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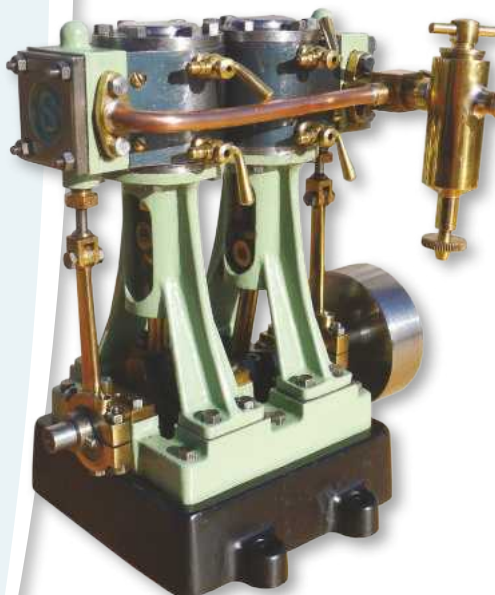
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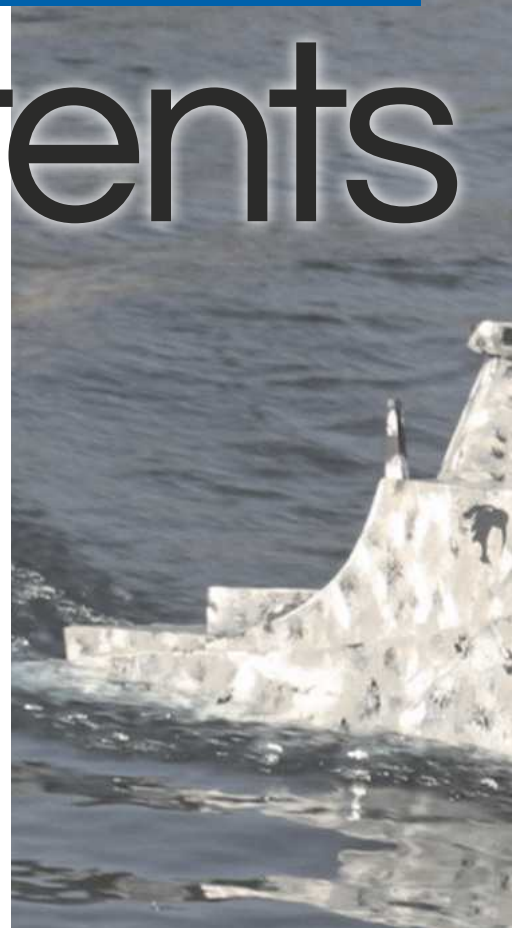


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While I write this editorial, I am surrounded by the productive sounds of Sellotape being removed from the roll, the crunch and pop of bubble wrap and the equally satisfying sound of boxes being written on as we go through the 'enjoyable' phase of moving house. I've already decided (in my own head) that this will be the last time we go through such a process as the goal posts of retirement (or more like 'semi-retirement') inch closer and that day of either down-sizing or just selling up arrives (who am I kidding?). What is more important is that, what we are going through is another period of change and I suppose just like all new editors, I like to make my mark and change a few things around or maybe even drop some items and introduce others. I had no intention of making any drastic changes but, some regular contributors have suggested to me that they would like to do the changing instead, and I whole-heartedly support this – a change is as good as a rest. With that in mind, some of the more regular features will make way for new ones as the magazine evolves and meanders towards its 70th birthday.

As well as our usual array of regular features, our main article is a model boat with a difference which, thanks to my inexperience has caused our superb illustrator, Grahame Chambers, an enormous headache and has also resulted in an apology to the boss from myself with regard to the resulting larger than envisaged/anticipated plan/plans! I'm not sure if this is a first but you will be getting a pair of A2 sheets this month which should give you a fighting chance of building Paul Thomason's impressive 'Brutus' modern/future warship. Mike Williams makes a welcome return; he was a regular contributor to Military Modelling and little did I know, also provided material to the departed Marine Modelling International. With the latter in mind, I have met a number of people who used to write for our one and only main competitor in the UK and many of them have expressed an interest in rattling the old keys again to produce some work for Model Boats. Contributors old and new are always welcome, so please, never be afraid to present your ideas; I'll be waiting!

Martyn Chorlton



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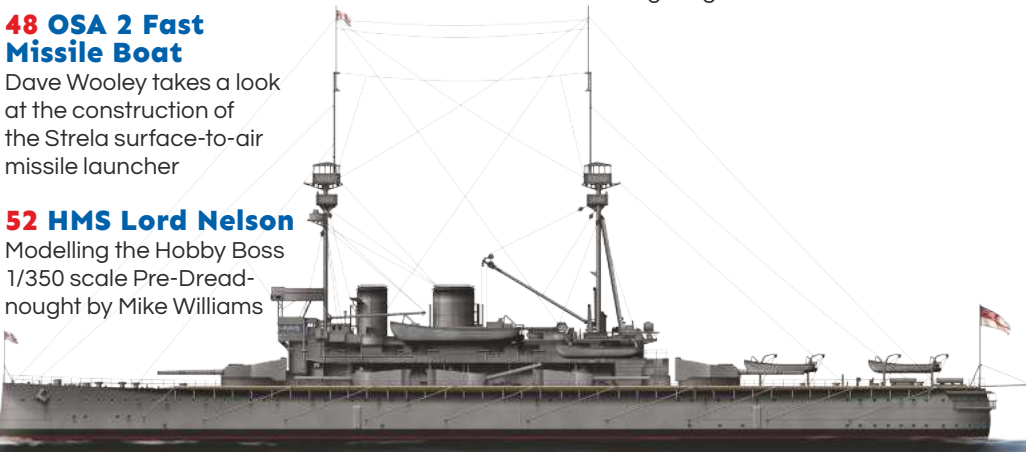
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Our news round-up from the model boating world

Editorial Contact: You can reach the Editor, Martyn Chorlton, via e-mail to editor@modelboats.co.uk. The editorial postal address is Martyn Chorlton, Model Boats, MyTimeMedia Ltd, Suite 25, Eden House, Enterprise Way, Edenbridge, Kent, TN8 6HF. Tel. 01689 869840. Use it or lose it!

Alvaston Park Fun Day



The Pirates normally sail on Saturday, Sunday & Wednesday mornings at Alvaston Park, Derby, DE24 8QQ more details on the club website www.alvastonpiratesmodelboatclub.co.uk. The picture shows the club display under one of our new gazebos, before it became too crowded!

The park has excellent facilities, including free parking, an on-site cafe, toilets, football pitches, tennis courts, an outdoor exercise area, ducks, geese and swans for the kiddies to feed and a top class BMX bike track.

Phil Button

Every year the Alvaston Park Friends in conjunction with Derby City Council Parks Department organise a 'Fun Day' in the Park where there are all sorts of attractions on offer; this year including a fairground, a barbecue, a dog show and many other stalls. The Fun Day took place on Sunday July 22 and was once again supported by the Alvaston Pirates Model Boat Club with displays of model boats both on and off the water. The weather was especially kind on the day as, although it was hot, there was light cloud cover and a breeze to keep it from becoming too warm.

Our fleet of club 'Fun Boats' did sterling service in giving free taster sessions to anyone children who wanted to have a go with a model boat. As usual, the youngsters wanted the boats to go faster – not good with beginners!



Public Relations Officer

Mr S Reffin

01 August 2018

Martyn Chorlton.
Model Boats.

Re: Model Boat Club Raffle

I am pleased to announce after a successful Open Day raffle we were in a position to donate £270.00 to the RNLI and with sales on their sales table the combined total was £443.50. On behalf of the committee and members I would like to thank you for your continued support. It is much appreciated and I hope that you will be able to support us next year.

Yours sincerely

Stan Reffin
Public Relations Officer

DIARY DATES 2018

Fri/Sat/Sun 7-9th September 2018

Deans Marine Open Days will be running again to the same format as before. Opening times are 1000-1700. We will have on display over 1250 of our models in the showroom. Our new Outlet Centre will be fully open and well-stocked with our kits and many others items for the boat modeller. There will be building demonstrations in our workshop and free help and advice sessions. Traders will include Mike Allsop flags, Mobile Marine models, Linkspan Models (will be displaying the first release) Mouldcasts hulls and Kath's model shop plus club stands with models on display. Test pond will be available plus a Bar-b-cue and entertainment on Saturday evening (weather permitting). For full details see our website for all the latest news. Refreshments will be available on site. There will be a Perennial Plants direct plant/flower stall at the show. There is limited camping and caravanning in the paddock adjacent to the workshops but space must be booked with us, priority will be given to trade and club stands. There is no charge for entry. A donation box will be at the entrance. All proceeds will be to local charities, all the staff at the event will be giving time free to help raise funds. For more info visit www.deansmarine.co.uk.

