side of these sheets to represent the caulking, the planks were cut into 4mm square planks, cut to length and glued to the sub-deck, but leaving openings for the various deckhouses, **Photo 4**. Brass strip, 1 x 2mm, was used to make the 80 supports for the bulwarks, **Photo 5**, which themselves were made from 1mm thick plywood. As the model was now 'static', weight considerations rapidly went out of the window. The two main deckhouses are made from 1/64 inch plywood externally planked with Limewood and their interiors fitted out in accordance with an illustration from an



6

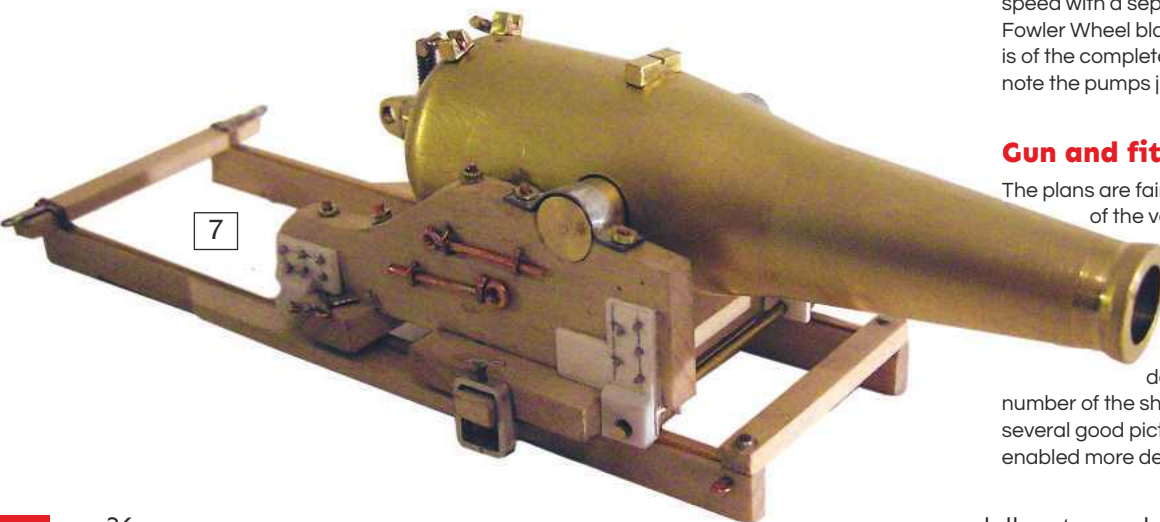


8

article about the vessel. As there is no rudder, there is no ship's wheel, but just a telegraph to indicate speed with a separate control for the angle of the Fowler Wheel blades to enable steering. **Photo 6** is of the completed amidships planking and please note the pumps just aft of the skylight.

Gun and fittings

The plans are fairly simple and the only photograph of the vessel's deck obtained was taken from some distance away whilst the vessel was alongside in the New York Navy Yard. However, this picture enabled some of the deck fittings to be made, as well as determining the position and number of the shells for the armament. There are several good pictures of other Dahlgren guns which enabled more detail to be applied to this part of the



7



model. Its barrel was turned from brass on a lathe with the carriage and fittings being added from Limewood and brass as required, **Photo 7**. The gun was a major feature of USS Alarm and **Photo 8** shows the bow deck area completed and the gun mounting.

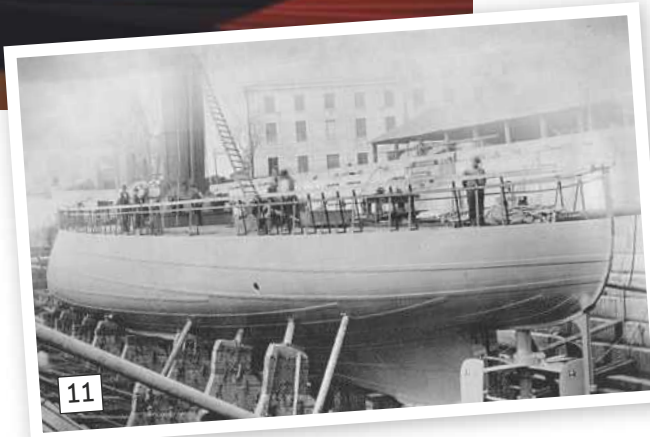
The cowl vents, a feature of all steam driven vessels, have been made from plastic sheet, heated over the gas cooker and sort of 'part-melted' into the correct shape over a wood former. Their upstand tubes are from ABS pipe glued to the cowls themselves and the final details added, all as in **Photo 9**.

Ship's boats

The two ship's boats are mini plank-on-frame models using a former for the inside shape of the hull, over which the ribs were applied, these being made from wooden kebab sticks planed to a square



section. These sticks are very flexible and being slightly fibrous take the shape of a hull well without splitting. The keel, stem and sternpost were added from Limewood followed by the planks, again from this wood. **Photo 10** is of a completed boat, fully fitted-out.



Painting

Car aerosol spray paint was used throughout with a Red Oxide primer used for the anti-fouling below the waterline, Satin Black for the hull and deck fittings and White for the remainder, all after an initial coat of red or white primer. As this is a static model, I could print out a copy of the appropriate version of the Stars and Stripes on paper and add it to the seemingly out of proportion, but actually correct height-wise, flagstaff.

Conclusion

An interesting project from an unusual prototype, **Photo 11** being courtesy of the US Naval Historical Center. As it so happens, being a static model is probably best in the circumstances as a fully functioning Fowler Wheel, although do-able, would most likely be impractical and inadequate from a power point of view.

The Internet is a wonderful thing, as searching for unusual prototypes is not that difficult and if the right 'search' questions are asked, one can often track down lots of information about these unusual warships that in their own way had novel features that we may take for granted nowadays, namely the modern Voith Schneider units.

All pictures of the model taken by author.

model Boats GALLERY

By David Walter

BELOW: James Newman is one of the three Woolwich ferries built in 1963 by Caledon of Dundee.



ABOVE: Cobelfret Valentine is one of a number operating a regular service between Purfleet and Zeebrugge. These ferries transport new car and car parts as well as regular freight. Some are under contract to the Ford Motor Co.



RIGHT: Tornado Clipper is one of a number operated by Thames Clippers along the Thames providing a commuter service.

Ferries on the Thames

Numerous ferry services now operate on, and from, the Thames. These include the free Woolwich Ferry; the Gravesend to Tilbury ferry service; a Canary Wharf to Hilton Hotel service; high speed catamaran services from Putney to Woolwich and Greenwich as well as regular cargo services from the Thames to the continent. Some older ships are, and have been, moored at under-utilised quays along the Thames as can also be seen in these photographs.

BELOW: Twin Star is a ferry that operates between the Hilton Hotel on the south side of the Thames to Westferry Circus which is next to Canary Wharf.





ABOVE: The former Dover to Calais ferry *Pride of Dover* was laid-up at Tilbury from 2010 to 2012 before being renamed *Pride* and then towed to Turkey for scrap.

BELOW: The chartered P&O *Norstream* operates a freight only service between Tilbury and Zeebrugge.



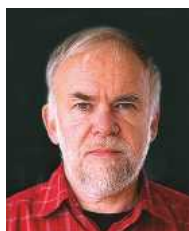
ABOVE: Following a long lay-up at Tilbury, the former high speed ferry *Emeraude* was towed to Greece in 2014 for an uncertain future.

BELOW: The former Mersey ferry *Royal Iris* was, in 2014, lying at Woolwich in a semi-derelect state.



Duchess M originally built in 1956 as *Vesta* to operate between Portsmouth and Gosport, now operates between Tilbury and Gravesend.



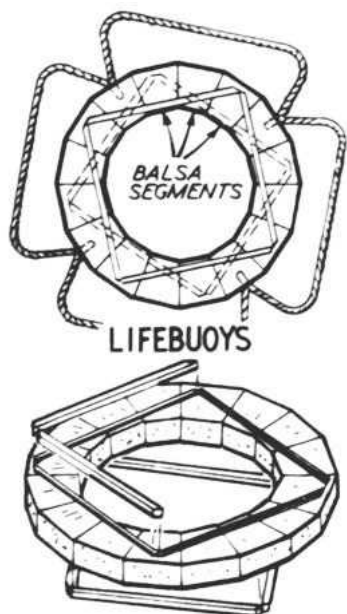


Flotsam & Jetsam

39: R. H. Warring John Parker delves into the archives

ABOVE: Some of the magazines for which Ron wrote.

BELOW: Lifebuoy construction, anonymous illustration for Solarbo.



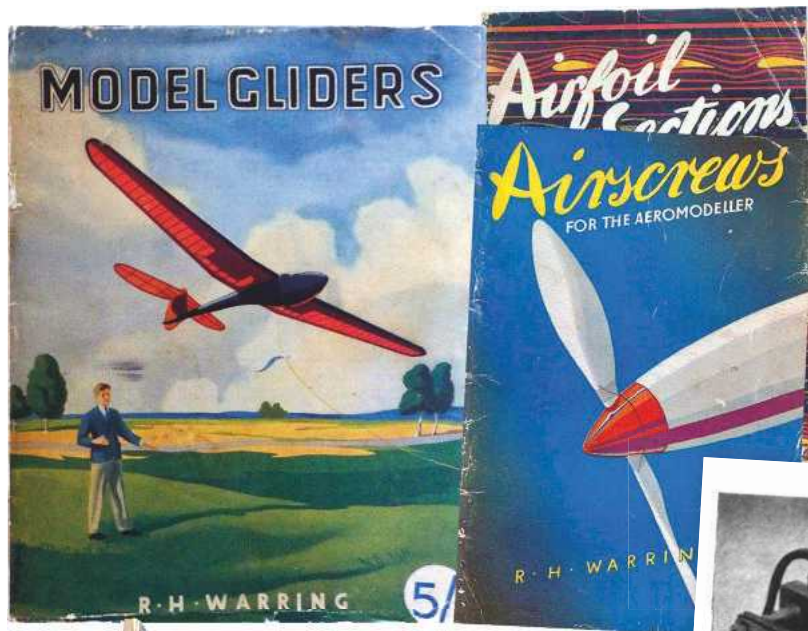
Ronald Horace Warring, or Ron Warring as he was usually known, was a freelance writer and illustrator on a wide range of modelling and other topics, whose career largely paralleled the post-war growth in hobbies, the model industry and the modelling press. Few were the publications that didn't number him amongst their regular contributors, sometimes using his pseudonym A. M. Colbridge to give the impression there were others writing on the subject, though Ron's characteristic style of multiple isometric sketches tended to give the game away. He also wrote thirty or more books which inspired many people to take up modelling, including me.

A small notice in Flight magazine in October 1942 marked Ron's early entry into the world of publishing with a review of his 100 page book Model Gliders. At the time, Ron was just 22 years old, and this was quite a feather in his cap. It was just the beginning though, for he became a successful competition flyer in the Wakefield class of rubber powered aircraft, using his own designs. He was able to communicate the design philosophy and construction detail of these influential designs well, which led to him writing or collaborating on further books. For a while he was a staff writer with Aeromodeller (the only period he was a salaried employee) before returning once again to freelance work.

Freelance work

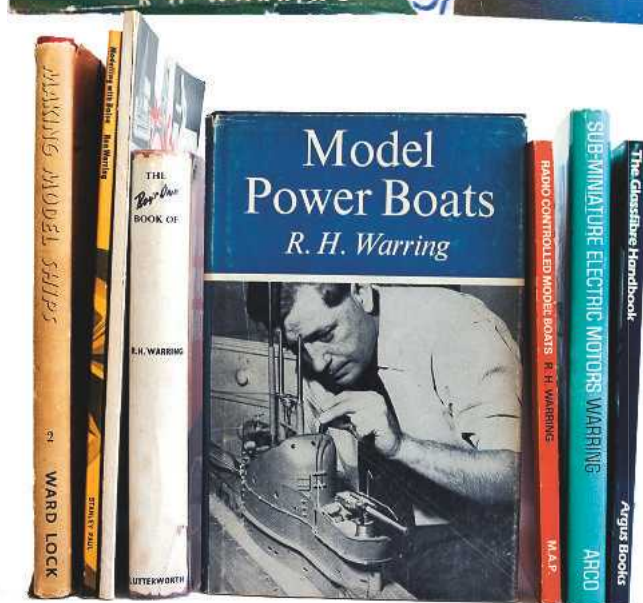
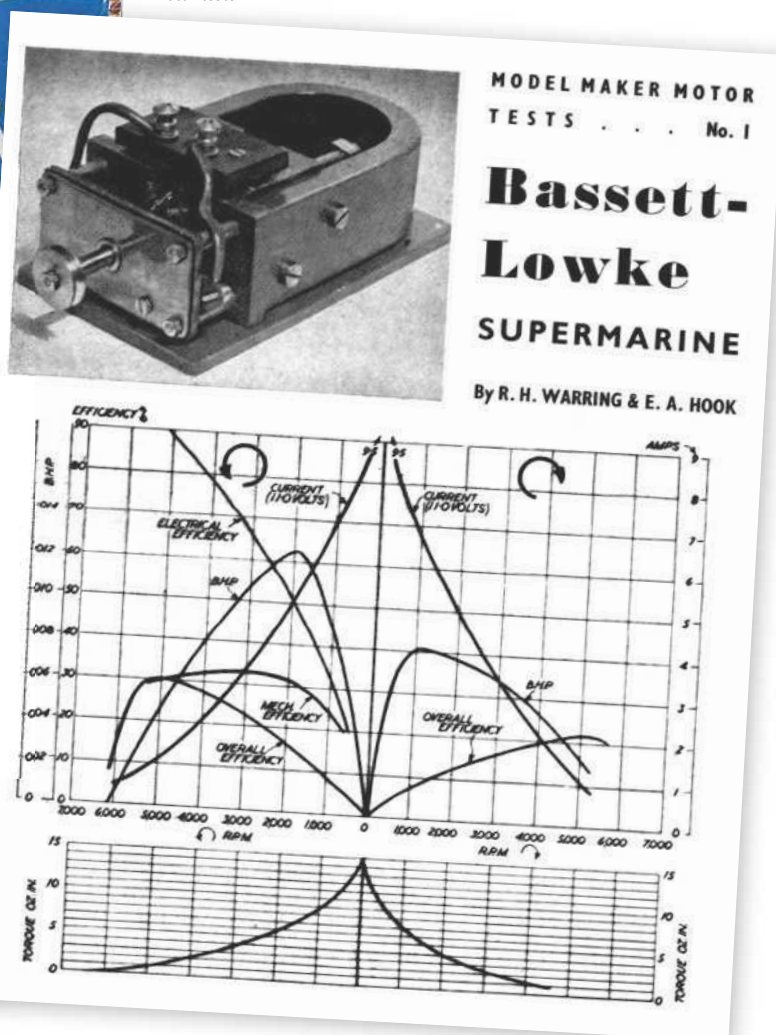
It is one thing to be a freelance writer, but quite another to make a living from it, particularly if you want to specialise in modelling topics. It probably couldn't be done today, but in the post-WW2 pre-television era, the printed word ruled supreme. There was a need to explain the new materials – plastics, resin-bonded plywood and new glues that were becoming available, often as a result of wartime research; new companies were starting up with new products such as kits of die-cut plywood or injection-moulded plastic; new techniques such as glassfibre were being used to make model boat hulls; returning servicemen were triggering a boom in do-it-yourself projects; radio control was on the horizon; rising affluence meant that more money was available for hobbies; new magazines were appearing and old ones were re-launched. All this created a demand for lucid descriptions and clear illustrations for the non-specialist, something at which Ron excelled.

The freelance writer and illustrator is sometimes put on a retainer, to be responsible for a company's advertising, press releases or other material; in such a capacity his work usually remains anonymous. For this reason it is difficult to gauge the true size of Ron's volume of work. There was a long standing arrangement with the Solarbo Balsa Company for illustrations used in advertising beginning with the story of the company (they



LEFT: Early model aeronautical titles.

