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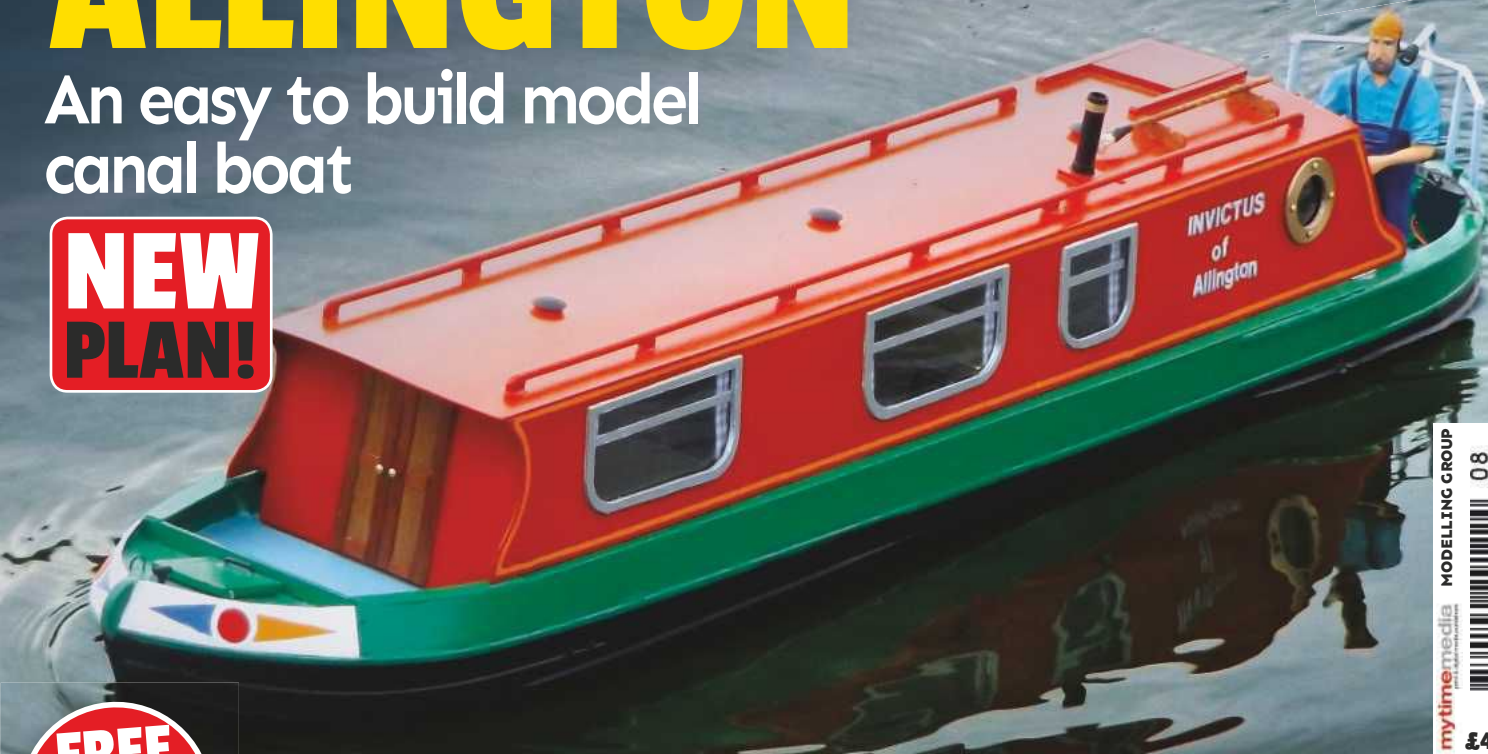
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Tim Henderson upgrades and completes his unique steam powered 1:200 scale r/c model of the famous Cunard liner



Bow piece



This issue includes a Full-Size

Complimentary Free Plan worth £12.50 for Hagbart Waage, an ex-lifeboat now used as a leisure craft. The plan has been drawn by James Pottinger and makes for an unusual and interesting model project. In addition, we have another new plan, available direct from MyHobbyStore, for Invictus of Allington, a canal barge model designed by Ray Wood, together with a step by step construction guide.

Tim Henderson returns with his now finally completed 1:200 scale QE2 model, the windows having been added together with a new cyclonic oil separator for the steam plant, which enables the exhaust to exit from the funnel without soiling the decks.

Ron Dean, of Deans Marine, went to Intermodellbau in Dortmund, Germany, in April of this year. Arguably this is the biggest and best multi-disciplinary hobby show in Europe with massive input from all forms of model making and the supporting trade. The marine side is very well supported with numerous trade stands and club displays, and his Pages 38 & 39 Gallery this month gives a flavour of what there was at the show in 2016 and what to expect in future years.

In Flotsam and Jetsam, John Parker looks back at the Veron range of kits which were extremely popular some decades ago. These kits are now reappearing in the market place, albeit under other trade names, but continuing the tradition of easy to build and practical wooden r/c model boats.

We of course also have all the usual regular articles such as Range Finder, BMPRS News and Boiler Room, together with an interesting Reader's Model, so I hope there is something here for everyone in these pages.

Paul Freshney - Editor

Compass 360

Model Boats notice board for your news

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Kirklees Model Boat Club

On **Sunday 11th September** this club is holding a Navy and Warship Day from 1000hrs to 1600hrs at Wilton Park, Bradford Road, Birstall, Batley. WF17 8JH. Any type of boat except i.c. powered or high performance fast electric can come along as not limited to naval vessels. Visiting clubs, static displays, on the water display, free sailing all day, refreshments all day, free car parking and small raffle. Steam powered models require up to date paperwork. 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**

Balne Moor MBC

Forthcoming 2016 Open Events: **Saturday 13th August:** Sunset Social Sail. No sailing fee & hot food available in the evening only. Access to the pond from 1300hrs. **Sunday 14th August:** Roses Regatta. Scale sailing and towing. Lighthearted scale sailing and towing. No sailing fee. 1030hrs start and bacon or sausage butties are available until 1230hrs. Hot and cold drinks all day 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

Glasgow Richmond MBC

Their Charity Show is being held on **Sunday 4th September 2016**, 1100hrs to 1630hrs, at Richmond Park, Glasgow (opposite Shawfield Stadium). It features 'hands-on-boats' for youngsters, Bring an' Buy, a raffle, the extensive harbour system, 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

San Francisco Model Yacht Club (SfMYC)

This club is holding its 2016 Model Boats on Parade event in Golden Gate Park, Spreckels Lake, (36th Avenue and Fulton Street), San Francisco, California on **25th September 2016** between 0900hrs and 1600hrs. If you have any questions about this event, or wish to exhibit your models, please contact event coordinator Carl Brosius: cbfuture@aol.com or visit the club website: www.sfmyc.org

Vintage Model Yacht Group (VMYG)

This group exists, as its title suggests, to promote vintage model yachting in all its various forms. Their journal 'The Turning Pole' which is part printed in colour, is sent to all their members and it includes articles, event reports and forthcoming relevant dates, plus all sorts of other useful information for those interested in this aspect of model yachting, restoration being very much part of the ethos. The Group currently have 177 members across the UK and beyond.

Turning Pole No. 33, Summer 2016, has 42 A4 pages and a nice touch is that it has a page welcoming the new members. The journal includes race reports, building advice and other well presented feature articles (and not just for yachts of yesteryear) to interest all enthusiasts of the model vintage scene. Notably No. 33 has an excellent article by Michael Hayward on the construction of his 6 model yacht Athene.

The VMYG website is: www.vmyg.org.uk and the secretary is Alistair Roach, tel: 01749 831552, email: AlistairRoach@aol.com

Model Boat Convention 2016

A reminder that this is being held at Haydock Park Racecourse, Newton le Willows, WA12 0HQ (M6 Junction 23) on **Saturday 27th and Sunday 28th August 2016**. Further information from Jean Barlow: secretary@modelboatconvention.co.uk or please check the website: www.modelboatconvention.co.uk

Midlands Model Engineer Exhibition

A reminder that this being held at the Warwickshire Exhibition Centre, Nr. Leamington Spa, on the junction of the A425/B4455 (SAT NAV CV31 1XN), from **Thursday 13th to Sunday 16th October 2016**. The theme is the bi-centenary of Robert Stirling and the 80th Anniversary of the iconic Spitfire. Further information from the website: www.midlandsmodelengineering.co.uk

Obituary Brian King

Brian, who was one of our most talented and well known model makers, sadly died on 6th June 2016 at the age of 90 following a short illness. He was a professional engineer who began work as an apprentice at Lagonda Motors and after several jobs in industry, including that of works engineer for a large manufacturing company, became an engineering lecturer at Carshalton Technical College. He had many interests during his lifetime and was a keen photographer in his earlier years doing all of his own processing at home and was also a competent water-colourist and talented woodcarver, sculptor, potter and bricklayer. He indulged briefly in full-size sailing with a Mirror dinghy he built himself and also spent many hours piloting a light aircraft. In addition, he had a thorough knowledge of electronics and valve technology and in the 1950's built his own television and several radios and hi-fi amplifiers.

Later, Brian concentrated initially on modelling RNLI lifeboats, but then turned to major Royal Navy warships, specialising in the Victorian-era battleships. He was awarded a record number of Model Engineer Exhibition gold medals, won several MPBA National Championships and nine medals, including three gold, at Naviga World Championships. He was also a member of Phoenix Model Marine Club and published a number of books about the model boat building hobby. He was an occasional contributor to Model Boats magazine over many years on modelling techniques and most recently in the 2011 Construction Special Issue. **Dave Watkin - June 2016.**

Obituary Tom Gorman

Tom sadly passed away on the 31st May 2016 after a short illness. He was well regarded in the model boating world as he was a first-class model maker, particularly of scale model merchant ships. He built a number of display models for the Rix Shipping Company, as well

Roger Stollery
reports from
the UK National
Championship
2016



ABOVE: All the competitors, race officials and supporters taking part.

MYA News - 36 Inch Class

This is an MYA national class, which is particularly suitable for lakes with restricted depth and sheltered wind conditions. It offers virtually complete freedom in design provided that the boat, in racing trim and with the exception of fittings, rig and sails, fits completely into a rectangular measurement box. Some designs with very simple rigs are ideal for youngsters to rig and race. The measurement of these boats takes only a few minutes and is simplicity itself. Despite the freedom that this rule permits, many boat designs stay competitive for many years.

Race Day

Nine entries from seven clubs enjoyed superb racing on the Guildford MYC Abbey Meads Lake, near Chertsey, Surrey, in May 2016. Although a gloomy grey day, the wind made up for it by blowing hard straight down the lake giving near perfect conditions for good racing. The stronger gusts in the afternoon made the sailing exciting for both competitors and spectators alike, with bursts of planing speed off wind as well as dipping bows and complete losses of control. At times there was close racing throughout the fleet which was thoroughly enjoyed by all the skippers, as much as the battle for superiority at the top.

as publishing books about model boat building and was regularly seen at model boat shows as a judge. He was also involved with the Model Power Boat Association and their Scale Section and wrote articles for this magazine for many years. Our condolences are extended to his family and friends.



ABOVE: Dave Andrews on the left absolutely delighted to receive the Yard of Ale Champions Trophy from Roger Stollery.

The Guildford MYC race team set a simple two lap beat and run course with a windward mark, spreader and leeward gate that took about 13 minutes to complete. The wind shifts in the 8 to 20 mph winds gave plenty of opportunity to demonstrate skipper ability, both tacking on the beat and gybing on the run.

Eighteen races were sailed with Dave Andrews sailing a RAPTOR 5, kicking off with three wins in the first four races, only interrupted in Race 2 by Martin Houlton and his special, beautifully moulded, narrow RAPTOR 6 design. Then, Peter Stollery sailing his 33 year-old swing rigged TAXACHUN found his form, winning the next four out of five races, only interrupted by Dave winning Race 7. At the lunch break Peter was top of the leaderboard with 17 points followed by Dave with 21 and Peter Moore sailing a Martin Dovey designed SABORA with 31.

After lunch the gusts became stronger and most skippers changed down to a smaller suit of sails. Dave's sail change was slow and he started Race 8 a whole windward leg behind the fleet, but such was the speed of his new set-up, he pulled past all but the two Peter's to finish third. For the next six races he

remained unbeatable, except in Race 12 when Peter Moore got his second win.

The dull greyness of the day turned to drizzle, which became more persistent and heavier as the afternoon wore on. After Race 16, the Racing Officer (Roger Stollery) asked the skippers if they wanted to continue racing, as there was 45 minutes left before the official end of racing. It was agreed by all to sail a further two races, each of which was won by the one of the two Peter's.

At the prize giving, the smile on Dave's face was a picture, as he was quite delighted to have won his first 36 Inch National Championship. The winning competitors thanked the race team of Roger, Hugh McAdoo, Martin Crysell, John Townsend and Alan Viney for running a very good championship. The 36 inch Class Captain, Alf Reynolds, who had a few technical problems during the day, on receipt of the Guildford traditional 'Last Prize', said that he would love to bring the class here again for further events. As well as the podium prizes, every competitor was pleased to take home a specially commissioned Guildford MYC mug.

36 inch boats

These r/c yachts are built to the 36 inch class box rule, which is very simple as the hull, keel and rudder have to fit into a special measurement box that is actually 37 x 9 x 11 inches. There is plenty of opportunity to experiment with designs and what is really good about this rule, and the more recent similar but smaller Footy box rule, is that good designs remain competitive for a long time.

The current designs from designer and builder Martin



ABOVE: A good fleet start!

Houlton are the RAPTOR series weighing in at 8 pounds. The latest RAPTOR 6 has only a 7 inch beam as opposed to the full 9 inches, but still displaces 8lbs (3.63kg). Although quick off the wind it suffered from a lack of power to windward in the strongest of gusts at this event. The Austin 6 Stollery swing rigged TAXACHUN, designed in 1983, is still competitive weighing 10lbs (4.54kg), despite its age and now well-used sails.

The latest rigs have big jib areas and equal booms, compared to the one third jib area swing rigs, but the jury is out as to the merits of each, as the ragbag of 30 year-old TAXACHUN sails was not a fair comparison in this fleet with the beautifully made Houlton sails.

Results

- 1st:** Dave Andrews - RAPTOR
- 2nd:** Peter Stollery - TAXACHUN
- 3rd:** Peter Moore - SABORA
- 4th:** Dick Jobbins - RAPTOR 5
- 5th:** Martin Houlton - RAPTOR 6
- 6th:** Dave Kent - RAPTOR 5
- 7th:** Martin Hunt - RAPTOR 5
- 8th:** Rob Walsh - TAXACHUN
- 9th:** Alf Reynolds - RAPTOR 5
- Novice Bowl:** Dick Jobbins

Model Boats
September 2016
 issue is on
 sale on the
12th August
2016

Next month in **Boats**

HMS Dreadnought Part Two.

This issue will include **Part One of Streamlinia Too**, a new highly detailed plan now available from MyHobbyStore, published here with full building instructions for this smaller version of the famous 1930's Bassett-Lowke model. It is now powered by a brushless motor, is built from Depron, and has an electronic steam producing unit with a dummy boiler and engine. The model has been designed by Ron Rees and is an outstanding practically sized miniature replica of the original craft. In addition, Dr. Marcus Rooks continues with his unique steam powered and all metal HMS Dreadnought model project.

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

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Streamlinia Too

Don't forget! The September 2016 issue will be published on **12th August 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 30** in this issue...

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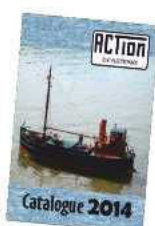
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The Russian Udaloy 1 class guided missile destroyer Vice-Admiral Kulakov sailing down the River Mersey.

Range Finder



Dave Wooley with his Worldwide Review of Warships and Warship Modelling

Welcome once again to our regular sortie into the world of fighting ships and this month we have Part Two of our Photo File for the Russian guided missile destroyer Vice-Admiral Kulakov, continue with our Deans Marine HMS Skirmisher project and have the usual brain teaser of a Mystery Picture.

The guided missile destroyer Vice-Admiral Kulakov - Part Two

Continuing our tour of this Russian guided missile destroyer (DDG) that started last month in the July issue, we concluded our tour amidships at the top of the main mast. Moving down to 02 deck, at the base of the main mast immediately on the port side of the aft funnel, in the centre of **Photo 1** is the tracking

Photo 1. The Tracking radar Drum Tilt is over to starboard at the base of the main mast.

Photo 2. The crane jib rests between the aft exhaust casings.



radar for the two 30mm close in weapons systems know by NATO as Drum Tilt, or Vympel.

Unlike other warships, stowage of the crane jib on the Udaloy class requires a different approach. The top of the jib is lowered into the space between the aft exhaust casings below the base of the main mast as in **Photo 2**, and how this is done can be seen more clearly in **Photo 3**. It's worth noting that a small powerboat and RIB are mounted on the deck close to the exhaust uptakes, conveniently sited for lifting by the crane.

When taking pictures aboard a ship, I try where possible to focus on the hardware avoiding crew members as this can distract attention from the object under discussion. However, **Photo 4** was taken with the intention of including members of the crew (showing their uniforms) going about their duties and in the foreground is a PK-10 lightweight ten tube decoy barrage launcher. This launcher is capable of discharging a mini-cloud of chaff that can absorb laser, infra-red and radio frequency radiation.

Photo 5 is another picture of the crane seen earlier, but from a different viewpoint and showing the wire cordage reel to the rear of it; the electrically



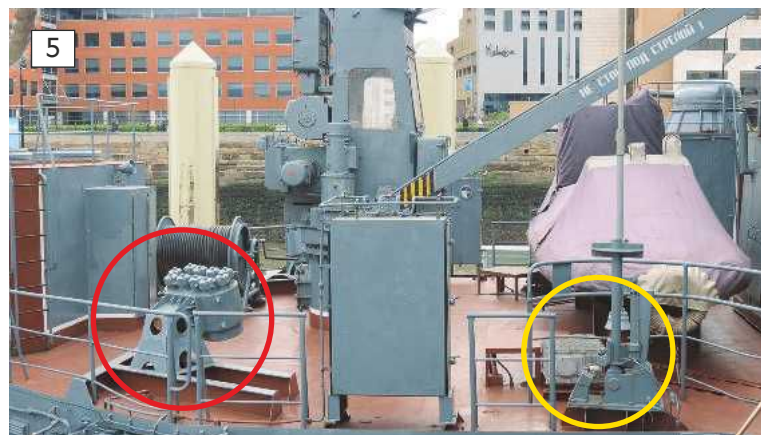
Photo 3. The crane and how it is sited on O1 deck.

Photo 4. Some of the crew working in the vicinity of the crane and in the foreground is a decoy launcher.

Photo 5. Various fittings are highlighted within this picture and are discussed in the text.

Photo 6. A stairway leading down to the main deck on the starboard side. Lots of interesting door and window detail here.

Photo 7. Looking down on the torpedo tubes from an outboard viewpoint.



activated drop-down release for the whip aerial ringed in yellow; the PK-10 decoy system ringed in red and ringed in blue over to the left is the AK 630 Close In Weapon System (CIWS).

Photo 6 shows a huge amount of detail which can generally go unnoticed on something as simple as a stairway, but it also shows the design of the watertight doors, the riveting around them and the window frame, and part-visible in the bottom left of

the picture are the quadruple torpedo tubes which are shown complete in **Photo 7**. As you can see, there is rather more to a modern torpedo tube than just a plain piece of steel tubing! Even when NATO adopted much smaller anti-submarine torpedo tubes with their associated weapons, the Soviet and then the Russian Navies continued with a type which would still be familiar to the crew of a WW2 destroyer.

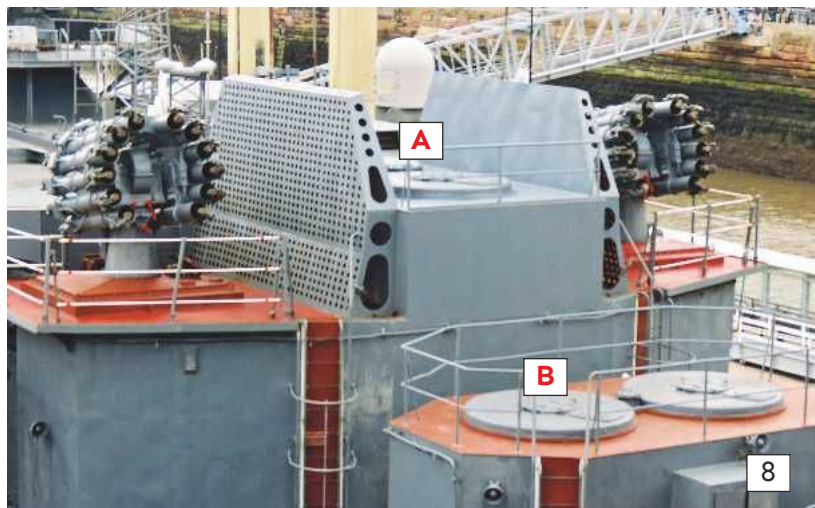


Photo 8. This picture shows the position of the circular tops (letters A & B), known officially as Lesorub 5 of the SA-N-9 surface to air missile system.

Photo 10. Ringed in yellow is the system used by the Russian Navy for replenishment at sea.

Photo 12. This highlights a considerable amount of the detail of the Cross Sword guidance radar. A true model making challenge!

Photo 9. The RBU 6000 anti-submarine rocket system of twelve tubes is mounted in a horseshoe configuration.

Photo 11. Better known as 'Cross Sword' (NATO code) is the Russian MR 360 Podkat guidance radar for the SA-N-9 surface to air missile system.

Photo 13. Adjacent to the side of the hangar to starboard, but one level up from the main deck, are these liferaft containers.

Surface to Air missile system - SA-N-9

Just aft of the crane is a revolving VLS (Vertical Launch System) for the SA-N-9 surface to air missile system with the missiles in eight round groups feeding the vertical launchers. A missile can be launched every three seconds with a maximum speed of Mach 3 and a ceiling of 10 miles. They are controlled by the 'Cross Sword' radar director with the position of this VLS being identified in **Photo 8** by the letters A & B.

RBU 6000 anti-submarine warfare launcher

On either side of the SA-N-9 launcher and protected by two perforated vertical blast screens are the RBU 6000 anti-submarine rocket launchers, each in a horseshoe type of arrangement with twelve 1.6m barrels. Each rocket has a range of 6000 metres with the tubes coming to the vertical to reload through doors in the mounting which are just visible in **Photo 9**.

Replenishment at Sea (RAS)

Most larger warships of all navies have some method for supporting replenishment at sea and the system used on this Russian destroyer is ringed in yellow in **Photo 10**. The jackstay can be elevated up or down on a sliding arm and at the very top of the extended arm are the operator's red and green indicator lights.

Cross Sword missile guidance radar

Mounted aft on top of the hangar roof is the prominent Cross Sword (NATO name) phased array guidance radar for the SA-N-9 surface to air missile. This radar is intended to counter small anti-ship missiles that appear on the horizon at low level and at relatively short ranges. **Photos 11 and 12** show the complexity of the device, a detailing challenge for a model maker.

Liferaft containers

Moving down to the flight deck level and immediately adjacent to the hangar on the



Photo 14. The Soviet, and then Russian, Navies have used this basic Helix design for their naval helicopters for over 50 years now.

Photo 15. The helicopter aboard this destroyer is the KA 27 PL Helix A.



starboard side are a double row of liferaft containers, all of which are fitted with a hydrostatic release system, **Photo 13**.

Flight deck and helicopter(s)

The twin side by side hangars for the KA27 ASW helicopter are designed so that a helicopter will be lifted up from a slightly lower level to the flight deck itself and the roofs slide forward in two segmental sections to give clearance for the rotors. The KA 27 has been designed for a number of roles, one of which is to provide target acquisition for anti-ship missiles, but on this destroyer its principal role is anti-submarine warfare (ASW) and as such it has the designation 'KA27PL'. It can carry two torpedoes and has an operational radius of 375km. Unlike the RN Lynx helicopter there is no tail rotor, but it has a contra-rotating pair of rotors, **Photos 14 and 15**, and I have to say it all looks rather smart in its livery.

Deck - aft

Moving down one level to starboard of the flight deck and back on to the main deck, what is of interest here is the small four wheeled dolly (ringed in yellow) which is part of the tracked system that many larger units of the Soviet (and later Russian) navies relied on to move ordnance easily around the decks, especially mines and torpedoes, **Photo 16**.

Our final picture in this tour is as the Vice-Admiral Kulakov moved out into the middle of the River Mersey and then onwards to the Irish Sea. Over to the starboard side of the hangar is an unusual and large 'microwave' style of landing control radar, **Photo 17**. It has been given the NATO code of 'Fly

Screen', probably because it looks a bit one of those devices often seen in take-away restaurants.

Conclusion

Many of the older Soviet-era destroyers are now being, or have been, phased out of Russian Navy service. This warship, which is assigned to the Northern Fleet, is one of the few remaining in service, perhaps because it underwent an extended refit in 2003, but in many ways the vessel is now a relic of the Cold War.



Photo 16. Dropping down from the flight deck to the main deck level aft, there is a dolly (ringed in yellow) for moving mines or torpedoes.

Photo 17. The Vice-Admiral Kulakov leaving the River Mersey after the Battle of the Atlantic commemorations.