Sat/Sun 8/9th September 2018

The Southern Model Airshow at Headcorn Aerodrome, Kent. The Southern Model Show in association with the Maidstone Model Flying Club will feature a stunning array of model aircraft, helicopters, ships, tank and other vehicles. A full range of other activities and a show ground packed with traders makes this a must go event for anyone with an interest in this fascinating hobby whether a professional or a beginner. For more details visit <http://www.headcornevents.co.uk/Events/Southern+Model+Show>

Sun 9th September 2018

Kirklees Model Boat Club will be holding their final event of the year their Autumn Open Day (formerly it was called Navy Day) from 9.30am to 4pm at Wilton Park, Bradford Road, Birstall, Batley, WF17 8JH. Visiting clubs, both on and off the water displays, refreshments, raffle, free car parking. The theme for the day will be Naval/Military and we would like to open this up to model lifeboats and tugs, but anyone is welcome with any kind of boat but no IC or fast electric. There will be

a display of RC controlled tanks and other military vehicles and hopefully some large yachts. Any steam models will require up to date paperwork. Anyone requiring further information e-mail kmhc2015info@gmail.com

Sat/Sun 15/16th September 2018

MPBA Multi National Championships hosted by the Model Power Boat Association at the Billing Aquadrome, Crow Land, Great Billing, Northampton, NN3 9DA. Racing from 0900 until 1700 on the Saturday and 0900 until 1600 on the Sunday. Entry £10 per car (including four passengers) any more adults are £5 and under 4s go free!

Sun 16th September 2018

Bournville Submarine Day at Alvaston Park Lake. Event open to all to show off and sail their model Submarines, Tea Coffee and refreshments available. Disabled Access. 1000 till 1800hrs. For more info contact Rob 07714517445

Sat 22nd September 2018

Bournville Illuminated Regatta at Alvaston Park Lake. Event open to all to show off and sail their models with the lights on. Tea Coffee and refreshments available. Disabled Access. 1600hrs till 2200hrs. For more info contact Rob 07714517445

Sat/Sun 29/30th September 2018

The Garden of England Modelfest organized by the Model Fest Club at Coolings Garden Centre, Rushmore Hill, Knockholt, Sevenoaks, TN14 7NN. Open 1000 to 1600 both days; Adults £5, accompanied under-14s free; Advance tickets available at £4.50. Free

parking, café, toilets and disabled access. There will be Around 12 layouts from N Gauge upwards plus a wide range of other displays including boats and ships, WW2 vehicles, R/C Helicopters and planes, R/C trucks and earth movers, Dolls houses and miniature scenes and much, much more. Also featuring traders offering modelling items, tools, books and much more; all in support of Demelza Hospice Care for Children. Contact: Charles Maddocks on charlesmaddocks1@gmail.com and/or 07806 6034236.

Sat/Sun 29/30th September 2018

The St. Albans & District Model Engineering Society exhibition at Townsend Church of England School, High Oaks, St Albans, AL3 6DR. Covers model boats, R/C planes, trucks and cars, steam engines, ride on railway, Meccano, Scalextric, Bako and free flight aircraft. Also lots of interactive stuff for children to do, encouraging them to have a go. Open 1000 to 1700; Adults £4, Children £1. Visit www.stalbansmes.com for more details.

Sun 30th September 2018

The Mutual Model Boat Society, Grand Bring and Buy Sale at Crimble Croft Community Centre, Aspinall Street, Heywood, Manchester OL10 4HL. Come along and enjoy this famous event, either to sell or buy your supplies. There are always lots of unusual bargains to be had. Opening time for sales 0930 (0830 for traders); Food available from 09.00; closing time 1300. The whole site is wheelchair friendly. Admission £1.50 includes a raffle ticket. To reserve a sellers table, 6ft x 2ft = £10.00. Please contact Kevan Winward 07903 975089. For all other enquiries contact Colin Travis 07905028298.



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‘Frisco Maru’

The USS San Francisco (CA-38) in 1/72 by Allan Pew



New Orleans-class heavy cruiser

In mid-2013, as I worked towards the anticipated completion of my 6-year build of the 1/72 scale INS Mumbai (D-62), a modern Indian Navy DDG, I had been considering options as to my next major project. At this time, my good friend Tim Amos at Southern Cross Models, had let it be known that he was developing tooling to manufacture all the USN cruiser class GRP hulls of WW2 in 1/72. This captured my interest and imagination, as I had a 1/350 scale kit of USS San Francisco (CA-38) partially built and was quite taken with this class of seven New Orleans-class heavy cruisers of the early 1930s.

After doing a bit of research I decided I could handle one of these, in 1/72 of course.

It would fit (just) in my home made test tank and it would also fit in my station wagon (just) for transportation. I subsequently contacted Tim and ordered the first hull out of his mould, which he suggested, would be available about mid-2014 and I actually ended up taking possession in October 2014.

Having completed Mumbai in February 2014, and whilst I was waiting for the cruiser hull to be manufactured, I got busy finding all the photos and publications I could and also acquired two sets of plans, one being the Polish ‘Yellow Periscope’ series on USS San Francisco, the other being the ‘Floating Drydocks’ USS Astoria (CA-34).

Also around this time I was commissioned to supply 20 resin kits (necessary income

stream) for the British Navy’s twin 8in gun turrets, for the 1930’s County-class heavy cruisers, as Tim had just supplied hulls to several members of Task Force 72 (TF72); of course these were most likely going to end up as the RAN ships Canberra and Australia and possibly Shropshire. So whilst I was developing the master patterns and production moulds for this turret, I also made the equipment for the USN triple 8in Mk.12 turret, three of which were mounted on three ships of the New Orleans-class; this would have the result of seriously reducing my options as to which of the seven ships in the class I would build. The turret kits were produced and readied well before I received the hull.



Southern Cross GRP hull.

Running gear

Also produced well in advance were the running set and rudder components. The running set consists of four 3/16in diameter stainless steel shafts with stuffing boxes, 'A' frame bearings and the props. I have been producing this type of equipment for TF72 members and other modellers for over 30 years and even though I have thankfully retired from this facet of production, I still like to create my own run sets periodically, apart from the props, which I

have become thoroughly fed up with making. So several years ago I placed an order with George Sitek in the UK for a quantity of his three-blade warship props (in various sizes), which will hopefully see me through to the end of days!

The four shafts are direct drive through four 12v Ford Buheler motors which are extensively used by TF72 members; they are low rev, high torque, low drain motors which completely negate the need for gear boxes of any type. The motors are bedded directly onto the hull surface

with a large dollop of silicon, the two starboard motors are connected to a 12v x 7.2amp hour sealed lead acid battery through an appropriate electronic speed controller, as are likewise the two port motors rendering both sides completely independent from each other. The rudder is a brass fabrication with a stainless steel shaft leading up through a brass bearing tube, surrounded by a shaped brass frame which is embedded into the hull with fibreglass and resin and is accessible from a removable section of



ABOVE: Bilge keels installed.



ABOVE: Running gear and rudder assembly.

BELOW: The motors, rudder and servo installed.



deck under the two stern 1.1in quad machine gun tubs. The rudder is slightly over scale and is powered by a heavy duty servo under the removable rear 8in gun turret.

The bilge keels are cut out of 5mm (0.020in) sheet brass; this is not too difficult for me as I have an old industrial band saw which can cut non-ferrous metals quite easily and the sweeping curves associated with bilge keels are not a problem. I cut them out with three fingers along the inside edge which butts up to the hull; slots are cut in the hull at the appropriate positions and the fingers are slotted through and bent over, but each finger has beforehand (pun intended) been cut into three narrower fingers, which are bent in opposite directions inside the hull. This tightens the bilge keels up against the hull and copious amounts of resin and fibreglass matt are added inside to lock the fingers in place and ensure the hull is watertight. A large bog fillet is worked into the back (unseen) corner of the bilge keels to give them more strength and at the same time, a smaller fillet is worked into the outside (and visible) corner to tidy it up.

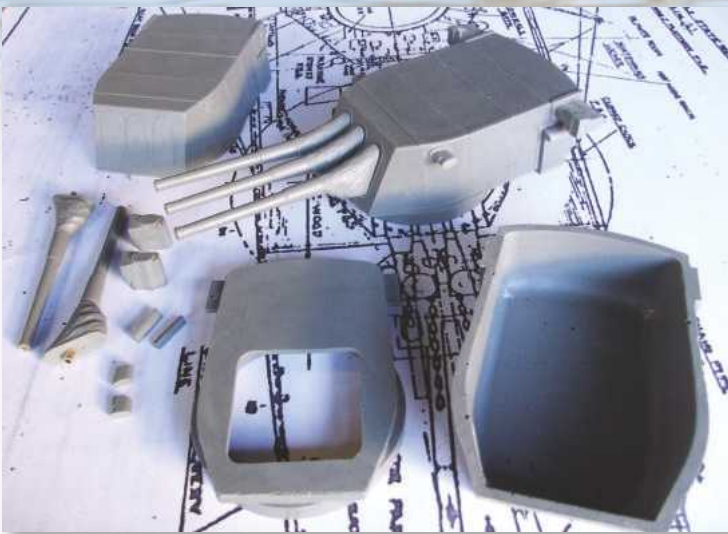
Very large prop guards, which are a square section, were fabricated out of square brass tube, with round brass rod soldered inside the tube; the rods extend through conforming holes in the hull and are bent over and bogged inside the hull. I have made these as strong as I possibly can, knowing that at some future play day one of them will probably end up a mangled mess, being hit by a passing enemy ship or a rogue wharf.