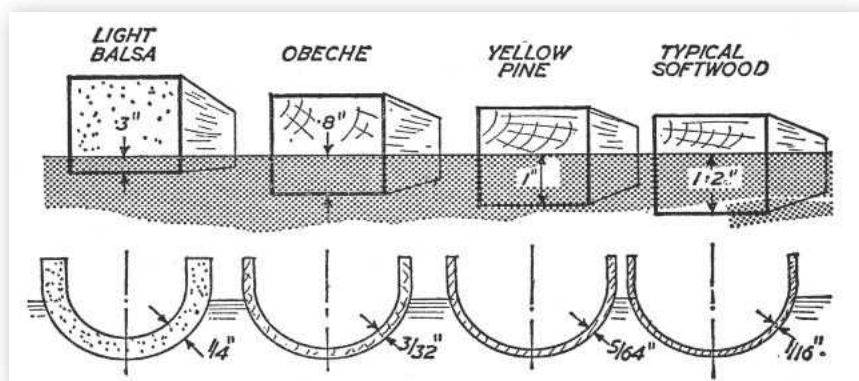
BELOW: First of the Model Maker motor tests.



ABOVE LEFT: Model Power Boats and other titles.

BELOW: Typical explanatory diagram from Model Power Boats.

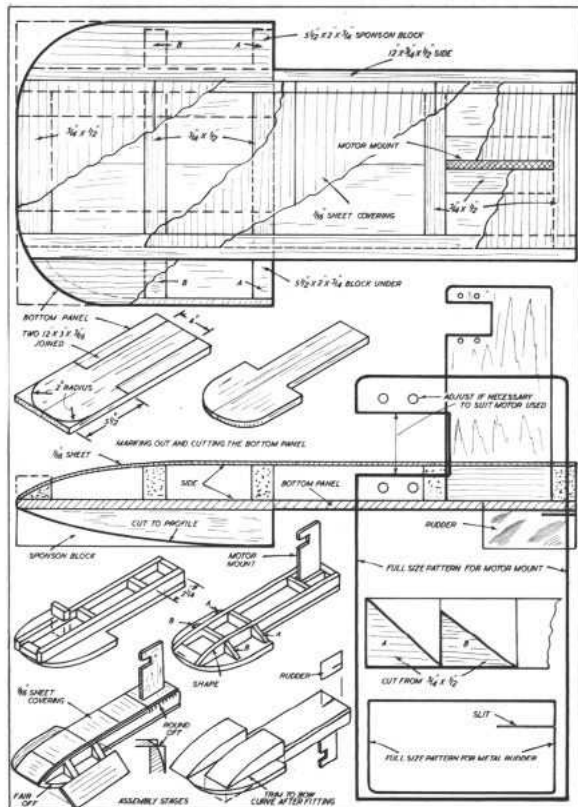
made 77000 balsa lifebuoys for the war effort) and Ron was said to working on both the Keil Kraft and Ripmax handbooks at the same time, these being competitors who trusted his integrity. He had involvement in the design of wooden aircraft and boat kits, though it is not known what ones or to what extent because he could not put his name to them, but he is best known for the published articles he did put his name (or names) to. If you pick up any old British periodical with hobby related material of the 1948 to 1984 period, it won't be long before you see it.



Magazine articles

The long established Hobbies Weekly magazine regularly featured articles by Ron on do-it-yourself subjects such as amateur boat building and making simple furniture, modelling subjects such as railway buildings and a technology series that explained such things as the different types of glues and fasteners. In Marine and Aero Models magazine, he was writing on model power boats under his A. M. Colbridge pen name, but he generally stuck to R.H. Warring for technical subjects such as, Automatic Steering Gears in Model Ship and Power Boats. In Aeromodeller he was reporting on control line models and providing in-depth analyses of model

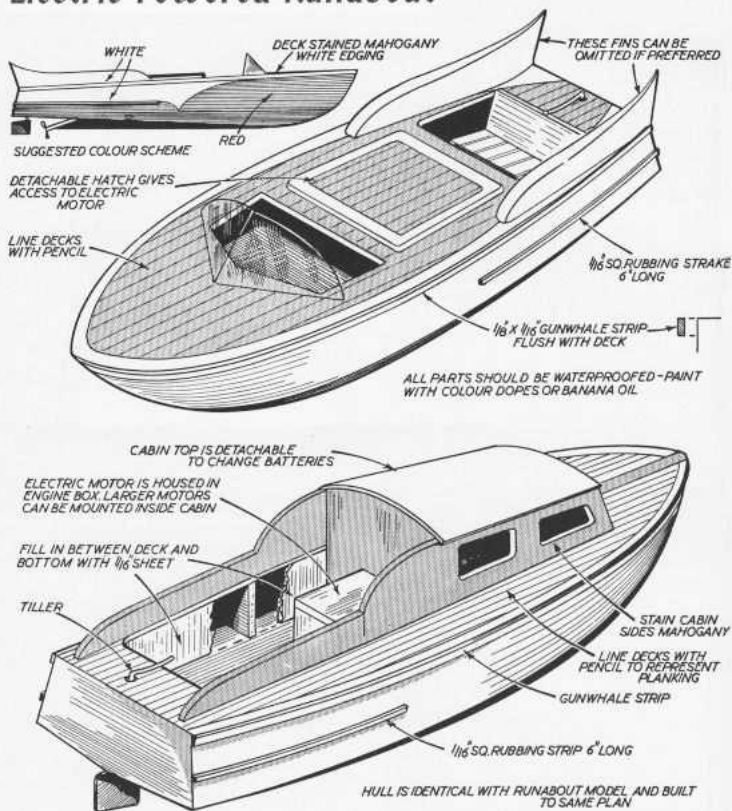
THE B.O.P PROP HYDROPLANE



ABOVE: Propeller hydroplane design for the Boy's Own Paper.

ABOVE RIGHT: Model boat designs from Modelling with Balsa.

Electric-Powered Runabout

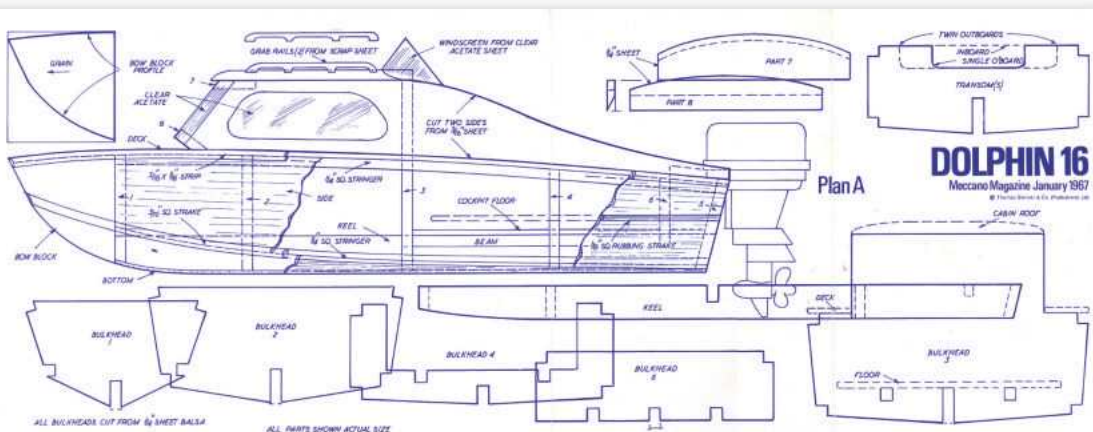


engines in his Engine Analysis series, as well as contributing designs to all the other model aircraft magazines. For the Boys Own Paper he provided a series of pull-out supplements that included Getting Started in Model Boats and Radio Controlled Models, following these up with plans for a series of simple models including a hovercraft. He did a similar thing for Meccano Magazine beginning in 1966, moving on to electronics projects like radios and metronomes and even a modular digital computer in 1969. His plans for simple balsawood projects were collated in The Solarbo Book of Balsa Models in 1969.

Model Maker magazine included him amongst their contributors from the early days, offering designs for model boats, vehicles and buildings and explaining technical subjects in multi-part series such as Model Speedboat Hull Design. In one issue (October 1951) he writes both as Ron

Warring for his series on Model Windmills and as A. M. Colbridge for the article about Modelling a Mack Truck. His wife Alice even joined in with the article Inexpensive Doll's Furniture in the December 1951 issue. Starting with the January 1955 issue, initially with E. A. Hook, Ron began his long-running Model Maker Motor Test series, in which popularly available electric motors were put on a special dynamometer and their characteristics plotted on graphs. This was accompanied by a strip down, examination of the design and recommendation as to the best operating speed etc. It was perhaps unnecessarily technical for most users, but provided a wealth of data on these motors that were otherwise all simply 'powerful and low consumption' in the words of their manufacturers. The series later included engine tests too. When Model Maker became Model Boats, the association continued with technical design series such as Modern Power Hull Design (1982).

BELOW: The Dolphin 16 in Meccano Magazine.



BIG FREE PLAN for Seven Powerboat Tops!

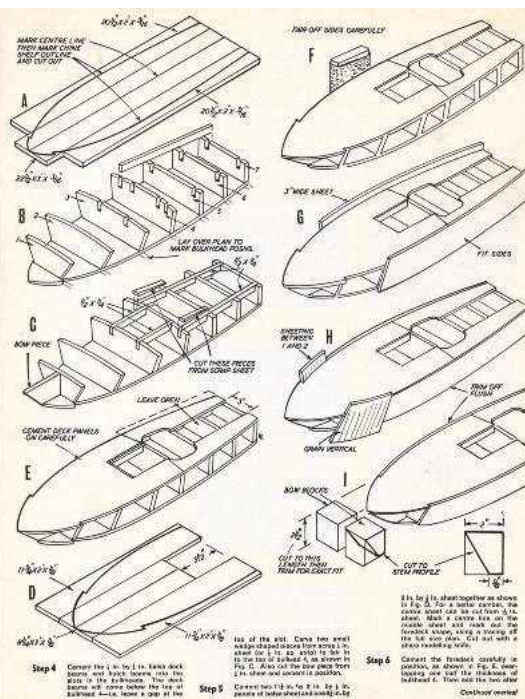
meccano magazine March 1s.6d.

the practical boy's hobbies magazine

IN THIS ISSUE

- Build a Training Brig
- Black Widow Plastic Feature
- Atom Bombs for Peace
- 50 FREE Dinky Toys to be won

1966



Solarbo Balsa

You need the best Balsa for a job like 'Project 66'... and that means SOLARBO Balsa. Solarbo Balsa is specially selected and graded for modelling use and there just is no better Balsa obtainable anywhere. Use Solarbo Balsa for all your models. It costs no more, but the brand name ensures you that 'little extra' in quality.

"BRAVE MOPPIE"



4 off 36" x 3/4" x 1/4"
1 off 36" x 3/4" x 1/4"
2 off 36" x 3/4" x 1/4"
3 off 36" x 3/4" x 1/4"
6 off 36" x 3/4" x 1/4"
2 off 36" x 3/4" x 1/4"
6" length 2" x 1" block
27 ply, balsa cement, tissue and glue.

Other materials required include

DELL QUAY RANGER

RANGER TROPICAL

SURFRIDER

THUNDERBIRD

CHRISTINA

CORONET

FAIREY HUNTRESS

Solarbo

THE BEST Balsa YOU CAN BUY

ALWAYS ASK FOR IT BY NAME

Books

The following is a select list, from my own library, of Ron's many books:

Model Power Boats (Arco Publications, 1964).

A thorough all-round introduction to the subject covering types, construction, power plants, finishing and operation.

The Boy's Own Book of Power Driven Models (Lutterworth Press, 1962). All types of working model described and how to power them.

Sub-miniature Electric Motors (Arco Publications, 1967). Good reference work on the subject based on his Motor Test Series, theory and practice.

Modelling with Balsa (Stanley Paul and Co. Ltd, 1958). How to work balsa with plans for 28 simple models including a cabin cruiser and runabout.

Radio Controlled Model Boats (Argus Books Ltd, 1981). Aspects of radio control installation – some useful information, but rather dated now.

The Glassfibre Handbook (Argus Books Ltd, 1983). Excellent practical guidebook on fibreglass techniques.

In addition Ron wrote numerous books on subjects that reflected his other interests: power tools, garden ponds, full-size power boats, pottery, rock collecting, robots, electronics, tropical fish, motor maintenance and practical science.

Project 66

Project 66 was a feature in Meccano Magazine penned by Ron Warring that I want to take a special look at here because it is so typical of his style and still relevant as a model boat project. 1966 marked Meccano Magazine's 50th anniversary and the editorial commented on fifty years of rapid progress and the foundering of old institutions, little suspecting that they were in for another fifty years of even more rapid change that was to soon see the end of the old 'MM' and the collapse of the British toy industry. However, from that happier perspective of 1966 they commissioned Ron to do a model boat

design inspired by the round-Britain power boat races of the time.

Project 66 was for a 24 inch (610mm) long deep-vee balsawood speedboat hull, of simplified semi-scale construction, representing the racer Brave Moppie. The plans came as a loose insert with the January 1966 issue. That issue covered construction of the hull and the February issue covered finishing and the installation of the power plant, diesel or electric. If you felt like something different, the March issue brought plans for seven different superstructures, such as Surfrider or the Fairey Huntress, that could be built on the same basic hull. The fourth and final part in the April issue covered r/c installation for those lucky enough to be able to afford it. Although you were always paced by having to wait for the next issue, the project was well conceived and the construction steps, shown in Ron's characteristic isometric sketches aided by photographs, were easy to follow. Through the tie-in with Solarbo, their advertisements featured cutting lists for the project.

Alas, Project 66 was just a little beyond my ability and pocket money at the time, and all I could do was dream of which superstructure I would build for it. It was followed up by another neat little project by Ron for the Dolphin 16, a 16 inch (405mm) cabin cruiser, which could be built with inboard or outboard electric power. The three parts describing this model came with the January, February and March 1967 issues, with a runabout version described in the June 1967 issue.

Ron's sad passing

The Glassfibre Handbook (1983) was destined to be Ron's last book, for he passed away after a short illness in 1984. It can be the happy legacy of a writer for his work to live on after him, and despite the passage of time rendering some of it obsolete or irrelevant, there is still much of value in his work to inspire modern day readers, just as it inspired two generations of readers who came before.

ABOVE: Project 66: The magazine, extract and Solarbo advertisement.

It can be the happy legacy of a writer for his work to live on after him, and despite the passage of time rendering some of it obsolete or irrelevant

ACTION
R/C Electronics

1 Llwyn Bledodyn
Llanllechid
Bangor LL57 3EF, UK
Tel: 0843 2898528 (0782 5511877)

NEW!

5v power feed (To Rx Batt socket)

Speaker

RC switch

Sound unit

ESC

Motor

Main battery 6v - 15v

Switch and lead (included)

LED Voltage Display (optional)

12.3

*Spare output terminals

Switch*

(*Not supplied)

Connector*

Main battery* 3v - 20v

P107

P106

+ve Output to model

-ve

P107 is a fully-fused, BEC equipped power distribution board which uses a tiny MOSFET and ON/OFF switch instead of the usual large toggle, heavy-duty switch. This makes hiding the switch above deck much easier while maintaining a full 30A current capability. Option to monitor battery voltage with digital LED display (add £3.50). P106 is the same tiny MOSFET pre-wired for you to add your own switch and connector. Max current 20A. P107 £27.50; P106 £8.95. Carriage extra.

www.component-shop.co.uk

ACTION Electronics is part of Component-Shop.co.uk Ltd

Working Plans for Model Construction

The Entire Sailing Ship & Power Craft Series of Authoritative Drawings By Harold A Underhill, AMIES

PUBLICATIONS FOR MAKING MODELS

- Plank -on-Frame , Vol I
- Plank -on-Frame , Vol II
- Mastng and Rigging
- Deep Water Sail
- Sailing Ships Rigs and Rigging
- Sail Training and Cadet Ships

Illustrated list of 70 Sailing Ship Designs £4.00

Illustrated list of 35 Power Craft £4.00



Please write for further information and catalogue to:

Brown, Son & Ferguson, Ltd

Unit 1A, 426 Drumoyne Road, Glasgow, G51 4DA

Tel: +44 (0) 141 883 0141

Email: info@skipper.co.uk Website: www.skipper.co.uk

Only available direct from the manufacturer, not from any retail outlet!

Club500 Slipway



Club500 Racing...

...continues to be ever popular at our model clubs.

Our standard kit is still **ONLY £46.50 plus P&P**

See our website or call us for details on colours and accessories available **NOW!**

Model Specifications:

Length: 515 mm

Beam: 180 mm

Includes motor, propshaft & Tube, Propeller, Coupling and Rudder assembly with over 200 possible colour combinations and a rainbow mix of colours.