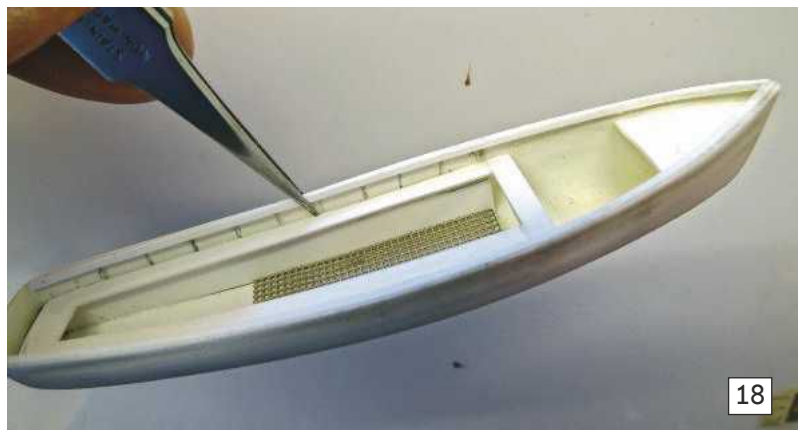
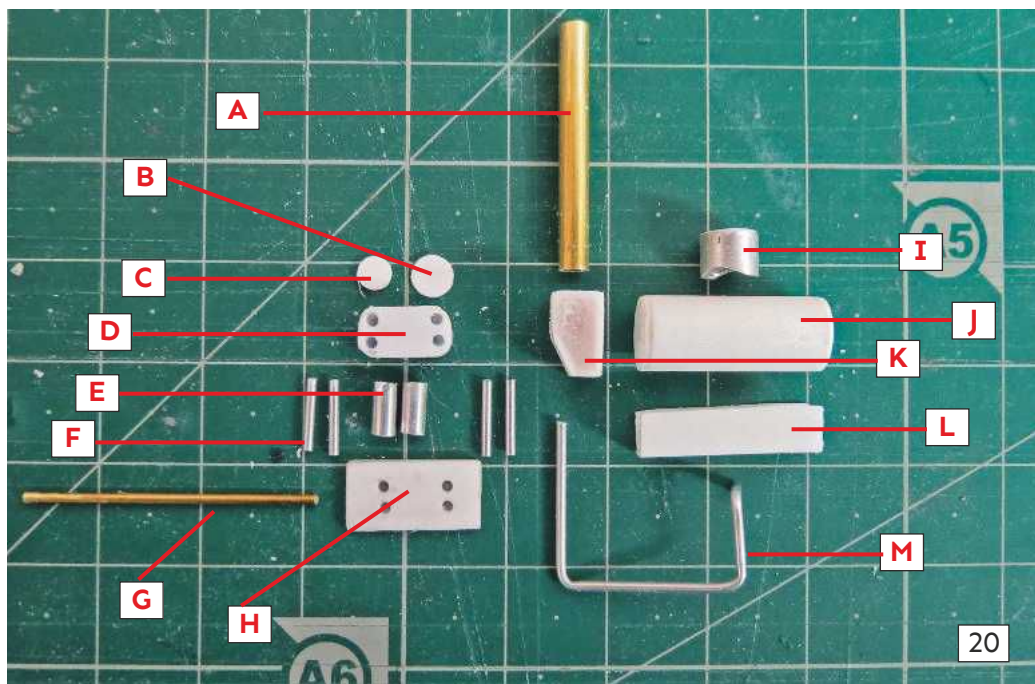
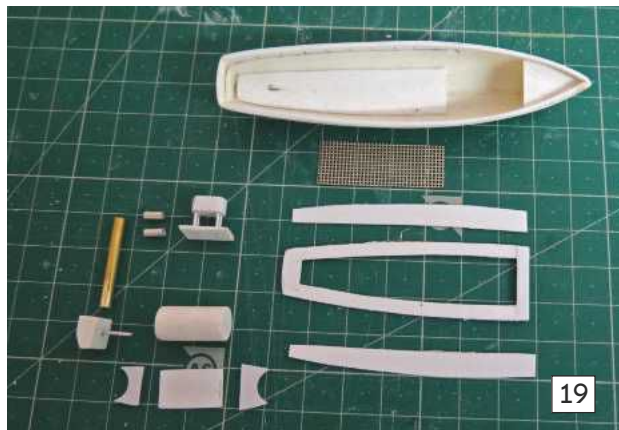


Photo 18. The prepared steam cutter styrene hull with gunwale and seating.

Photo 19. Some of the prepared basic parts with a perforated metal strip used to simulate the engine bed floor.

Photo 20. Identifying the various parts of the steam plant. Please see text for legend.

Photo 21. The styrene tube covered with Evergreen strip simulating the boiler's timber cladding.



HMS Skirmisher

PART TWENTY TWO

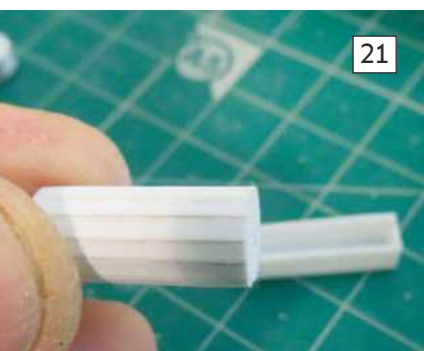
In this issue we will be looking at its 32ft steam powered cutter. HMS Skirmisher, at least according to the official 1905 builder's drawing, carried a 32ft steam powered cutter which was not only much smaller than the steam pinnaces often carried aboard the larger armoured cruisers and battleships of the period, but also looked quite different. Unlike the larger steam pinnaces, its boiler and engine were fully exposed with seats around the inside of the hull and not unlike a steam powered open pleasure launch.

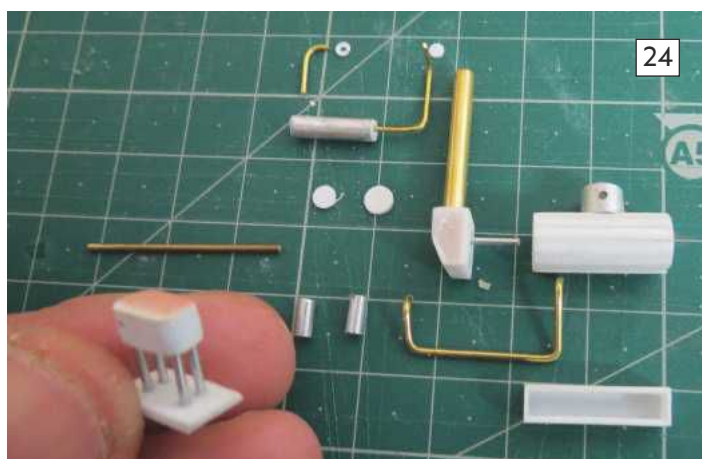
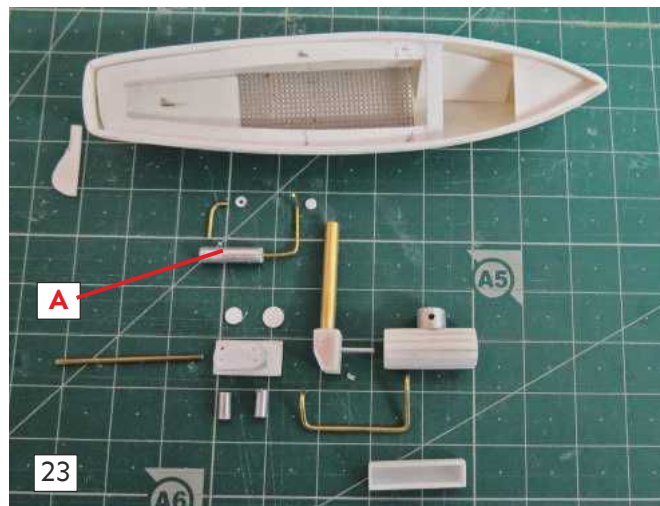
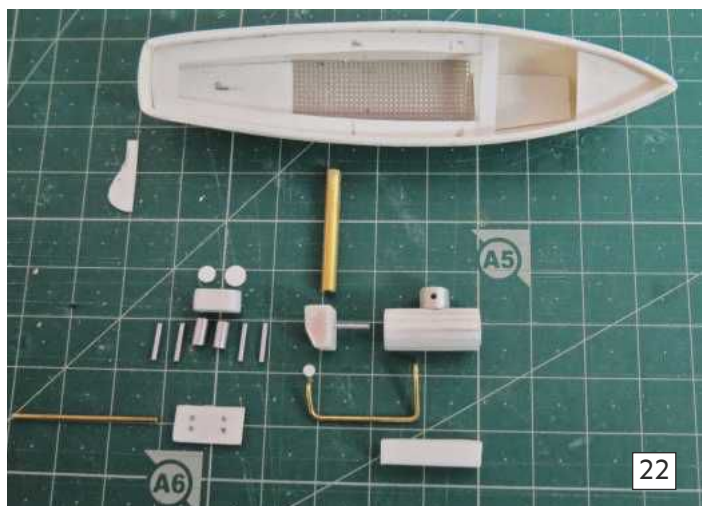
A steam cutter was also embarked on the likes of HMS Benbow (1894) and HMS Triumph (1903) and there is no doubt a preserved example perhaps exists somewhere. A larger steam pinnace is definitely preserved at Portsmouth, but very few pictures exist of this smaller steam powered cutter in RN service. There is a single picture in the publication 'Steam Picket Boats' by N. B. J. Stapleton which gives some idea of how this craft appeared.

The drawing on the Builder's Profile is exactly that and just a profile with no indication of how the steam cutter was fitted-out, so for this I referenced to a picture of Brian King's model of HMS Victoria showing a 37ft open steam cutter and with the aid of Stapleton's excellent drawing was able to draw a suitable example of the type of 32ft steam cutter as embarked on HMS Skirmisher. I hasten to add that this model is only what 'may have been', and is possibly not 100% what was actually carried, but is the best I could do in the circumstances.

Using the builder's drawing, the basic shape for the hull was made from styrene sheet part heat-softened over a timber plug. After a number of failed attempts, a styrene hull form finally resulted which required some remedial work before it could be considered useable. This styrene hull measures 100mm by 23mm and the first proper fitting-out task was to fit an inner edge gunwale and the basic seating as in **Photo 18**.

As with most of the fittings, at this stage they can be easily removed for reworking or replacing as needs be, and as the model develops. The next step was to arrange the section of the interior on which the boiler and engine will sit. The steam plant is based on pictures and is a generic arrangement with a horizontal boiler. Each of parts for fitting out this steam cutter and for the boiler engine and chimney were cut to size as in **Photo 19**, remembering it is all only 100mm (4 inches) long.





Each of the part that makes the engine and boiler are annotated in **Photo 20**.

- A:** Funnel - brass tube 17mm x 3mm o.d.
- B:** High Pressure Cylinder cover is punched styrene 4mm o.d.
- C:** Low pressure cylinder cover is punched styrene 3mm o.d.
- D:** Cylinder casing is styrene 9 x 5 x 4mm
- E:** Stuffing Box is aluminium tube 2mm o.d.
- F:** Engine Bearers are aluminium tube 1mm o.d.
- G:** Propshaft tube is brass 1mm o.d.
- H:** Bed Plate is styrene 13 x 7mm
- I:** Dome is aluminium tube 5mm o.d.
- J:** Boiler is Evergreen tube No. 231, 8.7mm o.d.
- K:** Uptake and smoke box is Evergreen No. 253 4.8 x 4.8mm
- L:** Boiler bearers are Evergreen No. 258 7.9 x 4.8mm
- M:** Steam pipe is of aluminium & brass tube 1mm o.d.

I assumed the boiler would be timber clad although I gather some were just plain metal, but to simulate this, 2mm wide Evergreen strips were cut to the length and added around the boiler's styrene tube, **Photo 21**. This was followed by forming an opening of 2mm dia. into the dome to receive the steam pipe, **Photo 22**. Next, the condenser and pipework were added as in **Photo 23** where 'A' denotes the condenser formed from 3mm o.d. aluminium tube and the pipework is just 1mm brass rod bent to shape.

Here in **Photo 24**, the engine is part assembled with the four cylinder casing supports, bed plate and cylinder casing itself. Again, it has to be stressed that for this cutter the steam plant is only



representative of how such an engine would look, but it is all based on best available information.

Installation

The next step was to install all these steam plant parts into the hull. A number of installation adjustments had to be made in order to achieve what would be a reasonable representation of how it would all be, **Photo 25**, and the chequer plate is available from Scale Link (website listed at end). Once satisfied that all the parts for the steam plant fitted okay, a primer coat was applied, just the brass funnel remaining unpainted, **Photo 26**.

Photo 22. Progress so far.

Photo 23. The aluminium tube (marked as 'A') represents the condenser.

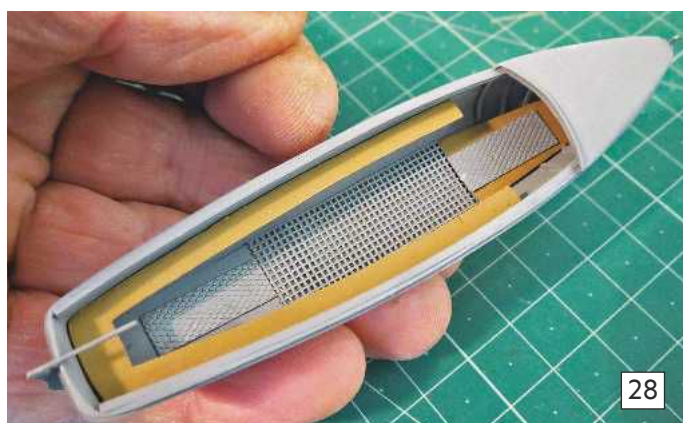
Photo 24. Assembling the engine using aluminium tube to simulate the cylinder head supports.

Photo 25. Steam plant part dry-fitted, smoke box and funnel still awaiting.

Photo 26. Each individual part has a coat of primer.



27



28



29

Photo 27. The steam plant, seating and foot plates have been airbrushed in their colour coats, assembled and are ready to be installed.

Photo 28. The internal arrangements prior to final installation of the steam plant.

Photo 29. The completed steam cutter.

Photo 30. The steam cutter resting on its chocks, at least for now.

Final painting and fitting out

The next step was to paint the steam plant and internal seating in their final colour coats. The wood cladding (actually styrene) surrounding the boiler was painted a teak colour, whilst the uptake, smoke box, cylinder head, cylinder bearers and boiler bearer are matt black. The top of the cylinders and engine bed are Olive Green and finally the low and high pressure cylinder covers are painted with



30

Humbrol Metalcote, **Photo 27**.

As mentioned earlier there is no definitive picture that I know of showing the internal arrangement of the steam cutter aboard HMS Skirmisher, thus what you see is to some extent modeller's licence, but nevertheless the arrangements depicted look practical and **Photo 28** is of it all part-assembled. The propshaft tube, shaft and propeller were also fitted at this stage, but as internally the driveline is beneath the grating, only a small section of tube needed to be shown beneath the transom.

Photo 29 is the completed steam cutter, my hand giving a good idea of its size, and the final picture shows it mounted on its chocks. At of this moment I'm undecided as to whether to show the cutter as seen here or outboard as several pictures of such warships of this period indicate was the norm;

Photo 30. Next month we will discuss final fitting out and preparation for the rigging and boat falls.

HMS Iron Duke

As an 'extra' this month, **Photo 31** shows the late Ron Horabin known affectionately to many fellow modellers as ARH (short for Admiral Ron Horabin) together with Nick Jellicoe, the great grandson of Admiral Sir John Jellicoe, commander of the Grand Fleet during the Battle of Jutland when this vessel was his flagship. Here, Ron was giving his model to the Sir John Jellicoe Collection, it being a centrepiece of the collection during the centenary commemorations. The model has now also been exhibited in Denmark and Germany. The Battle of Jutland was of course 100 years ago, it being in 1916.



Photo 31. The late Ron Horabin handing over his model of HMS Iron Duke to Nick Jellicoe, great grandson of Admiral Sir John Jellicoe.

References and acknowledgements

Vice-Admiral Kulakov ref:

Combat Fleets of the World pages 617 to 618.

Guide to the Soviet Navy by Norman Polmar, pages 195 to 198.

32 foot Steam Cutter ref:

Steam Picket Boats by N B J Stapleton, pages 14, 77 & 78.

SMS Von Der Tann ref: All the World's Battleships by Ian Sturton, pages 29 & 30. Dreadnought-History of the Modern Battleship by Richard Hough, pages 87 & 88.

Scale Link Ltd website ref: www.scalelink.co.uk

Answer to the July 2016 Mystery Picture

The clue was: The first of its type.

This was of course the German battle cruiser SMS Von der Tann. In March 1908 Armstrong Whitworth completed their first British battle cruiser HMS Invincible, fulfilling the Fisher concept of a capital ship with the speed of a cruiser, but the hitting power of a battleship. There was no immediate answer to this new class of warship, yet in just over two years all of this was to change. In the very same month as HMS Invincible was completed, Blohm & Voss laid down their answer with the battle cruiser SMS Von Der Tann, a 21700 ton warship and also the first large German warship to be fitted with steam turbines and quadruple screws. SMS Von Der Tann was 563ft long and 87ft 3ins beam, and comparable in size to the Invincible class. However, the armour distribution favoured SMS Von Der Tann and in the heat of battle the effectiveness of her 8 x 11 inch main armament was used to devastating effect at the Battle of Jutland.

The three ships of the British Invincible class, including HMS Indomitable and HMS Inflexible, were all completed in 1908, but had significant armour deficiencies and wing turrets also reduced their maximum effective broadside.

Initially SMS Von Der Tann was fitted with Frahm roll tanks and no bilge keels, although the former were later converted to take 200 tons of additional coal and conventional keels then added in replacement. During the battle cruiser action at Jutland, SMS Von Der Tann engaged the battle cruiser HMS Indefatigable hitting the latter with a single 11 inch round abreast A turret, resulting in an explosion in the magazine and consequent

total loss of that warship. SMS Von Der Tann was hit by two 15 inch and two 13.5 inch shells, but the German battle cruiser remained afloat and was not lost.

SMS Von Der Tann survived WW1 to be interned in Scapa Flow, but was then scuttled. In 1930 and 1931 many of the former German warships which had been scuttled there were recovered, including SMS Von Der Tann, she being broken up at Rosyth between 1931 and 1934.

This Month's Mystery Picture

The clue is: I.N., their Pride and Joy



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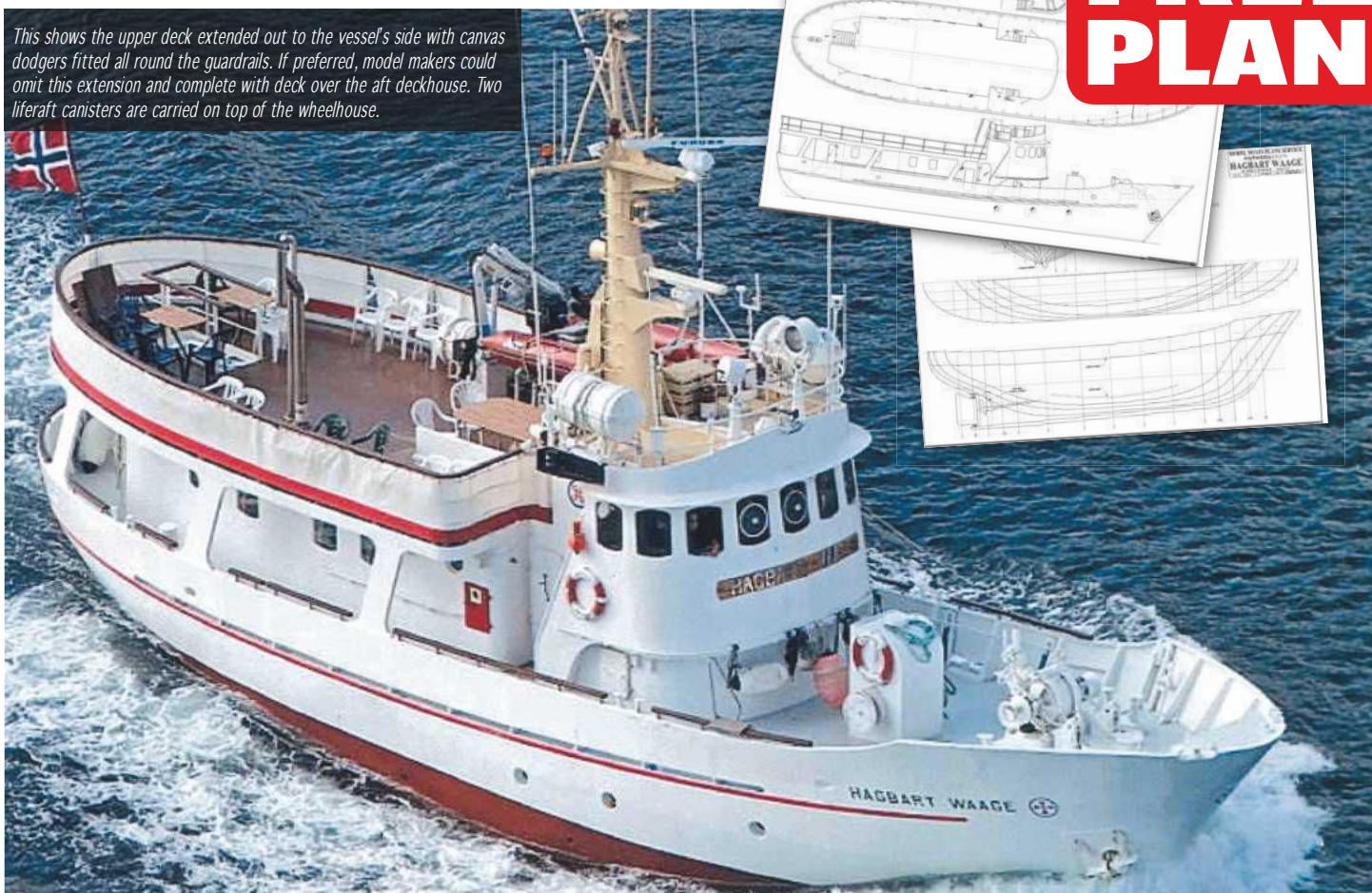


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FREE PLAN

This shows the upper deck extended out to the vessel's side with canvas dodgers fitted all round the guardrails. If preferred, model makers could omit this extension and complete with deck over the aft deckhouse. Two liferaft canisters are carried on top of the wheelhouse.



Hagbart Waage

James Pottinger presents this new Free Plan drawn to a scale of 1:30

This vessel was one of thirteen similar 22.87 metre rescue boats commissioned by the NSSR (Norsk Selskab til Skibbrudnes Redning) or Norwegian Society for Sea Rescue.

Named after Hagbart Waage, who paid for her construction in 1969 and also the RS Hjelm Waage and RS Ada Waage in 1961 and 1975 respectively, he continued the legacy of a number of prominent Norwegian ship owners who were likewise benevolent to the rescue service. Hagbart Waage himself was born at Lillehammer on 26th March 1899 and for over 50 years was one of the country's leading tanker owners, ordering his first vessel in 1925. Hagbart Waage is a sister vessel of the famous Fredrikstad rescue ship that was later converted into an exclusive pleasure yacht and which has sailed around the world.

She operated as a rescue ship until 1987, during which time she rescued 11 persons and salvaged 396 vessels. As the rescue ship, she had the prefix RS. On being taken out of service she was converted to a passenger and excursion ship as pictured here, the conversion being completed in 2008 and among her cruises she has been to Spitzbergen and Greenland. A Google search of RS Hagbert Waage will bring you up to date information and her current service status.

I anticipate and hope that this plan will appeal to model makers looking for something different from the more usual run of tugs, lifeboats and work

craft, the ample volume of the hull allowing plenty of room inside plus stability and the overall simple arrangement without too many quirks or flimsy fittings will enable a practical and robust model.

Model construction

The plan is a scale of 1:30, but could be scaled-up as desired. I have suggested on the plans some alternative methods of construction, the final choice being for the model builder. Whilst the prototype is obviously twin screw, it may be preferred to fit

Hagbart Waage - principle particulars

LOA	22.87 metres
Length (bpp)	20.27 metres
Beam	6.02 metres
Draft	3.41 metres
Tonnage	87 Grt/20 Nrt
Displacement	135 tonnes
Maximum speed	10 knots
Hull	Steel
Superstructure	Aluminium
Engines	Two Detroit Diesels 242bhp with 4.5:1 reduction gear to twin propellers

Built in 1968 by Smedvik Mek Verksted A/S/Hasund mek.



ABOVE: The traditional Norwegian Rescue Service badge is retained on the bow and note the protective additional plating for hull protection from the anchor when it is housed.



RIGHT: Profile view, which also shows the wooden hand grip rails fitted on top of the steel bulwarks.



ABOVE: The hull below the waterline is fairly voluminous with deep bilges.

it with just a single motor and with this in mind I have shown an alternative shape at the stern. The dotted lines on the elevation and on Section One on the body plan are designed to suit the cutout for the single propeller on the centre line, but for twin screws please follow the solid lines on both views.

Too make it simpler to lift off the deckhouse for access to the interior, the upper deck which projects out to the sides of the vessel can omitted, which will avoid any complication of matching the relatively slender upper deck supports along each side where they attach to the top rail of the bulwarks. Another option is to terminate the deckhouse at the dotted line shown on the elevation and plan views, which revert to her original layout as a rescue vessel. Please see the plans for more information.