The first thing I do with a new fibreglass hull for my own use, is to build an ergonomic timber stand/work station that will position the hull so that the waterline is parallel to the work bench, this allows the builder to use a height gauge extensively on the build and at the end of construction this timber stand will be 'tarted up' and varnished or painted whatever colour I fancy. The ergonomic part is to shape the support ends of the

stand, so that I can take the whole weight of the model comfortably in my hands from below, hopefully not sustaining a personal injury.



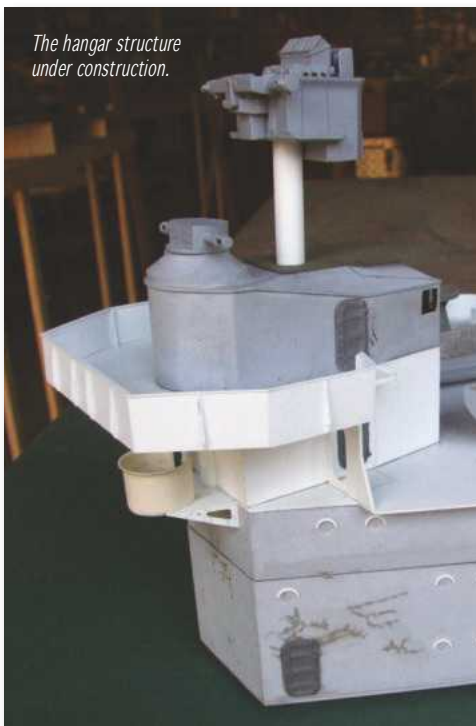
ABOVE: The fabricated propeller guards.



Bridge and hangar

The bridge structure is completely built out of sheet styrene, around a central styrene tube (3/8in OD) under the large Mk.28 x 5in gun director and descends all the way down through the 'B' gun deck. This tube acts as a dowel to line up all the bridge decks

ABOVE LEFT: US Navy triple 8in mouldings. ABOVE RIGHT: The stern painted with turret.



The hangar structure under construction.



perfectly on the removable 'B' deck, which is made of 2mm sheet aluminium and is strong enough not to need any bracing. The large rear structure which incorporates the aircraft hangar, handling cranes, ships work boats, aft gun directors, numerous 'AA' guns and main mast was made up of one very complex fibreglass molding and then horizontally cut in two, about 60mm up from rear deck level. The lower part of the molding was permanently incorporated into the hull/deck structure and when the top part of this structure is removed, it gives an enormous amount of access to motors and ballast, which in this area are two 7.2ah backup batteries to the two main power supply batteries positioned under the funnels. There is also a fifth 7.2ah battery under the forward structure used exclusively as ballast; also a 2ltr plastic water bottle is positioned as far up into the bow as possible.

The aircraft hangar roller door could not be left in an open state unfortunately due to the design of the structure, I would dearly have loved to have detailed the hangar interior, but I had acquired four Curtiss SOC-3 Seagull kits and I wanted all four of them on display. I have numerous photos of these ships displaying the four aircraft all stowed



up on the two catapults; this appealed to me, especially with the outboard wings folded back so I subsequently mounted one of the aircraft with all wings folded back in the waist area between the catapults being serviced by the crew. The two Seagulls on the port catapult have the outboard wings folded back in stowed position; these three aircraft are painted in the two tone grey war livery, but with the fourth aircraft I painted it in pre-war livery of silver, red and yellow and it is mounted on the starboard catapult, at the ready to launch position with pilots standing in the open cockpit.

The crew on the model, about 60 of them are my only concession to 3D printing, having bought two sets from Shapeways, one set in combat gear the rest in fatigue uniform and best of all, there were only a few that were cloned. It was actually quite daunting trying to find somewhere to mount some of these figures and to work out how to legitimately have half of them in combat gear. So the scenario goes that my 'Frisco' is in the Pacific on her way to Guadalcanal in mid-1942 and one of the starboard 5in guns

crew is practicing along with the rear 5in gun director, both manned with battle-ready crew and officers, also three of the starboard 20mm Oerlikons are having a practice shoot. The colourful pre-war Seagull has just been positioned by the starboard crane crew and is being prepped by the catapult handling crew. There are four crewmen lounging about in the port 40ft work boat trying hard not to be seen by any officer and up on the flag bridge, the appropriate crew is preparing a signal whilst there are various other crewmen just killing time. That's my story and I'm sticking to it.

Shakedown

The model's inaugural shakedown cruise was in September 2015 at a pond TF42 frequent in western Sydney. It was a balmy spring day with next to no breeze, perfect conditions for a large half-built model with the decks taped down in a few places. I like to satisfy myself that all the engineering and radio components are going to perform as desired before the decks are permanently fixed and I am happy to say the model performed admirably.



It is now November 2017 and the model has now been completed for several months, having had a handful of successful runs throughout the year, and the big event that I have been looking forward to has recently been and gone, this being the annual regatta of TF72 at Wentworth Falls Lake in the Blue Mountains west of Sydney.

This turned out to be a mixed bag of elation and disappointment for me. The elation was USS San Francisco being the winner of the annual 'Wentworth Shield' award for the best model of the regatta, chosen by the members of the association. The disappointment was not even getting the opportunity to run the model that day with all the other ships in the lake. Due to a sudden unexpected health issue after setting the model up in the lake, I got to spend the better part of the day's activities on my back, in the casualty ward of the local hospital; only released back into the fold as the day drew to a close. Some say that it was a calculated strategic tactic to gain the sympathy vote! Yeah right!

I can honestly say that building USS San Francisco was both a challenge and a reward.

Picking the right ship, at the right time in her career and then researching her to make sure that what I was building was as correct as I could make it for that time in her service. Plus hand crafting so much of her equipment for the first time (I'd not built a WW2 US ship before) brought its own challenges.

USS San Francisco handles well out on the water (once you remember to account for the single rudder on a ship of her length), has a nice turn of speed and is a pleasure to sail. I'm already looking forward to the next build but will be enjoying sailing San Francisco for many years to come.

References, Acknowledgements and Suppliers

Photos by Craig Taylor, Secretary TF72 & Allan Pew, A.P.S. Models, Australia

GRP hull by Southern Cross Models, Australia

Plans: Profile Morskies, Yellow Periscope series, USS San Francisco (CA-38)
Floating Drydock, USS Astoria (CA-34)

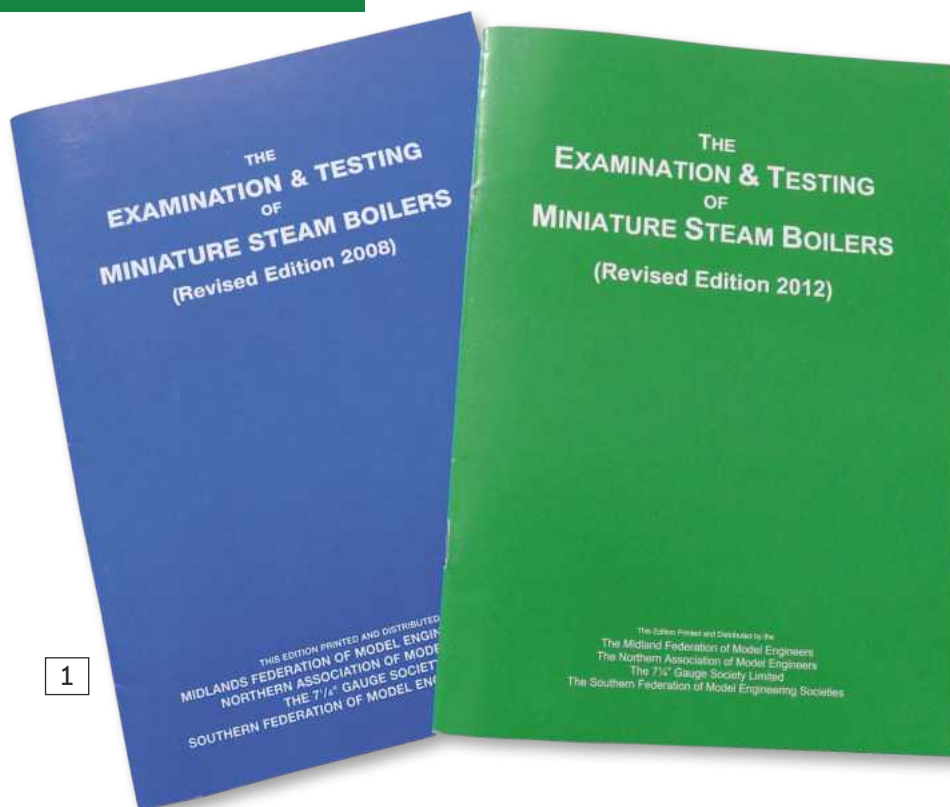
Ref books: Warship Pictorial No.5, USS San Francisco (CA-38)
Warship Pictorial No.7, New Orleans class Cruisers
Squadron/signal, Warship No.14, US Heavy Cruisers in action
Ship Craft No.13, New Orleans class Cruisers

Brass Props by George Sitek, UK

Crewmen by Shapeways (3D printed)

Aircraft catapults built by Chris Bailey, TF72, Sydney

Various master patterns of small weapons supplied by Bob Loring, Tasmania



1: Just the last two versions of the rule book. By the time this article appears in Model Boat Magazine the next version should be available and thoroughly read and understood by all concerned!

occasion when a boiler has run out of water in the middle of the pond even leading, in some cases, to a small fire which, luckily, has been extinguished before too much damage has been caused. I also read in the May 2018 edition of Model Boats Magazine that a similar situation occurred on the S.S. Mullogh. In that case the model was subsequently modified by the fitting of a gas shut off valve to enable the burner to be extinguished in the event of the situation arising again. This is the point when I stopped to think this through.