2ND SCOTTISH SHIP SHOW

Sat 11 June 2016

10am - 3.30pm

Hall 2, Meadowbank Centre

London Road

Edinburgh

EH7 6AE

£3, £2 conc, under 12s free

Contact

01275 846178

bernard@coastalshipping.co.uk

Exhibitions and traders from across the UK with:

- ~ books
- ~ photos
- ~ postcards
- ~ artwork
- ~ collectables & ephemera
- ~ model boats & kits

SPONSORED BY



Ordering is only via the website: **www.club500slipway.com**

or by telephoning: Malcolm Griffett at Club 500 Slipway, 59 Shackleton Drive, Perton, Wolverhampton WV6 7SA. * Tel/fax: 01902 746905

* Mob: 07884 071122 * email: club500@hotmail.co.uk

MARCLE MODELS
Handpainted on steel



HMS Lion
Scale 1:250 - £34.95

We stock a wide range of scale model ship card kits for you to build including:

Scale 1:250 - Full Hull	Scale 1:400 - Waterline
HMS Prince of Wales.....£51.95	HMS King George V.....£12.95
HMS Matabele.....£25.95	HMS Dreadnought.....£10.95
HMS Badsworth.....£26.95	HMS Ajax.....£11.95
HMS Abercrombie.....£29.95	HMS Exeter.....£11.95
USS Missouri.....£59.95	HMS Sheffield.....£10.95
USS Saratoga CV-3.....£49.95	HMS Belfast.....£11.95
Graf Spee.....£29.95	HMS Roberts.....£8.95
Tirpitz.....£58.95	Bismarck.....£23.95
Admiral Hipper.....£45.95	Gneisenau.....£22.95
SMS Seydlitz.....£56.95	Wilhelm Gustloff.....£23.95
Great Eastern.....£54.95	Raider Atlantis.....£18.95

Scale 1:250 - Full Hull
SMS Baden.....£59.95
USS Ticonderoga.....£53.95

Scale 1:400 - Waterline
HMS King George V.....£12.95
HMS Dreadnought.....£10.95
HMS Ajax.....£11.95
HMS Exeter.....£11.95
HMS Sheffield.....£10.95
HMS Belfast.....£11.95
HMS Roberts.....£8.95
Bismarck.....£23.95
Gneisenau.....£22.95
Wilhelm Gustloff.....£23.95
Raider Atlantis.....£18.95

Normandie.....£25.95
RMS Mauretania.....£18.95
Edmund Fitzgerald.....£8.95

Send your order with cheque/PO/credit card details to Marcle Models (MB6), Turnagain, Finch Lane, Amersham, Bucks. HP7 9NE, England Tel/fax 01494-765910 (24 hrs.) www.marcle.co.uk Prices include UK P&P - overseas surcharge per order: Europe £5, ROW £9. Send £4.50 (overseas £6.50 surface, £8.00 airmail) for our illustrated catalogue.

*14-day "NO QUIBBLE" MONEY-BACK GUARANTEE (*if returned in a saleable condition)

Book "Card Modelling - Basic & Advanced Techniques" - £17.95 UK, Europe £22.95, ROW £25.95

VISA MasterCard American Express

DEANS MARINE
CONQUEST DROVE,
FARCET,
PETERBOROUGH, PE7 3DH
01733 244166 www.deansmarine.co.uk



FIVE new models for now on release

M15 MONITOR 1/100



M33 MONITOR 1/100



Oulton lady 1/24



KRISTINA 1/48



Green Parrot 1/43



2016 full colour catalogues
Deans Marine £5.95
Raboesch £4.00
RB Fittings £2.00
+ £3.00 postage each
Set of 5 for £12.50 incl p&p u k

component-shop
& **ACTION**
R/C ELECTRONICS

We have just about all that you need to power your model. From batteries to speed controllers motors to servos, plus a full range of cables, connectors, chargers, LEDs & much much more.

BATTERIES



SERVO



MOTORS



CABLES



Our NEW 2014 catalogue is now available. We have also produced for the first time an Action-Electronics catalogue. Contact us now for your FREE copy.

Call us on **0843 2898528 / 0782 5511877**
or visit our web site at:
www.component-shop.co.uk

Component Shop
2014 Catalogue

ACTION
Catalogue 2014

Seaforth PUBLISHING
BOOKS FOR ALL THOSE PASSIONATE ABOUT SHIPS AND THE SEA

BRITISH BATTLESHIPS OF WORLD WAR ONE
RA BURT

This superb reference book achieved the status of 'classic' soon after its first publication in 1986; it was soon out of print and is now one of the most sought-after naval reference books on the second-hand market. It presents, in one superb volume, the complete technical history of British capital ship design and construction during the dreadnought era. Fully detailed data tables are included for every class, and more than 500 photographs and line drawings illustrate the text.

HMS TRINCOMALEE 1817, FRIGATE
WYNFORD DAVIES & MAX MUDIE

HMS Trincomalee belonged to a class of 38-gun Fifth Rates which can claim to have been the Royal navy's standard frigate type for the whole of the Napoleonic Wars. Built in India of teak, she is now beautifully restored at Hartlepool, and can justly claim to be the last of Nelson's frigates. As is the case for many historic ships, however, there is a surprising shortage of informative and well illustrated guides, for reference during a visit or for research by enthusiasts - ship modellers, naval buffs, historians or students. This new series redresses the gap.

ISBN: 9781848322219 • 128 PAGES • PAPERBACK • ~~£14.99~~ £11.99

Buy your books online today at: www.seaforthpublishing.com
Or telephone: 01226 734222 (Quote: MB1015)
Also available in Waterstones and many other high street bookshops
Maritime book proposals are always welcome:
Info@seaforthpublishing.com




Model Boat Smoke Effect Unit

ONLY USES WATER! £45.00+Postage

- Instant and odourless 'smoke effect'
- Lightweight with no heat generated
- Only uses water (so no repeat purchase of oil / smoke fluid)
- Supplied with power converter and instructions
- General operation 30 minutes before refill required

www.modelboat smoke.com ebay.co.uk search - model boat smoke effect



12V





Manoeuvring large model ships with tugs in the specially created dock system is a major feature of this event.

Spring Model Boat Show

Dave Wooley reports from the National Waterways Museum, March 2016



Held on 5th and 6th March at Ellesmere Port, the event has enjoyed a fantastic run of bright calm and unseasonably clear conditions in recent years. The omens were not good weather-wise for this weekend, but both days were blessed with a clear sky and calm conditions. It is also important to mention the late John Hughes who had mostly organised the previous events and he would have been proud of what his team had produced for 2016. There are five parts to the event:

- On the Water activity
- Traders in the Island Warehouse
- Club Displays across the site
- A Static Competition in the Rolt Centre
- Ship's Chandlery (bring and buy) on the ground floor of the Island Warehouse

On the water activity

As in previous years, the upper lock and basin were an attractive location for siting the dock and harbours allowing the large tows of cargo and container ships to be operated under similar conditions to full-size vessels. Tugs can guide these tows from the confines of the dock system out into the open sea of the Upper Basin, all great fun to watch, even from the comfort of the museum's café. One can appreciate the skill required by the tug skippers navigating their 15ft tows around and out of the model dock system. The Upper Basin was used throughout the weekend and accommodated all types of model, be they sail or impressively fast

power boats such as a 50 year old Aerokits Sea Queen.

Island Warehouse

This part of the museum housed the traders with some clubs, and located amongst the museum's existing exhibits you could find general traders such as Tony Green Steam Models and SHG Models, the former with a really good supply of timber. In what was the old café area, Mountfleet Models had a regular flow of modeller interest together with Mac's Mouldings and their ever increasing range of model fittings. There was a superb 1:12 scale Shannon Class lifeboat hull and cabin as a brand new release from Models By Design, but also in the main viewing area there were new 1:12 and 1:16 scale Shannon Class lifeboats under the heading 'Project Shannon' by Speedline Models. As they say, you wait ages for one and then you get three together!

Additional to the Speedline mouldings, which will include the wheelhouse, deck and fittings, was a prototype brushless motor powered jet drive unit specifically designed and produced by them for their Shannon Class lifeboats. Also new from Chylds Hall Model Shipyard was their completed 1:48 scale C class submarine c1905, first seen at The Model Boat Convention of August 2015. Steve Pickering has designed this as a working or static model and he hoped to have it on general sale earlier this year, but its final development has taken a little longer than expected.



LEFT: Some of the detail on the superb 1/72 scale USS Arizona model by Joseph Slydlowski.

ABOVE: The 1/72 USS Arizona by Joseph Slydlowski wowed the judges.

BELOW: Speedline Models will be introducing a brushless powered jet unit for their new Shannon lifeboat kits.



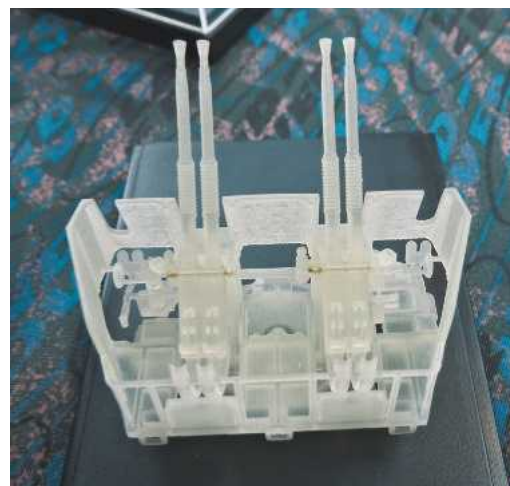
3D printing

An interesting display of this new technology was presented by Mark Hawkins and his 3D printer generated gun and radars available through 'Shapeways'. This is a truly precision process and marks a shift in the production process for model boat fittings, but it has now moved one step further into metal and Mark has produced, as an example, propshaft bearing frames for an injection moulded G5 Russian torpedo boat. 3D printing is a fast developing market and one to watch for the future in our hobby.

ABOVE: An Aerokit Sea Queen, a reminder of those heady days of early radio control.

RIGHT: A 3D printed quad 40mm gun mounting. It's light, precise in detail and the barrels move.

BELOW: Models by Design unveiled their new Shannon Class lifeboat hull and cabin.



Club displays

Many of the clubs are long standing supporters of the event, or perhaps like the Potteries MBC, returning to the fold after a few year's absence. All of the clubs put on a great effort not just to display their models, but to communicate with both the public and fellow modellers. There is no better excuse for showing how it's done than presenting a model, or models, in its various stages of construction. Two good examples of this were the 1:16 scale Holyhead lifeboat Christopher Pearce being built by Joe Lang

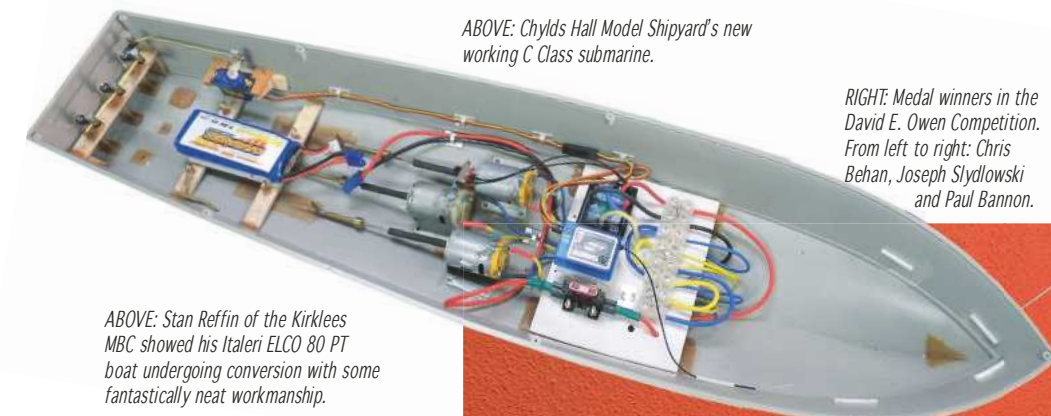




ABOVE: Chylds Hall Model Shipyard's new working C Class submarine.



ABOVE: The fantastic model of the Canadian Coast Guard hovercraft Mamilossa, and it works.



ABOVE: Stan Reffin of the Kirklees MBC showed his Italeri ELCO 80 PT boat undergoing conversion with some fantastically neat workmanship.



RIGHT: Medal winners in the David E. Owen Competition. From left to right: Chris Behan, Joseph Slydlowski and Paul Bannon.



RIGHT: A fine scratch built model by Ron Corbishley of the famous Turbinia.

BELOW: The next step in 3D printing are metal fittings such as these propshaft supports.



of the Liverpool MBC and over on the Kirklees MBC stand, the 1:35 scale Italeri Elco 80 PT boat injection moulded kit was in the process of being converted to radio control by Stan Reffin. There were many other positive examples where club members were only too willing to help and explain the intricacies of our hobby to enthusiasts and the general public alike.

Competition

The David E. Owen competition is for models being judged statically. The judges were Steve Kirby and Mark Hawkins, who are well regarded for their model making skills and attention to detail. For the judges, marking is a challenge when you are presented with outstanding examples of the model maker's craft such as the 1:72 scale USS Arizona and a very precise and intricate model of the Canadian Coast Guard hovercraft Mamilossa. Another excellent example of our hobby and what can be achieved, was a model of Turbinia with its multiple propeller shafts and no effort had been spared trying to visually show how the model was built and performs in comparison to the original.

Ship's Chandlery

This is a feature of many events nowadays with modellers bringing along unwanted items, including complete models, and also buying them. I think it is always sad if a good model is scrapped, so if a new home can be found for it via a 'Bring and Buy' sale then so much the better, as it will continue to give pleasure to someone who will cherish it.

Conclusion

In previous years the event has hosted an evening sail on the Saturday with the docks and models all illuminated, but sadly in 2016 this was not possible owing to a restriction on access to the site after normal daytime opening hours. This was a pity as this part of the weekend's activities was a major attraction for those attending from outside of the immediate area. Perhaps for 2017 the decision can be reversed, but this just leaves me to express my thanks to the volunteer organisers for all their efforts to bring model boats and the hobby to the National Waterways Museum at Ellesmere Port.



CADMA ■ ■ ■

Conisborough & District Modelling Association

Northern Model Boat Show DONCASTER 2016

Hosted by CADMA

June 4th & 5th

Saturday 10am to 5pm

Sunday 10am to 4pm

at the

**Doncaster Deaf Trust
Leger Way Doncaster DN2 6AY**

Easy to find directly opposite the race course

Lots of traders!

- 100's of models on show
- Restaurant on site at reasonable prices
- Sailing in our portable pool

Admission charge for all:

Adults - £5

Family ticket:

(2 adults 2 children) - £12

Children under 16 yrs - £2

(Must be accompanied by Adult)

FREE PARKING

For further details please contact:

Brian Hill • Tel: 07590 480866



24% OFF

The Vosper Plan and Woodpack!

MM2062 Vosper Plan and Woodpack only **£39**



A Glynn Guest design for a semi-scale MTB

This is a two sheet scale plan for a typical WW2 Vosper MTB. It is to an approximate scale of 1:32 producing a model just over 26 $\frac{1}{4}$ inches (670mm) long and of 7 inches (180mm) beam. It is intended for radio control with a single electric drive motor, or for static display.

The model is simple to build using balsawood and is ideal for beginners to the hobby.

myhobbystore

**Total
saving of
£12.50**

**Plans can be bought online at
www.myhobbystore.co.uk**

Boiler Room

PART
Sixty Six:

Gas Tanks



Richard Simpson's
series on model
steam plants

One thing that seems to have been causing a significant amount of concern and conversation over recent months is the issue of Gas Tanks and the new requirements to have manufactured tanks included in the pressure vessel testing program. The issue came to the surface after a couple of us from the Kirklees Model Boat Club attended a seminar hosted by the Northern Association of Model Engineers towards the end of 2015, where the issue was further discussed and we were left with the feeling that we would have no alternative than to commence including the pressure tests of gas tanks in our boiler testing schemes. It was no surprise that this news was not met with a great deal of enthusiasm from the steam modellers in our club whose models are fitted with manufactured tanks, particularly as it was anticipated that this would have a significant impact on our Steam Days when models were normally steam tested before putting them straight on the water for a sail. Gas tanks were looking like they were going to have to be hydraulically tested, which would incorporate removing them, filling with water, pressure testing to a high pressure beyond the range of most boiler test rigs and then drying out thoroughly before replacing them in the boats and starting the steam plant. Almost certainly this was not going to happen within an afternoon's leisure at the pondside and so consequently we decided in Kirklees MBC to investigate further and see just what we may be able to do which would be a bit easier to accommodate.