Please note that the RIB (Rigid Inflatable Boat) crane should be positioned on the port side on top of the deckhouse to facilitate handing this boat. Some projections such as aerials, galley funnel projection



outlets etc. on the prototype have been omitted on the plans for simplicity. On reflection every other bulwark stanchion can also be omitted if desired, unless the model maker prefers the additional strength afforded by the spacings shown. Please note the freeing port gap which extends for most of the hull's length amidships. The curved shape of the wheelhouse will be a little tricky when positioning the windows around the curve of its front face and please note that the actual windows are flat without any inbuilt curvature.



LEFT: Front view of wheelhouse showing the deep visor at the top, Kent clear view screens are fitted in two of the front windows and the companionway shelter is in the foreground with rope reels mounted on each side.

ABOVE: Twin screws with shafts supported by struts, but for simplicity model makers could build a model with a single propshaft if desired.



LEFT: View of forward side of steering position. The two chromed levers with black knobs are the twin engine controls.

ABOVE: Looking aft from the point of the bows.

BELOW: Hagbart Waage as a rescue ship in her earlier career. (Photo courtesy of Iain Leask)

The current colour scheme will enhance the robust shape, it being all-white apart from the red underbody and narrow line below the bulwarks and if fitted, along the lower edge of the canvas dodger around the upper deck rails. The mast is buff and the name is prominent in projecting gold coloured letters on a varnished wood backing board.

Acknowledgement: Photos courtesy 'ShipsforSale Sweden' and the vessel as in original rescue ship form is from Iain Leask.



PART TWO

1:400 Scale Queen Mary 2

Tony Dalton converts the Revell kit to full radio control



Last month had the basic model tested on open water and in this concluding part we are completing the kit to full operational standard, continuing with yet more deck work.

The next task was to complete the aft decks and **Photo 40** shows the stern Deck 9 assembled complete with its wood decking and LED lighting. Two supply wires were added before the deck was glued into position on the aft superstructure, **Photo 41**.

Deck 11 was assembled and fitted in much the same way as Deck 9, but where is Deck 10 you may ask? Well, there is a Deck 10 but it does not extend beyond the main superstructure and therefore does not exist separately in this kit. **Photo 42** is of Deck 11 assembled complete with its plunge pool and **Photo 43** is of it fitted to the main superstructure of QM2.



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(Editor's note: Photo 43 is the 'Grills Terrace', a supposedly private deck space for Queens and Princess Grill passengers who usually pay rather more for their voyages than us other mere mortals)

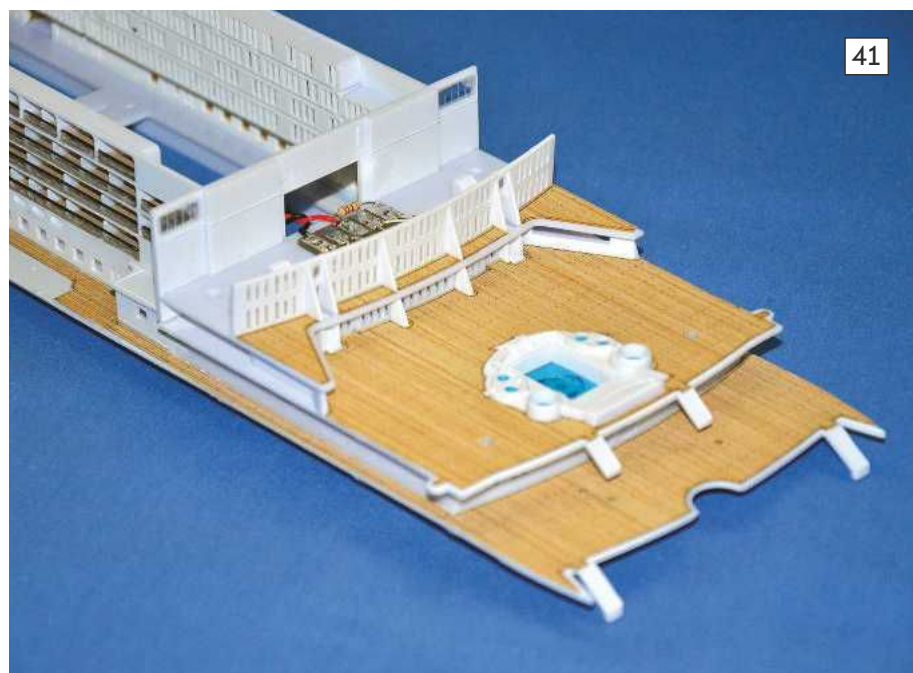
Forward area

Moving along the superstructure to the forward part of the model, bridge construction could begin. First, LED lighting for the lower part was added, **Photo 44**, followed by building the curved front of superstructure below the bridge, which is made up of three parts together with a castellated top, all glued together and 'dry' positioned on the main superstructure to ensure that it kept its correct shape. Once the glue had set, this front unit was removed, sanded and filled to produce a neat clean finish and then painted white. The laminated wood deck was then added to the top part of it, **Photo 45**. This assembly was then fitted and glued into position on the superstructure, **Photo 46**.

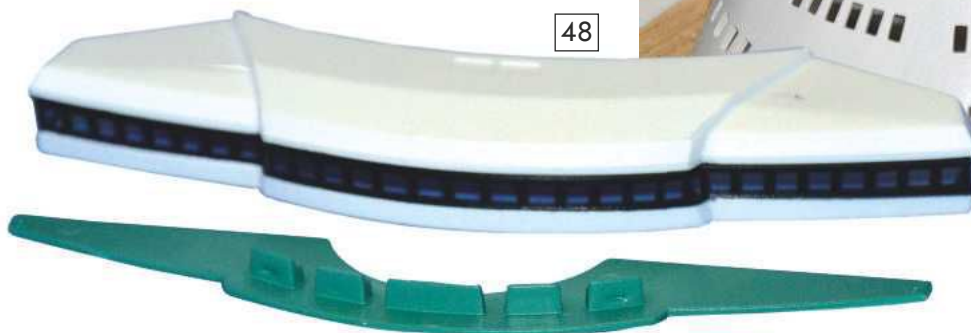
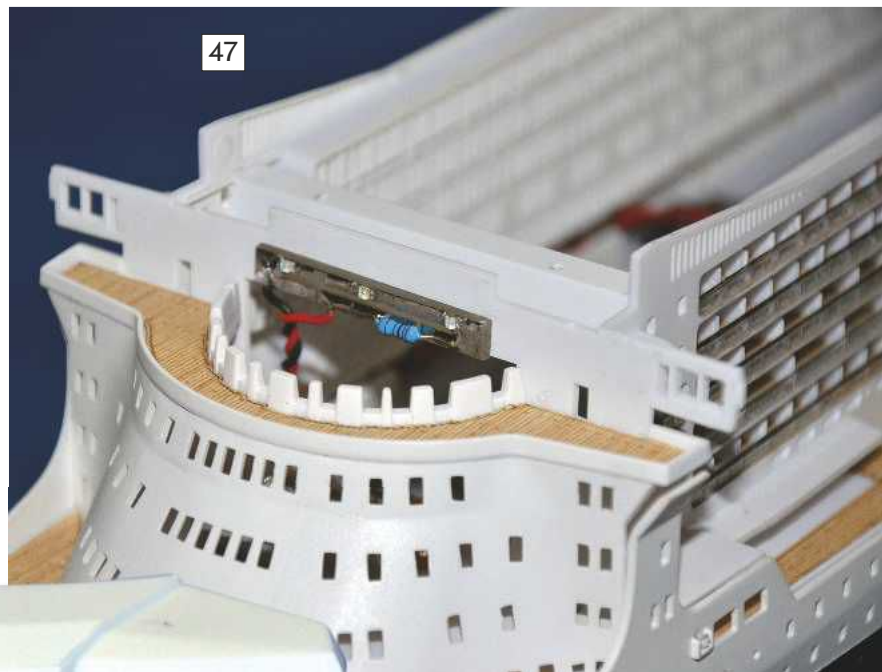
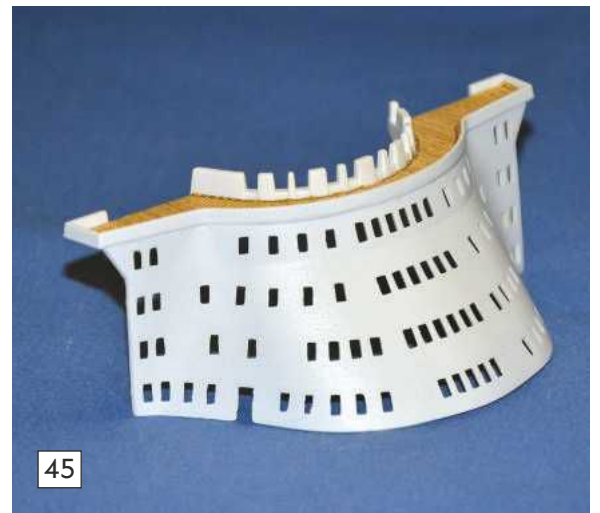
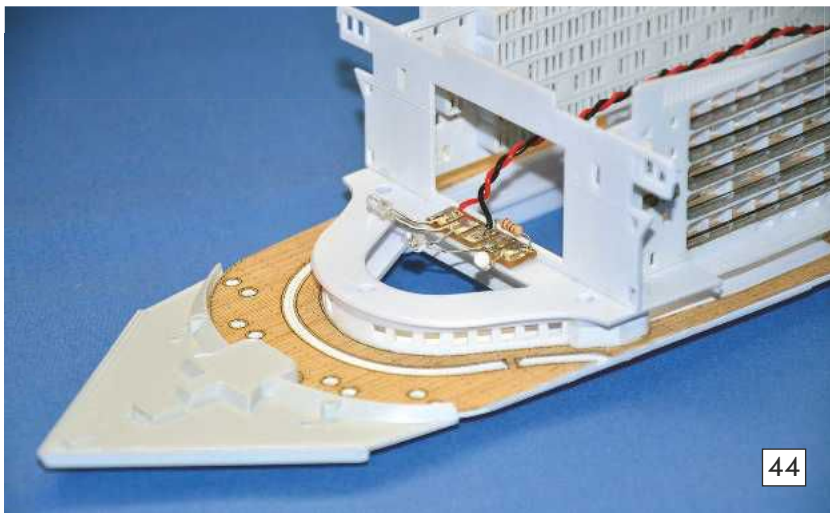
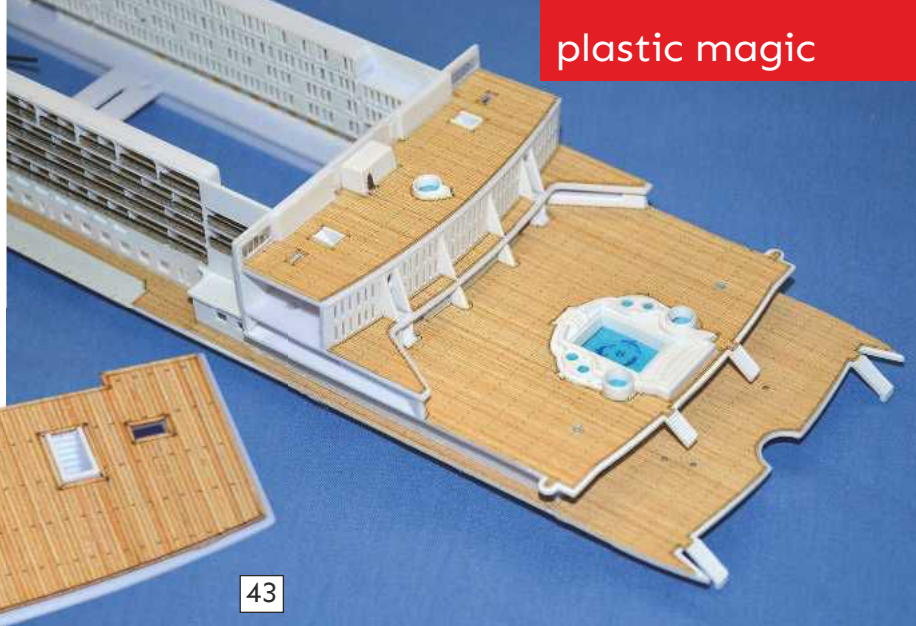
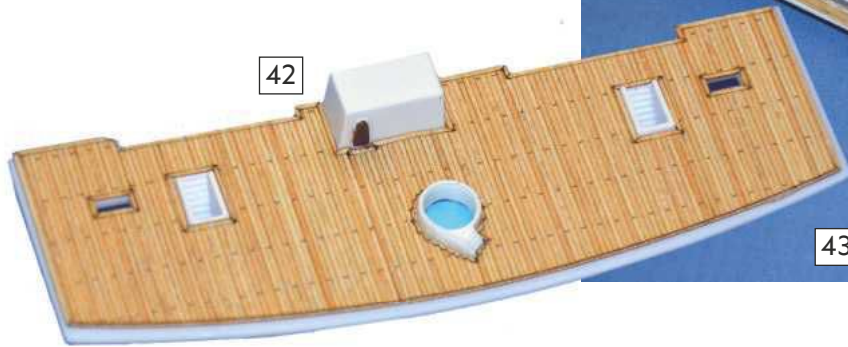
Lights to illuminate the Bridge were mounted on the front of the forward bulkhead, comprising, three red surface mounted LED's (artistic licence here), all soldered to a strip of copper board complete with series resistor and supply leads, **Photo 47**.

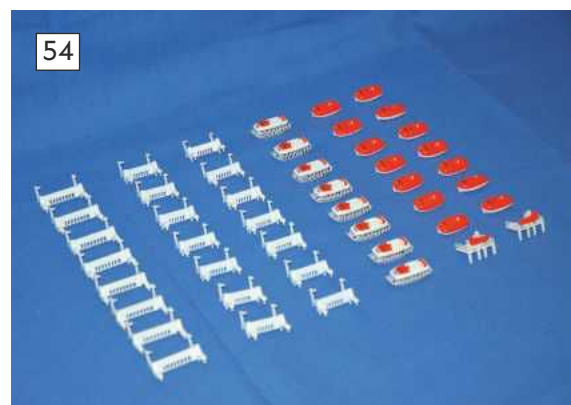
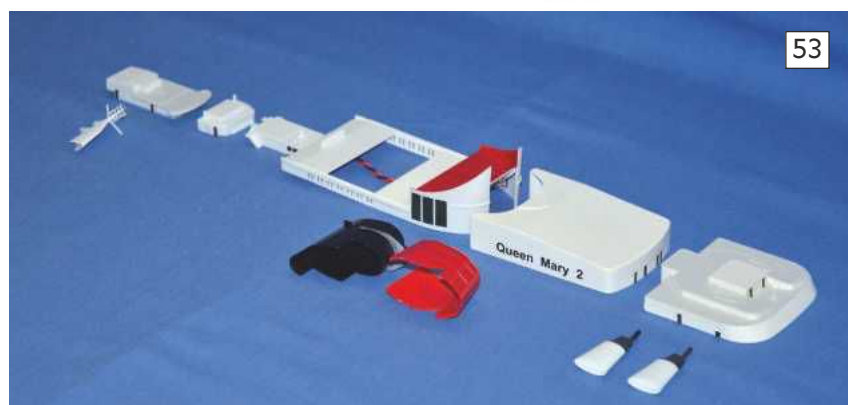
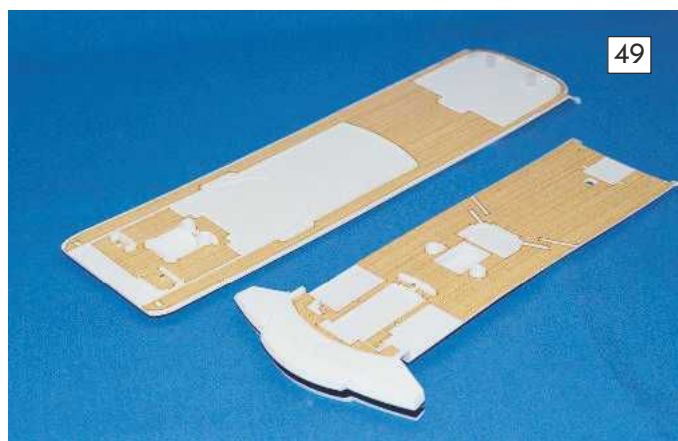
The bridge unit comprises three main parts. First, its roof was glued to the window section and this assembly then painted white. It was then masked to enable the window section to be painted black. The third part is the floor section which needs to be painted green, **Photo 48**, before being glued to the roof and window parts.

To secure Decks 12 and 13 in position, additional cross-bracing was added to the top of the main



41





superstructure. These two decks were then 'dry' placed in position and drilled and tapped M2 to accommodate securing screws. They were then removed and their wood laminate decking fitted, **Photo 49**, and some LED lighting added to illuminate the swimming pool areas of these decks, **Photo 50**.

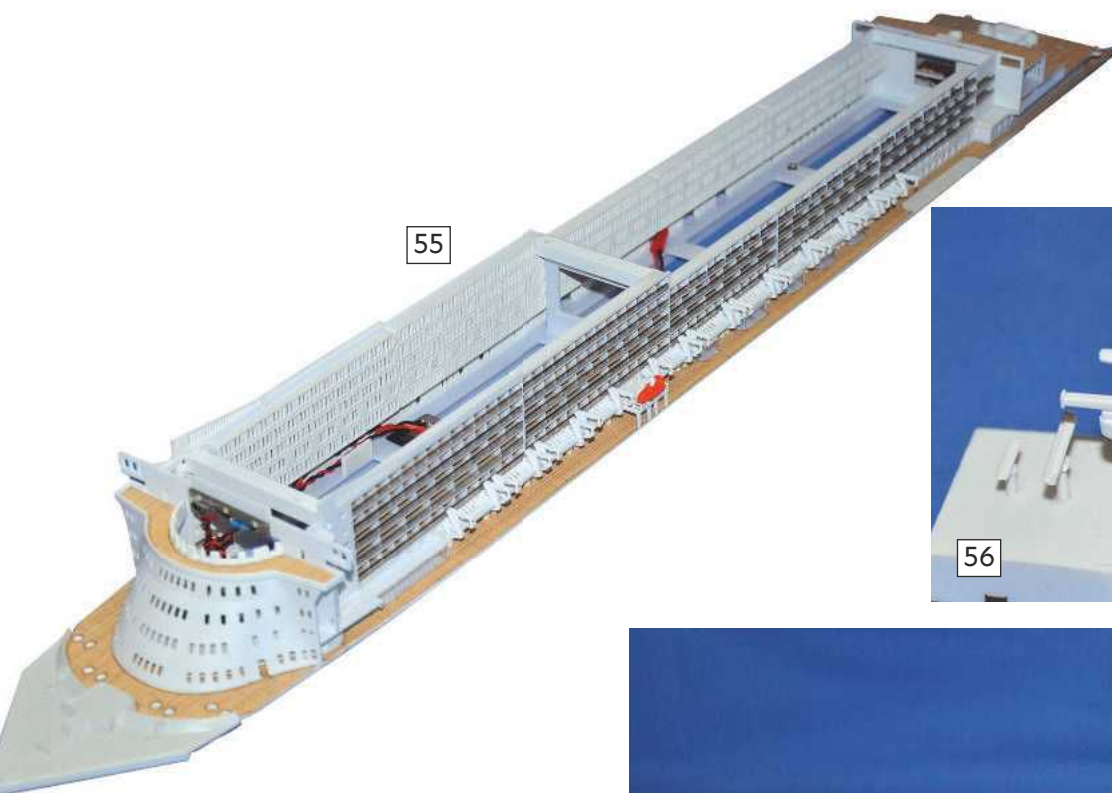
These two decks were now re-fitted to the top of the main central superstructure, **Photo 51**. All the small clusters of LED lighting in the superstructure needed to be connected to a power supply, so a central circuit board was devised and fitted inside the main superstructure area with all the supply leads connected to a common point, **Photo 52**. Of the three connection leads shown in this last picture, one connects to the main supply and the other two are the supplies for Deck's 12 and 13 LED's.

Remaining detail parts

Having built and fitted all the main parts of the superstructure, it was time to pay attention to the

other detail parts of the model. All of the eleven superstructure units on the top 12 and 13 Decks require individual construction and each has at least four parts as a minimum. Most were painted white, except for the two part funnel assembly which was painted red and black, no surprise there! The wood doors were all hand painted brown and the ventilation and extractor grills in black. The funnel also had two LED's fitted into its base. The side bulkheads of the funnel base have 'Queen Mary 2' embossed on them, which needs to be picked out in black. Since I doubted my painting skills for this, the embossed lettering was removed and replaced with a vinyl self-adhesive lettering set and all these sub-assemblies can be seen in **Photo 53**.

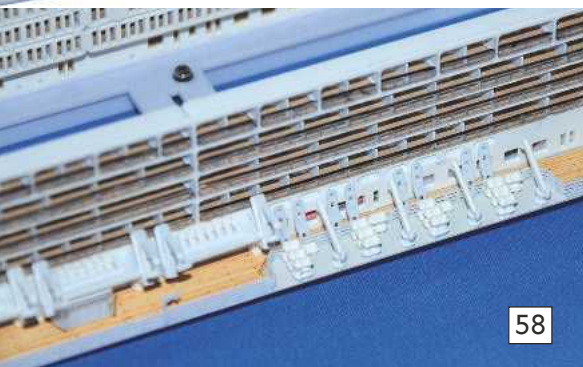
Amidships on both sides of QM2, there is a small platform which supports a Rigid Inflatable Boat (RIB). These platforms would normally be glued between the main central superstructure and the edge of the hull. As this model had been designed to allow the complete superstructure to be removed, gluing these platforms to the hull was not an option.



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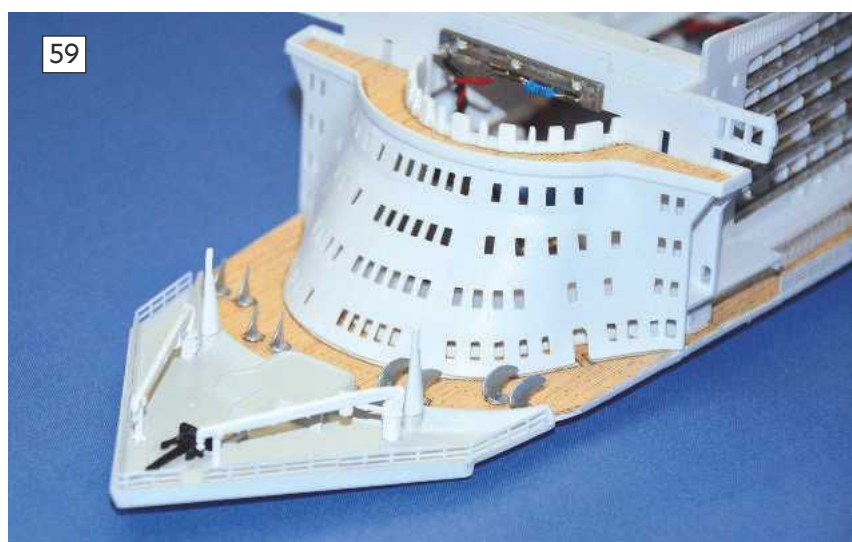
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So, they were modified slightly by reducing their width by 1mm where they interfaced with the vertical sides of the superstructure enabling their support legs to be glued directly to the deck, before being painted white.

The lifeboats were removed from their frets and cleaned of any moulding marks, the larger ones coming in three parts and the smaller in two. Although having additional parts to handle, it does make them much simpler to paint. The centre glazed parts of the large lifeboats were treated by the aforementioned marker pen to create the window frames. All the other parts of both types of lifeboat were painted with a white undercoat, and masking only one window on each was necessary. The tops of the smaller boats were painted orange and the larger boats were masked to leave only a small amount of the upper cabin showing, before also being painted orange. The RIB's have been painted all orange. Once all the paint was dry, decals were added and **Photo 54** shows the completed lifeboats and davits. The RIB's were glued to each of their platforms before, as with the davits, all being glued to the superstructure and deck,

Photo 55. Please note that the lifeboats clip into their davit arms and were not fitted until the model was complete.

The foremast was secured to its base unit roof, and small 0.4mm holes drilled in that to accept the rigging lines. These lines, complete with a red ensign, were secured to the mast, passed through the holes and secured to a plastic bar, made from a spare sprue, glued between the superstructure bulkheads and **Photo 56** shows this rigged mast assembly.



59

The remaining small top superstructure parts that had previously been assembled were painted prior to fitting and gluing to Decks 12 and 13, **Photo 57.** Liferrafts and davits were all painted white before being glued into position on either side of the superstructure, **Photo 58.** On the foredeck there are two cranes, one spare anchor and eight spare propeller blades, **Photo 59.**

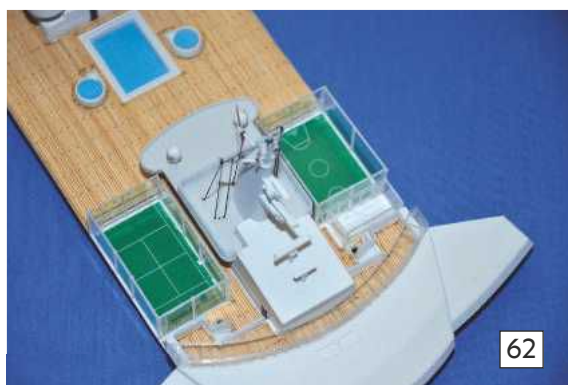
Mentioned earlier was that some printed film had been inserted into the swimming pools to depict water. Now, when reviewing this, it looked as if the pools actually had very little water in them. So a new method was devised making plastic plugs for



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66

all the plunge pools and supporting frames from 1 x 1.5mm styrene for the larger rectangular pools. The imitation water now sits higher in the pools, looking more realistic and **Photo 60** shows the aft swimming pools and **Photo 61** is of the Pools on Decks 12 and 13, a minor but effective improvement. The tennis and basket ball courts needed to be assembled, decals depicting the deck layout and glazed sides for the courts, **Photo 62**.