The Green Book set of rules which govern a great many of our clubs very clearly states that if the model is not fitted with an automated water feed system on the boiler then the fuel carried should be of such a quantity as to be consumed before the water in the boiler is used. Makes sense doesn't it? It can easily all become a bit too familiar with what we might be doing and such practices as fitting a new full tank of gas to a half full boiler can all too easily lead to an out of control situation. It would be interesting to know just how many of us who run steam plant have actually read the rules and regulations and are familiar with the contents. There certainly still seems to be a lot of negative attitudes prevailing towards them so I thought it might be worth taking this month's column to offer some food for thought and maybe just help some of us to see that the rules may not be the ogre we see them as and can actually be of value.

Boiler Room

Rules and Regulations

A collection of thoughts on Model Steam Plants
by **Richard Simpson**

This month I thought I might just stray a bit from the normal hardware side of steam plant and not even, as you might deduce from the title, indulge in some descriptions of the Rules and Regulations which govern our

hobby but I thought I might just stray into the slightly more abstract area of just what we collectively think of the Rules and Regulations we have. The reasons for such musings are as follows. I have heard of more than one

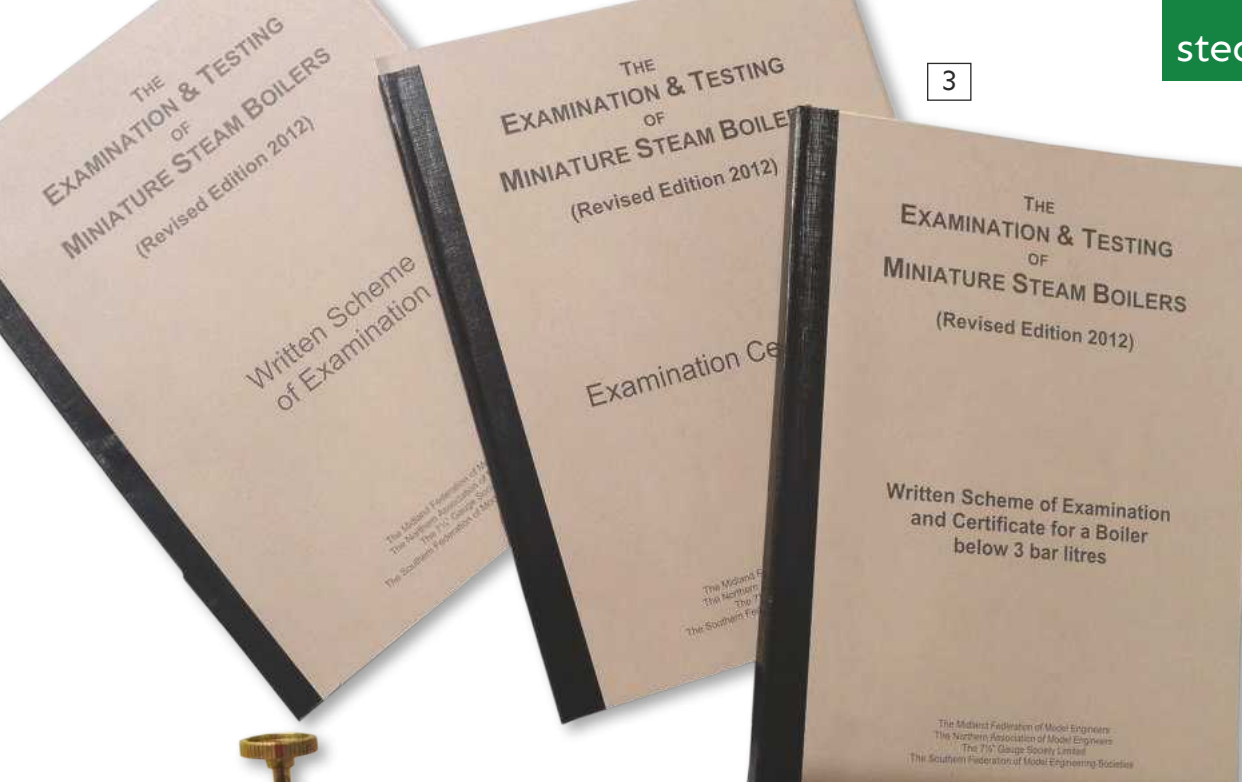
Why have them?

So what drives the need for the rules in the first place? The way I see it is that the modern society seems to contain more and more people willing to consider making money from opportunistic means. Today's laws seem to allow legal action to be taken more and more easily by people who see any instance where they perceive any failing in a large organisation as an opportunity to pursue compensation. High profile cases whereby customers have sued fast food outlets in the United States when they burned themselves on a cup of coffee only support this business and lead to an ever increasing number of law firms willing to take on cases on a 'No Win No Fee' basis. All businesses and organisations such as councils and clubs therefore need to protect themselves from such actions and consequently turn to insurance companies to purchase protection from such possible legal proceedings. I therefore think it is reasonable to consider Insurance Companies as offering us this protection at a price which we pay for in the premiums we, as model boat clubs, pay them. Interestingly in the case of my own model boat club the local council require us to be insured for third party liability to a particular level for them to allow us to use the facility of the local park thereby protecting themselves as well. Not surprisingly the insurance company then have the right to dictate certain conditions under which they are prepared



2: Although the Green Book does not offer guidance on the creation of a 'Public Free' testing area the MPBA rules do so it is worth considering using both sets of rules whenever appropriate.

3



3: The certification process forms a part of the process as much as the book itself and an understanding of which certificate covers which boiler is worth at least a basic knowledge of.

4: The next edition of the rules will include guidance on gas tanks and despite much over excitement seen on certain web forums it will mean little change for the majority of steam modellers.

4



to insure us, in pretty much the same way as your house insurance would be invalid for theft if your front door was left open at the time of any robbery you might want to claim for. In the case of operating model steam plant in our boats the insurance company require us to comply with a specific set of rules, which will then satisfy them that we are operating in a safe and responsible manner.

What are they?

Prior to January 1, 2006 all relevant bodies concerned with model boat steam plants such as insurance companies, clubs, local councils and even the Health and Safety Executive had their own set of rules. This was obviously very difficult to understand and comply with and put a lot of people off this area of the hobby completely. A side effect of this was that there were many modellers who simply ignored the rules in the knowledge that no-one else knew what was going on either and so no one could really hold them accountable. As of the 1st January 2006 these organizations all got their heads together and declared a set of rules and regulations for model boilers to comply with. These rules have been accepted by the Health and Safety Executive, most of the big insurance providers and most modelling organizations and make it now far easier for

everyone to know just what the rules are and therefore who is not complying with them. These rules were compiled into a single book, in the past being known as the 'Blue Book' but now the 'Green Book', which was accepted and adopted by everyone except the Model Power Boat Association (MPBA), who decided on maintaining their own separate set of rules (Photo 1). The rules have already been through a number of modifications and updates but throughout this time remain supported by the same organisations. Consequently your club's insurer will usually require your club to adhere to either the 'Green Book' or the MPBA rules so at least there are only the two possibilities nowadays.

So what does this mean for me?

The classic attitude towards today's rules and regulations usually seems to be generated by the older members of the clubs and organisations who have lived through a childhood where Health and Safety was rarely considered and all were pretty much free to do as they pleased. There are those who then see that as learning things the hard way, i.e. via the school of knocks, and there are few of those around who still bear the scars of those lessons.