At this point I have to take the opportunity to pass on my heartfelt thanks to Mr. Stan Reffin at the Kirklees MBC who took the initiative and decided to look into the issue further. As they say, if you need something looking into with a degree of tenacity give it to a Yorkshireman and he took up the challenge and made all the relevant enquiries to get us to where we are now.

The issue

What has happened recently is that it has been decided that manufactured gas tanks in model boats, **Photo 1**, arguably being pressure vessels, should come under the jurisdiction of the Pressure System Safety Regulations (2000) which require all pressure vessels to be submitted for an inspection and

testing in accordance with a Written Scheme of Examination. Pressure vessel regulations apply to owners and users of relevant fluids including steam, gases under pressure and any fluid kept artificially under pressure and which becomes a gas when released to the atmosphere.

Strangely enough and what seemed to cause the biggest degree of disbelief was the fact that disposable gas canisters, of the type used for camping gas, **Photo 2**, (overleaf), were not included and so consequently a very thin walled disposable container that may be in poor shape after being left in damp storage for a prolonged period of time would not require testing, yet a manufactured and tested gas tank constructed to a strength way in excess of what would ever be required by its contents, required regular hydraulic testing. Not only that, but it was almost certainly going to prevent use of the model on the day of testing so would be far more likely to be a huge inconvenience to the

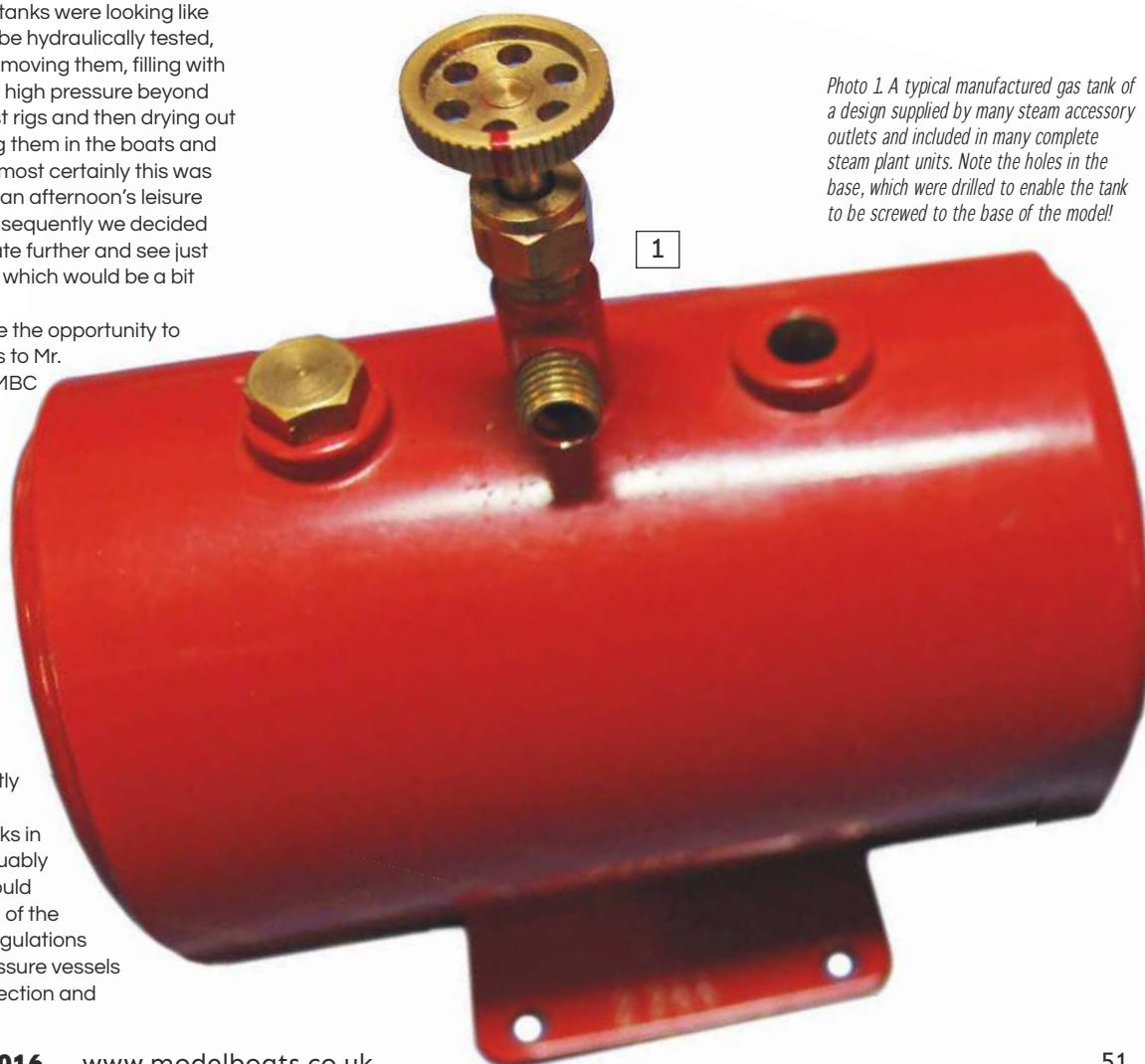


Photo 1. A typical manufactured gas tank of a design supplied by many steam accessory outlets and included in many complete steam plant units. Note the holes in the base, which were drilled to enable the tank to be screwed to the base of the model!

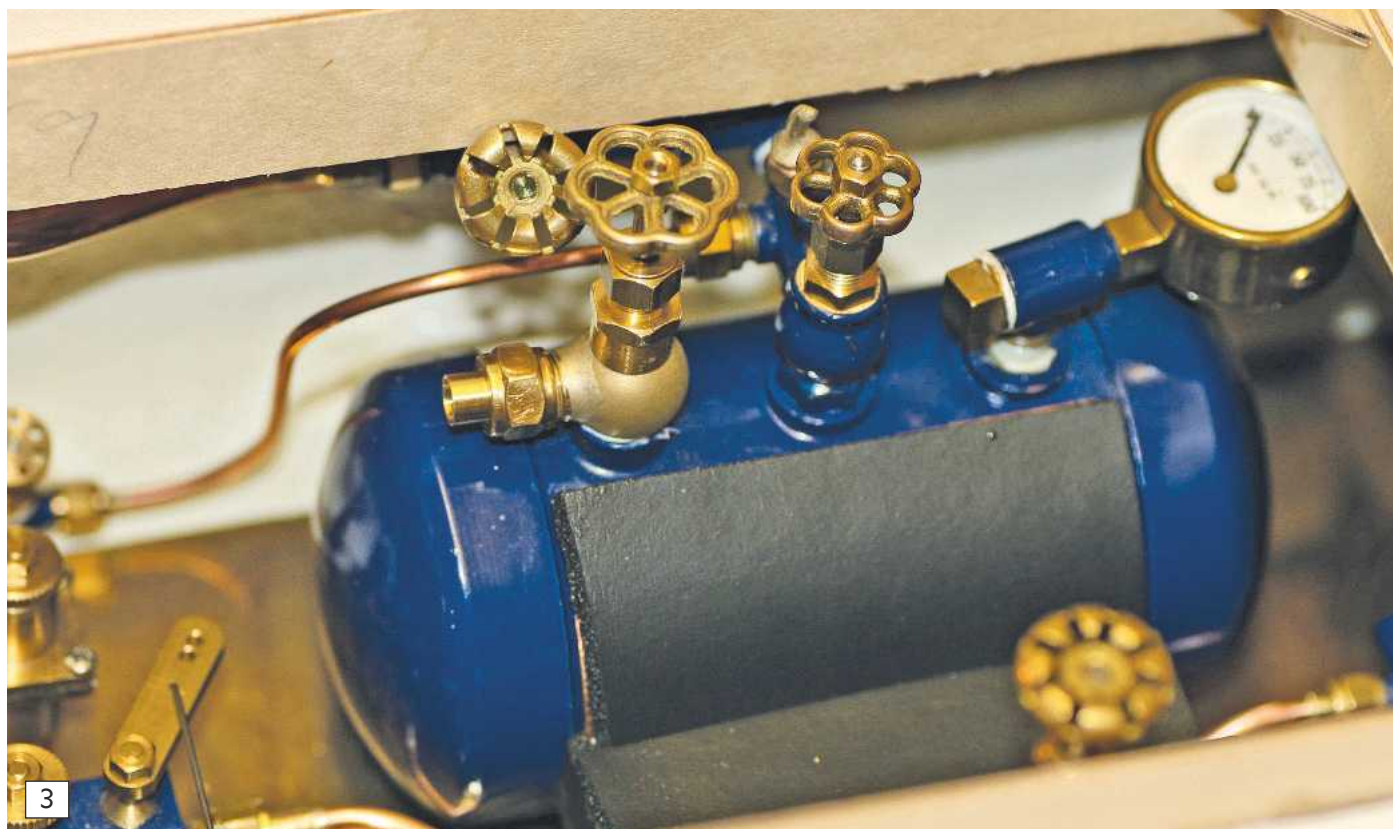


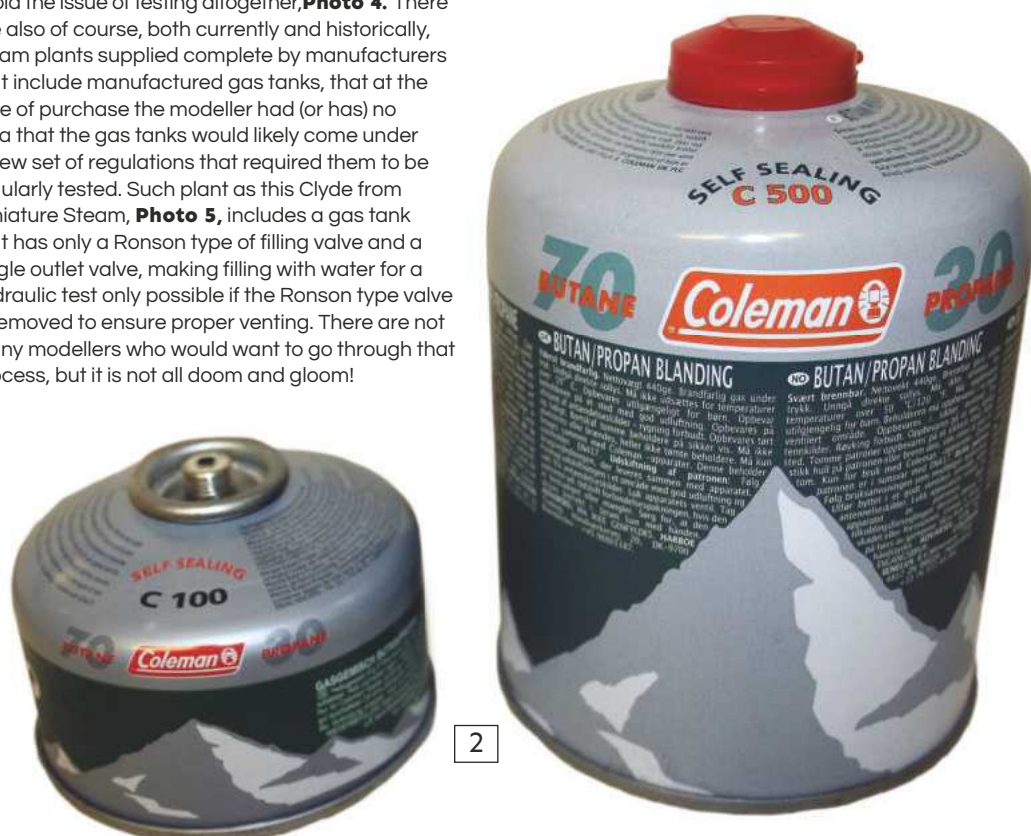
Photo 3. There are models out there with gas tanks that were never even designed to be removed, such as this one with a remote filling connection and which would be extremely difficult to remove for a pressure test to be conducted.

model boat owner. Discussions about how to fit the smallest of disposable tanks into models quickly followed as did mutterings of giving up steam modelling all together. Some models were known to have been designed and built with manufactured gas tanks that were not to be removed, but to be filled in place and so removal for testing would have been a very invasive process, **Photo 3**. There were cases already of models having their manufactured tank removed and replaced with a disposable tank to avoid the issue of testing altogether, **Photo 4**. There are also of course, both currently and historically, steam plants supplied complete by manufacturers that include manufactured gas tanks, that at the time of purchase the modeller had (or has) no idea that the gas tanks would likely come under a new set of regulations that required them to be regularly tested. Such plant as this Clyde from Miniature Steam, **Photo 5**, includes a gas tank that has only a Ronson type of filling valve and a single outlet valve, making filling with water for a hydraulic test only possible if the Ronson type valve is removed to ensure proper venting. There are not many modellers who would want to go through that process, but it is not all doom and gloom!

The thought process

After a number of discussions it became apparent that the driving force was always going to be the insurers. The philosophy is that the insurers will insure the club as regards liability appertaining to steam related issues as long as the club adheres to an agreed set of regulations. The insurers at Kirklees Model Boat Club require the club to adhere to the

Photo 2. Typical disposable gas tanks of a 70/30 mix as used by the majority of gas fired steam models. The smaller tank is 100ml capacity and the larger one is 500ml, way above the size you would normally consider for a model boat installation.





requirements of the Green Book set of regulations as created by a group of insurance companies, model engineering societies and input from the UK Health and Safety Executive. Consequently the club is required by the insurers to adhere to the Green Book. Any deviation from this requirement could only be as a result of either agreement from the insurers to do so or clarification of any detail in the regulations which would perhaps relieve the club of the requirement to test manufactured gas tanks.

In the case of the Kirklees Model Boat Club, the insurance policy is provided by the Southern Federation of Model Engineering Societies, underwritten by Royal and Sun Alliance Insurance plc., but brokered by Walker Midgley Insurance Brokers. After a number of phone calls with various concerned parties, it appeared that clarification was no further away than reading through the policy document in detail. The good news is that in the policy it quite clearly states that the testing of gas tanks with a capacity of less than 250ml is not required.

Whereas this may initially appear to be something to be excited about, there are a couple of things to bear in mind. The first of which is the fact that there is a size restriction and so any tank larger than 250ml capacity will require testing, but in the case of model boat steam plants this is a huge size of tank and they might only be found in the largest of models. As a guide, the tank fitted to the model in Photo 4 is actually a 100ml tank, so a tank of two and a half times as large as that is quite a size. The owner of such a model must also remember that the available water supply for such a steam plant must outlast the fuel supply. Also of course, this is the policy supplied to one particular club by one insurer so another club might have different wording.

The final advice has to be therefore to read through your club insurance policy and see just what is required by your own insurers. This may well then open up a can of worms when such things as Steam Days attract members from other clubs who have plant certified under slightly different conditions and whereas you may not be required to test your gas tanks for your own club activities, you might need to have a certified tank to be able to operate your model at another club. Any club

holding such an event should be aware of exactly what their own insurers require and even whether cover is extended to those who are not actually a member of the host club for such events. If this is the case, then day membership may be considered for such events, a process supported by some of the current insurers.

And finally.....

Although this may not be the definitive answer some of you may have been looking for, what our own investigations have uncovered is that it is well worth reading through your club insurance policy and ensuring that you know just what it requires you to do. When visiting other clubs ask them for any relevant information as well. I think however that a lot of clubs may just find that their policy might just be a bit less stringent than they at first feared and the hydrostatic testing of gas tanks may not be something they have to worry about, at least not for now anyway.

Photo 5. The Clyde complete steam plant includes a small gas tank that has only two connections and would prove to be extremely difficult to hydraulically test. As can be seen the capacity is very small and designed such that the full boiler should easily outlast the gas supply.

Photo 4. There have been a number of modellers who have already gone down the path of removing a manufactured tank and replacing it with a disposable tank. Not only does this alleviate the perceived requirement for testing but it also is a very flexible arrangement allowing tanks to be changed quickly and easily as they cool.