Data box

Queen Mary 2 kit
Small drive motors
Revell Acrylic Paints
ACTION esc & 4.8v battery pack
LED's and lighting strip
Propellers (4 bladed brass)
Black, White, Red Oxide
Fuse Holders with covers
Queen Mary 2 name
Wood deck sheets

Revell
 Via online Amazon & 'Sourcingnet'
 E-Models
 Component Shop
 Component Shop
 Prop Shop
 Halfords aerosols
 Maplin (high street retailer)
 Scale Model Flags
 Artwox A50028 - Axels Modellbau Shop
 (Germany)

Deck Plans for Queen Mary 2 may be found on the Cunard website.

Internal illumination

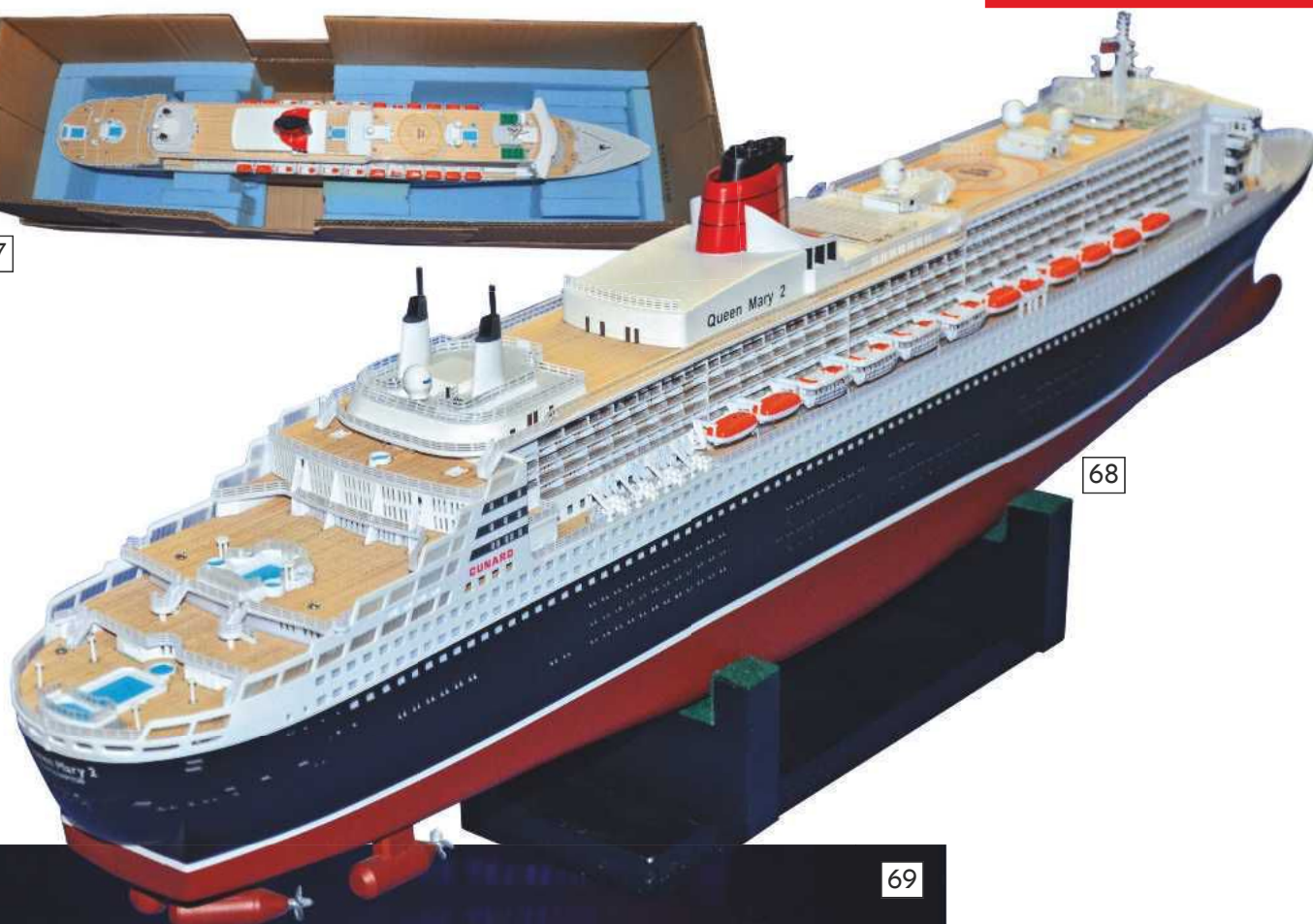
To fully illuminate all the cabins of the main superstructure, two strips of LED lights had been purchased, together with self-adhesive backing. These were fixed to both sides of a strip of 2mm thick foam board as in **Photo 63**. This was tested with all the decks in place and initially proved to be too bright as mentioned earlier, but by adjusting the output of the variable power supply, the brightness could be reduced to an acceptable level, but it was still bright enough to make the top wood overlaid deck appear a dull orange. To overcome this unexpected problem, a sheet of aluminium cooking foil has been secured to the underside of Decks 12 & 13 with double-sided tape, not only stopping the light shining through these decks, but reflecting all the light back into the main internal superstructure void. **Photo 64** is of the now almost completed QM2 showing how it all dismantles to allow access to its interior.

Last bits

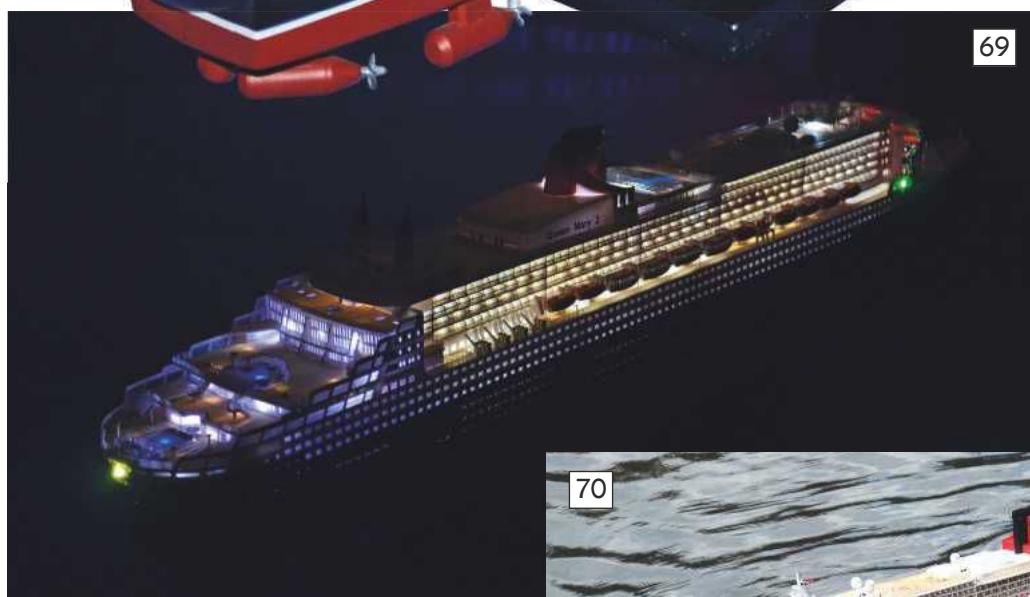
The last items requiring assembly were the guard rails, stairs and glazed screens around the pools as



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in **Photo 65**, and the glazed screen guard rails and floodlight masts by the tennis and basketball courts, **Photo 66**. Decals were added as can be seen in the pictures, the smallest being those on the sides of the radomes and the largest for the Helicopter Pad. A storage and transport box is a good idea and that shown in **Photo 67** is the original kit box, but suitably modified.

Conclusion

The completed model in the workshop is shown in **Photo 68**, and **Photo 69** is of it illuminated and on the water? **Photo 70** is of this Revell Queen Mary 2 on the artificial pond at the 2015 St Albans & District MES event. The POD's work well and the mixer enables the model to steer by varying the thrust, port and starboard as needed, though the aft pair.

This Revell kit of Queen Mary 2 is one of the best quality model kits I have had the pleasure of

constructing and it has some amazing detail, right down to the very tiny decals. Seemingly though, at the moment production is suspended, but no doubt it will reappear, probably at a higher price. In the meantime, there are plenty of these kits sitting on retailer's shelves or via online websites and finally, how long to build it and the total cost? The answer is about six months and roughly £300 in total, but for that effort and money, the result is a practical and unique r/c model.

Happy and successful modelling to all MB readers - Tony Dalton

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Invictus of Allington

Ray Wood presents a new Plan for a Canal Boat

It's been a few years since I produced a design for Model Boats magazine, so I thought I should make an effort, being a student and fan of the late Vic Smeed's designs since I built his Bustler tug at secondary school when aged 12, which is now 48 years ago. I like the idea of following his lead and designing a wide variety of different craft for my own amusement and to entertain my two grandsons. The Margoletta Broads cabin cruiser published in 2007 was well received and it was nice to receive photos of models built around the globe including some from Peter Fitness in Australia of his version, named Jessica Louise. My interest in model making covers a wide spectrum of boats, planes & trains and the occasional model building for meetings as I'm employed in the construction industry. I still build and fly r/c planes, but the advent of electric flight

now means I don't need to be club flying making a noise so far away from my home, but nevertheless can be found most weekends sailing model boats at Chantry Model Boat Club adjacent to the Bluewater Shopping Centre in North Kent, something for which Mrs. W is strangely supportive - I wonder why?

The design

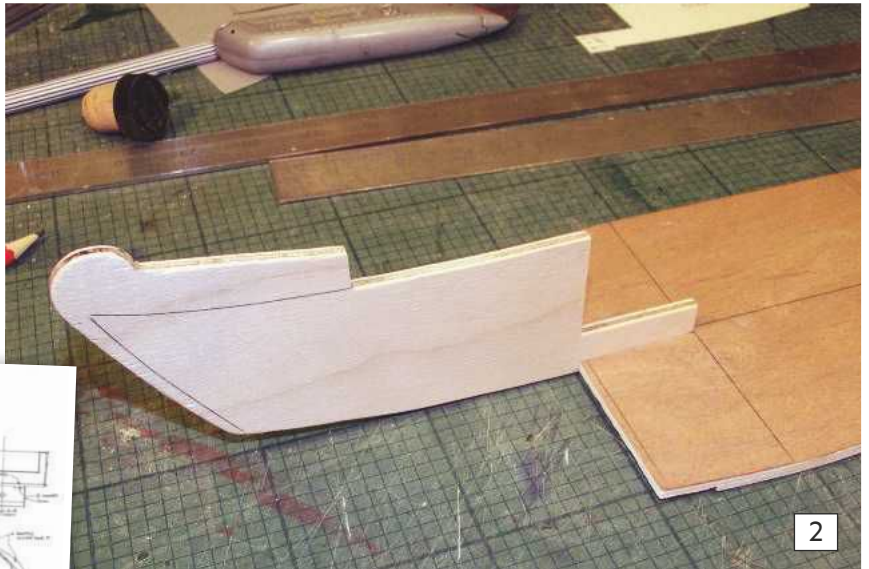
A narrow boat would seem a simple enough craft at first glance, but a close study of boats out of the water at Allington Marina on the outskirts of Maidstone in Kent, shows this is not actually the case and the design concept of a typical narrow boat would appear to use a standard bow and stern section with variable lengths in-between from 20 to 60 feet with a fixed beam of 6 feet 6 inches to easily traverse the nation's canals and lock systems. So, armed with a measure, a morning was spent measuring every conceivable part of a 40 foot narrow boat to produce the drawing for Invictus of Allington which is actually a fictional craft, but with I hope a fitting name and it is to a scale of 3/4 inch to the foot.

The hull

In full-size practice, the base of the hull is formed with flat sheets of steel welded together, but for our purposes a 1/4 inch (6mm) plywood base will suffice and this is cut out using the outline on the drawing with the bulkhead positions and centre line clearly marked. This plywood base is also rebated on its underside to receive the 1/32 inch ply laminations which form the base of the bow stem piece, **Photo 1**. This piece is traced from the plan, cut to shape and fitted into a slot made in the base. Make sure you mark the point at which the hull sides join the stem as this is quite a feature of full-size craft, **Photo 2**. The bulkheads should then be cut out and glued in



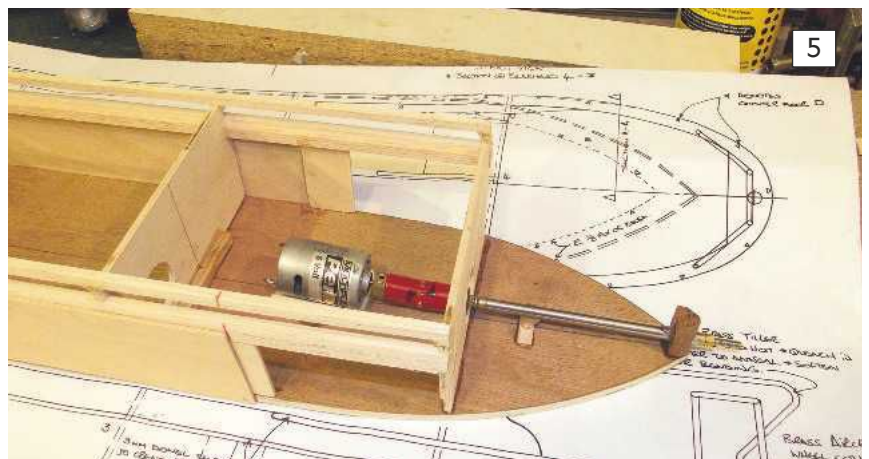
FEATURE PLAN



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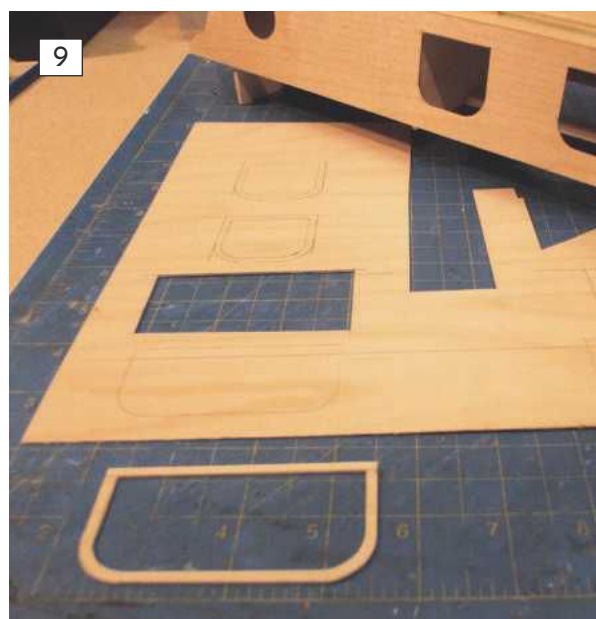
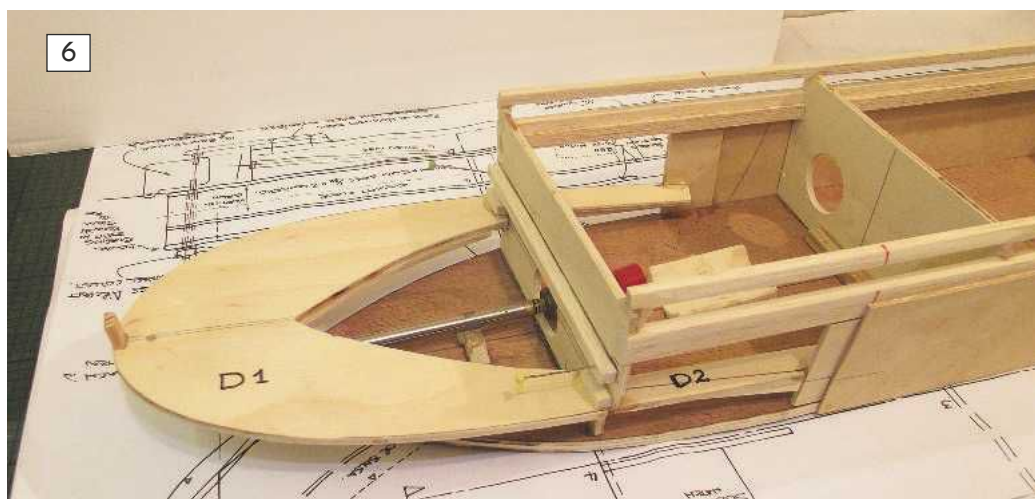
position with discreet holes in them for the wiring and stern tube as appropriate from the drawing. A variety of steel blocks and weights keep everything vertical, while the five-minute epoxy sets, **Photo 3**. The 1/4 x 1/4 inch (6 x 6mm) hull stringers are fitted to the bulkheads using a long straight edge to keep the sides straight followed by the 1/16 inch (1.5mm) sheet hull side skins and joining doublers for the bow and stern sheeting. This makes what is basically a strong box-like structure as the hull needs this strength to carry the drive battery and approximately 2lbs (0.9kg) of ballast to reach its scale waterline. The front well floor is glued on to the stern with the grain running across to aid bending, and the bow upper deck piece glued in position, to create the well. Some balsawood doublers were added on the prototype's base and stern pieces to create larger gluing surfaces, **Photo 4**.

The running gear and motor can be installed next at the stern with a small brushed motor of say 280 to 400 size being the best choice, but as they say, the choice is yours and a Huco universal coupling and four inch 4mm threaded propshaft with a 25mm brass propeller completed the running gear on this

model. These items were purchased from Chatham Dockyard Models, a shop nestling within the historic dockyard.

The propshaft tube is supported by a hardwood block, drilled to suit and a balsawood mounting sanded to shape used as a cradle for the motor with 1/8 inch dowels either side with a rubber band over to secure the motor in position, **Photo 5**.

The bow section side sheeting can now be fitted using 1/32 inch plywood for these skins and at



“Make sure all the brass is well-cleaned with emery cloth or wire wool, and use a solder flux to prevent oxidation, Fluxite or Bakers Fluid being common.”

the stern, D1 and D2 are glued in position using the drawing to establish the height where they join the rear vertical bulkhead, as in **Photo 6**. The balsawood strip running across the bulkhead is positioned so as to receive the cockpit floor a bit later. The rear deck is cut and positioned on packing pieces to the correct height from the main box structure and the 1/32 inch rear hull sheeting for the topsides is then glued in position with its grain vertical to aid bending. Pins may well need to be used whilst the glue sets with their holes later covered by the plywood rubbing strakes to be applied later.

The upper sections of the sides tilt inwards to the narrow side decks which are easy to measure, cut and fit, as they are straight, but the forward section is tricky as it bends and curves round to the stem. Using cardboard to make a template by trial and error and then transferring that shape on to 1/32 inch plywood avoids wastage. Tacking these sections in place with superglue is a simple and effective way to get everything just right before committing to, and filleting, the joints with epoxy adhesive. To complete the hull the sheeting below D1 has doublers 'E' cut from 1/8 inch balsa or plywood to provide a gluing surface for the sheeting which finishes both sides of the propeller block.

With the hull now basically complete, a coat of West Epoxy Resin was applied to the inside surfaces

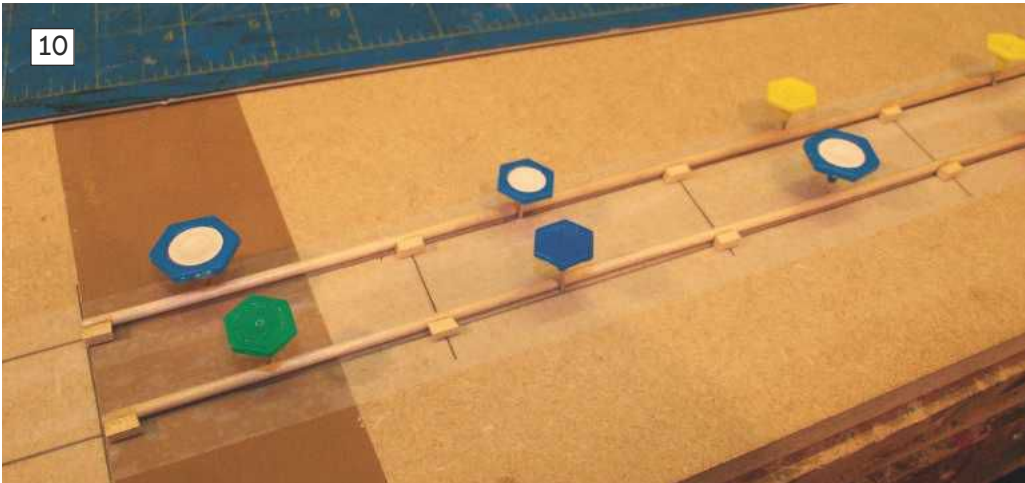
of the hull to keep it all watertight and add strength, but conventional polyester resin will do the job just as well. The hull's rubbing bands and strakes are from 1/32 inch plywood strips and these may best be glued and pinned in place after the initial sealing rather than before, but either way you need it all properly finished and sealed before colour coat painting.

Steering gear

Tiller steering is a standard feature of most canal boats with maybe the exception of larger and wider beamed craft, this being achieved on the model with a brass tube glued into the rear deck and the rear 'swim'. The rudder stock is of 2.5mm diameter brass rod into which an 18g brass blade with a pin at the bottom (that fits into a socket on the skeg) were all soft-soldered together and a small bespoke jig will keep the parts in line whilst soldering them.

Make sure all the brass is well-cleaned with emery cloth or wire wool, and use a solder flux to prevent oxidation, Fluxite or Bakers Fluid being common. Most soft solder is of the multicore type with a flux in its centre which helps the process. Dave Wooley had a useful article in the 2015 MB Winter Special covering the art of decent soldering.

The skeg is a brass strip, 1/4 inch x 1/16 inch (6mm x 1.5mm), drilled for brass woodscrews going into the hull base and with the lower rudder bearing



soldered in place. The tiller is 1/8 inch (3mm) brass rod bent to shape after annealing to red heat then quenching to soften it. This was then cleaned and soldered into a model aircraft wheel retaining collet drilled to suit, but leaving the grub screw in place for adjustment. The rudder servo is mounted in the cockpit with a brass wire linkage to a brass plate piece, also soldered to a collet, this all being visible, **Photo 7**. A micro servo seems to work okay and is simple and cheap to replace in the event of failure. I did toy with the idea of a closed loop system with pulleys and wires back into the cabin but 'KIS' (Keep It Simple) was the best way to go. The servo can be disguised in a number of ways if desired.

Cabin

The cabin sides and its roof is a simple box constructed in-situ, its front and rear bulkheads being cut from 1/8 inch plywood to the depth of the cockpits with two intermediates in the cabin, all with 1/4 x 1/4 inch balsawood stringers. The cabin sides are of 1/32 inch (0.8mm) plywood with the windows cut out using a sharp Stanley type of craft knife with a fresh new stout blade. The layout is flexible and there are many different permutations to suit the internal layouts of the full-size boats.

Photo 8 shows the cabin sides clamped and pinned in position, full-size boats seeming to go for a porthole

at the rear, maybe for the bathroom? The cabin roof is glued in place, held with pins which when removed, has the resulting holes filled with a lightweight filler or balsa cement, which sands equally well.

The external window frames are cut from 1/32 inch plywood, **Photo 9**. This will test your patience and cutting ability, and always cut away from the corners to keep it all in one piece. These then need to be sanded, sealed and sprayed silver to simulate aluminium frames. They would normally be glued in place after the cabin sides have been primed and painted their final colour and before the plastic sheet glazing is glued in place.

The main feature of the cabin roof is its grab rails which are to hang on to as the boat navigates the canals, its side decks being very narrow. These are of welded steel tube and spacers on the full-size craft, but we can use squares of spruce strip and 1/8 inch diameter dowel rod if we don't want to solder brass rod and tube.

It is easiest, if making from wood, to assemble them on a building board with tracing paper between to ensure the whole thing doesn't stick where it is not wanted, **Photo 10**. Once dry the ends can be rounded with a light grade of sandpaper. The hull and cabin will need to be filled and smoothed to achieve a good surface before sealing with sanding sealer and **Photo 11** has the basic Invictus of Allington in this condition.

“The main feature of the cabin roof is its grab rails which are to hang on to as the boat navigates the canals, its side decks being very narrow.”



12



13



14



15

Bits and bobs

Small details and fittings will help to bring the model to life, as for example the water tank access hatch with handle and the mooring 'T' on the foredeck with the various loops for fender attachments. The roof vents are small buttons glued in place and the stove pipe chimney is turned from brass, but could equally be of plastic or brass tubing. The rear guard rails are brass rod, soft soldered in place to stop Fred, our crewman, falling over the back when he's had a few tipples. The rear mooring studs are just soft iron rivets, but cheese-head screws would also be fine with some filler in the slot. If you have access to a lathe, then a turned exhaust outlet makes a nice touch.