Because my own club is affiliated to the Southern Federation of Model Engineering

Societies we are required to adhere to the 'Green Book' set of rules. Consequently I am considerably more familiar with the 'Green Book' requirements however I also take note of the MPBA rules and consider their advice on such issues as creating a fenced off testing area when we conduct steam testing on steam days (Photo 2). What I think is a great shame is the fact that the 'Green Book', which has taken input from a huge number of very qualified and skilled model engineers to put together and which has evolved over the years to what it is nowadays, is still looked at with a degree of scepticism and negativity. Because this particular set of rules has been put together by model engineers for model engineers the process has been used to create a set of rules that are actually very useful to us as steam modellers. They contain guidance as regards what testing will be required for your particular model as well as guidance notes for the boiler inspector so you can even be ready for what he may want to look at during his testing and certificating process. The book, along with its associated certification system, (Photo 3) has actually developed into a very useful handbook for steam modellers as regards the safe operation and testing of their models as well as general advice and I would encourage everyone who owns and operates steam plant in their models to get hold of a copy and read it through. I really think they would find it at least interesting and informative and may well be very helpful. Obviously the rules are written to apply to a wider audience than just the model boat people so you have to skim over the parts that do not apply to you and focus on the parts that do but, when you have got to the relevant bits it is surprising at just how much useful guidance there is.

What about the future?

Another aspect that prompted this particular article was the knowledge that the 'Green Book' is about to be revised and is going to include requirements for gas tanks, (Photo 4). At the

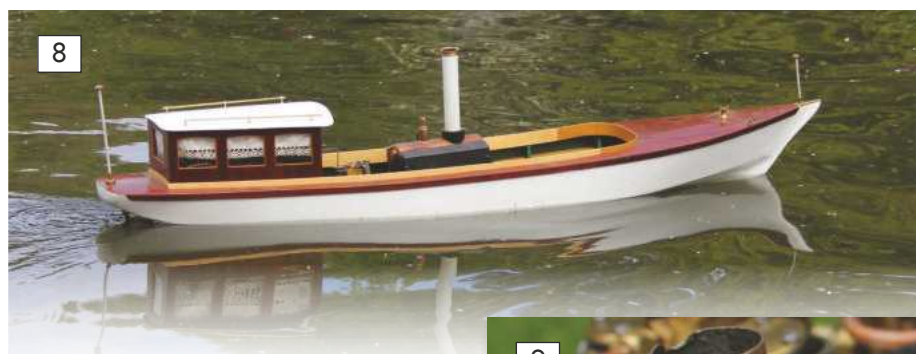


5: Steam Day gatherings at model clubs are a great way to get face to face with other like-minded modellers and share a day of chatting about, studying and operating our steam models.

6: You also may be lucky enough to have such a stunning model as this scratch built trawler visit for the day and get a chance to see it perform on the water.



7: Steam models seem to regularly include such stunning scratch built examples as these two beautiful launches, both with lovely plank on frame wooden hulls and lots of fascinating engineering incorporated into their build.



8: There are also smiles aplenty at the older and simpler models such as this Modean launch with its single cylinder engine and its methylated spirit fired boiler.

time of writing, April 2018, the new edition has not yet been published but I have looked at a draft and I am sure that by the time this is published, the new edition will be in circulation. What surprises me is the amount of negative comment already being shared on line for a set of rules which are, at this time, not even published and are ultimately designed to make our lives that bit safer and easier. Whether we like it or not protecting ourselves from legal action is a fact of life in this day and age but, to me, a positive aspect of this is having better

guidance and information available than we have ever had before to help us operate our models safely and reliably and be able to organise such events as steam days with our model boat clubs (Photo 5 & 6).

I think as with so many things a positive approach will resolve many concerns as regards rules and regulations and will help us to use them to our advantage. As a perfect example during a recent conversation I had with a model steam plant gas tank manufacturer he shared his concerns that the draft new rules did not appear to cover gas tanks over 250ml, when he manufactures tanks just slightly larger than that size. After prolonged discussions considering just what alternative rules may apply in such a case and what other legislative body may apply I suggested he makes the tanks slightly smaller!

When the new Green Book is published I will write up a review of it in this column, as I did last time, however I would encourage everyone who operates steam models to at least have a read through a copy of the book and familiarise themselves with the parts

9: There has been a lot of dissent about the inclusion of the simple small boilers such as this Wileco example in the rules but apart from the simplest of steam tests and a very basic checking over there is nothing to really be concerned about.



LEFT: Miniature Steam Clyde Plant.

10

10: The more sophisticated boilers we expect to have to test but the rules tell us what the inspector will be looking for when he tests it to help us be better prepared and ready for a successful test.

ABOVE: Krick Anna with Tiny engine and Tony Green Boiler.

ABOVE: Krick Borkum with Anton engine and Cheddar Boiler.

BELOW: A refurbished old Stuart Turner D10 engine.

that relate to their specific model. I am sure you will find it interesting and informative and see just how it can help modellers and clubs alike to be able to safely operate steam models at their routine meetings and annual events, **(Photo 7 & Photo 8)**. We all want the freedom to operate our boilers whatever size they may be from the smallest and simplest **(Photo 9)** to the more sophisticated **(Photo 10)** safe in the knowledge that we are protected by insurance against any possible mishap and armed with the best guidance available from the industry. ●

ABOVE: Scratch built launch with Hemmens vertical boiler and Richmonds engine.

BELOW: A much modified Hemmens plant from the Ben Ain.

Card Modelling by John Parker



Fletcher-class destroyer by Digital Navy. Digital Navy

Flotsam & Jetsam

Modelling in card, also known as cardboard modelling, paper modelling or cardboard engineering, has a long history going back almost to the invention of paper itself. It has waxed and waned in popularity over the years, almost dying out in the 1960s, but currently seems to be enjoying something of a renaissance with the realisation that this ancient craft adapts itself surprisingly well to modern digital technology, both in its production and distribution.

History

The widespread availability of low-cost paper or cardboard from the nineteenth century on inevitably led to it being used for creating three-dimensional objects by means of cutting, folding and gluing. Initially these were simple toys but they led to more serious models, particularly of architectural subjects. In industry, development of the technique was boosted by the use of card models to assist clients to visualise design proposals and from improvements in printing, which led to colour printed books of suitable designs for building facades etc. Effectively, these became the first kits.

The popularity of card modelling grew in the twentieth century, and developed a huge following with the outbreak of World War Two. This was because card was one of the few materials that could still generally be obtained and the tools and space needed to make card models were minimal. The stories of two of the companies that made designs for card models have already been told in this series – Modelcraft (August 2017 issue) and Micromodels (September 2015 issue), whose slogan was 'Your Workshop all in a Cigar-Box'. In the USA, an ex-patriot Englishman named Wallis Rigby is generally credited with tab-in-slot construction. His books of paper models on themed or individual subjects helped fill a great demand in the 1940s and are collector's items today.

With the return to peace came the beginnings of the plastic era, and in particular the injection moulded polystyrene kit typified by the two-

shilling Airfix range. The ready formed plastic parts of these kits were quicker and easier to assemble, and the completed models more accurate and durable, with working features. Interest in paper modelling underwent a severe decline in the west and became almost forgotten, kept alive by just a small core of enthusiasts. In the Eastern Bloc countries it was a different story. There, little money was available for the expensive tooling needed for plastic kits, whilst the shallower pockets of their

modellers provided a less certain market. This enabled card modelling to maintain its presence and today most card modelling kits come from former Eastern Bloc countries.

In recent years paper modelling has shaken off much of its second-class image as it has unexpectedly found itself ideally placed to benefit from modern day technology which sees a computer, Internet connection and colour ink-jet printer available in most homes. Utilising these, a card model may be downloaded from the Internet or designed from scratch, the parts printed on (or laminated onto) thin card on a printer and then assembled with a minimum of tools. Messed up a part? Don't worry, just print another one, or print the whole model at a different scale if you want.

INSET: Wallis Rigby card models book of submarines.



San Salvador period ship. Digital Navy.

CUTTING REMARKS

The quarterly newsletter for card modellers.
Published by MARCLE MODELS and
read in 40 countries worldwide
No. 103 - December 2017



SD14 - Published by Marcle Models, scale 1:70, £290 inc. UK P&P, overseas orders POA

The model is named after the first and last SD14s launched from Austin & Pickersgill's Southwick yard (the NICOLA and SUNDERLAND VENTURE respectively). While not stated specifically in the manuals, the kit is based on the NICOLA (yard number 852). This is also mentioned in the first article describing the kit (Model Shipwright; No. 31, March 1980). The name of the shipping line and the bow and funnel logos are my tribute to the Mavroleon family who were part of the SD14 story.

Before starting I was able to obtain 1:200 scale general arrangement drafts of the SUNDERLAND VENTURE. Additionally, I contacted Tyne and Wear Archival Services and purchased a number of drafts of several SD14s showing general arrangements, rigging, accommodation plans and paint lines. I was also able to collect a number of coloured photos of the NICOLA engine room and decks, fore and aft of the superstructure. Furthermore, prior to renewing construction, I was fortunate

enough to find a copy of John Lingwood's definitive history of the SD14, "SD14: THE FULL STORY" (£36.95 inc UK P&P, overseas Europe £46.95, ROW £55.95). Thus, I embarked upon this project with a plethora of research material: this proved to be both a blessing and a curse.