Brighton Modelworld 2016

Colin Bishop reports from this general modelling show



TOP: The Southern Model Lifeboat Society are regular exhibitors.

I was unable to attend this annual show in 2015, being away on holiday at the time, so it was nice to be back again for 2016. We don't have many large model shows down in the South of the UK and Brighton Modelworld scores on both its size and the fact that it covers so many different types of modelling and it is a real bright spot towards the end of winter.

It is held in the Brighton Centre, not unsurprisingly on the seafront of Brighton, with plenty of nearby car parks and 10 minutes from the railway station. It is billed as 'Modelworld – A great day out for kids and grown-ups', which indeed it is.

I went along on the Friday of this three day show held towards the end of February. Falling within the half-term school holiday, it was pleasing to note the number of youngsters present, all of whom seemed fascinated by the huge variety of models on display and hopefully a few imaginations have been fired to produce another generation of modellers. Positive efforts to encourage this have been made with the introduction of 'Have-a-Go' stands where aspiring modellers, particularly the younger generation, can get some hands-on experience in building and painting etc.

One thing that has completely transformed many branches of the hobby in recent years is the ready availability of LED lights in all colours and sizes, which have really brought many exhibits to life and particularly the fairground models, but also the railways and vehicles such as trucks with flashing

hazard lights and headlights. LED's also lend themselves to static effects such as simulating arc welding on dioramas and there seems to be no limit to the uses to which they can be put. Many model boats also feature full navigation, interior and deck lighting these days.



RIGHT: The Warship Squadron always have an impressive stand.



ABOVE: The Star Tugs Trust were showing off some of the models from the 1980's TV series 'Tugs'.

BELOW: A very realistic diorama on the Heron MBC stand.



Model boating

This was well represented by a number of clubs and exhibitors, although perhaps not quite so many as there were a few year's ago. As usual though, model railways pre-dominated with vehicles, either r/c or collectible, being a close second, but there were excellent showings from other types of model



ABOVE: America's first steamboat in action, the model worked very well.



LEFT: A close up of the mechanism of Mike Sheppard's remarkable steam powered rowing boat.

BELOW: Mike Sheppard explaining the workings of his unique model.



making including doll's houses, fairgrounds and circuses, aircraft, tramways, Lego creations and several niche interests. The usual posse of Daleks were present and menacing the visitors, but were outclassed by the seven foot high Titan Robot with its flashing lights, frightening growls, exotic and loud sound effects and eye mounted water pistols with which it liberally sprayed younger visitors to squeals of terrified delight. All enough to make any Dalek turn tail and run!

The only model boat trader present was Mastman with a good range of fittings. Most marine orientated traders seem to confine themselves to the specific model boat shows these days as exhibition stands are not cheap. However, Squires Tools was doing a roaring trade in most of the items needed for general modelling with a very well stocked display. It is good to see this well-known trader still very much in business with a huge range of products of value to us.

The pool was very popular and surrounded by spectators three or more deep to watch the various demonstrations put on by the model boating exhibitors. As usual the lifeboats gave an impressive



LEFT: Lifeboat displays always draw the crowds.



ABOVE: The Heron Model Boat Club had a smart stand.



LEFT: An attractive narrow boat diorama.



RIGHT: Lymara: Traditional tugs are always popular model boating subjects.



ABOVE: One of the fairground exhibits which had their own large room at the show.

display with up to eight boats of all types and sizes on the water at once. Other models operated in more limited numbers including submarines, but perhaps the most impressive single model was 'Rowing Man' Mike Sheppard's depiction of a rowing vessel designed by John Fitch of Pennsylvania and described as America's first steam boat. This extraordinary contraption was built in 1786 and had a steam engine which drove twelve vertical paddles in four sets of three, via a fiendishly complex arrangement of cranks, levers and beams so that they alternately dipped into the water for a stroke

and were then lifted out and carried forward ready for the next stroke. In action the model looked like some huge insect crawling across the water on twelve legs and absolutely fascinated the watching visitors. Talking to Mike afterwards, he said that the contemporary illustrations did not show the mechanism in sufficient detail, so he had to work out much of the complicated geometry himself using a preliminary mock-up on the workbench. Just one of the many pivot points and levers binding would be sufficient for the whole thing to seize up, so it was quite a task to achieve smooth working. The model was indeed amazing, but one was left rather wondering why the inventor went to all that trouble and complexity, when a couple of conventional paddle wheels attached to the sides of the boat would have provided a much easier and more efficient transmission.

Conclusion

Another good three day show which appeared to be attracting plenty of visitors. Speaking to some long term friends on the club stands, they all stressed how nice it was to see so many branches of modelling represented. We may be boat modellers first and foremost, but that doesn't mean that we cannot appreciate and enjoy modelling craftsmanship in other fields and perhaps learn from them as well.

Lorelei

David Goodhand's model

Vic Smeed's first model boat design, the cabin cruiser Lorelei, appeared in Model Maker (MM) in January 1953. My father helped me as a 10 year old in that year to build that model to plans expanded from those in the magazine article. The only significant error was making the hull too deep at the stern, but during fitting-out this proved to be a boon. The key change we made though was to use 1/8 inch marine plywood for the hull, as my father felt the thinner plywood suggested by Vic was too lightweight for his 10 year old son to play with.

The radio was a homemade 27MHz super-regenerative type, with a Type 9 PO relay as the output for steering. My father had decided that a diesel engine was going to be too dirty and noisy, and so electric power was the choice.

Electrics, driveline & painting

The first electric motor was, I believe, from an aircraft windscreen wiper drive. Those were the days when every town had 'surplus' shops selling all sorts of things. An attempt was made to power this motor from a homemade 12 volt battery made from a 2 volt accumulator that was cut up and then rebuilt, something we would not even attempt these days. Anticipating the worst, the inside of the model was painted with acid-proof black paint in case of a spillage, but the whole project proved impossible as we could not find a suitable glue for the plastic and there was a marked leaking between the individual cells.

As a result of this failure, a low voltage was then decided upon and to keep costs down my father re-built a telephone magneto (the old fashioned unit used for the 'call-up' by the operator), as a 4 volt motor (after several attempts) which was powered by two NiFe cells he got from work, as in those days it was easy to get the electrolyte for them from the local pharmacy.

NiFe? These were Edison Nickel Iron Cell (NiFe), that it was claimed could out last Lead Acid batteries by decades and even up to 40 years. This re-built motor ran very well, but was much slower than the intended original aircraft windscreen wiper unit, so this necessitated a larger propeller than the Ripmax



purchased version. So, as you did in those days, I designed a three-bladed propeller which my father helped me make and it is still in use on the model now, 60 years or so later.

The propshaft tube is of brass sleeved at each end and the shaft is a length of brazing rod. The home made rudder is mounted in a cannibalised lorry tyre valve. Standard domestic white paints were used in the beginning, all applied with normal household brushes and so the finish was not all that good and I suspect that the primer was lead-based as well, because that was how paints used to be in the 1950's

Steering

In those days a stepper arrangement was the norm' for rudder control and again to keep costs down we tried to use a telephone subs. meter as the drive for it, powered by the 45v HT receiver battery. Although it worked, it proved very tedious as it took 10 pulses on the transmitter for it to go through a whole cycle. To overcome this, my father built an electro-magnetic clutch to take power from the motor to drive a telephone dial worm drive for the rudder. Pressing and holding the transmit button down, held the clutch in, and a flexible curtain rod shaft (the type used for lace curtains) connected the clutch output to the worm drive and so the rudder was turned. This system proved very effective going through a complete cycle in one or two seconds and with a bit of practice Lorelei proved easy to steer. The

ABOVE: Lorelei with its radio and drive gear as it was.

BELOW LEFT: The r/c gear for Lorelei. Everything was cannibalised from surplus military and Post Office equipment.

BELOW: In the centre of this picture is the motor and operating gear for the rudder's worm drive via a flexible cable. Nothing miniature in those days!



total control equipment weight was about 4.5lbs, plus the batteries, and the model's freeboard was therefore rather minimal, but the superstructure coamings were all very watertight, as they had to be in those glorious days.

On the water

We had many years of fun with the boat, sailing it not only on the lake in Highfields Park, Nottingham and on a local farmer's pond, but also on the open sea when on holiday. Mind you, in case of control failure, for safety one of us sat in the rubber dinghy offshore whilst the other sailed Lorelei. The only operational problem was salt water spray running down the aerial and causing an intermittent mis-operation of the receiver which was notably worse when sailing in the rock pools on Chesil Beach in Dorset. At that time, these were problems one took in one's stride, as building an r/c model generally meant that actually everything had to be made, be it the hull and superstructure, or the electronics.

And now?

Lorelei was retired when I went to university, but was resurrected when my son was 10 years old in 1983, more or less at the same time that we built his catamaran from a Vic Smeed design published in the 1973 Children's Britannica (Volume 17, Page 297, if anyone wants to look it up).

Anyway. Lorelei was retro-fitted with more modern crystal controlled r/c equipment, initially borrowed from an electric racing buggy and all installed together with a new motor. A standard rudder servo was also now fitted, but the propeller and rudder were still as original. During that conversion the deck was veneered, lights added and portholes etc. added, and Lorelei still exists today in 2016, more than 60 years after its design and first publication in 1953, so thanks again to Vic Smeed, truly a remarkable man.

The original super-regenerative receiver, on top of dummy batteries. You needed high voltage to get these devices to start working.



Explorer



Robert Holster builds this Research and Survey Vessel

The plan was included free in the August 2014 issue of Model Boats and was designed by James Pottinger. After I retired, I thought it would be a good time to build model boats and that is what I have been doing the last six years, as I have always loved wooden boats and working with wood. The first model was a small sailboat, and that was followed by a Great Lakes iron ore freighter, the plans having been obtained many years ago. This was my first larger model, the scale being 1/16 inch to the foot. Those plans were subsequently modified to build an even larger model of the Edward L. Ryerson of Inland Steel, it being approx. 39 inches in length.

Explorer

When I saw the August 2014 issue of Model Boats magazine with its Free Plan, I felt this would be an exciting challenge to build. The plans called for 1/2 inch lifts, but I could not obtain 1/2 inch boards, so the plans were modified to fit 3/4 inch boards. Building model boats has taught me to learn patience as I have only one good eye that can be used for this sort of work. I like to include as much detail as possible in my models and used the pictures in the published article for many of them. Explorer took 14 months to build and I should add that we live in a small apartment in Lakewood, Washington, USA, so I very much appreciate my wife putting up with me using our patio and dining room table to work on the model boats. Thank you for your interest in my models -

Bob Holster

RIGHT: Explorer bow view



Explorer took 14 months to build.



ABOVE: Detail on the stern working deck of Explorer.

BELOW: The wheelhouse is fully fitted-out.



A nice view from directly astern of the model.



GAMES 4, M&S Interclub 2 Marblehead Event

Robert Hobbs reports from Eastleigh & District MBC



ABOVE: John Bennett's upgraded PARADOX, with a Dave Creed fin, is a very fast boat.

Eastleigh lake looked good on a fantastic Spring April day, with the wind blowing more or less straight down the length of the water. The sun was shining, the birds were singing and 14 hopeful skippers from five different clubs arrived in time for the 0945hrs briefing. The wind was light, varying from North East to North with a few holes, however Robert Hobbs OOD and his team of Danny Wilson, Mick Croxson, Robin Ancliffe and Alfred Flitney set a port rounding course of two triangles and a wing mark, but later in the day this mark was dropped.

The racing

Sixteen races were planned and sailed with breaks between each set of four. We sailed one fleet of 14 yachts with the observing being undertaken by members of the host club, which ensured that the

skippers could concentrate on enjoying the cut and thrust of each race. There were two restarts due to mass collisions at the 'pin' end in the light airs and the remainder of the racing was conducted in a professional manner with any incidents being resolved quickly and amicably on the water. The racing produced an outstanding performance by Roger Stollery amassing just 21 points for the 16 races with three discards.

There were seven race winners and nine designs of Marblehead taking part which is not bad for a class that was suffering with lack of support a few years ago and confirms the continuing success of this GAMES series. Racing finished at 1600hrs, the results were calculated, the site tidied and the top three skippers each presented with a bottle of wine and a potted Begonia to take home.

Robert Hobbs - April 2016

BELOW: John Cleave launching his new UPROAR named Shunt.



RIGHT: A beautifully built BISCUIT from the Bantock WAFER design. Brian Wade enjoys his swing rig because it is so simple with no rigging to adjust.



BELOW: Derek Barratt's very lightweight KISM design from the early 2000's.



Results

Position	Skipper	Club	Yacht	Score	No. of Wins
1	Roger Stollery	Guildford	Uproar	21	7
2	Dick Jobbins	Eastleigh	Constellation	4	3
3	Chris Wilson	Eastleigh	Scimitar	45	0
4	Nick Royce	Frencham	Crazy Tube	59	1
5	John Bennett	Eastleigh	Paradox	61	1
6	John Tufnull	Eastleigh	Constellation	64	1
7	Alan Viney	Guildford	Prime Number	69	1
8	John Cleave	Ryde	Uproar	80	1
9	Alan Nash	Eastleigh	Not known	95	1
10	Derek Barratt	Eastleigh	KISM	115	0
11	Peter Luck	Eastleigh	Not Known	121	0
12	Mark Jenkins	Eastleigh	Starkers	123	0
13	Phil Udall	Gosport	Crazy Tube	147	0
14	Brian Wade	Eastleigh	Biscuit	177	0



One end of the lake looking towards the car park.



ABOVE: Club 500 racing is part of the club's ethos, our conventional scale steering events often ending with a race.



ABOVE: Looking from the car park towards the all-important tea hut.

Brentwood Model Boat Club

John Elliott updates readers about this Essex club

Following weed problems with our large lake, the yacht members found an alternative water and The Brentwood Model Boat Club was formed just over a year ago as a separate scale model boat club from the original Brentwood Model Yacht and Power Boat Club.

This scale model boat club, is an active and friendly group that welcomes beginners and seasoned sailors alike. Our facilities are open 365 days a year and we hold regular meetings at the lake for competition and free sailing, but also include some Club 500 races. We also invite, and are invited, to other local clubs for friendly competition and free sailing Open Events. However, not everyone wants to go to other clubs to compete and enter steering competitions and so if you don't, then you can enjoy a lazy day by the lake, armed only with a few sandwiches and a flask, operating your craft on the water or perhaps helping with the maintenance of our wonderful private sailing

facilities. Social events are also organised during the year, together with monthly evening meetings at a Billericay school through the winter months.

Our private lake is near Thoby Lodge (off Thoby Lane), Mountnessing, Brentwood, Essex, CM15 0TB and we have several events throughout the year with an Open Day in 2016 on the 20th June. The facility includes toilets, a summer house from which events are managed, a tea hut and a storage facility for all the club paraphernalia. Please visit our website where more information about the club and the full diary is published. New members are always welcome and there is no pressure to join if you just want to find out if this hobby will suit you. If you would like to talk to a someone first you can contact the Secretary, John Elliott, tel: 07443419501 or Neil Martin, tel: 07812 836974
Email address : brentwoodmbc@gmail.com
Website: brentwoodmodelboatclub.weebly.com/about-us.html



ABOVE: Typical scale boats on the steering course.

Test Bench

Model Boats looks at new products

Attention-Manufacturers & Distributors

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



MerCruiser Bravo One Sterndrive

Ole Isaksen's new 1:5 scale power unit

Now you can build a realistic model of the MerCruiser Bravo One Sterndrive to a scale of 1:5 to power a model boat. It is not a kit, as you purchase the 3D printed parts, all designed by Ole Isaksen, from Shapeways and most of the other parts including gears, ball bearings etc. can be obtained from other sources, mostly online.

This drive unit is fully functioning, albeit not having a gearshift, but is fully steerable with a conventional r/c servo. It can be tilted, but the offered tilt cylinders are only dummies and will have to be glued in the desired position. Everything is bolted together and it is built very much in the same way as the real unit and can be easily

disassembled for service and repair. The 3D printed parts are of a strong and flexible plastic, a material which really lives up to it's name.

The Shapeways parts cost approx. €330 (£265) and the total project cost is around €550 to €600 (£440 to £480). Any model builder with average skills should be able to finish this project. To learn more, please go to:

www.shapeways.com/shops/marine

then go to 'contact designer' (top/centre of that web page page), leave your email address and you will receive a complete parts list with drawings and recommendations on where to buy all the other parts and how to build it.