Working models need a crew and Fred is from Adrian's Marine Figures, **Photo 12**, the hull still being in primer at this stage. The front and rear cabin doors are mahogany veneer pieces, but could be plywood panels stained to represent hardwood,

varnished and with some brass pins for the door knobs. Narrow boats don't normally seem to carry navigation lights, but usually have a head lamp below roof level on the bow for passage through tunnels.

Painting and decorating

The hull and cabin, once sealed, were given two to three coats of grey Halfords spray primer to further fill the grain (as in Photo 12), sanding between applications and then masked to spray the base part of the hull satin black and the topsides green, **Photo 13**, but the final colour choice is yours. There are regular Canal and Waterway publications to be had in high street newsagents which will give you an idea of a suitable colour scheme. A common theme seems to be red and white panels on the stern and bright multi coloured patterns on the bow for good visibility on the water, but again the choice is yours. From my other life in model engineering, I have a most useful Beugler Striping Tool, handy for lining the cabin as in **Photo 14**. These tools come with a variety of line widths and I think were originally developed for custom car painting. White



18



16



17

indicated 1.5lbs of ballast was required to get it to the correct waterline. Full-size narrow boats seemingly have a layer of bricks laid in their bilges under the main floor as ballast and to improve stability.

Sea trials

The day dawned breezy and bright at Bluewater Shopping Centre in North Kent for the first sea (or canal) trials. With Invictus of Allington's systems all checked and Fred at the helm, plus some human help, off went the narrow boat in a stately fashion. It responded well to steering commands, but careful consideration is needed in a crosswind to hold a steady course and manoeuvring astern needs some care and skill, not unlike with the full-size craft of this type. Some favourable comments (an encouraging sign) were heard from my fellow club members, so all was well with it, **Photo 18**.

Conclusion

The more artistic among you might find some more painted graphic effects on the world wide web to go further than I did with decoration, and maybe some more internal features which were limited on this prototype to some checked linen tapes at the windows as curtains.

I hope this simple model inspires some of you to have a go at this type of craft and please remember that its length is almost infinitely variable between the bow and stern sections to make it up to a 60 foot boat if so desired. At 3/4 inch to the foot, the forty foot craft is 30 inches long and a sixty foot would then be 45 inches, so that choice can be yours.

Enjoy your hobby - Ray Wood

Letraset rub-down lettering was used for the name on the cabin sides with some shading painted on to give them some depth. Such lettering is becoming hard to find in this computer age, but self-adhesive alternatives are commonly to be had.

Photo 15 is a bow view of the fully painted model and **Photo 16** is of the stern cockpit with Fred, almost ready to be launched.

Engine room installation and ballasting

The 400 size motor installed is connected via an Mtroniks 15amp speed controller to a 7.2v 6 cell battery pack for motive power, **Photo 17**, but very little power is actually required to propel Invictus of Allington at scale speed. The bath flotation test

Plan for Invictus of Allington

The detailed full size plan **MM2117** is available from MyHobbyStore Ltd and is priced at **£12.50** + p/p as of July 2016. MyHobbyStore plans may be purchased online at www.myhobbystore.com.

Intermodellbau

This was held from 20th April to 24th April 2016 at Messe Westfalenhallen in Dortmund, Germany, and is a huge multi-disciplinary model craft event with support from clubs and traders from across Europe and further afield. The Westfalenhallen Complex is a series of large interlinked halls for exhibitions, concerts and sporting events. Quite often there will be more than one event taking place within the complex at the same time. Notably from the UK, Deans Marine and the Peterborough Area MBC have been long-standing supporters of this event which attracts, as we understand it, up to 100000 visitors over its 5 days of opening.

Visitors can easily spend a couple of days browsing the numerous trade stands and viewing all the models of various types. There is a major marine input with themed club and dedicated society stands with literally hundreds of traders selling everything to do with the model making hobby. From the UK, some enthusiasts travel by car, staying in local hotels and others fly into Dortmund early in a morning, get a taxi to the show and then fly home in the evening, but of course are limited as to what they can take with them on the aeroplane, batteries in their various forms being a major problem of course. In the past there have been organised coach trips, with hotel stays in the vicinity. Travel from the UK by ferry can be via Dover to Calais, or from Hull (overnight) to Rotterdam, the latter being about two hours or so drive from Dortmund.

These pictures are just a flavour of what there is to see at this event which is next scheduled for the 5th to 9th April 2017 inclusive. There are a number of websites with advance information and nearer the time, the show's own website lists all the traders and club exhibitors. At the time of writing, lists of traders and clubs who were present at the 2016 show could be found at: www.intermodellbau.de

(We are grateful to Ron Dean who provided these pictures which hopefully give readers a flavour of the event. If you haven't been before, it is as least worth going once to it, but you will need at least two days to see everything, buy what you want and view all the models and club stands. Prices used to be that what was £1 in the UK equated to about one Euro, a significant saving, but the value difference has now reduced, but there are still many bargains to be had. Many traders will happily post large items, such as kits, to the UK - Editor)



ABOVE: There are numerous halls, but No. 4 concentrates on the radio control aspects of model making.



BELOW: Lifeboats in large scales are very popular in Europe, with numerous specialised societies devoted to making top quality working r/c models.

BELOW LEFT: Brago are a well-known manufacturer of very nice working model boats such as the classic Aquarama.

Website: www.brago-modellbau.de

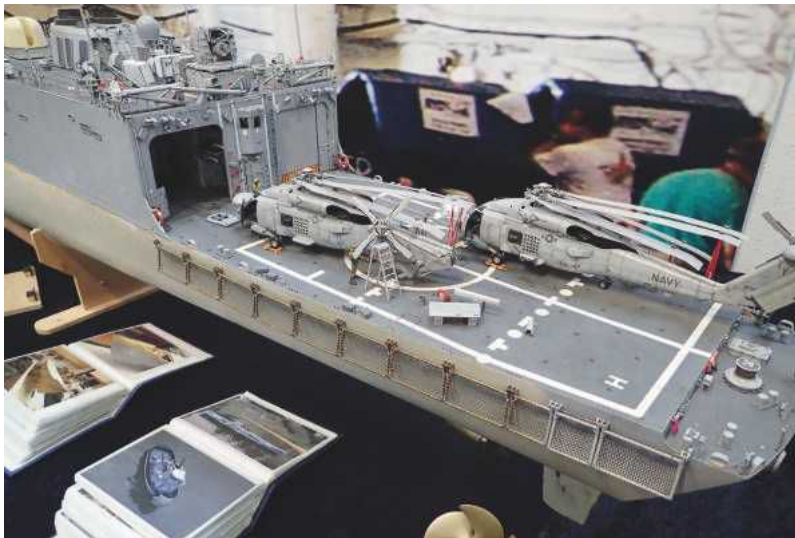


2016

RIGHT: An amazing diorama with Liberty ships being fitted out and loaded.



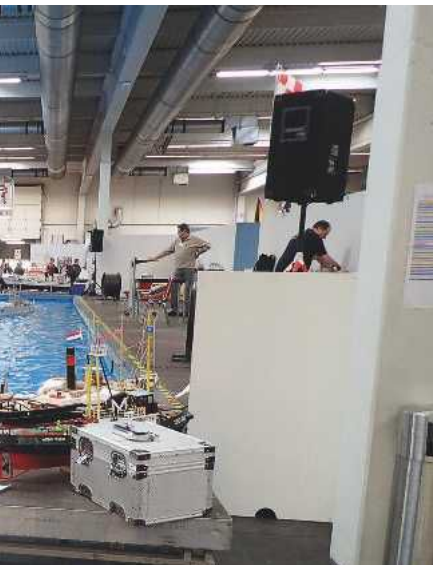
LEFT: Superb workmanship and detailing on this US warship's flight deck.



BELOW: This group specialise in making models of luxury motor cruisers and displayed them afloat in a marina. Website: www.ig-yachtmodellbau.de



LEFT: The temporary pond is the largest we have seen at a show.



RIGHT: This is very large model of a heavy lift ship operated by Dockwise.



BELOW: A fantastic HMS Victorious on an European Warship MBC stand - a society very similar to our own UK based Surface Warship Association.



ABOVE: On the Peterborough Area MBC was (top left) the new Pride of Hythe by Linkspan Models.

QE2 completed

Tim Henderson completes his super steam powered 1:200 scale model

In the December 2015 issue of MB we discussed the upgrading of the steam engine of this model of QE2, which was first featured in the September 2015 issue. At the conclusion of the December 2015 article, it was noted that the absence of windows detracted from the model's overall appearance and this article shows how that was subsequently resolved and a further modification to the steam plant. To recap, this steam powered model of QE2 is capable of steaming at up to 2.3 knots, a model scale speed equivalent to the 32.5 knots maximum speed of the original steam turbine powered ship, but clearly needed its glazing in some form or other and there are actually 1073 windows and port lights. There are also some port lights (portholes) on the lower black painted part of the hull, but it was decided that at 1:200 scale these would not show anyway on the model, and so they have not been added.

Windows and port lights

Hand-painting windows, or the hand-cutting of self-adhesive vinyl for this amount of 'glazing' to be positioned on any model would be extremely time consuming and the resulting finish would almost certainly not be the best. So it was decided that the best method of producing the necessary number of accurately sized and shaped self-adhesive windows was to have them custom-made by a specialist for a total cost of £198.55. The detailed and dimensioned paper drawings of the ten different sized and shaped windows were prepared and these drawings sent to the cut-vinyl supplier. Where individual windows were closely pitched in horizontal rows, they were supplied as a drawn group, something which later speeded up placing the windows on the model.

The black vinyl self-adhesive windows were



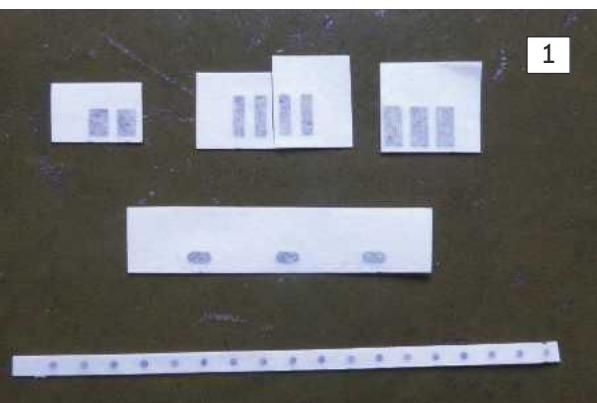
delivered within two weeks of being ordered and supplied between two paper layers. **Photo 1** being an example of them. The thick protective paper layer was peeled-off leaving the windows on their transparent carrier. The self-adhesive windows were then each carefully positioned on the model, and pressed firmly on to it, and the transparent layer carefully peeled away leaving the window itself stuck to the model.

Positioning the windows

Fortunately I possess original John Brown & Co detailed arrangement drawings of each deck level, these being used to prepare a 1:200 scale arrangement drawing of the windows and port lights, this also showing the longitudinal positions of the key frames of the original ship. There are a total of 365 frame locations on the full-size hull of the ship and their spacing varies from 24 inch pitch centres at the forward and aft ends of the vessel up to 36 inch pitch centres on the mid-ship section. The key point of this of course being that these frame

Photo 1. Some of the self-adhesive matt black vinyl window transfers ready for sticking on to the QE2 model.

Photo 2. Arrangement drawing of the windows & port lights and the finished model. You can see that the self-adhesive windows already applied match the drawing.

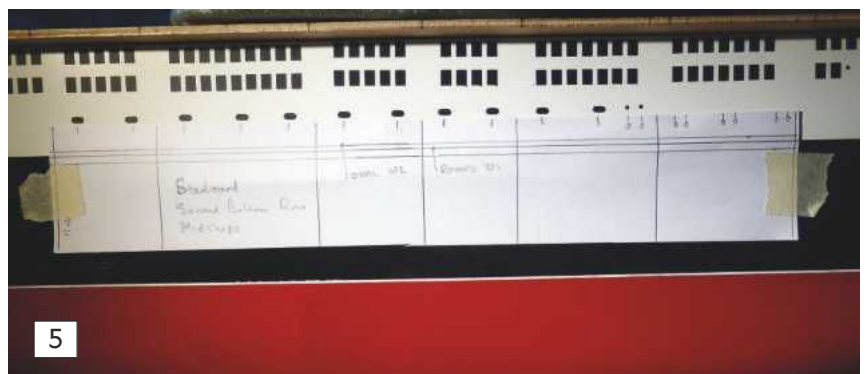




positions control the exact longitudinal locations of the individual windows etc. as in **Photo 2**, this picture also showing the starboard vinyl windows in position once applied later. When preparing this arrangement drawing, extensive use was made of photographs from published books, as well as the official plans, and a list of those used is included at the end of this article. A photograph tells a 1000 words!

Master template

It was not desirable to physically mark the existing paintwork on the model, so a master template from 3mm plywood was made and marked showing the positions of the key frame numbers to be laid OVER the hull's inner void. This template fitted on to the model's hull in place of the removable superstructure (boat deck and above). It was necessary to add extensions made of 10 x 10mm wood to pass outside of the fixed forward and aft superstructure remaining on the model, **Photos 3 & 4**. For use with this template, a small wooden angle square was made to slide along the underside of it with its vertical



edge projecting downwards over the white painted upper part of the hull, thus enabling the windows to be correctly positioned.

Local window templates

These were made using A4 size 100gsm white paper cut to size as necessary. Using the arrangement drawing, the key frame positions and individual windows were drawn on to the local templates which were then attached to the model hull with masking tape such that their top edges were at the exact level for the bottom of either the whole window transfer or an individual window, **Photo 5**. The master template and its set square enabling the precise positions to be determined.

Photo 3. Hopefully in this photo you can see how the wooden master template is positioned instead of the removable superstructure, and the key frame numbers marked on it.

Photo 4. A close-up of the master template and please note the temporary extensions forward of the fixed superstructure on the model. Using a set-square hung downwards, the fore and aft window positions could be accurately determined.

Photo 5. A smaller local paper template was taped to the model's side for positioning of some of the oval and round port lights.

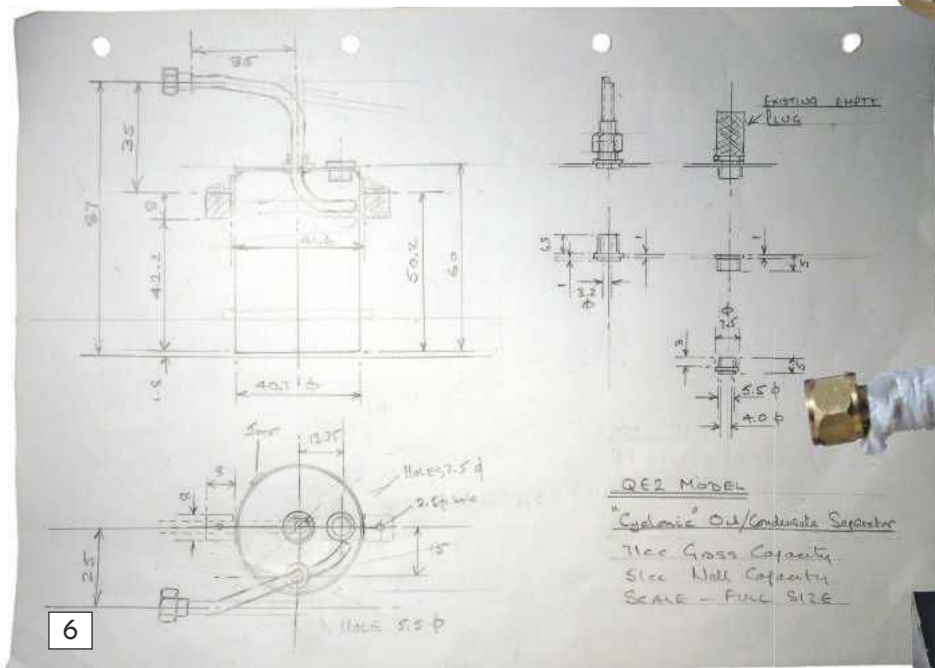


Photo 6. Drawing of the cyclonic oil separator.

Photo 7. The original rectangular separator and the new cyclonic oil separator.

Photo 8. The cyclonic oil separator installed in the model.

Steam exhaust

Discharging the exhaust steam through the starboard side of the model seriously detracts from the appearance of the model on the water, so it was decided to investigate discharging the exhaust steam up through the funnel without depositing any cylinder oil onto the model itself. A workshop trial of the existing rectangular oil separator with an internal volume of 59ml was performed. This comprised collecting condensate and oil discharged with steam leaving the separator. For the first 7.5 minutes of the 13.5 minute engine run time no oil was discharged, however thereafter increasing amounts of oil were discharged which was totally unacceptable. After the trial, 40ml of condensate and oil were removed from the separator, so I concluded that a larger capacity and more effective separator must be installed in the model.

Cyclonic oil separator

A new separator was designed to fit in the available space in the model with an internal capacity of 71ml. **Photo 6** shows the drawing of the cyclonic



separator, which is made from 0.6mm copper sheet with a dished top and bottom, all silver soldered. This comprises a vertical cylinder with the exhaust steam from the engine entering the cylinder horizontally at a tangent, such that the condensate and oil spiral down the internal vertical wall of the cylinder to settle at the bottom of the separator. The remaining exhaust steam leaves the cylinder through an outlet in the centre of the circular top of the cylinder. Rotational effects and gravity are used to separate the condensate and oil from the steam.

Photo 7 shows the original rectangular separator and inlet pipe weighing 94.8 grams and the new cyclonic separator weighing 78.8 grams is on the right and **Photo 8** shows the new cyclonic separator installed in the model. A further workshop trial was carried out with the cyclonic separator and 27ml of condensate with the faintest trace of oil was collected from the separator exhaust steam. After the trial, 57ml of well emulsified oil and condensate were removed from the separator, and it was concluded that this increase from 40ml to 57ml in collected condensate was due to more steam being condensed in the larger separator.

Funnel steam exhaust

Encouraged by the successful trial of the cyclonic separator, a further workshop trial was carried out with the steam exhausted from the separator being discharged up a 5mm o.d. x 0.45mm thick aluminium pipe in the centre of the boiler flue/funnel. The engine was run for 14 minutes and no oil appeared to be discharged with the steam coming out of the funnel. After the trial 59ml of well emulsified oil and condensate were removed from the separator.

For all trials the steam supply to the engine was regulated to maintain a boiler pressure of 1.5 bar and finally, these workshop trials were followed





Photo 9. Final arrangement of propulsion machinery and controls inside the QE2 model.

by a further stability trial in the domestic bath. No adjustments were required to the model's lead ballast and there was no list on it either. The model was pulled over to 45 degrees and rapidly returned to the 'no-list' condition and so it remained stable and floated to her correct draught. **Photo 9** shows the final arrangement of propulsion machinery and controls inside the hull.

On the water trials

Back to the local Rhu Marina on the Clyde and the model cruised around at 2.2 knots equivalent to 31.2 knots for the full-size ship with occasional bursts over 2.3 knots equivalent to the 32.5 knot maximum speed of the original steam turbine powered ship as delivered to Cunard in 1969. The model now looks truly realistic with windows and port lights, steam coming from the funnel and a nice wake from her hull, **Photo 10**.

Conclusion

The decision to make this steam powered model of the QE2, as delivered by John Brown & Co. of

Clydebank in 1969, was inspired first by my having served an apprenticeship in the Engine Works of the John Brown Shipyard at Clydebank plus working in the Engine Development Department during the building of the ship, and second by being invited by Cunard to the 'Forty Years Famous' reception and lunch aboard QE2 on 20th September 2007. The QE2 model project commenced in the Autumn of 2012 and was finally completed in April 2016 and it is most satisfying to steam it at the true maximum scale speed of the original full-size steam turbine powered vessel.

I can still hear in my head the haunting sound of QE2's large air horn blown many times as she sailed down the Clyde, the river of her birth, for the last time at 2200hrs on 5th October 2008 and it is also because of this, that the model has a large ship's horn sound operated by radio control.

However it is also sad that as I write this, the QE2, probably still the most famous and graceful passenger liner afloat in the world, is currently languishing in Dubai with an uncertain future ahead of her.

Photo 10. Finished QE2 model steaming at 2.2 knots (31.2 knots full-size)

10



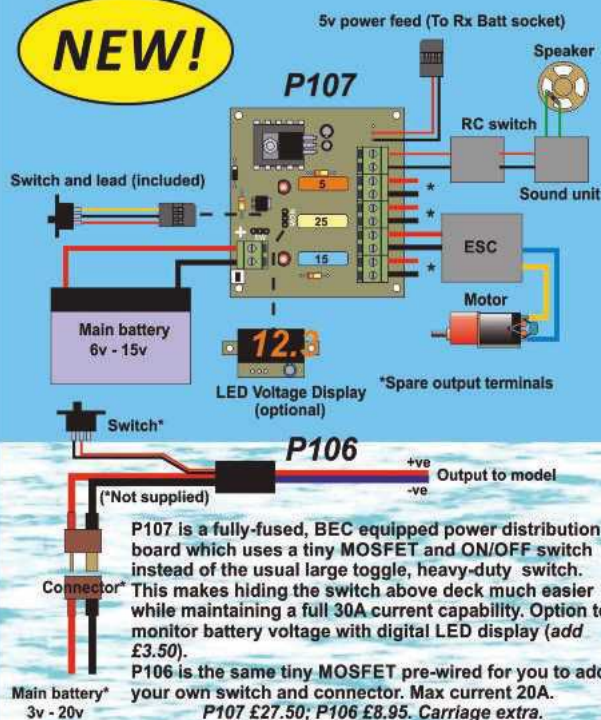
Books on QE2

Title	Author	Published
QE2, Queen Elizabeth 2, The Authorised Story	Neil Potter & Jack Frost	1969
QE2 A Ship for all Seasons	David Hutchings	1988
QE2 Forty Years Famous	Carol Thatcher	2007
QE2 Britain's Greatest Liner	Bruce Peter, Philip Dawson & Ian Johnston	2008

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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

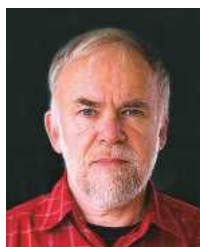
VICTORY MODELS Static

Sciabecco 1:60 .720mm.....	£133.06
Chinese Pirate Junk 1:100 400mm.....	£81.19
Viking Long Boat Osberg 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
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HM Brig Badger: Brig 1:64 600mm.....	£161.00
H.M.A.V. Bounty : 1:64 660mm.....	£157.99
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HMS Mars: 1781 Armed Brig, 1:64, 790mm.....	£183.68
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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
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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

Flotsam & Jetsam

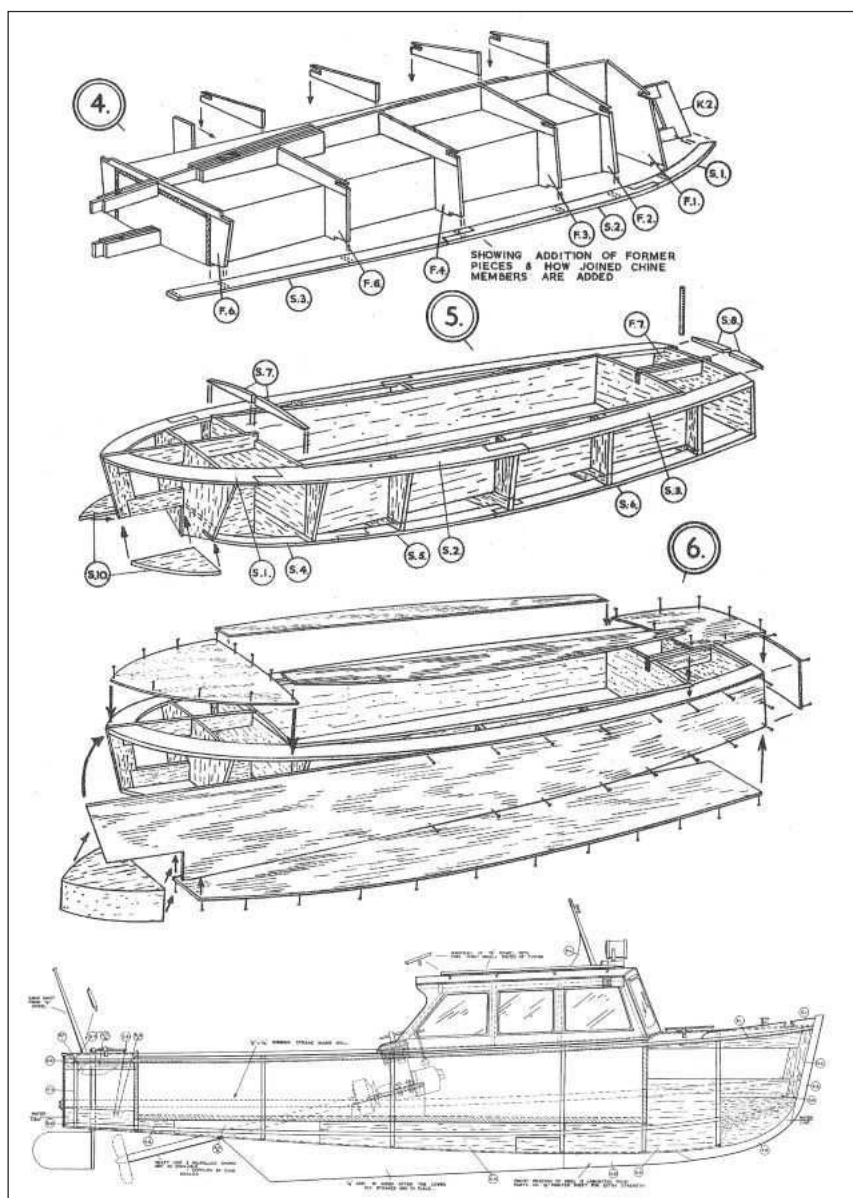


John Parker delves into the archives

41: Veron Kits

The Veron story is inseparable from that of its chief designer, Phil Smith. Phil was first and foremost an aeromodeller, and his Impala 52 slope-soaring glider design, selling to the tune of 140000 kits, probably introduced more people to the delights of this form of flying than any other, including me. However, it is his model boat kits we are concerned with here, and they too had a firm following among many modellers of the 1950's, 1960's and 1970's, to whom they were the next logical step up from the small Keil Kraft EeZeBilt kits or the like and their first introduction to 'real' modelling.