The ship model has no additional reinforcing. Once all the structural elements are in place and welded, the model is very sturdy. However, it is attached to the base at several strategic spots, both to secure it during various phases of construction, and to prevent the bow and stern from rising off the board.

No significant difficulties presented themselves during construction once I became familiar with the instructions and design features of the kit. Changing from 1:400 and/or 1:250 ship models to the SD14's 1:70 scale was a bit disconcerting, especially the thicker cut-lines and the subtle reverse folds.

While the card stock itself is quite sturdy, its finish is somewhat unforgiving if over manipulated. I am not sure if Captain Robinson's original intent was to produce a finely detailed scale model of the type found in marine museums, or a builder's model. Over the course of 8 or 9 years, I added many small and large scratch built components to, in my view, enhance the fidelity of the model, all the while keeping true to the card model ideal. There-

fore, except where noted, all scratch built components are made up from varying grades and finish of card stock paper.

As I intended to show some of the model's internal structures, the interior spaces were painted as building proceeded. There are 6 openings in the port hull: forepeak; hold 1; holds 2-3 (showing the structural components of the double bottom); the engine room and the Hawthorn-Sulzer 5RD68 with cylinder heads, catwalks, stairs/ladders and the 2 exhaust gas turbo chargers; below the tank top in hold 5 to show some of the shaft tunnel longitudinal; the steering flat to show the double ram electro-hydraulic gear with manual override.

I did not open the accommodation space-



as I was afraid it would compromise the integrity of the superstructure and would significantly add to construction time. Furthermore, I had no intention of duplicating the level of detail evident in Jacquot-Stewart's Boeing 777. I did, however, detail the wheelhouse interior: navigation/control console, chart table, two banks of ship controls and monitors, captain/pilot chairs, master

Continued on page 4

Ships - Schreiber I

English instructions. ▼ Full hull.



▼ Great Eastern
Brunel's mighty liner - suitable
for R.C. Scale 1:200 - L107cm.



QE2
Scale 1:400 - L73cm.



▼ R.M.S. Titanic
Scale 1:200 - L136cm.
Also available -
Beginner's Titanic
Scale 1:400 - L67cm.



Vaterland
Pre-WW1 German liner.
Scale 1:400 - L72cm.



▼ Bremen IV
North German Lloyd liner and Blue Rib-
band holder. Scale 1:400 - L72cm.



▼ Bremen V
Suitable for R.C.
Scale 1:200 - L106cm.



Reine Fabiola
Fina oil tanker. Scale 1:500 - L47cm.



Mississippi Steamboat
Scale 1:100 - L59cm.



▼ OHEKA II
1920s motor yacht.
Scale 1:100 - L22cm.



SS View Amsterdam
Pre-WW2 liner of the Holland-America
line. Scale 1:400 - L56cm.



▼ Proud Mary
Tuna trawler.
Scale 1:50 - L40cm.



▼ Consul Post
Trawler, used by the Royal Navy during
WW2. Scale 1:100 - L41cm.



▼ SS Sirius
Baltic freighter, built 1868.
Scale 1:100 - L51cm.

ABOVE LEFT: SD-14 kit featured in Cutting Remarks, the newsletter of Marcle Models. ABOVE RIGHT: Some Schreiber ship kits from the Marcle Models catalogue.

Working with Card

The advantages of working in card include low cost, no need for painting or toxic materials, a wide range of subjects and the minimal tools and working space required. A basic tool kit consists of a steel rule, knife, scissors and glue, but will soon grow to include a circle cutter, scoring tool, tweezers, self-healing mat and burnishing tools, tooth picks for applying glue, a fine paint brush or marker for touching up edges and so on. Opinion is divided on the best glue to use, but some form of PVA or superglue is usual.

The card modeller needs to exercise a lot of patience cutting out the various parts, especially if they have large open areas like lattice masts, and then scoring along the various fold lines to form the three dimensional part. Any sloppiness or inaccuracy here will show up badly on the finished model. But perhaps most difficult of all, he needs to work at minimising a basic limitation of card, which is the difficulty of forming compound curves. This is particularly the case with things like the front hull of a modern submarine, where the spherical curvature has to be represented as a series of tapering cones; the effect will be better executed by the skilled card modeller who can work a degree of compound curvature into the parts by burnishing the back of them with a curved tool.

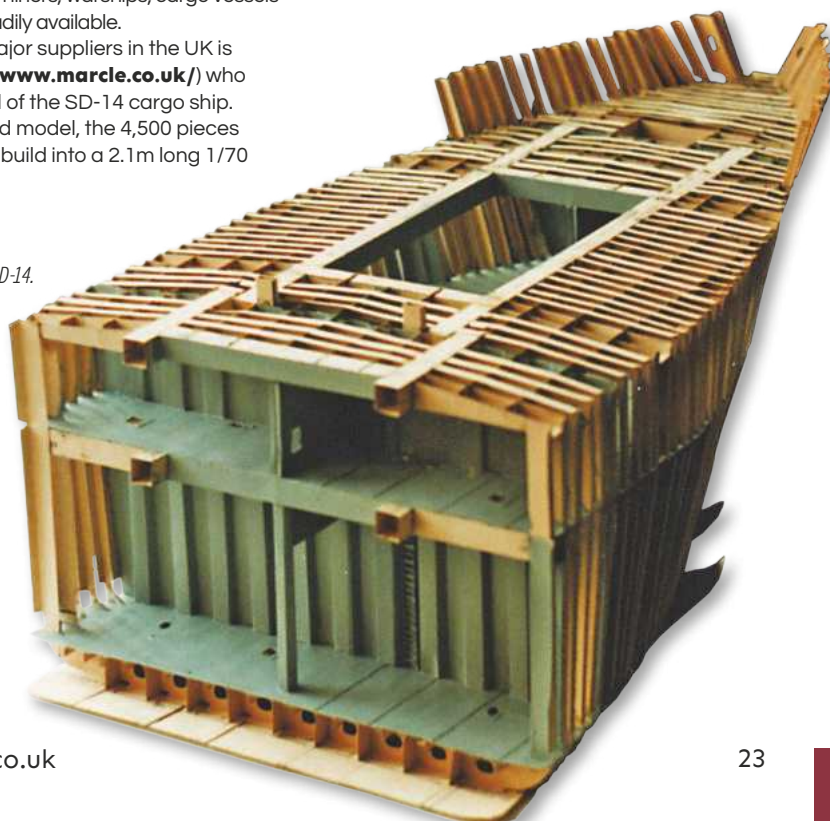
Subjects and suppliers

The range of subjects is huge, from birds and wildlife through transportation and architecture to musical instruments and working models of clocks. Ship models are well suited to card construction with liners, warships, cargo vessels and galleons readily available.

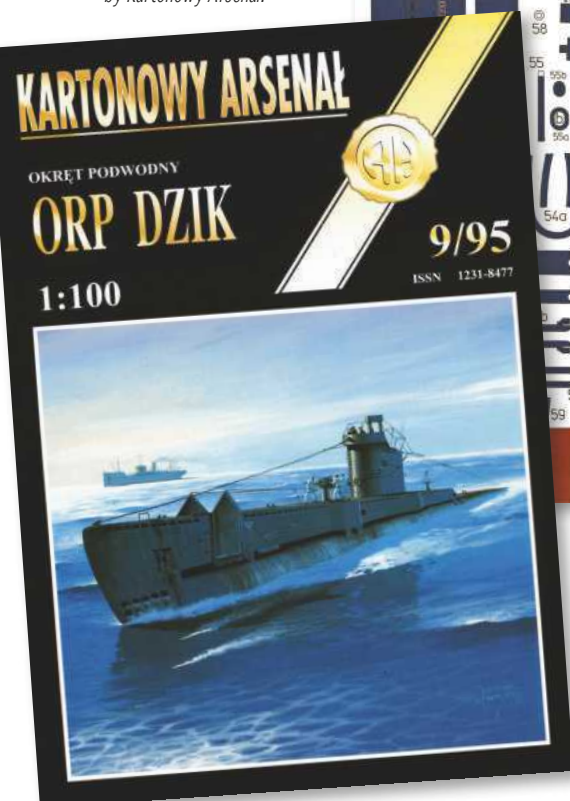
One of the major suppliers in the UK is Marcle Models (www.marcle.co.uk/) who publish a model of the SD-14 cargo ship. No ordinary card model, the 4,500 pieces of the SD-14 kit build into a 2.1m long 1/70

scale model of the Liberty ship replacement marketed by Austin and Pickersgill of Sunderland and duplicate the construction of the original. With suitable waterproofing and motorisation it may be made as a working

Bow section of the SD-14.
Marcle Models.



BELOW: U-Class submarine model by Kartonowy Arsenal.