Ole Isaksen - April 2016

(A full construction article for the boat with this drive unit will be published in due course, once to hand - Editor)

BELOW: The Shapeways parts, dry-assembled

ABOVE: The completed drive unit.



Some of the parts as supplied by Shapeways.



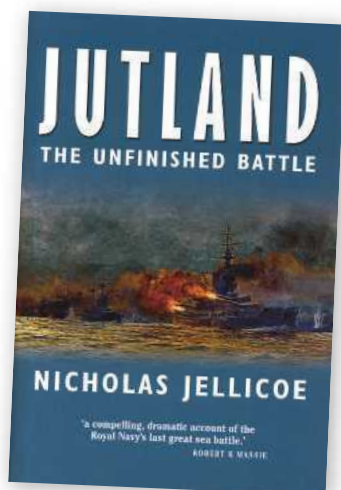
BELOW: The MerCruiser unit on its scale stand.



Jutland – The Unfinished Battle

Written by Nicolas Jellicoe.
Hardback, 402 pages, 241 x 165mm, over 20 photographs, paintings, maps and diagrams in black & white and colour, ISBN: 978-1-84832-321-6, price (RRP) £25.00. Published by Seaforth Publishing, an Imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

One hundred years after Jutland, the first and greatest engagement of dreadnoughts in the 20th Century, historians are still fighting this controversial and misunderstood battle.



What was in fact a strategic victory stands out starkly against the background of bitter disappointment in the Royal Navy and decades of

diverse acrimony and very public infighting between the camps supporting the two most senior commanders, Admiral Sir John Jellicoe and Vice Admiral Sir David Beatty.

This new book, which has been published to coincide with this year's centenary, not only retells the story of the battle from both British and German perspectives based on the latest research, but also helps clarify the context of the inevitable naval clash on the 31st May & 1st June 1916 in the North Sea between the British Grand Fleet and the German High Seas Fleet.

It then traces the bitter dispute that ensued in the years after WW1 right up to his death in 1935 when Admiral Jellicoe was embroiled in what

became known as the 'Jutland Controversy', and arguments about the battle still continue to the present day.

The author Nicholas Jellicoe is uniquely placed to tell the story of Jutland. His naval connections are impeccable as his father served as First Lord of the Admiralty while his grandfather, Sir John Jellicoe, commanded the Grand Fleet for the first two years of the war from 1914 to 1916, famously described by Churchill as being, 'The only man who could have lost the war in an afternoon'.

For anyone with an interest in what is one of the greatest sea battles in naval history, I thoroughly recommended this book.

Book Review by John Deamer

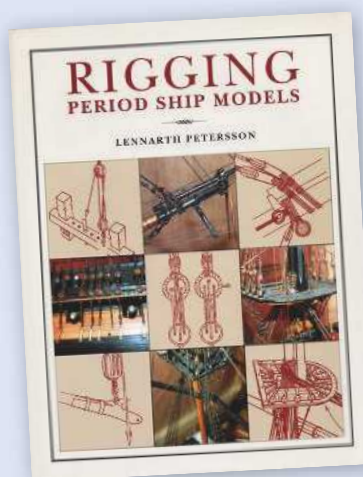
Rigging Period Ship Models

Written by Lennarth Petersson. Hardback, 120 pages, 268 x 210mm, over 250 black & white drawings. ISBN: 978-1-84832-102-1, price (RRP) £25.00. Published by Seaforth Publishing, an Imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222 website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

The rigging of a period ship model is the most complex task that any modeller can

undertake. An eighteenth-century man-of-war boasted mile on mile of rigging, more than a 1000 blocks and acres of canvas, and to reduce this in scale and yet retain an accurate presentation, is an awesome undertaking.

In this classic work, the Swedish author, modelmaker and draughtsman Lennarth Petersson, untangles the complex web using some 250 detailed drawings showing clearly how each separate item of rigging is attached to masts, yards and sails. Each drawing deals with only one particular item so that it can be seen clearly in isolation. The lead of a particular halyard, the arrangement of a bracing line,



these and every other detail is depicted with remarkable clarity. Based on the author's close

study of the contemporary model of the English 36 gun, 18pdr frigate Melampus in the Bristol Industrial Museum, as well as other eighteenth-century models each with its original rigging still extant, the information is both meticulous and accurate.

The visual immediacy and clarity of this work makes it a truly unique and no period ship modeller can afford to be without it at their side. In addition, the book also serves as a 'must-have' practical reference work for all those interested in, or actually involved with, the rigging and repair of historic ships.

Book Review by John Deamer

British and Commonwealth Warship Camouflage of WWII Volume 2 – Battleships and Aircraft Carriers

Written by Malcolm Wright. Hardback, 191 pages, 265 x 208mm, over 500 full colour illustrations, ISBN: 978-1-84832-253-0. Price (RRP) £30.00. Published by Seaforth Publishing, an Imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

During the Second World War, navies developed low visibility camouflage applied to both vertical and horizontal surfaces

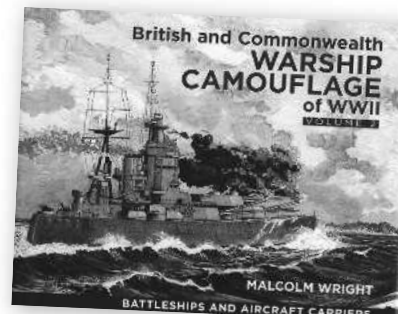
of their ships, in order to reduce visibility by blending in with the sea, or to confuse the identity of a ship by obtrusive patterns.

In this new reference work, the author Australian maritime artist and internationally-known war-games designer Malcolm Wright, all the paint schemes that adorned the battleships and aircraft carriers of the Royal Navy and the Commonwealth are depicted in detail, along with a discussion on changes of armament and electronics that impacted the outward appearance of each ship.

Starting with the Royal

Sovereign class of battleship, the book goes on to cover all the other battleship classes as well as battlecruisers, monitors, the first and second generation carriers as well as light fleet and escort carriers. Where possible, both sides of the ship are depicted. In some cases individual ships are shown in the several schemes that they wore at different times during their war service. With 525 full colour illustrations, all of named vessels, this book concentrates an astonishing level of information regarding paint colours, schemes and patterns into a single volume to provide a unique one-stop reference source.

Many paint schemes would be



difficult for any reader to unearth other than with the most intensive research, which may after all the intervening years prove to be impossible. This is surely the most invaluable tool for ship modellers, naval historians, collectors, and wargamers alike.

Book Review by John Deamer

23rd NATIONAL MODEL ENGINEERING AND MODELLING

EXHIBITION 2016

20th 21st 22nd May

Come and enjoy a great day out at our exciting
new venue for 2016 at Doncaster Racecourse

Locomotives & Traction Engines

1000+ models from 40 Clubs and Societies

Radio Controlled Models

'THE DONCASTER STEAMERS'

Large Scale Railways

Take a ride on our 'LIVE STEAM' Railway

Model Boats, Planes and Helicopters

BOAT POOL with continuous displays

Workshop Equipment

MODEL HELICOPTER FLYING

Model Wheelwrights

One of the UKs largest TRADE EXHIBITIONS of its kind

Petrol and Diesel I/C Engines

Stirling Engines

Beat the queues - Advanced Tickets available online

10am to 5pm (4:30pm Sunday)

£10 Adults / £9 Concessions / £3 Children (U5s Free)

£24 Family Ticket (2 Adults + 3 Children)

enquiries@thedoncastershow.com or Tel: 01977 661998

(Children under 16 must be accompanied by an adult at all times)

www.thedoncastershow.com



New Venue for 2016
After 22 years in Harrogate we
have moved to our exciting new
venue at **Doncaster Racecourse**.

Selling or buying? You can place a FREE reader's advertisement here. Simply fill in the coupon printed on this page and send it to us at Model Boats, Marketplace Free Readers' Advertisements, P.O. Box 9890, Brentwood, Essex, CM14 9EF

Sales

AEROKITS 46.5 INCH CRASH FIRE BOAT. Fully restored, beautiful and fitted with 12v Torpedo motor, Viper esc, Futaba 2ch radio. Buyer collects, £350. John Morrison, tel: 01142 630930 (Sheffield, W. Yorks).

CALDERCRAFT DIANA as seen at the Model Boat Convention and the International Model Show. 2000 separate copper plates on hull bottom. £500, Mick Knowles, tel: 01283 218861 (South Derbyshire).

148 COPIES OF MODEL BOATS including all the Free Plans, £30. Buyer collects. Ray Brassey, tel: 01513 274989 (Wirral, Merseyside).

ARK ROYAL aircraft carrier, 42 ins, electric powered, ready to go, transit case, £500 ono. Also: MTB, 36ins, electric & ready to go with transit box, £400 ono. Plenty of spars for both models. Douglas Rockliffe, tel (on M, T, W only): 01270 505421. (Crewe, Cheshire).

TID TUG SEMI-KIT, £60. Also other tug hulls, old wooden models, large and heavy, plus 100's of model boat magazines. Enquiries & offers please. P. Marten, tel: 01892 833270 (Paddock Wood, Kent).

ROBBE GLASGOW paddle steamer, built to a high standard, needs r/c and batteries, literature included. Buyer collects, Offers please. Ron Hale, tel: 01732 874473 (West Malling, Kent).

TAMAR LIFEBOAT 1:12 scale. Two thirds complete with motors, bow thruster, rudder servo fitted plus everything to finish model. A bargain, offers over £500 please, buyer collects. Allan Miller, tel: 01229 773340 (Haverigg, Cumbria).

OUR LASS II trawler with Planet 7 r/c, bow thruster, engine sound, working lights, £475. Also MS Vlietroom with servo, no r/c, £250 ono, plus other boats, buyer collects. Please call P.D. Dyer, tel: 01202 690130 or 07971 808066 (Wimborne, Dorset).

50 INCH STEAM HARBOUR SERVICE LAUNCH with S T 10V engine, gas burner, r/c gas control valve. Self-starter, mechanical water and oil pumps. Buyer collects, £500. Charles Redford, tel: 01256 328968 (Basingstoke, Hampshire).

THUNDER TIGER VOLANS TRMARAN. Excellent condition, Hitec winch drum and rudder servo, but no Rx. £120 ono, buyer collects. Roger Atkins, tel: 01905 775836 (Droitwich, Worcestershire).

SPEEDLINE LCM3 1:16 SCALE. Finished to high standard, motors, esc, bow door winch, rudder servo, batteries, half-track truck, storage box, stand etc., but no Rx or Tx. £500, buyer collects. Paul Freshney, tel: 01277 849927 or email: editor@modelboats.co.uk (Shenfield, Essex).

WAVERIDER ARROW 57 with a 26cc petrol engine, ready to run. For more details and price please call Reece Bunce, tel: 07852 900820 (Poole, Dorset).

MODEL SLIPWAY TRENT LIFEBOAT. Dual sound system, lighting, twin Graupner independent controlled 600 w/c motors. Finished to a high standard, with r/c and storage/transport box, photos available, buyer collects, £800. Brian Knight, tel: 01935 873309 (Yetminster, Dorset).

MMM PORTGARTH TUG. Graupner drive systems, 12v Buhler motors, bow thruster, batteries, Futaba r/c, £600. Also: Graupner Tito Neri tug, Schottel drives, Buhler motors, bow thruster, batteries, stand etc., Spektrum r/c, £750. Both nice boats. Rex Clingan, tel: 01789 292493 (Warwickshire).

Wants

JANUARY 1953 MODEL MAKER please with Vic Smeed's Lorelei, or just a copy of the article please. All expenses paid. Mr. G. D. Goodhand, tel: 01525 402581 (Bedfordshire).

model Boats

Post or email a copy of the coupon to: Model Boats, Marketplace Free Readers' Advertisements, P.O. Box 9890, Brentwood, Essex, CM14 9EF

FREE READERS' ADVERTISING

Please write your details in **CAPITALS** in the grid below including a contact name and address or telephone number in the word count. Please also enter your full details in the address box below the grid.

PLEASE TICK:

FOR SALE

☐

WANTED

☐

* Free Readers' ads are only accepted on a coupon by post, or email.

Terms and conditions

We will endeavour to print your advertisement in the next available issue of Model Boats. Free Readers' Advertisements will only be accepted on this coupon, or by email with all details as required on the coupon with a maximum of 36 words per advertisement. Any received after copy date will be held over until the next issue. No responsibility can be accepted for misprints. Please comply with the Trade Descriptions Act when detailing goods for sale. This service is only available for private sales. Other services and trader advertisers must use the pre-paid classified section of the magazine. By law, consumers must be able to differentiate between an advertisement for private or trade sale (traders would include modellers who have previously purchased items with a view to then selling them at a profit). Only ONE free advertisement per person will be listed each month. Multiple advertisements from the same person will be inserted in subsequent issues, space allowing. MyTimeMedia Ltd reserve the right to refuse a free private advertisement.

Name:

Address:

.....

.....

..... Postcode:

Telephone:

Signature: Date:



BMPRS News

Website:
www.bmprs.co.uk



Craig Dickson takes a look at repairing crash damage typical of race boats

In my previous report, at the end I signed-off saying that it was time for me to get stuck in and sort out some essential repairs to the Crusader boat that had suffered crash damage to its nose and starboard side. In this issue I would like to share with you the detail of what was involved when restoring this boat back to a pristine condition for racing in 2016. To re-cap, **Photos 1 and 2** show the raw damage in question from two separate mishaps in 2015.

1: Bow damage caused by the boat running flat-out into a vertical concrete bank, all due to driver error.

2: A starboard side hole, the result of another boat's pointed bow colliding with this vertical side of the Crusader hull.

Both photos show a boat that had taken a bit of a battering, but where do we start when it comes to doing a good job of repairing such damage?



The first priority, at least for me, is to remove all potentially greasy and oily mechanical hardware from the boat that could contaminate the surfaces needing to be repaired. This hardware includes the engine plus its mounts, exhaust system, fuel tank, fuel float chamber and all the related flexible silicone tubing. This was simple for this boat and it required only the removal of a few securing nuts and bolts and as this boat had never had its engine and hardware extracted since it was built, getting on for four years ago, this provided a good opportunity to inspect and check it all.

The second major task was to give the inside, and outside of the hull, a thorough and comprehensive clean with the aim of removing as much grime and grease as possible. A clean cotton cloth and acetone was used for the cleaning process, but care is needed with this liquid as it is a very powerful and highly flammable solvent, so good ventilation and minimal, preferably zero, skin contact is important, plus no smoking (!) and is best done outside. After using several pieces of cloth, their contaminated remnants were left outside for the vapour to dissipate before disposing of them safely. Now, with the boat somewhat cleaner than it had been for years, it was time for the proper work to begin.

Initial preparation of the damaged sections

The vinyl decals or stickers that surrounded the damaged areas were peeled-off and any sticky remains of their adhesive removed with methylated spirit. A hull, such as in this example, comprises glassfibre fabrics set in polyester resin with a tough gel coat exterior, which gives it the lovely shiny finish when new. However, when such a hull receives significant damage, the resin based gel coat exterior usually suffers fractures and its supporting fibreglass structure is significantly weakened, plus of course as with this boat, we've ended up with loose strands of glassfibre where the resin has fractured and broken away around the damaged sections.

The first task was to remove all damaged and obviously weakened sections of the hull and in



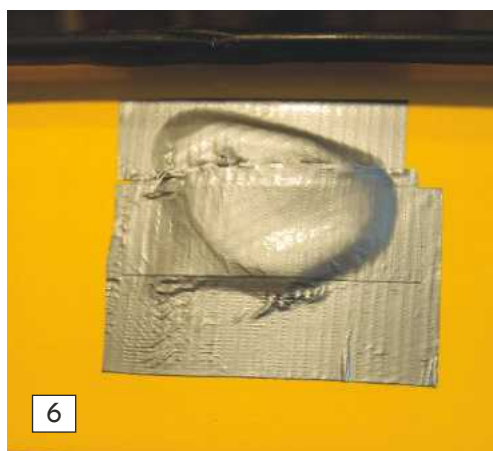
respect of the starboard side hole, this was very easy. It was possible to physically pull out the broken sections of fibreglass and then using a small drum sander (with coarse 80 grit abrasive) in a Proxxon drill/grinder tool to quickly open up the hole to the sound sections of material, **Photo 3**.