BELOW: Detail from the Police Patrol Launch plan, showing its built-up construction.



Early days

Veron (the name is derived from Ronald and Vera, the founder and his wife) was the brand name of Model Aircraft (Bournemouth) Ltd of Pokesdown, Bournemouth, England. In 1946 they employed a young Phil Smith, who had a B.A. degree in Design and Graphics, to design their kits. This involved all aspects of the enterprise, from building the prototype models, testing them, designing the tooling, drafting the plans, writing the instructions, arranging photography and advertising to designing the box. In his 34 years with the company, Phil was to be responsible for some 300 designs, of which about 20 were for model boats. Through a study of Veron's advertising over the years it is possible to trace the issue of these.

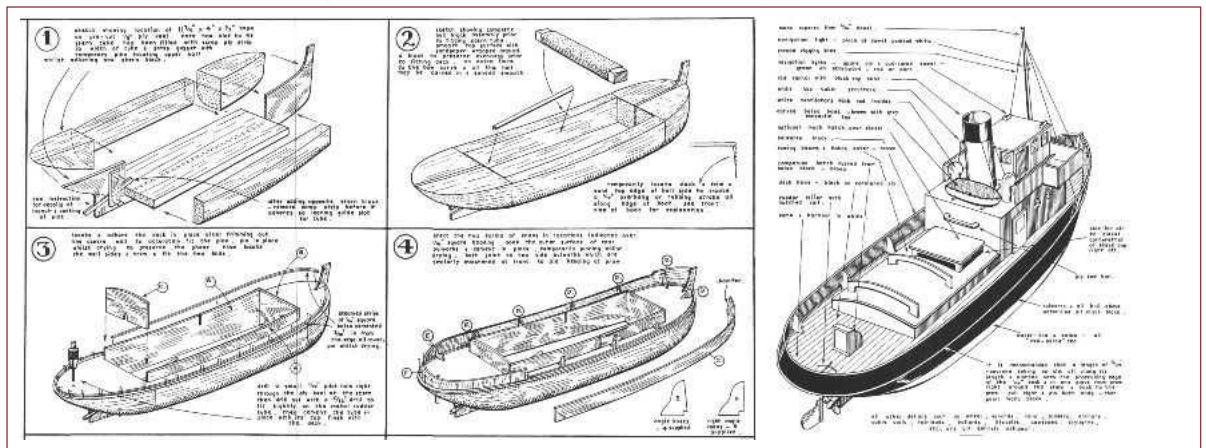
The May 1952 issue of Model Ships and Power Boats contains the first Veron model boat advertisement I could find, and announces their 26 inch Police Launch at 44s/0d (44 shillings pre-decimal currency, or about £62 today, adjusted for inflation). This was destined to be one of Veron's most popular boat kits, the clever choice of subject enabling an attractive near-scale model to be built without complicated construction. It was still being recommended in the 1970's as a good follow on model from a basic kit. It is reviewed in that month's magazine and the writer, not having built a model boat before (one wonders what's he doing writing for a model boat magazine) finds little to fault apart from the use of balsawood for the detail work such as the rubbing strokes.

I have an example of the Police Launch kit, and as you can see it is mainly of balsawood construction, with plywood hull skinning, deck and superstructure. In this way it differs from the rival Aerokits, which tended not to use balsawood. The result is a light model, with nevertheless most of the outer surfaces being of plywood – an aeromodelling approach perhaps. There are no complaints about the quality of the wood in my kit, and the die-cutting on the



LEFT: Titan tug kit box and contents.

BELOW: Titan tug construction, typical of the 'block' models.



ABOVE: River Police Patrol Launch kit box and contents.

printed balsawood sheets is fine. The full-size plan is peppered with Phil's assembly sketches and is accompanied by a written instruction sheet. They state that no stern tube is supplied, for that would depend on the choice of power plant (up to 2cc diesel or 12v electric), but my kit has the label 'DIESEL' stuck to it and came with a heavy duty stern tube and a small fuel tank.

The 1952 advertisement also mentions the 24 inch Dolphin Cabin Cruiser at 36s/8d and 18 inch Seagull Launch at 20s/2d. The Seagull, intended for powering by the Electrotor (Flotsam and Jetsam No. 40, July 2016 issue) is rarely seen and was discontinued at an early date. A Taycol Target or Asteroid was recommended for the Dolphin when they later became available (May 1956 for the Target & July 1958 for the Asteroid). Skeeter was a small 12 inch speedboat for electric motors that appeared in 1953, the simplest and cheapest Veron kit at 10s/6d.

The 36 inch Marlin cabin cruiser was an important model release for Veron, being the first of their kits that was really large enough to take the bulky radio control gear of the day. It appeared in 1953 at 72s/11d (£94 today), and was reviewed in the November Model Maker who found the design, with its rounded cabin and open front cockpit the 'nicest looking power boat yet kitted'. It was for 1cc to 5cc diesel power, or a large electric motor such as the 12v Taycol Supermarine.

Veron kits, like others, used an 'egg box' construction method consisting of a rigid compartmented box, to which the formers for the hull were attached. This had the advantage of doing away with the need for a building board, but resulted in some redundant structure. Hull skinning is via single curvature 1/16 inch plywood sheet with balsawood bow blocks, resulting in rather

BELOW: Montage of early Veron advertisements, 1952 to 1959.





BELOW: Very few parts make up the Viceroy kit.

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ABOVE: Veron advertising 1959 to 1968 (composite image).

full looking cheeks. A criticism would be the way the main longitudinal members are made up from smaller pieces, requiring careful alignment, and the difficulty of fitting the external keel.

Spindle moulding

The next release was very different, being a 14 inch hydroplane Skid Boat intended for 0.5 to 1cc diesel power, arriving in May 1955 at 11s/8d (£14.30). It was a departure from the norm for Veron, as it had a completely pre-shaped balsawood hull into which slotted the twin keels. There were few other components, all of which made for a quick build. This form of construction, using large balsa blocks shaped on a spindle moulder, was to feature in

many of Veron's kits from now on. September 1955 saw the release of the 27 inch Bermuda rigged chined yacht Veronica at 58s/11d (£72) which included a set of sails and pre-formed lead keel.

At the time Veron were sole distributors for nearby Taycol Ltd motors, and their advertisement featured the Comet and Marine models. The Titan tug came along just in time for the Christmas season in December 1955, priced at 43s/2d (£53). It utilised spindle moulded blocks that resulted in very few parts; a base, two sides, a pair of bow blocks and a pair of stern blocks were joined to a ply keel to complete the basic hull, which measured 20 x 6 inches. Paint alone protected the soft balsawood hull (today we would skin it with fibreglass or nylon) or, following the suggestion in the instructions, a length of 3/32 inch neoprene tubing could be stretched around the hull as a bumper. Die-cut plywood was used for the superstructure and the bag of fittings contained a plastic moulded funnel and ventilators. At least my kit does as the advertisement curiously mentions a metal funnel, but the box lid keeps its options open by referring to a ready-made funnel. A 0.5 to 0.9cc diesel was recommended for the Titan, or the new Taycol Torpedo electric motor.

No doubt busy designing model aeroplane kits, it wasn't till December 1957 that we saw Phil's next effort, the 32 inch Caribbean Coaster. Said to be the first model of a big ship, this used a similar construction to the Titan tug, but with four large blocks forming each of the bow and stern. A price of 98s/-d (£109.50) made it Veron's most expensive kit at the time, but there was ample space for radio control, with the usual power options. Model Maker's review in the February 1958 issue showed Phil with Bill Forster, managing director of Veron.

Skipper, a simple 12 inch cabin cruiser using spindle moulded construction, was next, appearing in April 1958 priced at 15s/9d (£17). One casualty of the simple construction was the underside of the hard chine hull, which became flat bottomed with the keel on the centreline forming a T-shape. Cat-a-Kit came next, an extensively pre-fabricated 18 inch catamaran with solid balsa hulls and sails, 36s/4d (£36) in December 1958. The 20 inch Viceroy cabin cruiser was an addition to the line-up in March 1959, at 29s/6d (£31). Like the Skipper, this had a flat bottom with the T-shaped keel and one of the photographs shows the remarkably small number of parts in the kit.

Scale kits

December 1959 brought a return to built-up construction in the form of the 28 inch Vosper RTTL, Veron's first scale kit, probably inspired by the Model Maker plan of a year previously. This sold for 63s/-d (£63), could be fitted with lightweight radio control, and was intended for up to 1cc diesels or 6v motors. A fuller description of this kit was given in Flotsam and Jetsam No. 9, in the MB December 2013 issue. The Trident deep sea trawler was the offering for December 1960, a 30 inch model with spindle moulded 'Kwik Fix' hull. It was based on the Brook-Marine vessel and sold for 86s/6d (£90).

Things then seemed to go quiet for a while until the appearance of the 42 inch Fairey Huntsman kit

in 1967. This had a more conventional slotted keel and bulkhead (rather than egg-box) construction and was probably influenced by Model Maker's plans for this craft, published in February 1962. In fact, the construction is so similar to Vic Smeed's Model Maker plan that I think it was probably kitted by Veron with a commercial arrangement. It sold for 179s/10d (£150) and was for up to 10cc engines and radio control. The price had risen to £10.4s.1d by December 1968, when the 52 inch Vosper FPB. (Fast Patrol Boat) was released, a large kit with built-up hardwood structure for 3.5cc to 10cc motors (Veron recommended the Webra 61) or large electric motors. This sold for £14.10s.0d (£241) and was a near-scale representation of a class of patrol boat built for the Royal Malaysian Navy, and intended for radio control.

For a relatively short time in 1971 & 1972, the 041 Round Britain Racer joined the line-up, a 28 inch basic speedboat for single channel radio, priced at £6.70p (£93). There was also Bermuda, a small (12 inch) beginner's boat for electric inboard or outboard motors that sold for only £1.25p, but this only appeared in a few advertisements.

Fibreglass hulls

The final phase of Veron's kit releases followed the trend of greater pre-fabrication, adopting fibreglass hulls (which were bought-in by Veron) and requiring just the superstructure to be built by more traditional means. The Tarpon was a 28 inch semi-scale racing cruiser intended for 2.5 to 4.8cc i.c. engines or 6 to 12 volt electric motors, which by this time could assume the use of radio control, most likely two channel proportional. Similarly the 28 inch Pilot Launch was for radio control and 1 to 3.5cc engines or 6 to 12 volt motors. These kits came with a stern tube and water-cooling fittings.

The difficult trading conditions that afflicted much of UK industry in the late 1970's caught up with Veron, and it was sold to Amerang, primarily balsawood distributors at the time, in 1978. The recent new additions to the range continued to be advertised, along with a selection of the most popular old kits as well as (in 1982) the Damen Stantug, a 29 inch 'almost scale' Dutch tug with a fibreglass hull that sold for £49.50p (£170 today).

It appears that all was not well within Veron however, and this was virtually the end of the road, with hopes for a renaissance of the kit range fading amidst rumours of large stocks of unsold kits being dumped. Phil Smith retired in 1981, later maintaining an active presence on the Internet and selling copies of his designs. He passed away on the 22nd May 2010, aged 93. For once, the achievement of a life dedicated to modelling was recognised by the press and a fitting tribute was posted by The Daily Telegraph in their obituary of 4th June 2010.

It is well worth reading for the greater detail on Phil's life, and may be found here:

www.telegraph.co.uk/news/obituaries/7804209/Phil-Smith.html

Veron Model Kit Listing

Length

18 ins (381mm)
24 ins (610mm)
26 ins (660mm)
36 ins (914mm)
12 ins (305mm)
14 ins (356mm)
27 ins (686mm)
20 ins (508mm)
32 ins (813mm)
12 ins (305mm)
18 ins (381mm)
20 ins (508mm)
28 ins (711mm)
30 ins (762mm)
42 ins (1067mm)
53 ins (1321mm)
28 ins (711mm)
12 ins (305mm)
28 ins (711mm)
28 ins (711mm)
29 ins (736mm)

Description

Seagull Motor Launch
Dolphin cabin cruiser
Police launch
Marlin marine cruiser
Skeeter speedboat
Skidboat hydroplane
Veronica hard-chine yacht
Titan Tug Boat
Caribbean coaster
Skipper cabin cruiser
Cat-a-Kit catamaran
Viceroy cabin cruiser
Vosper RTTL
Trident fishing trawler
Faurey Huntsman
Fast Patrol Boat
Round Britain Racer
Bermuda outboard
Tarpon atlantic cruiser
Pilot Launch
Damen Stantug

First Appeared

By 1952
By 1952
1952 May
1953 November
By 1954
1955 May
1955 September
1955 December
1957 December
1958 April
1958 December
1959 March
1959 December
1960 December
1967
1969?
1971
1973
1977
1978
1982

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TARPON
CRUISER
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LENGTH 28" (740mm)

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PILOT LAUNCH 28" O.A. (710mm)

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041 RACER
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RIGHT: Veron advertising 1971 to 1979 (composite image).

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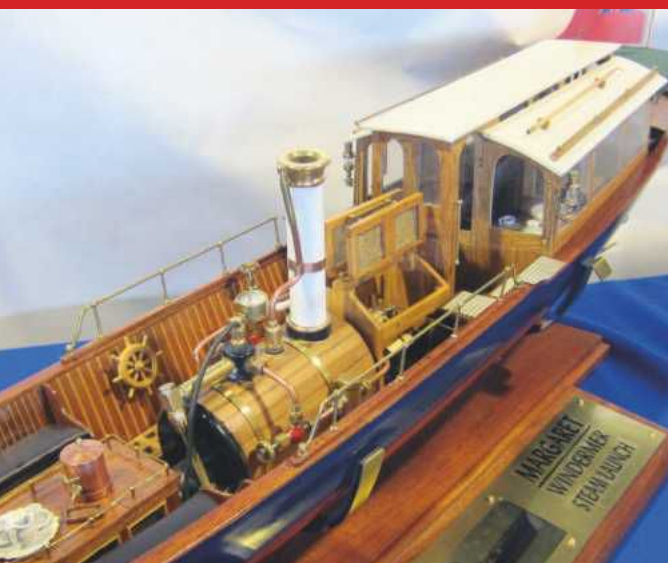


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height 475mm
weight 5kg



SD DEBORAH

SCALE 1:25
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width 390mm
height 593mm
weight 14kg

KIT

KIT

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12V



Boiler Room Layout Planning

Richard Simpson's series
on model steam plants

PART Sixty Eight

For those of you that remember so far back and very early on in this Boiler Room series, I included four articles on 'Layouts' looking at four main areas. These were published in Model Boats from December 2011 to March 2012 and covered such topics as ergonomics and ventilation. However even now, I still see numerous examples during boiler testing where just a little bit of better pre-planning could have made a big difference to the operational ease and therefore reliability of the plant. Thinking of it simply, if the plant is very difficult to either operate or remove from the model, it is not going to get the attention it deserves from a maintenance aspect. Also a difficult to extract steam plant runs the risk of doing damage to either the model or possibly the sight glass or pressure gauge when you do remove it, so planning for this before you start to build will be time well spent. This month therefore I would like to share one or two of the main points of pre-planning to help avoid some of the potential pitfalls.

So why do we get ourselves into such a state over steam? Why do we connect our 10 amp electric motor to its battery in a model boat, turn it on and then watch it flying around the pond without a care in the world, but consider a steam plant to

Photo 2. You first of all want to know that everything actually works together so temporarily setting it all up on the bench is a good idea. It is also a good time to continue the running in of the engine as well as give you a feel for how much attention things are going to need.

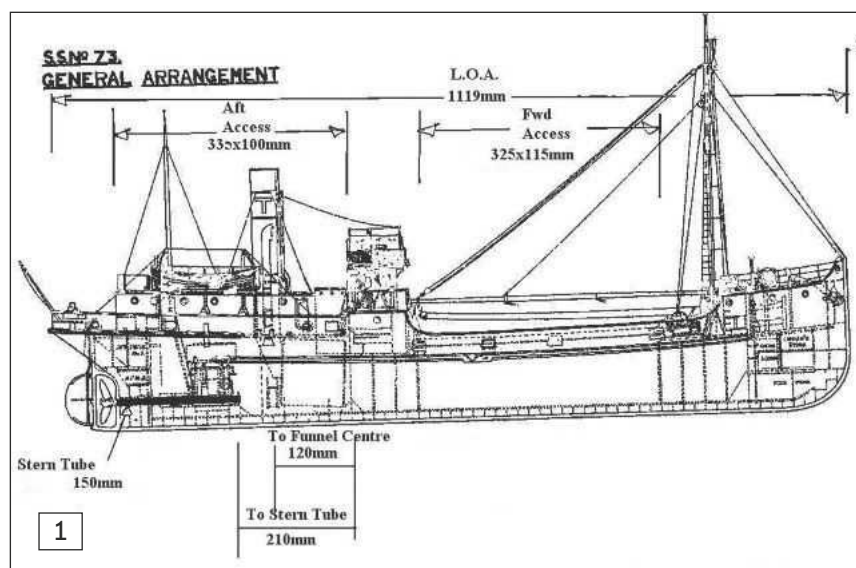
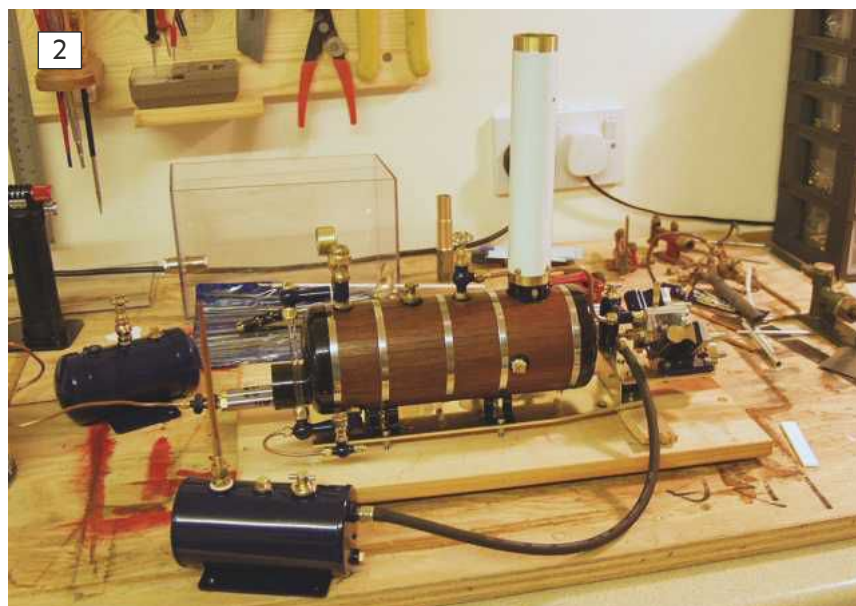


Photo 1. It costs nothing to start your planning on paper so make as many sketches and scale drawings as you can before committing to spending any money.

have individual items that we don't even want to consider learning anything about, never mind using ourselves? To me it revolves around some specific considerations, the first of which is ease of operation and this is where ergonomics comes into it.

Ergonomics

This is the science of the relationship between man (or woman) and machinery so it is all about controls. What is easy to operate, and what is not, is the basis of the study of ergonomics. There is no doubt that there is usually a lot more going on inside a steam model than there is in a battery powered craft, so your hands are going to be inside the hull a lot more frequently. Whether topping-up boilers, filling lubricators, emptying separators or igniting burners, these all require your hands inside and in conjunction with the possibility of a number of heat sources, all have the potential to burn fingers. It is surprising though just how much you can improve the ergonomics of it all with a bit of forethought, so let's briefly look at one or two aspects that you should consider before you even cut your first pieces of metal or wood.

Paperwork

Long before you get to the complexities of designing your steam plant, you need to think about what you want your model to incorporate, which will be



based on how you want to operate it at the side of the pond. At one extreme end of the scale you could have a fully functioning automatic boiler control system with on-board feed pumps, feed tanks, gas regulating valves etc., and at the other end a very simple continuously running single cylinder engine in a model boat which you have to take out of the water to refill the boiler when that gets low. As with most things, your own requirements will fall somewhere in the middle.

You will find that some manufacturers only supply certain items, so do you want to buy a boiler from one and an engine from another, which may be a bit cheaper, or do you want the reassurance that the two are designed to work together and have come as a package from the same manufacturer?

- What about all the auxiliary bits you need?
- What thread system do you want to use?

Let's have a think about some basic pre-planning before we even consider looking for the credit card, then when you have decided what units you want to incorporate and you have the model in mind, you want to build start playing about with some layouts on paper. When designing kitchens nowadays, we have a scale plan and scale components and move them around to get the best layout, so we can do that with our model as well. The more you do here then the better, because once you have committed to the credit card it is a lot more difficult to retreat. This is the stage at which you discover that the secondhand Cheddar Proteus plant you thought was a bargain for £1000 might not be quite such a good buy after all as you cannot physically get it into your Caldercraft Joffre hull, and yes it has happened! Doing pre-planning on paper is well worth the time spent and will better prepare you

Photo 3. Careful planning on paper should enable you to work out your layout and therefore place bearers in the hull ready to accept the main components.

Photo 4. All that space quickly disappears when you start to add the various components of the steam plant. This one doesn't even have automatic boiler filling, but the hull quickly became full of steam plant items and the electrical items to run it all.

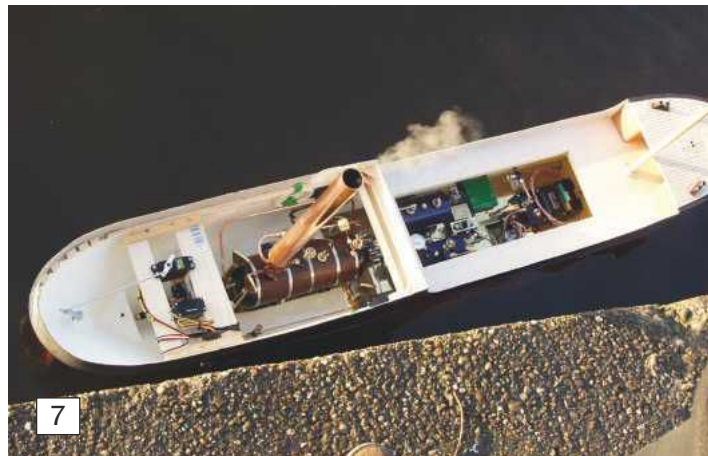


Photo 5. An open hulled sea trial is a very useful stage of the process. Any changes identified here can be simply adjusted or modified, so a couple of runs will be invaluable. It is also the first time you will get to see the engine on full load, so you will gain an idea of duration of the various items and just how easy the model is going to be to manoeuvre.



Photo 6. Starting to fit the decks makes the operation more realistic. In this case the foredeck is on enabling access into only the other compartments to be evaluated.

Photo 7. Removing the hatch at the pondside allows you to determine whether getting your hand inside quickly is feasible for such urgent activities as shutting of the gas valve. In this case the valve is just inside the hatch void so it can be operated easily and quickly.



and minimise the surprises when you start to build the model and this perhaps applies equally to non-steam models. Make lots of copies, scribble all over them and hopefully, arrive at a general layout and dimensions that look like they will be okay, **Photo 1**. This is also the time when you make the decisions as regards how simple or complicated you want your plant to be.

- Do you want manual filling of the boiler or automatic?
- If automatic how do you want it to work?
- What type of engine do you want to use as inline slide valve engines will be longer than a vee twin oscillator? This may be a concern if you need to get the boiler back as far as possible to line the flue up with a funnel.
- Do you want to use disposable gas tanks or a refillable type, or burn coal if you intend becoming a real diehard enthusiast?

All these decisions should be made, equipment identified and the layout planned before you even consider buying anything. If you are going to be in with a chance of ending up with a steam plant that is reliable and easy to use, you need to use this opportunity to think every possible aspect that you can come up with from where valves are going to be, where pipe runs are going to route and even where the electrical and electronic components are going to be located.

Once you are happy with the layout, you can take those first tentative steps towards purchasing the major components, which may well prove to be a substantial investment, so you do need to be sure that you are going down the correct path.

Bench testing

My next step in the process would be a simple bench test, when you assemble the components on your workbench and run them, **Photo 2**. A better idea of duration will be achieved if you can fit the propshaft and propeller and get it into the water, but all you really want to see at this stage is that it all works together okay. Does the engine run smoothly, does the boiler burner ignite reliably, do all of the auxiliary components such as attenuator valves and lubricators work as they should etc., etc. When you are happy that all the components actually do what they are supposed to do, then you can start the process of assembling them into your hull. If your planning has done its job, you will have the hull fitted with suitable bearers and bases, propshaft tube and rudder stock tube in place, ready to accept the main plant components, **Photo 3**. Once you have all the main parts in the hull I would run it again to ensure things still work as you would expect, and then with a propshaft and propeller fitted, **Photo 4**, run the plant in the domestic stability facility, i.e. the bath.