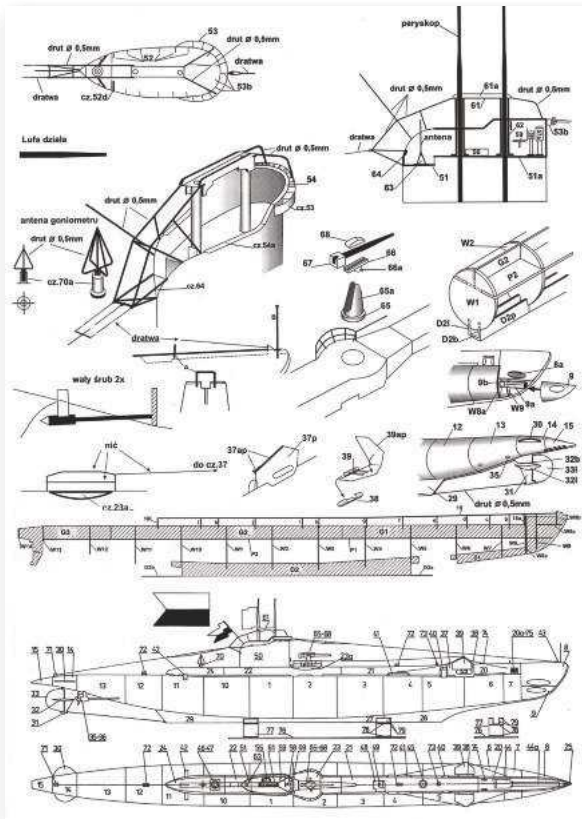


model or as an impressive educational model with sections of the hull plating cut away to show the internal construction. This kit and a great many others from manufacturers such as Schrieber, HMM and Wilhemshavener of Germany and JSC, GPM and Kartonowy Arsenal of Poland may be found in the Marle Models catalogue with featured reviews and news published in the quarterly 'Cutting Remarks' newsletter.

To pick just one other example of a supplier, Digital Navy (www.digitalnavy.com/) specialise in a range of ship models that are designed in-house by Roman Detna. Some examples of the 3D CAD work that is the necessary precursor to the design of these very detailed and accurate models are featured on the website. The models are supplied in digital format, either as a posted CD or as a download for home printing. When built by skilled hands, the natural appearance and volumetric shaping of these models really challenge you to believe that they are made from card.

Further information

It has long been accepted practice to improve the strength and appearance of a card model by the use of wooden dowels to represent guns or fine cotton to represent rigging and so on. More recently, etched metal and laser cut parts (for example, bulkheads in thicker card) have become available, to speed the model making process or for enhanced detail.



ABOVE: A sheet of the pre-coloured parts for cutting out. ABOVE RIGHT: Instruction sheet showing assembly details.

These are generally after-market options but may be included with some kits. Detail reviews of kits incorporating these optional parts have appeared in past issues of Model Boats, penned by Michael J. Tunnicliffe.

A search online will reveal many resources for the prospective card modeller. There are introductory tutorials on YouTube, and if you want to try your hand at designing a card model, Pepakura Designer software is available which can develop the necessary flat patterns from 3D

data; a free version may be downloaded from www.tamasoft.co.jp/pepakura-en/. Many sites feature simpler models that may be freely downloaded too, in case you want to try your hand at card modelling without the expense of buying a kit. The Japanese Etsutan Papercraft site, www.geocities.jp/papercraft_etsutan/free.html for example, has free models of warships and other craft, including the Nishimura submersible recently featured in these pages.



ABOVE: Ship's boats detail of the USS Arizona. Digital Navy

RIGHT: Stern turrets detail of the Fletcher-class destroyer. Digital Navy





ABOVE: Southwold Model Yacht Regatta.

The Pleasure of Pond Yachts

Sailing model yachts has a long and interesting history both in the UK and in many other countries worldwide as **Ian Holloway** relates

By 1845, the sport had been taken up by 'gentlemen sailors', who had the means of transporting larger models and yachts of about 4ft 6in in length, became a common site. The popularity of free sailing model yachts grew rapidly and the Victorian social structure encouraged separate clubs for 'artisans' and for 'gentlemen', although membership numbers were often insufficient to support two clubs and, unusually in Victorian times, membership was socially diverse.

Early sailing venues were often lakes provided as a feature in public parks and not initially intended for sailing model yachts while at Tynemouth, on North Tyneside, a club was founded in 1893 with privileges to sail model



LEFT: Grove Pond Yachts B30 free sailing yacht complete with Braine steering gear. Image courtesy Grove Pond Yachts.

BELOW: Haycroft Pond Yachts 'Haycroft'; 24in Gaffer in her element. Image courtesy Haycroft Pond Yachts.

Early recollections

Cliff Grove in his web review of the 'Early Years' mentions a letter written by 'Mr. G. T. Sanderson', published in the January 1885 edition of the journal 'Model Yachtsman and Canoeist' in which Mr. Sanderson refers to himself as 'one of the fathers of model yacht sailing' and his recollections go back to 1827 when 'about a dozen boats used to sail on the reservoir at the corner of the Green Park in London on Sunday mornings and Monday afternoons.' These boats were some 2ft 6in to 3ft in length either carved from solid or clinker built and the builders 'were nearly all mechanics, the majority being shoemakers and the racing was informal for a trifling wager.' The overall length of the yachts reflects the need for them to be suitable for carrying on public transport.



yachts on the lake due to the patronage of the Duke of Northumberland, who granted a lease on his land which allowed the local council to construct a recreation ground.

Other sailing venues included the harbours of many fishing ports along the east coast of England and Scotland, where fishermen constructed model 'Fifies' to be raced on harbour days. The growth of interclub racing encouraged the formalisation of rules to which boats were to be constructed and the formation of a national Model Yacht Racing Association in 1911.

An essential item

Until the 1970's, and the availability of reliable radio control systems and sail winches, the free-sailors had developed mechanical steering methods such as Braine or Vane systems for the various classes of yachts sailed in competitions, and Vane Yachts are still sailed at a limited number of locations in the UK.

Until recently, I had imagined that changing fashions in leisure time activities and the unavailability of yachts to purchase meant that a once popular form of free-sailing had gone forever. I refer to small 'Pond Yachts' which were usually regarded as a toy during the 1950's, 60's and 70's. Photographs and postcards of the period often show these yachts sailing on the same water and at the same time as the 'Class Yachts', or in paddling pools and even the sea as many children

BELOW: The Grove free sailing pond yacht 'Dragonfly' (12in). Image courtesy Grove Pond Yachts.



ABOVE: 'Jenny' the plans of which were first published in a 1989 issue of Model Boats Magazine. She was built by the owner of Haycroft Model Boats who was born the same year! She features a plank on frame hull, which is laminated with a pair of tights! Image courtesy Haycroft Pond Yachts.

regarded a 'Pond Yacht' as 'an essential item' to take on a visit or holiday at a coastal resort. Several manufacturers satisfied the large market for these models and the 'Small Boats Section' on the website for the Vintage Model Yacht Group gives details of most of these whose products ranged from 'toys' to miniature racing craft. Star Yachts of Birkenhead is perhaps the best known of these in the UK and their large range of model yachts were justifiably popular, being rugged, easy to rig and exciting to sail. Their history is detailed on the website of 'Vintage Pond Yachts'. Sadly, Star Yachts closed their business in 1990 but was followed in May 1991 by a new company manufacturing Skipper Yachts with solid wooden hulls and modern sail material whose design resembled a modern Ocean Racing yacht.

Gradually the popularity of sailing Pond Yachts declined in the UK, although it thrives in Paris where the tradition of free-sailing models is to be seen in both the Luxembourg

and Tuileries Gardens. Suitable models can be purchased from the Tirof Model Yachts Company which began manufacturing wooden Pond Yachts in 1946. Their models have a distinctive hull shape and they sail well. In the USA, Will Lesh began manufacturing Pond Yachts in 1983 and his Tippecanoe Boats are justifiably popular. Free-sailing models range from 12in to 18in in overall length and the modern design uses 'nylon' sails and a long, base-weighted dagger keel. Images on the Tippecanoe website show just how well these yachts sail.

Here in the UK, I was delighted to discover that at least two boat builders continue the tradition of making Pond Yachts. Haycroft Pond Yachts build hollow wooden-hulled gaff-rigged models of about 20in overall length. These are beautifully finished and look splendid on the water. The website for Grove Pond Yachts is well worth viewing. Give yourself plenty of time to look at the extensive number of topics, including the history of

BELOW: The Grove B30 is a classic 1930s pond yacht design. Image courtesy Grove Pond Yachts.





classic sail



ABOVE: Another 1930s design, again from Grove's 'G' range is the 22in-long G22. Image courtesy Grove Pond Yachts.



ABOVE: Active Designs (Ernie Self) Bowsprit. Image courtesy Active Designs.

model yachting in the UK, a vast number of photographs and, importantly, a map and reviews of model yacht sailing waters in the UK. Cliff Grove makes a large range of models as well as restoring 'classic' boats, but to concentrate on traditional Pond Yachts, he does two versions having a range of solid wooden hulled yachts from 8in to 22in long and also a range of hollow-hulled boats from 12in to 22in in length. The most exciting is his 'G12', perhaps a new concept in small Pond Yachts. Rather than producing a 'toy', Cliff has developed a miniature racing model featuring a light weight hollow wooden Hull, weighted aluminium keel and modern sails. The 'G12' has been extensively tested and is a high performance model.