The bow section looked to be more challenging with several dimensions to take into account. For this, a cutting disk in a Proxxon electric drill and grinder tool, combined with a mini-drum sander and small wire brush, prepared the bow section, **Photo 4** showing the attachments used.

The cutting disk was used to quickly cut away the damaged sections of material, but a hacksaw would suffice as an alternative. The drum sander was used to rough-up the surfaces to give a good key to the repair material to be applied later and why the need for a wire brush? The bow of this Crusader hull when built, was filled with expanding polyurethane foam which almost certainly limited the damage following the boat's head-on collision with the concrete bank. Having cut away the damaged and weakened fibreglass sections at the bow, the wire brush enabled easy removal of some of the foam to allow extra fibreglass paste to fill the gaps for a good key and a stronger repair. **Photo 5** is looking at the port side of the 'excavated' damaged bow section, now ready for the next step in the repair process.

Fibreglassing the starboard side hole

A piece of smooth glossy faced cardboard was cut roughly to size to cover the hole and temporarily fixed in place with duct tape. **Photo 6**. The hull was then tipped over on its side, starboard side facing downwards, in readiness for having a small quantity



of resin poured into the hole. This resin had some yellow pigment added to it before being thoroughly mixed with 3% (by weight) MEKP catalyst, the hardener. After two minutes of vigorous mixing, a teaspoon of ground cotton fibres were added and also quickly mixed.

These ground cotton fibres were purchased from Prestwich Model Boats a couple of year's ago, and they are ideal for thickening up neat resin giving it some extra strength when set. Alternatively glass fibres (chopped strand) could be used, but the cotton fibres make for a mix that is much less messy to apply and easier to smooth out. This mixture now ready for application, was applied from inside the hull with a wooden lollipop stick, gently tapping it to press the resin into the card backed hole and remove any air bubbles. Only a small amount was used, just enough to leave a layer of about 3mm thickness.



A couple of hours were sufficient for it to set and then was applied, again from the inside of the hull, a layer of chopped strand mat, using a stiff brush to stipple in a good quantity of catalysed polyester resin, also mixed with the yellow pigment. This interior fibreglass patch covered the now closed hole and about an inch of the surrounding hull side section to provide support and strength for the repair.

After leaving overnight, the exterior tape and card board was peeled-off, **Photo 7**. Apart from a bit of the card that had fused to the resin in the centre of the hole, it was obvious that little further fibreglass work would now be needed.

Finishing the starboard hole repair

The next steps for this repair job were easy. Wet & dry sandpaper, kept wet with water, was used starting with 350 grit and then through the grades of 400, 600, 800, 1000 and 1500, all gently rubbing the area with the paper wrapped around a flat wood block. Using this sandpaper with water has huge advantages as it avoids the production of harmful airborne dust, the paper does not clog and it cuts quicker with a more consistent finish. It is best though to wipe down the area and change the water between grits for best results, otherwise stray loose particles of coarser grit may contaminate the surface causing scratches.

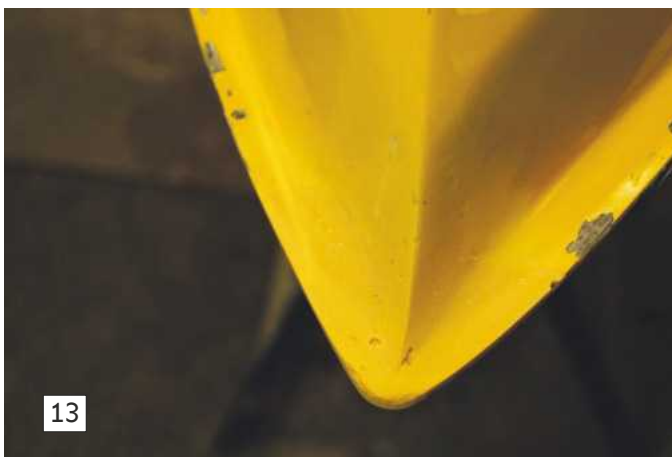
After this, a fresh piece of cotton cloth and a liberal application of good old-fashioned T-Cut rubbing down and polishing compound was used to put a shine on the newly repaired surface by way of a bit of elbow grease. All that was then needed to finish this repair was to cut to shape, and apply, a replacement black bordered bright orange arrow vinyl sticker, and **Photo 8** shows the end result. Can you spot where the hole and damage was?



The challenging bow repair

Because the card proved to work so well on the hole in the side of the hull, I decided to use the same idea for the bow repair. The boat was turned upside down on its stand and a couple of bulldog clips clamped some stiff card to the deck, to support the fibreglass paste, **Photo 9**.

For this bow section of the overall repair job, strength was more important than the cosmetic appearance, and so Bondaglass Fibreglass Paste which comes pre-mixed with glassfibre pieces, was chosen for its maximum (out of a tin) strength. With yellow pigment and catalyst all mixed into it, two applications of the paste were applied, allowing



the first 'dollop' to partially set before applying the second, and all whilst trying to best replicate the shape of the boat's bow before being damaged. Considerably more care is needed with this process and material, as this stuff cures and sets rock hard and it requires considerable effort when sanding and/or shaping it. **Photo 10** shows the Bondaglass paste in-situ, resting on the cardboard former.

Photo 11 shows, from the top, how it looked after peeling away the card that was clamped to the deck and **Photo 12** shows it from underneath. This may all look messy, but the yellow pigmented Bondaglass Fibreglass Paste has bonded very well into the existing hull.

Removing the waste material

Nothing for it, but the mini-drum sander attachment for the Proxxon tool really earned its money here, as its 80 grit coarse abrasive quickly removed the waste on the underside of the bow. The Proxxon drill/grinder unit has a variable spindle speed range from 5000 to 20000 rpm, but here the slower end of the scale was used because too much speed tends to cause overheating and rapid clogging of the abrasive. The only snag with dry sanding is the dust and you must use a decent face mask to protect your lungs.

Normal 80 grit abrasive paper was also used by hand to remove the bulk of the waste material, but as soon as possible, wet and dry sandpaper used wet became the choice, working through to



the finer grades. **Photo 13** shows the underside taking shape, but please notice a few air holes, and would they bother you? Well yes, so a small amount of catalysed fresh resin, thickened slightly with the cotton fibres, was used to fill them as best as possible.

After further work with wet and dry sandpaper, the result was not too bad, **Photo 14** being of the underside and **Photo 15** of the top. Okay, not a perfect match colour-wise, but good enough. T-Cut compound was also used once again for the final polishing and finishing.



16



17

Finishing touches to the bow repair

Because the underside of the front bow section would remain largely unseen, its colour match being far from perfect was not a problem, nor the finish being as good as that of the hull side repair. However from above, it would be nice for the repair to be inconspicuous.

The solution was simple in that, after a good clean of the new surfaces, a new 'arrow' shaped self-adhesive decal was created in fluorescent orange and carefully affixed to the deck at the point of the bows.

The rubber deck edge rubbing strip that had been damaged and removed, was replaced with new, glued in place with superglue, and **Photo 16** shows the repaired bow from above and **Photo 17** shows it from the side. Hopefully you will agree that you would have to look hard now to spot the racing damage that had occurred.

Dust protection

On a safety note, mention has already been made of the need for a good quality face mask during a dry-sanding process because a considerable amount of very fine dust will be generated and it is very unwise to get that in one's lungs. Personally, I stopped using the cheap disposable face masks a long time ago because they were generally

ineffective, particularly bearing in mind the close-work we model makers tend to do. For preference nowadays, I use a half-face mask which has a soft silicone surround ensuring a proper seal against the cheeks and more important, it takes a P3 rated cartridge filter which gives a high degree of protection against potentially harmful fine dust particles, **Photo 18**.

Conclusion

It can be quite satisfying, the secret of success being to take your time and work methodically, step by step. The winter period, assuming your workshop is warm enough, gives an opportunity to get these jobs sorted without having to rush them before the next race.

I look forward to writing again for you in the next issue.

Cheers for now - Craig



18

ABOVE: A good quality face mask is essential, and you should physically try one before purchase to ensure that it fits your face well with a good seal. The replaceable cartridges (they usually have an in-use expiry timescale) and the disposable pre-filters ensure that dust does not reach your lungs.

BELOW: The long rooster tails from these D Class boats give an indication of their high speed and when collisions occur, damage can be severe.



Data Box Repair items and suppliers

CFS Fibreglass Supplies

Website: www.cfsnet.co.uk
General purpose marine grade polyester resin and catalyst
Chopped strand (glass fibre) mat
Bondaglass fibreglass paste
Yellow pigment
Acetone solvent
Cheap disposable resin brushes

Local Pound Saver Shop

Paper/card mixing cups (some plastic cups can be dissolved by resin!)
Wooden lollipop sticks

Local Screwfix Trade Centre

Website: www.screwfix.com
Tel: Check locally for number
Wet & Dry abrasive paper
Rubber drum sanding set
Methylated spirit

Axminster Tool Centre

Website: www.axminster.co.uk
Tel: 01297 33535
Proxxon grinder + accessories

Model Boats

BECOME PART OF THE ONLINE COMMUNITY FOR MODEL BOATS MAGAZINE



- ▶ Get access to exclusive competitions and giveaways
- ▶ Exclusive articles and advice from professionals
- ▶ Join our forum and make your views count
- ▶ Sign up to receive our monthly newsletter
- ▶ Subscribe and get additional content including Online Archives dating back to 2007*
- ▶ Register for free today and join our friendly community!

WWW.MODELBOATS.CO.UK

*only available with digital or print + digital subscriptions

FOLLOW US



www.nylet.co.uk

1932 - 2016 • The longest established model sailmakers in the world, 84 years!

THE Sailmaking Service • 100 years of experience!

Yacht fittings, tubing etc. Fast world-wide mail order (since 1958).

High Quality sails made to your sizes/drawing. Finest IOM sails in racing scrim, film, or white Dacron. Sails for Starlet, Wee Nip, Mini-Mumm, Star Baby & over 150 other designs. Replacement kit sails (Voyager 2, Victoria, Seawind, Fairwind etc). Finest NYLET cotton sails for Vintage yachts.

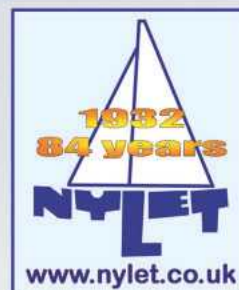
IOM yacht kits "THETIS" – also "SPIRIT 3" available in semi-kit or full kit with rig/s; prices start at under £400.

Large range of deck & mast fittings, wires & sheeting cordage, brass and st. steel screws, 7075 alum mast tubing. IOM sail rig carry bags and scissor yacht stands, Nylet 'how to' booklets. Vintage yacht restoration service. Sail winches from under £100. **See 2016 website. Phone or email your order for fast response.**

Latest 36 pg paper CATALOGUE send 10 x 1st cl. stamps (UK).

Some customer comments:

- I've never won anything before with my IOM yacht but with your sails newly fitted I won the series of races; excellent job, marvellous, thank you. **Paul, Essex.**
- Thank you for such excellent service again, quality goods sent at lightening speed, a credit to how things should be done. **Tony, Bucks.**
- Again, thank you for the cotton sails, they turned out beautifully. **Eric, U.S.A.**



Nylet (MB16), PO Box 5416, Bournemouth, BH6 5XT. UK

Phone: 01202 619728 (Int.+44 1202619728)

Mobile: 07474 939535 (Int.+44 7474939535)

Website: www.nylet.co.uk

Fast world-wide mail order

PayPal® & VISA accepted

Balsa Oak SLEC Ash Poplar
Spruce Cherry
Obechi Cedar
Plywood's Pine Bass
Beech Mahogany

Manufacturing
Buy on Line
www.slecuk.com

Laser & Router Cutting Service

Slec Ltd Tel 01 953 885279 Fax 01 953 889393
E-mail : sales@slecuk.com

prop shop!
 PROPELLERS DRIVES

The Leading Manufacturers of Precision Cast Propellers and Drives

Send for our fully illustrated catalogue £3.75 inc. postage
Tel: 01295 263134 Fax: 01295 270461

Visit our website: **www.prop-shop.co.uk**
email: **info@prop-shop.co.uk**

Swan Precision Castings & Engineering Ltd.
 Swan Close Road, Banbury, Oxfordshire
 OX16 5AL Tel: 01295 263134 Fax: 01295 270461

SWAN
 A Swan Group business

Riverside Models



* Canal Boat Kit **AMY CLAIRE**
1/12 Scale. Length 66".
 All wood Construction. CNC Cut.
 £329.99+P&P

Stockist of all BECC Model Decals & Flags

* Canal Boat Kit **AMELIA ROSE 1/12 Scale.**
Length 50". All wood Construction.
 CNC Cut. £299.99+P&P

Visit our website for Model Boat, Aircraft and Railway Accessories
www.riversidemodels.co.uk * Tel: 01692 652960

FLEETSCALE
 WWW.FLEETSCALE.COM

GLASSFIBRE BOAT & WARSHIP HULLS, FITTINGS AND SEMI KITS IN MOST SCALES AND ERAS

EXTENSIVE SECURE ONLINE STORE

MILITARY & CIVILIAN RANGES

19TH, 20TH & 21ST CENTURY

1/12TH, 1/32ND, 1/48TH, 1/72ND, 1/96TH, 1/128TH

TEL: 01822 832120
 FAX: 01822 833938

WESTWARD MOULDINGS LTD

Australia's Premier Maritime Hobby Shop

FLOAT a BOAT
Fine Models Since 1962

48c Wantirna Road, Ringwood Victoria 3134 Australia
Tel. 61 3 9879 2227
www.floataboat.com.au Mail Order

Business Opportunity

Well known ranges of 1/700th scale Royal Navy warships, battleships, battlecruisers and cruisers of WW2 also Royal Navy aircraft carriers, cruisers, destroyers and frigates 1960—2000

All original models by one of the UK's finest model makers.

If you're interested please contact by email: navymodelsandbooks@yahoo.co.uk

STEPCRAFT.



Realise unique projects - with computer-aided desktop 3D systems. Exclusively in the UK with STONEYCNC!

Customised projects with the desktop 3D system

- CNC router	- CNC plotter	All you need to CNC from £1000
- 3D printer	- Vinyl cutter	
- Foam cutter		

Visit our website www.stoneycnc.co.uk and watch the machine in action!

Distributed exclusively in the UK by **STONEYCNC**

Happy to help at all times:
 +44 (0) 1432 607 908

info@stoneycnc.co.uk
www.stoneycnc.co.uk

DAVE METCALF BOAT MODELS

Available again:
MOONBEAM
 Replica 1913 pond yacht, comprehensive updated kit now available.

Model: 52" x 11"
 @ £320.00 + P & P.

1 Wentworth Cottages, Haultwick, Dane End, Ware, Herts. SG11 1JG. Tel: 07592 858417
 e: davemetcalfboatmodels@btinternet.com

Phone or SAE for details and photo CD.



Why not visit...
getwoodworking.com

CLASSIFIED



To advertise in this section call Duncan
01689 869 855
duncan.armstrong@mytimemedia.com

To advertise your shop here please call Duncan **01689 869 855**

LANCASHIRE

SKELMERSDALE
Scale Hobbies Unit 20, Sandy Lane, Skelmersdale, Lancashire WN8 8LQ. Tel/Fax: (01695) 732800
Mon-Sat. 9.30am-5.00pm. Closed Tues & Thurs
Mail Order! • Building and Repair Service
ALL MAJOR CREDIT CARDS ACCEPTED!

LEICESTERSHIRE

LEICESTER
Midway Models
157 St. Leonards Rd, Leicester LE2 3BZ
Tel: (0116) 2701609
For boats & fittings. Catalogue: £3.50 UK £5 Overseas.
Tues - Sat: 9.30am-5.30pm

TYNE & WEAR

Gladston's North Shields Model Centre
99, Bedford Street North Shields Tyne and Wear NE29 6QJ
T: 0191 257 0335 F: 0191 257 4546 W: www.modelkit.co.uk E: sales@modelkit.co.uk
Mon-Sat 9am-5pm Mail order available
Boats, subs, cars, aircraft, helis, static or RC. Materials, tools, accessories, we just about have the lot!