Open deck sea trials

Once you are happy that things work correctly in the bath, or your test tank, and you have sorted out the ballasting required, before you consider putting a deck in place I would strongly suggest a proper set of sea trials without the decks fitted, **Photo 5**. This is a crucial step, as it will identify for the first time just how the model will operate on the water. For the first time you will get an idea of how long the water in the boiler will last; how long you fuel will last, ensuring of course that the former is longer than the latter; how long it takes to fill the separator with condensate; how the model handles as regards speed and manoeuvrability and most important how the ergonomics work, and yes it's that word again first mentioned in the introduction.

The first set of sea trials, which may be three, four or more times on the water, give you the opportunity to try all this out while you still have access to everything, so adjustments and modifications can still be easily made to the model before you close it all in. Only when you are satisfied that everything works well in harmony should you take the plunge and fit the decks. Obviously some areas will still be accessible after this, but it will all have been significantly easier with the hull open. One point to mention here as well, these tests should only ever be done in the calmest of conditions. With no decks fitted and



Photo 8. What may have seemed a large opening in the deck suddenly becomes a lot smaller when you are trying to get to all the bits and pieces in the hull. Keeping things that need to be operated regularly are best placed in the centre as with the water pump on this installation, which is on a raised mounting in the middle of the opening.



an open hull, any splashing or even rain water will fill the hull until it sinks, so great care should be taken.

Closed deck sea trials

Only after you are completely happy with the operation of the steam plant should you take the step of fitting the decks temporarily by either a couple of screws or some sort of adhesive tape. This is then the first time you are going to get a feel of just how accessible things will be through the openings you have available so this is now a good time to do a few more trials. Now we are looking for whether all valves are easily accessible (without burning your fingers) and all the routine regular tasks such as filling the boiler, emptying the separator, filling the lubricator and even the gas tank can all be easily performed, **Photo 6**. If anything is difficult you have one last chance to correct it before it all finally gets closed-up and the decks are permanently fitted. In the case of one model I built, the foredeck was fitted and the hull put on the water a couple more times before fitting the quarter deck and doing a couple more tests, **Photo 7**. It is surprising that what initially may look like large openings in the decks can be surprisingly small when you are trying to get your hand down to the hull's bottom around a hot boiler or the complex electrical and pipe work installation of the entire steam plant, **Photo 8**.

And finally?

If you have got this far successfully, then you are in with a chance of building a model that you will be happy to operate safely and reliably for many years to come. Steam can be just as easy to operate as an electrically powered plant if you get it right, but it can be such a challenge that it can put you off it completely if you do not get the initial layout just right. It takes a lot of careful planning and thought to arrange the parts of your model to be easy to

operate and the equipment easy to remove for servicing and so the model really needs to be constructed in the stages described earlier to help you get to such an arrangement, **Photo 9**. You certainly do not want to get to the point where you have put many hours of work into the final detail of your model, **Photo 10**, only to find that you have to make some major structural modifications because you cannot reach a valve! I guess the moral of all this, is that time spent sketching and planning saves much heartache and frustration later. One of the biggest inner smiles and pleasure I have received has been from a steam powered model, when my Cheddar powered Borkum had to be speedily re-started and re-launched to rescue a stranded electrically powered model tug!

Photo 9. Designing the parts of a model to be easily removable as well as look credible when they are assembled will only happen after a great deal of time spent on the planning. This kit has been heavily modified from the original design to enable the bridge to be removed as well as the quarterdeck accommodation and the main hatch.

Photo 10. You really would not want to put the necessary hours into achieving your desired levels of detail only to find that you have to make a major modification after you discover that you cannot get your hand to the lubricator cap.





ABOVE: Paul Bannon demonstrating the working features of his 1:144 scale model of the USS Harry S. Truman.

BELOW: This very unusual model of a seismic research vessel showing its extraordinary Axe Bow has been built by Hartsholme MBC member Adrian Rowntree.



ABOVE: Affordable 3D printers were on display and demonstrated by the likes of Threedy, a Hertfordshire based British manufacturer.



Spalding Model Engineering &

Dave Wooley reports



Now in its third year, this event held at the Springfield Events Centre on 23/24 April 2016, is gaining popularity and attracting exhibitors and trade support from far and wide. The venue is on the A16 on the outskirts of Spalding, Lincolnshire, adjoining the Springfields Outlet Shopping Centre and Festival Gardens. The focus of this report is firmly on 'all things boat-shaped', with a look at just some of the traders of relevance to ourselves. However, the show encompasses model boats, engineering, railways, cars, tanks, aviation, the IPMS and trucks, with a good selection of vendors. Perkins Engines (Industry) and Boston Grammar School displayed aspects of full-size and model engineering at the event.

Indoor activities

The venue consists of two large halls with an attached marquee, excellent catering facilities and sufficient parking in close proximity. The event is now in its third year, with the smaller of the two halls housing the marine content and some traders, with the larger one having model engineering, a helicopter flying compound, model railways and

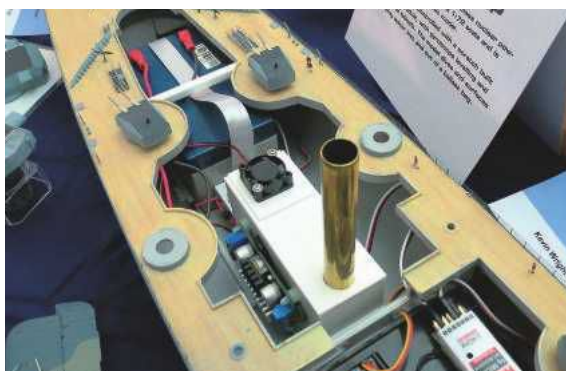
many more traders. The marquee incorporated a superb truck and digger area, similar to that seen at Intermodellbau held each April in Dortmund, Germany.

Outdoor activities

These included a Mig 15 jet aircraft being fired-up and taxiing rather noisily, an impressive and extensive model tank arena, a steam railway, model stunt car arena and a model boat pond which was being used extensively during the weekend.

Model boat clubs

Five clubs were actively involved, these being Daventry MBC, Boston MBC, The Model Ship Society, Hartsholme MBC and Spalding MBC, all of whom put in a considerable amount of effort to project our hobby in its best light, both on and off the water. The amount of interest shown in the ship models by the visiting general public and fellow modellers and exhibitors was quite amazing, and Paul Bannon was kept busy demonstrating the working features of his model of the USS Harry S



LEFT: The compact smoke unit fitted into a Trumpeter 1:200 scale KM Bismarck built by Kevin Wright.

RIGHT: Adrian Abbott of the Daventry MBC was on hand demonstrating the working features of his fairmile D type MTB 801, and accompanying this was another open hull showing all the interior detail as it would have been on the full-size craft.



LEFT: Local club Boston MBC presented a good selection of models including a 1:72 scale HMS Invincible.

ABOVE: Demonstrations continued throughout the weekend with the Stepcraft 3D CNC cutter ideal for use with wood, plastic, foam, vinyl and card. The machine is available ready built or in kit form.

BELOW: A piece of model history and the world's oldest surviving flash steam hydroplane called Evil Spirit. It took the world model speed record in 1915 at 26.9 mph. It was built by Fred Westmoreland of Spalding just prior to WW1 and was displayed here by the Northern Association of Model Engineers.



Hobby Show

Truman aircraft carrier, as well as the constant flow of interest in the fully functioning Fairmile D MTB built by Adrian Abbott on the Daventry MBC display.

Trade

This show really embraced the new technology of 3D printing and 3D CNC. There was a good input from the trade demonstrating these new technologies by the likes of Threedy and their 3D printers, and Stepcraft with their affordable 3D CNC machines that are ideal for preparing precisely cut parts for hull construction from a variety of different materials. Regular traders well-known to us such as Component Shop were on hand, as well as model engineering and craft suppliers one of which, Gyro Cut, caught my eye with a superb cutting device for working with vinyl and I will be revisiting this last trader in Range Finder in due course.

Conclusion

A growing multi-disciplinary annual event and well worth a visit if you are in the area.



ABOVE: A scratch built 1:144 scale model of a stealth ship (from the Daventry MBC), built using methods developed by Glynn Guest. It performed really well, even in the confines of the temporary pond.

Threedy 3D printers (AKA Puzzle Shed)

Website: www.threedyprinters.com

Tel: +44(0)1462 684648

Email: sales@PuzzleShed.com

Stepcraft 3D CNC (AKA Stoney CNC)

Website: www.stoneycnc.co.uk

Tel: +44(0)1432 607908

Email: info@stoneycnc.co.uk

Gyro Cut (AKA Crafty Products)

Website: www.craftyproducts.co.uk

Tel: +44 (0)7908 935578



Preparing for the display.



SWA News

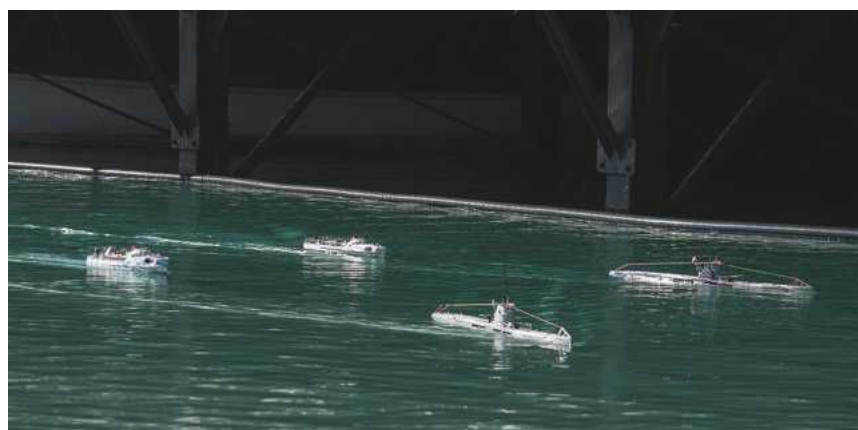
From the April 2016 issue of
Quarter Deck Ramblings

This is the regular newsletter of the Surface Warship Association which arrived recently in the Editorial Office. This association is a national organisation, its members all having an interest in warships and as a group they support many model boating and general interest events in the UK and Europe. One such recent event where they were promoting warship model making and the hobby, was the World War 2 Weekend and the daily Convoy Battle Display put on at 2pm by the Portsmouth Model Boat Display Team (PMBDT) on the Mast Pond and all held within 'Action Stations' at The Portsmouth Historic Dockyard on the 12th & 13th March 2016.

Convoy Battle Display

Dave Reith and David McNair-Taylor were invited to provide their E-boats to take part in this display, put on at 2pm each day by the PMBDT on the Mast Pond next to Action Stations and all great fun with lots of loud bangs, smoke, fire and explosions as a convoy is attacked by German warships and submarines, followed by a hunt and depth charging by the escorts. It is a great crowd puller and the

BELOW: The Germans shadow the convoy.



ABOVE: Dave Reith and David McNair-Taylor prepare to attack with their Eboats.



ABOVE: The attack starts.



ABOVE: The convoy is under attack.

pictures shown here are of some of the action. The SWA together with the PMBDT had 22 models on display within Action Stations and the members worked very hard during this weekend talking to the general public about model warship modelling and the hobby.

SWA Naval Day - 2017

On Sunday 2nd July 2017 a new Surface Warship Association Naval Day is planned at Knightcote Model Boat Club (KMBC), approx. 10 minutes drive from the International Model Boat Show venue at Leamington Spa. This is being organised by the SWA, but is open to all naval vessels of any type, nation or scale. KMBC facilities include its own sailing water (post code CV47 2EQ), clubhouse, kitchen, toilets, jetty with a heavy boat slipway launcher and free car parking on site. Local model boat clubs and their members with warships are also being invited. Further details from Adrian Clutterbuck,
Email: adriansfigures@gmail.com
Tel: 01604 846461.

Contact information

The SWA is a progressive organisation positively participating in a number of public events in the UK and overseas. The Membership Secretary is Mr. Hilary Breeze, 38 Birch Crescent, Holtwood, Aylesford, Kent, ME20 7QE.
Email: hbreeze@ecgroup.co.uk
Tel: 01622 710528

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- 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.**

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V47 Destroyer

Dirk Bonne's new model of this German World War One warship



ABOVE: Completed as a static model, V47 was a bit of challenge.

BELOW RIGHT: The V47 hull was shaped from polystyrene foam.

BELOW: Dirk Bonne with his earlier model of HMS Vindictive in October 2014 MB.

During World War One some of these V-type destroyers were based along the Flemish coast including Zeebrugge and Ostend. They had a length of 82 metres and could reach 34 knots. Armament consisted of three 10.5cm guns, six torpedo tubes and they could stow 24 mines. This model of V47 followed on from the r/c 1:72 scale HMS Vindictive which was featured in the October 2014 issue of MB on Page 56.

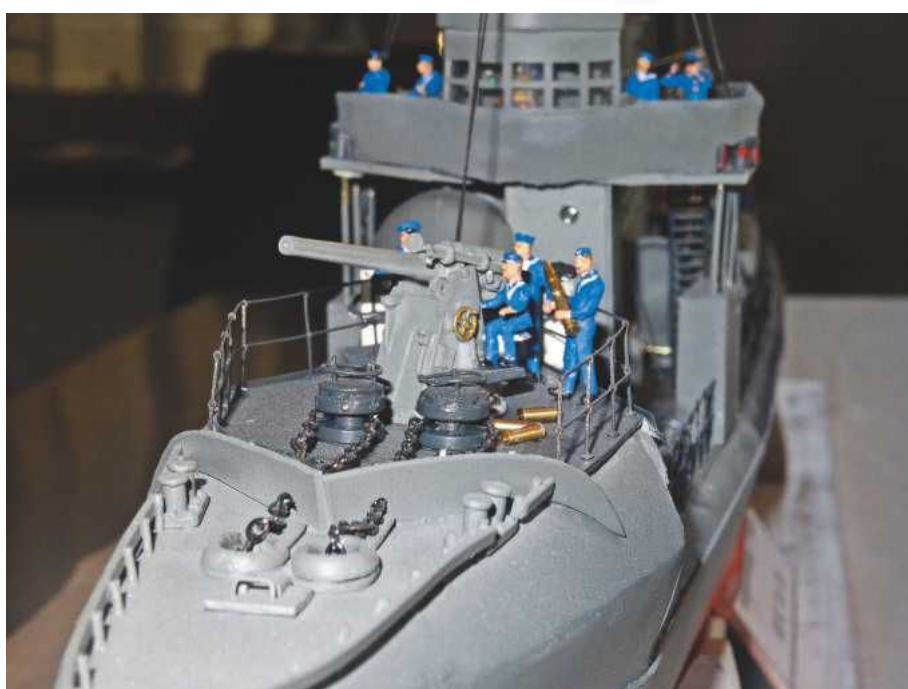
The model

Thanks to the German company of Zinnecker Manfred Modellbau, I was able to obtain the plans of a similar, but slightly smaller, V-type to a scale of 1:72. Following research, both from books and the world wide web, plans for this slightly longer V47 version with a higher bridge superstructure were created. This model has been constructed as a





LEFT: A contemporary photograph of V47 at Zeebrugge which started the model process.



static rather than a functioning r/c version, which I would usually build.

The hull was shaped from a light yellow polystyrene foam and then covered with fine cloth soaked in catalysed resin which, following tests on waste material, did not seem to attack this particular foam product.

Guns, rangefinders and searchlights were wherever possible made from scratch or are from John Haynes with the cowl vents coming from Caldercraft. For the rather ugly boiler exhaust under the front of the bridge, a curved plastic water pipe fitting was utilised and after a long search, including the souvenir shops in Mallorca, some correctly shaped pearls were discovered which perfectly imitated the mines. The crew figures are modified Preiser offerings and make the model come alive. As mentioned earlier, because the model has such a shallow draft, the decision was taken to build V47 as a static model rather than with radio control, which mine usually are. I hope you enjoy the photographs and perhaps get some inspiration from them.

Dirk Bonne - Spring 2016



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!



ABOVE: The hull is a one piece fully detailed injection moulding.

News from Deans Marine

This well-known and long established UK manufacturer has in the last couple of years increased their retail presence with a shop at their facility in Lincolnshire. They are now pleased to announce that they have in stock the Trumpeter kits, including the latest release of HMS Hood.

HMS Hood - 1:200 scale

Priced at £277.00p + p&p, the size of the finished model is 1318mm x 163mm and the kit lends itself to radio control. There are 1490 parts and some are photo-etched and no doubt in due course some additional after-market super-detailing packs will be introduced.

Deans Marine also have running gear sets for this kit, both as a twin screw powered version and for all four propshafts. These running gear sets contain all the parts required to add a propulsion system to the model and include the motors, couplings,



propshafts and tubes, cast metal replacement rudder with tube and tiller arm, connecting rod, cast and polished propellers, motor mounts and clamps, servo mounts, battery boxes, plus a CD of installation pictures. Twin screw set is £98 (£84 discount if purchased with the kit) and quadruple set is £194 (£173 if purchased with the kit.)

The 1:200 scale warship kits from Trumpeter are producing absolutely stunning models and this new kit follows their 1:200 HMS Rodney and HMS Nelson, KM Bismarck and USS Arizona.

Further information from: Deans Marine, Conquest Drive, Farcet Fen, Peterborough, PE7 3DH, England. Tel: +44 (0)1733 244166, website:

www.deansmarine.co.uk

Paul Freshney - June 2016

LEFT: The Deans Marine twin screw pack for HMS Hood. The quadruple propeller pack is the same, but with additional motors, couplings, mountings and propellers etc.

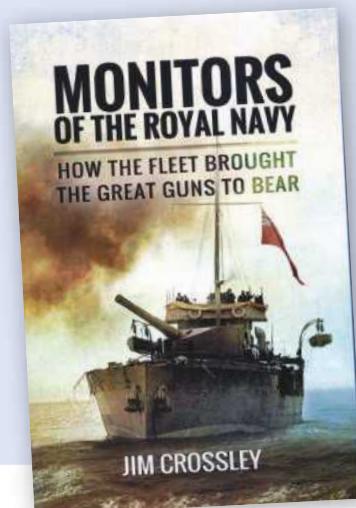
Monitors of the Royal Navy

- How the Fleet Brought the Great Guns to Bear

Written by Jim Crossley. Softback, 232 pages, 235 x 158mm, 32 b & w photographs, line drawings, diagrams and maps. ISBN: 9781473877146. Price (rrp) £14.99. Published by Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222 website: www.pen-and-sword.co.uk. Available direct from the publisher or through the usual retail outlets.

Monitors mounted the big guns deployed by the Royal Navy and played an important role in Allied efforts during WW1

and WW2. They were built as cheap disposable ships made of redundant bits and pieces which the Admiralty happened to have



available. Their objective was to support military operations on land with the firepower of their heavy naval guns. On at least one occasion a force of three monitors had a profound effect on a strategic situation in WW1. Being classed as disposable they were often exposed to risks far more than the expensive battleships or heavy cruisers. So impressive was their performance in WW1 that two were retained for service into WW2 and one of these, HMS Terror, did such good work during the North African campaign that new ships were built and these fought in the Mediterranean, the Normandy landings and supported the advance of the Allied armies into

occupied Europe.

In this book, naval historian Jim Crossley, deals with the origins of the monitors and how they evolved from the bomb ketches of the 18th Century. It looks at how the various classes of monitor were designed and built and explores their careers in both World Wars, including the particular impact they had on the various campaigns in which they fought. It also attempts to assess their effectiveness in comparison with other classes of ship, and is sure to appeal to ship modellers and enthusiasts of naval history, both old and new.

Book Review by John Deamer

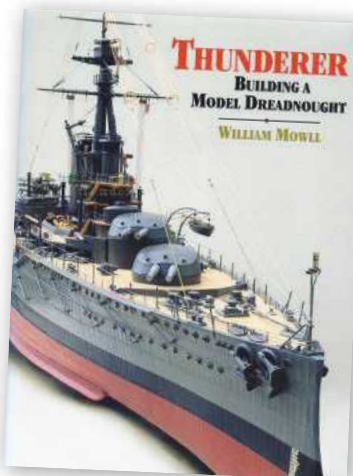
Thunderer - Building a Model Dreadnought

Written by William Mowl.
Hardback, 160 pages, 253 x 193mm, over 330 photographs, some in black & white, but most are in colour. ISBN: 978-1-84832-059-8, 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. This is a reprint, available direct from the publisher or through the usual retail outlets.

HMS Thunderer (1911) was the third Orion class battleship, one of the Super Dreadnoughts

built to counter the German naval expansion. Her keel was laid down in April 1910, the last battleship to be built by the Thames Iron Works, on the River Thames in London.

The author and modelmaker, William Mowl's 1:96 scale, museum quality model of this ship reflects the massive engineering of the prototype and brings to life the power and potency of the Super Dreadnoughts. In this detailed step-by-step manual, every aspect of the build is covered from the hull to the masts, rigging and wireless equipment, and all the different techniques required to bring a complex model battleship to completion



are clearly explained, including the wooden plank on frame construction of the hull, casting in metal, patternmaking and GRP moulding for the five gun turrets, silver soldering, soft soldering, metal fabrication in steel, brass, copper and pewter, and lathe turning and milling operations for

the production of the gun barrels, propshafts and propellers. The book concludes the building of the Thunderer with a Photo Gallery of the completed model.

The author also covers the American battleship, USS Texas, the only remaining ship of that type which is preserved at St Jacinto Park in Texas, USA.

This is not just a superb 'how to' manual for ship modellers, the book is also

an eloquent testimony to the skills of the designers and the original builders as well as a wonderful evocation of the great ships that fought at the Battle of Jutland, the centenary of which we celebrate in 2016.

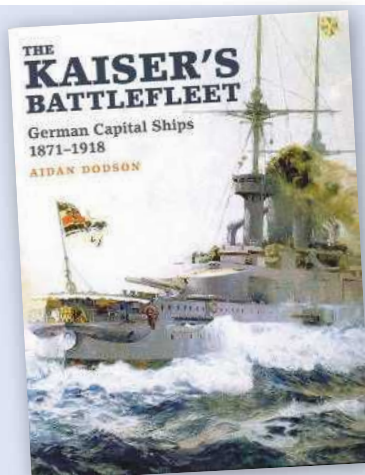
Book Review by John Deamer

The Kaiser's Battlefleet

German Capital Ships
1871-1918

Written by Aidan Dodson.
Hardback, 257 pages, 284 x 230mm, over 500 black & white photographs, line drawings, ship profiles, sketches and maps. ISBN: 9781848322295, price (RRP) £35. Published by Seaforth Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222 website: www.seaforthpublishing.com. Available direct from the publisher or through the usual retail outlets.

This new book by naval historian Dr. Aidan Dodson, is the first to tell the full story of the capital ships of the Imperial



German Navy from 1871 to 1918, which began its history with a handful of foreign-built ironclads and ended with it becoming the second largest battlefleet in the

world, a fleet that would all but vanish a year after the Great War of 1914 to 1918 ended.

Covering both battleships and what would be classified in Germany as 'large cruisers' (armoured, or battlecruisers in British terms), it weaves an illustrated history of the technical evolution and modification of these ships into the Imperial Navy itself, including overviews of operations involving capital ships, including the famous Battle of Jutland fought between the British Grand Fleet and the German High Seas Fleet off the coast of Denmark in May 1916, and the damage suffered by them.

It concludes with the demise of the Imperial Battlefleet, examining its dissolution by

scuttling and scrapping, and traces the careers of its handful of survivors until the very last one departed for the scrap yard in 1973, two years after what would have been the Imperial German Navy's centenary.

The narrative is supplemented by an extensive summary of technical details, careers and fates of the ships in question, accompanied by sketches showing the arrangements of armour and machinery spaces and the evolution of the ships' external appearances, thus providing a most comprehensive account of these vessels for both ship modellers and naval historians alike.

Book Review by John Deamer

The Battle of the River Plate

The First Naval Battle of the Second World War

Written by Gordon Landsborough. Hardback, 195 pages, 224 x 147mm, 18 black & white photographs, and maps ISBN: 9781473878952. Price (rrp) £19.99 Published by Frontline Publishing, an imprint of Pen & Sword Books Limited, 47 Church Street, Barnsley, South Yorkshire, S70 2AS. Tel: 01226 734222, website: www.frontline-books.com. Available direct from the publisher or through the usual retail outlets.

At dawn on the 13th December 1939, smoke was seen on the horizon; HMS Exeter was told to close in and investigate. Two

minutes later a dramatic signal was sent from the British cruiser – 'I think it's a pocket battleship'.

It was the Deutschland Class heavy cruiser Admiral Graf Spee, marauder of the South Atlantic shipping lanes that had sailed into a trap. Three smaller British cruisers closed in on the German warship which, so Adolf Hitler had boasted, could out-sail any ship powerful enough to damage her, and out-gun any ship able to keep up with her.

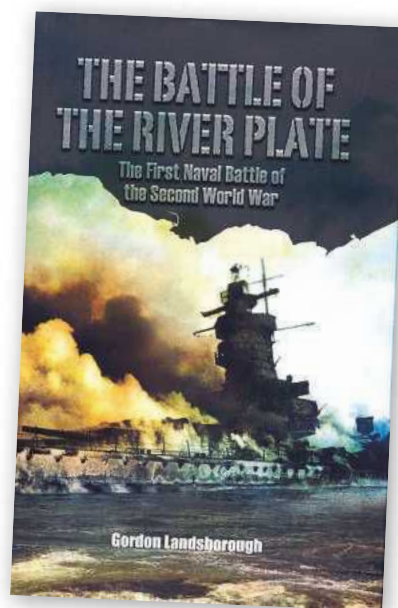
In this new edition of a book which was first published in 1956, the author, Gordon Landsborough, tells the story of the Battle of the River Plate which has its duplicates in British naval history, but which nevertheless brought pride and inspiration into the hearts of a nation unwillingly

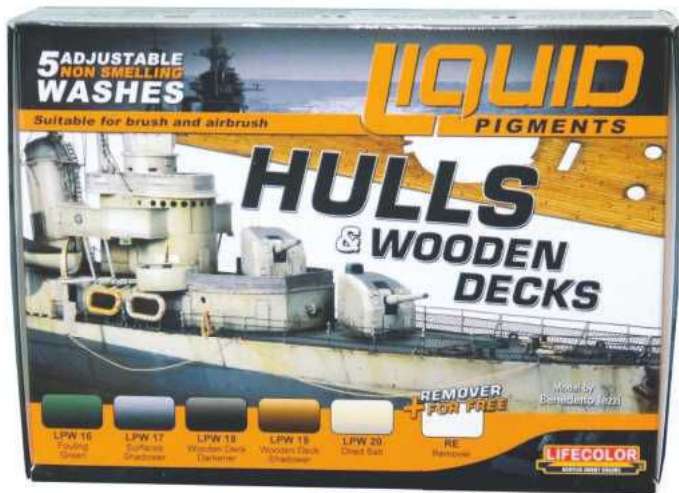
at war.

A terrible battle was fought that day, off the coast of South America, and although the Admiral Graf Spee's guns struck and disabled HMS Exeter and put HMS Ajax's aft gun turret out of action, by the time the battle was discontinued, Graf Spee had been hit approximately 70 times.

As is well known, the damage sustained by the German warship compelled her captain, Hans Langsdorff, to put into Montevideo in neutral Uruguay for repairs. It was the end of her operational career, in which she accounted for the loss of 50089 tons of Allied shipping. Thoroughly recommended reading for ship modellers, naval historians and enthusiasts alike.

Book Review by John Deamer





ABOVE: Lifecolor paints are supplied in 30ml jars, ready for spraying.

News from The Airbrush Company

New Lifecolor, Wilder & Iwata products

Lifecolor have been building an excellent reputation for their paints and Wilder have also recently introduced some additional weathering products.

Lifecolor Hulls & Wooden Decks

This pack of five weathering colours, plus a remover, is priced at £17.50. It is a set of paints for ship modellers with colours suitable for simulating the green fouling of a keel and the dried salt streaks on the hull. There is also a dark grey to highlight ladders & portholes etc., as well as two colours to emphasise wood decks. Dilution, if required, is with water.

Wilder Nitroline Grease

This comes as Normal or Old Grease, and these are enamel based products for quick and easy application of grease streak effects to all types of model or diorama. They can be used straight from the bottle or thinned

using enamel thinners. Price is £3.90 (inc. VAT) for a 50ml bottle. Also pictured is an oil-based Medium Rust which is the same price, but for just 20ml, and is more akin to what an artist would use from a palette.

Iwata accessories

This well known manufacturer of airbrushes has recently added a tool kit, spray-out pot, soft jaws when using a small wrench on the devices and a special storage case. Prices are quite high, but the tool kit in particular enables hobbyists to service their airbrushes properly.

These products may all be obtained from selected retailers and online (or by telephone) from The Airbrush Company Ltd, 79 Marlborough Road (East), Lancing, West Sussex, BN15 8UF, tel:+44 (0)1903 767800. The website includes more detailed information about these products and their proper use: www.airbrushes.com
Review by **Paul Freshney**

BELOW: Wilder Greases are enamel based products for weathering by brush application or spraying. The Medium Rust is oil based, and much more creamy-like.



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Sales

TARPON Vosper Italian designed cabin cruiser from MB plan. Also: Claudia, a semi-scale Venice cruiser. Both models inc. 500 type motor, 50A esc, servo, but no Rx or battery, £100 each, or £50 if no esc & servo and £40 if no motor. Buyer collects, Charles Santer, tel: 01626 862756 (Dawlish Warren, Devon).

GERMAN E BOAT 1:24 scale with plans, £75. Also, armoured bridge in GRP plus guns for model boats in various scales, 1:16 to 1:72. Please call Mike for prices & more details, tel: 01204 559525 (Lancashire).

ARMORTEK CENTURION TANK, 1:6 scale, fully motorised with r/c and painted, £5500. Buyer collects. Rod Ackers, tel: 01273 417777 (Portslade, East Sussex).

POND YACHT. Wooden deck & superstructure, 50ins long. High standard of build with all, full linen sails, r/c inc. winch & rudder servo plus trolley, £225. Ken Grimward, tel: 01404 891707 (Honiton, Devon).

SCHOONER. Working model 1500 x 250mm beam, 3 masts, teak construction. Requires TLC, painting and sails. Photos if required. £120, Edwin Gibson, tel: 01233 610836 or 07803 813875 (Ashford, Kent).

SUPERB STEAMBOATS. Late-father's models: 42 inch wooden hull based on S. L. Bat with plans, £450 ono. Also 28 inch wooden hulled similar model, £250 ono. Buyer collects, photos if required. Sarah Nolan, tel: 07966 414199 (Newbury, Hampshire).

MOBILE MARINE MODELS CANNING TUG. Compete with r/c, £250. Also: Scratch

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FAIREY HUNTSMAN, 46 inches long, just built, tornado marine speed controller, Graupner turbo motor, 12v battery. £200 ono. D. Searle, tel: 01258 840681 (Wimborne, Dorset).

FAIRMILE D 1:24 SCALE, 60 inches long, Kingston hull, Battlecraft fittings, w/c esc's. twin brushless, four channel 2.4GHz, NiCd's, unused but tested, ready to go & complete. Photos if required. Buyer collects, £750. Mr. Wilford, tel: 07876 641770 or 01477 500008 (Sandbach, Cheshire).

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REVELL PLATINUM CORVETTE, with motor & servo. £100. Also, Italeri Vosper, £50. ASR launch, £30. Orca own design, £50. Great White Shark, £40. Tamiya Prince of Wales, gearbox & motor, £50. Buyer collects, Don Lewis, tel: 07826841433 (North Hampshire).

TITANIC scratch built. 1360mm. Twin 540 motors, ready to go with 2.4GHz r/c, £250. Also: Plangent tug, 900mm, GRP hull, scratch built, lights & ready to go, needs 2.4GHz Tx, £250. David Edwards, tel: 07951 587218 (Essex).

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Craig Dickson reports from Colwick Country Park – Nottingham.

Our second race of the 2016 season was only two weeks after the first at Branston Water Park, which had proved to be a great opening event, albeit with a slightly disappointing turnout. It was great to arrive bright and early at Colwick Country Park a fortnight later to see a considerably better turn out and plenty of boats and their drivers preparing them for racing, including two new members from Leicester, Tony Bollard and Gary Crisp, both with new boats to race in the Catamaran T2 Class. Once again, the large spark ignition (s.i.) powered D Class boats proved to be the most well supported class of the mono hulled boats but the T2 catamarans actually had one more entry with a total of ten. Mark Wild had, well in advance, volunteered to be Officer of the Day (OOD) and he had the task of taking the bookings and arranging the heats before race day, a job that he always handles brilliantly.

Mark decided to split the D Class and the

Catamaran T2 Class into two heats each as with nine and ten entries respectively, he felt that it could all result in carnage if trying to run single heats with so many boats in each. At the other end of the scale due to relatively few entries, he decided to let the AA Class mono boats and the T1 Cats run together and also let the B Class and C Class boats run in the same heats, as this would reduce pressure time-wise during the day and make it more exciting for spectators, and indeed the competitors themselves. Mark explained all this during the driver's meeting, which as usual was called as soon as the competitors had arrived and as there was no dissent and everyone seemed happy with the arrangements and the layout of the course, it was time to get racing underway.

AA Class

This class had five entries including my identical twin and me doing battle again for the second time in 2016. Garry's West 28 powered Magnet comfortably took first place with a total of 77 laps. My (Craig's) own Magnet ran well when going flat out, but again it stalled on three separate occasions when throttling back near the rescue boat which cost a lot of laps, but with 60 in total, this was still enough for second place.

Kian Searle raced his Picco powered Challenger and achieved 58 laps for third place. His father had, the day before the race, changed the engine and numerous other components, which meant that the boat had not been tested or fine-tuned with this engine, which explained why Kian had to spend part of the first heat making adjustments to the carburettor (with his dad pitting for him), to get it on-form and running at top speed. He also hit a buoy in the first heat which knocked the boat's turn fin up, making the hull unstable in turns and eventually causing it to flip-over. Thankfully he enjoyed a much better second heat, the boat running very quickly, with none of the problems of the morning.

David Hough's GO 28 powered Pursuit narrowly missed third place as he ended up with 57 laps and fourth place. The Pursuit is tremendously fast for such

BELOW: The split exhaust connector that caused problems for Graham Stanley in the AA Class.





LEFT: D127: Ian Searle's Phantom going flat out.

BELOW: Tony Bollard's new catamaran looking very impressive at speed. (Photo courtesy of Judith Beesley)

LEFT: Hmm - Maximum ramming speed? (Photo courtesy of Judith Beesley)



BELOW: Mike Barnes with his new Thunderbolt catamaran.



a relatively small boat, although a couple of stops in the second heat unfortunately lost valuable laps.

Graham Stanley raced his OS 21 powered Cavalier which when on form is a very quick boat and can keep up with the best in the class, particularly bearing in mind that its 0.21 cubic inch capacity engine is only 75% of the capacity of the larger '28' sized engines. On this occasion though, the boat was not performing at its true potential, leaving him with just 24 laps and fifth place. The silicone tubing that connected the tuned pipe to the exhaust manifold had split during the race, seriously reducing the performance of the engine and this wasn't obvious until a bit later, by which time he was a long way behind.

A Class

Just three boats entered this class, including our two junior members plus Mike Barnes.

Mike's Challenger, powered by an 'off the shelf' ASP 46 sports type engine, performed faultlessly, being driven practically flat out through all of both heats and he achieved 98 laps in total for first place. Mike swears that he has not modified or tuned this engine, but its performance would have you think otherwise. He explained that the trim tab on the

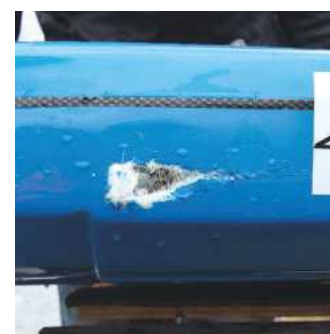
boat had been knocked slightly down in the previous race (unbeknown to him at the time) and that having adjusted it upwards again, the boat ran much better and faster.

Luke Bramwell's Challenger earned him second place with 61 laps. The engine didn't perform as well as it normally does, as a tiny split in the fuel supply line caused problems in the first heat, this only being spotted after altering the carburettor settings, these being initially thought to be the cause. Although Luke got this resolved for the afternoon's heat, he then managed to flip the boat over, costing further valuable laps.

Kian Searle's ASP 46 powered Crusader didn't have the best of runs as the boat encountered a number of problems leaving him in third place with only 24 laps. In (or rather just before) the morning's race, the engine did not want to start and after several minutes of trying, the carburettor barrel popped out after the stop screw had worked loose. Once the engine was finally started, the boat was found to be taking on water which kept causing the engine to stall. The silicone tube that connects to the water outlet had come loose, but even when pushed back on, the hull was still slowly filling up with water, so further investigations are needed before the next race.

ABOVE: Mark Beesley's Conquest (D176) on the tail of Mike Durant's Phantom (D8).

BELOW: Ouch! Mike Barnes's new Thunderbolt catamaran with some race damage.





ABOVE: Note the horizontal rudder. It flipped back when this boat hit a buoy and the lower retaining bolt shearing off as designed to do to prevent major hull damage.



ABOVE RIGHT: A good racing battle here between the D95 and D176 boats. (Photo courtesy of Judith Beesley)

RIGHT: D9: Malcolm Pratt's Patriot rapidly approaching Buoy 4.



ABOVE RIGHT: A6: Luke Bramwell's A Class Challenger. (Photo courtesy of Judith Beesley)

ABOVE: D95: Paul Edgecombe's D Class winning Patriot.



BELOW: New BMRPS member Tony Bollard with his new catamaran.



B Class

With only two entries in this (and the C Class), it was the right thing to run all four boats together, as it made it more challenging for the drivers.

Malcolm Pratt's CMB 67 Warhawk had a superb run and took first place with 89 laps, his bright yellow hull looking impressive on the water. Garry Dickson's West 52 powered Challenger was running fast, but seemed to struggle with stability as it tipped over at least three times in the first heat and once in the second heat. On one occasion the boat did a full barrel-roll and ended up running straight into the reeds just beyond the pit area. Is the hull overpowered, and/or does it need some more experimentation trim-wise we are wondering? Anyway Garry ended up with 55 laps and the inevitable second place.

C Class

This race for Mike Gelson proved to be an easy one to win. His geared CMB 91 powered Stratos performed impressively, being quick and stable, leaving him with a very decent 103 laps for first place. Ian Searle's CMB 90 powered Makara only achieved 6 laps in total, but as there were only two entries, he was still second and what went wrong? Ian had, during the winter non-racing period, changed the main bearing of the engine and reassembled it and the boat, but had not had time to give it a proper pre-race test. On this day there were problems with the remote fuel mixture needle (which is servo operated), and with a blown glow plug. Upon replacing the plug there was evidence of 'glitter' in the fluid escaping from the thread in the

cylinder head when turning the engine over. This can indicate a possible imminent bearing failure, so retiring from the race to inspect the engine thoroughly when at home was (and is always) the best option.

D Class

Nine entries guaranteed some spectacular and exciting racing, even though they were split into two separate heats of five and four boats. Without seeing these substantial boats in action, you might wonder, why not race all nine together? Well, these boats can be more than 60ins (150cm) long and have massive momentum when under full power, so in the interests of safety and wanting members to take their boats home in one piece, Mark was right to err on the side of caution for both this and the big Catamaran T2 Class.

Paul Edgecombe's RCMK powered Patriot was absolutely ballistic and his superb driving powered it to first place with 113 laps which was also the highest lap score of the day, so well done Paul! Garry Dickson was second with 96 laps, from racing his MPM powered Saturn. The engine didn't seem to be delivering its usual power, despite some carburettor adjustments during the lunch break before the afternoon's heat. Garry subsequently discovered that this heavily raced engine was in fact on its 'way out', as testing the following weekend resulted in failure of the engine.

Ian Searle who had not had a good race in the C Class, made up for it in this one. His RCMK powered Phantom clocked 90 laps for third place. He felt that the Phantom was not quite on its usual form during



ABOVE: This is what happens when a catamaran hits a buoy as you can end up stuck and going nowhere. The mono-hulled boats tend to simply bounce off the buoys. (Photo courtesy of Judith Beesley)



LEFT: D Class boats creating plenty of prop wash! (Photo courtesy of Judith Beesley)

BELOW: Mark Wild (top right) checking failsafe's before the start of a D Class



the first heat, so he went richer on the carburettor needle and slightly longer on the tuned pipe length for Heat Two. That made the boat slower, so near the end of Heat Two, further fuel needle adjustments were made and these got it really flying, but a bit too late for a good overall place and what about some of those that didn't make the top three places?

Mark Beesley's Waverider had a really good first heat with 40 laps at the halfway stage, despite stalling the engine when slowing down for the rescue boat. However he ended up stuck on 40 laps and in ninth place. He had unknowingly left the transmitter switched on after the first heat and by the afternoon session, the battery voltage had dropped too low to risk racing the boat, and thus retirement from Heat Two.

Mike Durant's Phantom also had a cracking good first heat scoring 49 laps at the half way stage, but in Heat Two, the brass throttle pin on the engine snapped, leading to an unexpected early retirement. Mike Barnes had a disastrous first heat not even getting off the starting blocks. He discovered that the boat's radio gear was dead with no power, but during the lunch hour identified the On/Off switch as being at fault and replaced it to resume for Heat Two. Ironically for him, he achieved 59 laps in that second heat and although not near enough to get him in the top three, it was I think the highest single heat score of the day.

Malcolm Pratt's Patriot started off well, but when the boat hit Buoy 4, it knocked the rudder back (as designed to minimise damage), but left it with no steering and therefore running into the side of the bank., but overall he managed 52 laps and eighth place.

Catamaran T1 Class

With only two entries as already mentioned, these boats were run with the smaller engined AA Class mono-hull boats. We, in the AA Class, had a gentlemen's agreement to give way to the T1 cat's should they have a speed advantage and let them pass, which proved to work really well, as both T1 cat's did have just that!

Both Mike Barnes and Luke Bramwell raced ASP 46 powered X-Cat 38 hulls. Both achieved good consistent scores by driving extremely well and keeping out of trouble. Mike had the slight edge on Luke and won this class with 91 laps versus Luke's 87 laps, and it was great to see both these guys really enjoying some close racing.

Catamaran T2 Class

With ten entries, this class featured some really frenetic race action. Bear in mind that this class is the only one that permits both Spark Ignition (S.I. petrol) and Nitro (glow fuel) engines to compete together, but notably 9 of the 10 were the former, and the twist is? The only nitro boat entered was Malcolm Pratt's CMB 91 powered Aeromarine and he drove the boat faultlessly to a total of 104 laps, deservedly earning him first place, perhaps a testimony to those who say that nitro engines have a significant power to weight advantage over petrol engines?

Garry Dickson drove his MPM powered Mercury mainly cautiously, keeping out of trouble and the 97 laps total gave him second place. I say mainly, because in Heat Two, the Mercury spun out and right into the path of Mike Barnes's new Thunderbolt,

BELOW: Gary Crisp with his new Spider catamaran.





ABOVE: Malcolm Pratt's Aeromarine catamaran on the way to winning the T2 Class. (Photo courtesy of Judith Beesley)

ABOVE RIGHT: AA29: Graham Stanley's AA Class Cavalier. (Photo courtesy of Judith Beesley)



ABOVE: New member Gary Crisp's Spider in the Catamaran T2 Class.

BELOW: The big Cat's in action. (Photo courtesy of Judith Beesley)



leading to an inevitable collision which sadly caused some damage to that boat. Paul Edgecombe took third place with 97 laps, just a fraction of a lap behind Garry's score, with his TK 27 powered X-Cat 48 running very impressively.

After the two morning heats had been completed, only 5 of these big catamarans were left able to race in the afternoon session, so they all competed in a revised single heat. Kevin Alcock's Conquest had been involved in a substantial collision with another boat which put a big gash in the side of his hull and so did not race in the afternoon. Mike Proudman didn't manage to get off the starting blocks, because at the start of the first heat the pull cord of the engine snapped, thus making it impossible to start.

Conclusion

With the racing completed by late afternoon, we all enjoyed the presentation of the winners' certificates and thanked the Nottingham MBC members for hosting the event and providing the rescue boat and other vital facilities. Thanks were also given to two members who, although not racing, helped enormously and they were Madelyn Reid who did all of the lap scoring and Barry Woods (from Grimsby) who spent a lot of time manning the rescue boat and doing a great job. All in all this was a cracking good event, thoroughly enjoyed by all on the day.

Cheers until my next update - Craig

BMPRS Nottingham Results - 24th April 2016

Position	Name	No.	Hull	Engine	Heat 1	Heat 2	Total
AA Class							
1	Garry Dickson	44	Magnet	West 28	38	39	77
2	Craig Dickson	55	Magnet	West 28	33	27	60
3	Kian Searle	128	Challenger 43	Picco	20	38	58
4	David Hough	87	Pursuit	GO 28	33	24	57
5	Graham Stanley	29	Cavalier	OS 21	22	2	24
A Class							
1	Mike Barnes	4	Challenger 43	ASP 46	49	49	98
2	Luke Bramwell	36	Challenger 4	ASP 46	29	32	61
3	Kian Searle	128	Crusader 3	ASP 46	3	21	24
B Class							
1	Malcolm Pratt	9	Warhawk	CMB 67	45	44	89
2	Garry Dickson	44	Challenger 48	West 52	20	35	55
C Class							
1	Mike Gelson	36	Stratos	CMB 91RS EVO Geared	49	54	103
2	Ian Searle	127	Makara	CMB 90	5	1	6
D Class							
1	Paul Edgecombe	95	Patriot EVO	RCMK 30S	56	57	113
2	Garry Dickson	44	Saturn	MPM 31	48	48	96
3	Ian Searle	127	Phantom	RCMK	48	42	90
4	Graham Stanley	29	Phantom	Zen 30	31	53	84
5	Mike Barnes	4	Patriot	Zen 28.5	0	59	59
6	Mike Durant	8	Phantom	Gizmo 31	49	6	55
7	Kevin Alcock	75	Patriot	Gizmo 30	19	34	53
8	Malcolm Pratt	9	Patriot	Tiger King	23	29	52
9	Mark Beesley	176	Waverider Apache	Zen 26	40	0	40
T1 Catamaran Class							
1	Mike Barnes	4	X-Cat 38	ASP 46	46	45	91
2	Luke Bramwell	6	X-Cat 38	ASP 46	43	44	87
T2 Catamaran Class							
1	Malcolm Pratt	9	Aero Marine	CMB 91RS	53	51	104
2	Garry Dickson	44	PMC Mercury	MPM 31	47	50	97
3	Paul Edgecombe	95	X-Cat 48	TK27 EVO	47	50	97
4	Graham Stanley	29	F1 1320 GP	RCMK K30	48	44	92
5	Mike Barnes	4	Thunderbolt	Zen 26	52	39	91
6	Kevin Alcock	75	Conquest	RCMK	34	0	34
7	Mark Beesley	176	Conquest	RCMK 26	25	0	25
8	Tony Bollard	31	Cat	Zenoah	4	0	4
9	Gary Crisp	27	Spider	Zenoah	1	0	1
10	Mike Proudman	85	Cyclone	Zen 28.5	0	0	0

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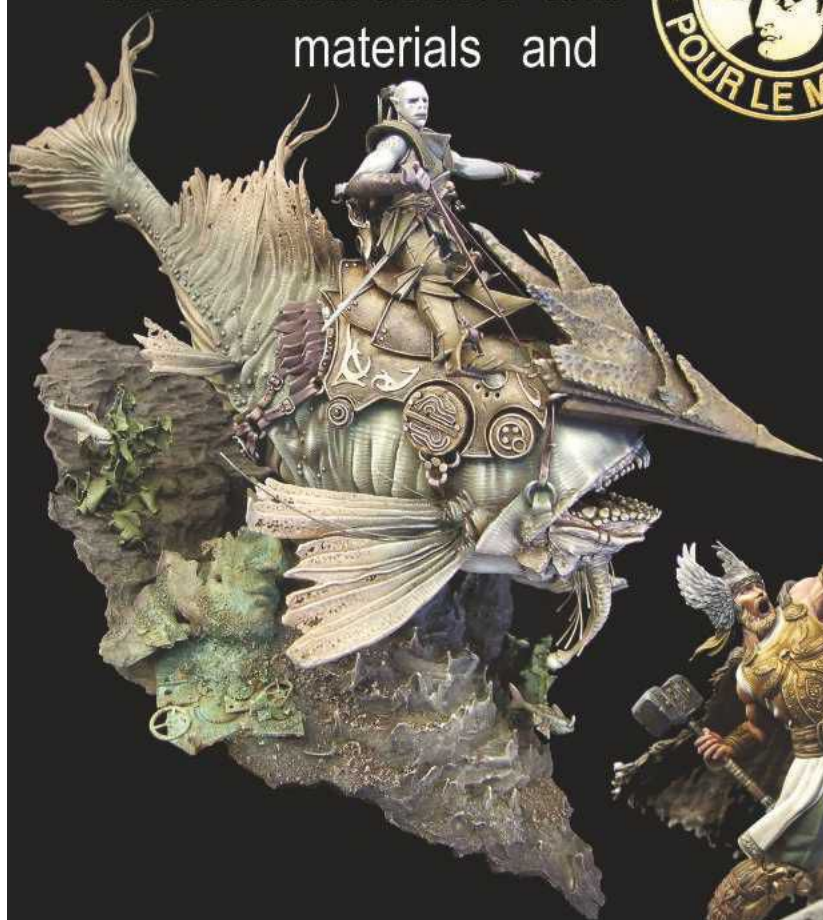
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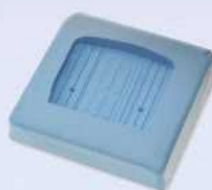
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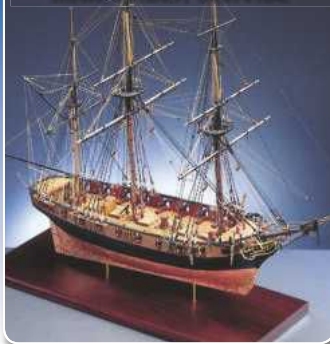
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