WEB GUIDE

Please call Duncan Armstrong **01689 869 855**

Reade Models

Your One-Stop source of high quality injection moulded model ship and aircraft fittings, fabric flags, vinyl decals and lining products

www.reademodels.com

www.maritime-models.co.uk

Stockists of kits from Caldercraft, Mamoli, Krick and Aerokits plus Aeronaut fittings, Becc accessories, tools, paints, props, propshafts, couplings & much more.

Check out the web-site for more details. Commissions and restorations also undertaken.

E-mail: info@maritime-models.co.uk or Telephone: 01432 263 917

www.makeamodelboat.com

Visit our web site for model boat plans and a construction manual based on designs from the Selway Fisher catalogue of full-size canoe, dayboat, motor boat, steam launch and yacht designs.
Tel/fax: 01225 705074
E-mail: paul@makeamodelboat.com

ALWAYS IN STOCK:

Huge range of miniature fixings, including our socket servo screws.

ModelFixings.co.uk

also the home of ModelBearings.co.uk

- Taps, Dies & Drills • Adhesives
- Engine & Miniature bearings • Circlips, etc. etc.

Tel/Fax +44 (0)115 854 8791 Email: info@modelfixings.com

COMING SOON... Shannon Class Lifeboat

1/16th scale version due before Christmas.

Call: 01455 637658 for more info or email:

speedlinemodels@googlemail.com

1/12 version early next year!

HOWES MODELS

Fast Mail Order **01865 848000** Overseas postage at cost
Unit 2C & 2D Cherwell Business Centre
Rowles Way, Kidlington OX5 1LA (Part of Station Field Industrial Estate)

www.howesmodels.co.uk

VOSPER 46" CRASH TENDER WOODEN KIT



Classic kits for vintage model enthusiasts

www.vintagemodelworks.co.uk

Telephone 020 8542 3100

pbmodelmaking

Custom 3D Printing Service - Laser Cutting Service
Custom Vinyl Cut Letters - Fiberglass, Resin - Molding
Milling, Turning, Silver Soldering
www.pbmodelmaking.co.uk

MMB is a well-established company based in Newport, South Wales

Marks Model Bits

Manufacturer of the foggy smoke generator, MB kits, fittings, prop-shafts etc.

www.marksmodelbits.com

Tel: 01633 843949 * email: mmbshop@hotmail.com
Unit 1, Herbert Road, Newport NP19 7BH.

www.mantuaamodel.co.uk

179 Dedworth Road Windsor Berks SL4 4JN
For all your modelling needs.

Tel: 01753 856321

Model ship and boat specialist - Radio Control.
All types of wood - Lime - Walnut - Mahogany
Spruce - Balsa - Ply

Distributor for Mantua Model of Italy

Mantua Sergal and Panart model kits fittings and accessories

fast mail order service



for step-by-step build CDs and more, visit



The Model Dock

www.themockdock.co.uk

info@themockdock.co.uk

THE BEST OF BRITISH STEAM®

Manufacturer of Marine Engines, Boilers, Steam oil Separators and Refillable gas Tanks as well as scale Grp kits and all wood construction kits of Formidable, Lady Jane & Chimaera

JOHN HEMMENS STEAM ENGINEER

28 Brighton Road, Bubwith, Selby, North Yorkshire, England YO8 6DQ

tel: +44 (0)1757 289 664 • email: enquiries@steamengines.co.uk

www.steamengines.co.uk

Tugging Ahead.....with
MOBILE MARINE MODELS
MODEL TUGNOLOGY.....at its Best

tel: 01522 730731

Britain's Leading Manufacturer of :-
Tugs; Workboats; Hulls; Kits; Propulsion Gear
Fittings; Winches; Lighting Sets; Budget Boats

Pioneers of the **The Budget Building System**

www.mobilemarinemodels.com



Restorer of Ships, Galleons, Steam Engines, Toy Trains, Toy Steam Plants and more.

Models made to order

JSB Model Restorations

Rolling back the playworn years

www.jsbmodelrestorations.com

E: Jeremy@jsbmodelrestorations.com T: 01738 441975 M: 07748 186812

Casting Kit

ONLY
£35.40
+P&P

INCLUDES

- Moulding Rubber
- Casting Resins
- Mixing Tools
- Release Agent
- Instructions

EVERYTHING YOU NEED TO START CASTING



RUBBER



RESIN



Carriage end section made using Sylmasta Casting Kit

Available in large quantities up to 10kg



SYLMASTA.COM/CASTING

MICRO-MESH™

For a Perfect Finish

Craft Kit



Angled Flexi-Files

A complete range of Micro-Mesh abrasives including: Sheets, Pads, Belts, Discs, Kits, Abrasive Creams & Much more.

SYLMASTA A+B

AVAILABLE IN:
WHITE, RED,
BLUE, YELLOW,
BROWN & BLACK



Sylmasta A+B is used extensively in modelling, particularly when it comes to sculpting miniature figures & filling gaps.

A+B bonds extremely well to wire armatures, sets very hard & is easy to smooth & shape without crumbling.



Only
£9.90
+P&P

Superglue Bonding Kit **Only £18.00** +P&P

Comprehensive Kit Contains:

Thin: for bonding fine gaps and hairline cracks

Medium: general purpose bonding

Thick: gap-filling and accurate bonding

Activator: for instant curing

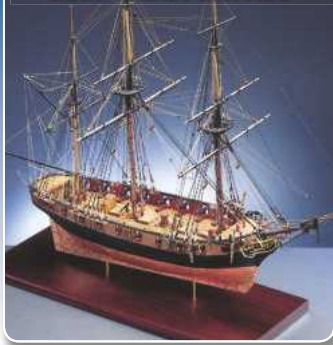
Precision Nozzles: for pin-point application



Buy online at www.sylmasta.com or phone +44 (0)1444 831459
Email: sales@sylmasta.com Sylmasta delivers **WORLDWIDE**

Prices shown are exclusive of P&P. Colours are representative and may not reflect exact shades. Colours are subject to change.

**SECURE ON-LINE
SHOPPING AND WORLDWIDE
MAIL ORDER SERVICE**



CORNWALL MODEL BOATS

www.cornwallmodelboats.co.uk

Highfield Road Industrial Estate, Camelford, Cornwall PL32 9RA

Telephone: **01840 211009**

MAIL ORDER ONLY

FREE UK SHIPPING ON ORDERS OVER £150

**WE STOCK A WIDE RANGE OF RADIO CONTROL
AND STATIC DISPLAY KITS, FITTINGS, TOOLS & PLANS.**

SECURE ONLINE SHOPPING AND MAIL ORDER SERVICE

Aeronaut

Sportsboat	£54.95
Diva Cabin Cruiser	£65.99
Queen Sports Boat	£154.99
Ramborator Springer Tug	£74.95
Victoria Motor Yacht	£129.95

Amati Kits

Arno XI Ferrari 800kg Hydroplane	£329.00
Arno XI Ferrari Pre Built Hull	£384.00
Bluenose - Fishing Schooner 1921	£87.95
Endeavour 1:35 Wood Hull	£259.00
Endeavour (Wood Hull) 1:80	£79.90
Endeavour Pre Formed Wood Hull 1:50	£239.95
Enterprise Pre-formed 1:80	£79.90
Golden Yacht Ship in a Bottle	£44.95
Grand Banks Motor Yacht	£397.00
Greek Bireme 480BC 1:35 Scale	£74.95
HMAV Bounty 1787 1:60	£222.00
Mayflower, English Galleon 1620	£154.99
Oseberg Viking Ship 1:50	£99.95
Rainbow (pre-formed) 1:80	£79.90
Riva Aquarama Italian Runabout	£274.94
RMS Titanic	£369.00
Robert E Lee	£243.99
Viking Ship	£99.95

Artesania Latina

Hermione La Fayette 1:89 Scale	£152.00
HMS Surprise 1:48 Scale	£595.00
HMS Victory 1:84	£679.99
King of the Mississippi	£143.00
Titanic Lifeboat	£58.99
Santa Maria	£121.50
US Constellation, American Frigate 1:85	£277.00

Billing Boats

Banckert	£157.00
Bluenose	£109.99
Building Slip	£44.99
Cutty Sark 1:75	£266.95
Fairmount Alpine	£324.00
HMS Warrior	£400.00
Nordkap 1:50	£269.00
St Canute Tug	£136.99
USS Constitution	£179.95
Viking Ship Oseberg 1:25	£111.98
Waveney Lifeboat	£37.50
Zwarte Zee	£215.95

Caldercraft RC Kits

Alte Liebe - Harbour Tug	£286.00
Brannaren - Swedish Tanker	£329.00
Cumbrae - Clyde Pilot	£289.00
Imara - Single or double screw	£508.00
Joffre - Tyne Tug	£286.00
Marie Felling single or double screw	£430.00
Milford Star	£254.00
Motor Fifie "Amaranth"	£129.00
North Light - Steam Clyde Puffer	£275.00
Resolve	£557.00
Schaarhorn	£363.00
Sir Kay	£325.00
SS Talacre	£275.00

Caldercraft Static Kits

HM Bark Endeavour 1768 1:64	£242.00
HM Schooner Ballahoo 1804	£62.00
HM Bomb Vessel Granado 1756	£218.00

HM Brig Badger 1778	£175.00
HM Brig Supply 1759 1:64	£145.00
HM Cutter Sherbourne 1763	£74.00
HM Gunboat William 1795	£175.00
HM Mortar Vessel Convulsion	£95.00
HM Schooner Ballahoo	£62.00
HM Schooner Pickle 1778	£129.00
HM Yacht Chatham 1741	£89.00
HMAV Bounty 1789	£200.00
HMS Agamemnon 1781	£655.00
HMS Cruiser 1797 1:64	£205.00
HMS Diana 1794 1:64	£468.00
HMS Jalouse 1794 1:64	£223.00
HMS Mars 1:64	£200.00
HMS Snake	£205.00
HMS Victory 1781 1:72	£740.00
The Mary Rose 1510 Tudor Warship	£258.00

Caldercraft Heritage Series

HMAV Bounty 1789 1w:64	£200.00
HM Bark Endeavour 1768 1:64	£242.00
The Mary Rose 1510 Tudor Warship 1:80	£258.00

Constructo Kits

Altair 1840 1:67 Scale	£84.95
Cutty Sark	£176.34
Gjoa - Amundsen Expedition Ship	£79.94
HMS Bounty	£174.95
HMS Victory	£326.95
Le Pourquoi-Pas	£160.90
Louise	£80.99
Robert E Lee	£167.57
USS Constitution 1:82	£310.93

Corel Kits

Berlin	£330.00
HM Endeavour	£196.00
HMS Bellona	£299.00
HMS Neptune	£264.00
HMS Resolution	£169.00
HMS Unicorn	£205.00
HMS Victory	£317.00
HMS Victory Cross Section	£99.00
Prins William	£334.00
Ranger	£66.00
Reale de France	£540.00
Scotland	£66.00
Wasa	£405.00

Dumas RC

American Beauty Mississippi River Towboat	£188.00
Big Swamp Buggy	£119.00
Carol Moran Tug	£79.00
Creole Queen Mississippi Riverboat	£322.00
Dauntless Commuter Boat #1211	£163.00
George W Washburn #1260	£158.00
Huson 24 Sailboat #1117	£112.49
Jersey City Tugboat #1248	£251.00
Jolly Jay Gulf Fishing Trawler #1231	£128.00
Myrtle Corey Memphis River #1253	£232.00
US Coastguard 41' Utility Boat	£158.99
USS Whitehall	£77.99

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 Mania Brushed RTR	£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	£157.49
Focus 1 Meter Yacht	£218.99
Pirate Yacht RTR	£148.99
Orion Yacht (Red or Blue) 2.4GHz	£89.99

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
Burma 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	£228.95
Buccaneer 1:100 Scale	£84.95
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	£168.95
San Marcos (Galleon)	£215.00

**SPECIALIST ADVICE
AVAILABLE!**



**AEROKITS, AERONAUT,
AMATI, BILLING BOATS,
CALDERCRAFT, DUMAS,
COREL, GRAUPNER,
PANART, KRICK,
MAMOLI, MANTUA,
OCCRE, SERGAL**

Santisima Trinidad	£359.95
Santisima Trinidad Cross Section	£112.00
Ulyses Ocean Going Steam Tug	£186.95
London Tram	£104.00
Dennis Bus Type B	£87.95
Stephensons Rocket	£70.94

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
Blackjack 29 Catamaran	£275.99

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
Syft Police Boat	£549.95

Sergal Kits

Cutty Sark	£358.00
HMS Bounty	£174.00
HMS Peregrine	£182.00
HMS President Light Frigate	£73.99
HMS Racehorse	£77.00
Mississippi 1870	£356.00
Soleil Royale 1669	£2710.00
Sovereign of the Seas	£699.95
Thermopylae Tea Clipper	£73.99
Vasa Swedish Man of War	£710.00

Thunder Tiger

ETNZ 1M Racing Yacht	£179.99
Naulantia 1M Yacht	£149.99
Desperado Jr. ARTR Catamaran	£165.95
Atlantic Motor Yacht Combo Plus	£150.00
Sergal Kits Thermopylae	£69.95

Victory Models

HM Granado	£261.95
HMS Fly	£289.00
HMS Pegasus	£340.00
HMS Vanguard	£679.99
Lady Nelson	£117.95
Mercury Russian Brig	£354.00
Revenge 1577 Elizabethan Navy	£362.00

Plastic models also available in:

Airfix, Revell, Trumpeter and many more!!

All prices correct at time of going to press



ALSO:

ALL THE HARDWARE, BUILDING MATERIALS AND RC EQUIPMENT REQUIRED TO COMPLETE YOUR MODEL

Visit the website for our full range of kits:

www.cornwallmodelboats.co.uk

email: sales@cornwallmodelboats.co.uk



Mtroniks

electronics innovation

25 years of
know how

24V VIPER Marine

Brushed speed controller

FROM £29.99

15A, 20A, 25A or 40A



No Relays or moving parts!

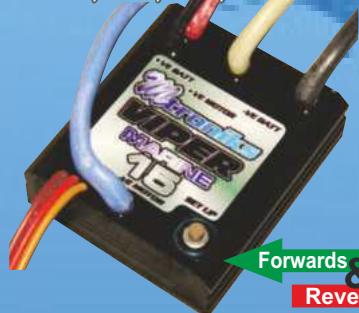
100% Waterproof, 24V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

VIPER Marine

Brushed speed controller

FROM £22.99

15A, 20A, 25A, 40A or 75A



100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Available for all size of motors, 15A, 20A, 25A and 40A. See website or contact your local dealer for more information.

microVIPER

Brushed speed controller

£22.99



100% Waterproof, 12V, 10A marine speed controller for traditional brushed motors. Easy to set up and use. Incredible small size and weight. Ultra fine motor control with built in receiver power.

tio Marine

Brushed speed controller

FROM £26.99

15A, 30A or 50A



100% Waterproof, 12V, marine speed controller for traditional brushed motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power and now compatible with the new Lipo battery type. Available in 15A, 30A and 50A. See website or contact your local dealer for more information.

DIGISOUND

Realistic engine sound system

£59.99



--SOUNDS--

Small Diesel Tug

Large Multi Cylinder, Air Start

Napier Delta Diesel

Diesel Canal Boat

100% Waterproof, 12V, marine engine sound system. This is the worlds 1st, 100% waterproof, active, marine model sound system. It can be installed in minutes, giving you ultra realistic engine and horn sounds straight away. Everything is included in the system, wires, module and speaker! These systems come with adjustable volume and realistic engine speed change as standard. See website or contact your local dealer for more information.

100% Waterproof, 12V, marine speed controller for brushless motors. Easy to set up and use. Small size and weight. Ultra fine motor control with built in receiver power. Suitable for use with any battery type. Available in 15A, 30A and 50A. Also available as a complete system with motor included. See website or contact your local dealer for more information.

HYDRA Marine

Brushless speed controller

FROM £45.99

15A, 30A or 50A



24 Month Warranty on all Mtroniks electronic products



Mtroniks marine products are available from all good model shops, we are always available for advice direct

High quality speed controls designed and manufactured since 1987 in the UK

Mtroniks
electronics innovation

41A Ilkley Road, Otley, LS21 3LP, UK
Tel: +44(0)1943 461482 Fax: +44(0)1943 468335

www.mtroniks.net
enquiries@mtroniks.net
www.facebook.com/MtroniksLtd
Twitter : @mtroniksteam