Finally, for people in the UK wishing to see Pond Yachts racing, then the Southwold Model Yacht Regattas are well worth attending. Model yachts have been built at Southwold for about 100 years. There is an extensive website detailing all aspects of the racing including the rigs and classes, based on the hull lengths of the yachts. All boats must be steered by manually setting the sails at the pond side. No radio control or other steering mechanisms are permitted. This is Pond Yachting at its very best and much

ABOVE: The smallest yacht on the Grove 'G' range is the 12in-long G12. Image courtesy Grove Pond Yachts.

skill is needed to steer a particular course. Competition is intense, fair and friendly and most spectators enjoy a picnic while the races are underway. You will certainly see how a

Pond Yacht is more than a child's toy! So, dust down your Pond Yacht which languishes in a corner of your loft or garage, or purchase a boat and enjoy some nostalgic leisurely sailing or some racing and experience the pleasure of Pond Yachting.

BELOW: Ernie Self's impressive pond yacht range.



Websites and references

Grove Pond Yachts: - www.grovepondyachts.com
 Haycroft Pond Yachts: - www.haycroftpondyachts.com
 Tippecanoe Boats: - www.tippecanoeboats.com
 Tirot Model Yachts: - www.bateaux-jouets-tirot.com
 Vintage Model Yacht Group: - www.vmyg.org.uk
 Vintage Pond Yachts: - vintagepondyachts.co.uk
 Southwold Model Yacht Regattas: - www.southwoldmodelyachtregatts.co.uk

Booklets with Sailing Instructions; Reprints by Curved Air Press and available from Sailsetc Ltd. 141 High Street, Kelvedon, Essex, CO5 9AA

Your Model Yacht and How to Sail It - Basic instructions for the simplest of Pond Yachts with no steering mechanism

How to Sail Your Model Yacht - Similar to the above with additional information for yachts with the Braine steering mechanism

Viking Sun

DATAFILE

Type:	Cruise ship
Builder:	Fincantieri's Ancona Yard.
Completed:	2017
Length:	227m
Beam:	28m
Draught:	6.7m
Tonnage:	48,000 GRT
Engine Power:	MAN diesel and turbo supply the diesel electric propulsion with a combined output of 23,520kw
Speed:	20kts
Complement:	Crew 465, Passengers 930
Flag:	Norway



All images Fraser Gray.



Captured under a UK sun, **Fraser Gray** presents an impressive cruise ship at Greenwich

The Viking Sun is the fourth of a series of ten identical cruise ships. Her sister ships are Viking Star, Viking Sea, Viking Sky, Viking Orion and Viking Jupiter, the remaining ships in the series are still in the construction yards and scheduled for delivery in 2019.

The Viking Sun and her sister ships have been designed around new and innovative technologies. She is powered by energy saving hybrid engines and the electrical system is supplemented by collecting energy from top deck solar panels.



The Viking Sun lubricates her propeller shaft bearings by drawing sea water directly from the ocean, thus lowering the ship's maintenance costs and preventing pollution of the marine environment with conventional oil based lubricants.

A feature of the Viking ships are their thermal spa facilities provided for her passengers enjoyment. The ships are fitted with snow rooms. Bathed in blue light, a powdery snow falls from the ceiling and collects on the refrigerated floor, which is kept at below freezing. The low temperatures are thought to be beneficial to the body's circulatory system.

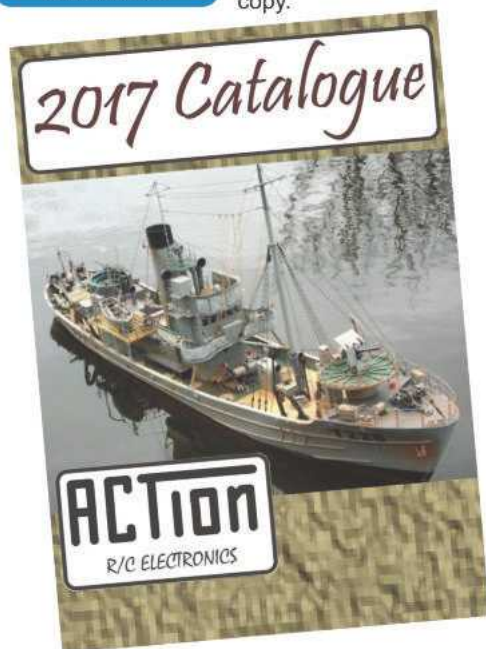
The build cost for Viking Sun was 340 million Euro. An extra dollar was spent for good luck and just before Viking Sun was delivered, a silver Dollar coin was welded to the ship's top deck. ●



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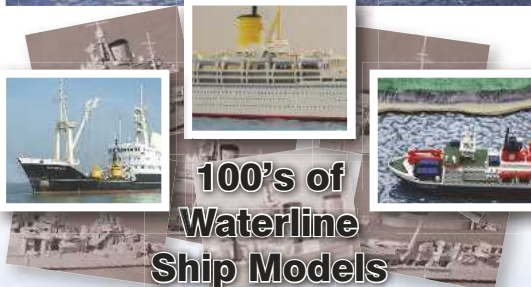
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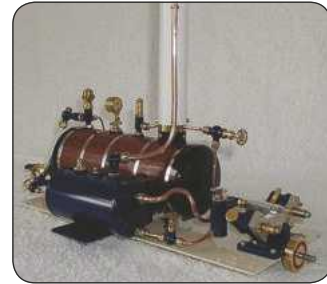
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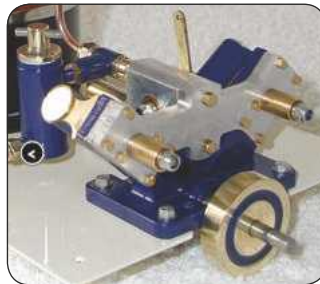
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The illustration shows the "Ribblesdale" boiler mounted on a common bedplate with the "Richmond" twin cylinder steam engine and a steam oil separator. The "Ribblesdale" boiler is constructed from copper components and silver soldered. The boiler is stoved with high temperature paint at 175 degrees C. The boiler is lagged with individual hardwood planks and held by stainless steel bands. To improve the boiler performance it is fitted with a ceramic burner. The finished boiler is pressure tested to 150 psi for continuous working pressure of up to 80 psi. A test certificate is supplied with the boiler confirming the test and guarantee of quality. The boiler is fitted with a water filler bush, pressure gauge, water gauge glass and blowdown valve, safety valve, vacuum valve, steam on/off valve, ceramic gas burner, gas pipe and gas on/off valve. The white/cream stove painted chimney is pre-drilled for the exhaust pipe bracket should you wish to extend the exhaust pipe alongside the chimney.

This plant is priced at £1550



The illustration shows the "Wharfedale" boiler mounted on a common bedplate with the "Richmond" twin cylinder steam engine and a steam oil separator. The boiler can be fitted with either the "Richmond" engine or "York" engine and a steam oil separator. These can be purchased as single items. The "Wharfedale" boiler is constructed from copper components and silver soldered. The boiler is stoved with high temperature paint at 175 degrees C. The boiler is lagged with individual hardwood planks and held by stainless steel bands. To improve the boiler performance it is fitted with a ceramic burner. The finished boiler is pressure tested to 150 psi for continuous working pressure of up to 80 psi. A test certificate is supplied with the boiler confirming the test and guarantee of quality. The boiler is fitted with a water filler bush, pressure gauge, water gauge glass and blowdown valve, safety valve, vacuum valve, steam on/off valve, ceramic gas burner, gas pipe and gas on/off valve. The white/cream stove painted chimney is pre-drilled for the exhaust pipe bracket should you wish to extend the exhaust pipe alongside the chimney and also includes a polished brass flared top. This plant is suitable for installation in all my boat products with ample power to drive your boat satisfactory.

The price for this model delivered by UPS within the UK is £1550. Please contact us to discuss delivery, based upon your requirements. You can now place a reservation on payment of £100. The balance of the purchase to be paid upon notification that the model is now ready for despatch.



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MT Magnum Opus

A contemporary harbour tug with all the mod cons by **Phil Scales**



ABOVE LEFT: Funnel area showing exhaust stacks, gas bottles and rear control desk via bridge window. Note coiled shore power cable. ABOVE RIGHT: Funnel and rear winch area, note fuel filler in spillage bund, note yellow stern towing light.

There is no actual vessel depicted by Magnum Opus (Latin for 'Greatest Work') but it is my attempt to produce a 'typical' contemporary harbour tug with all the modern features. The result is Magnum Opus which is loosely based on the Dogancy builders Ulpinar-class of 24M tug.

So how do we begin; firstly I used a Model Slipway fibreglass hull of Wyeforce obtained cheaply. This was modified by cutting away the raised foc'sl area to make

a flush sheer. The scale was also changed, Wyeforce is a 1/24 scale boat whilst the Magnum Opus is 1/32.

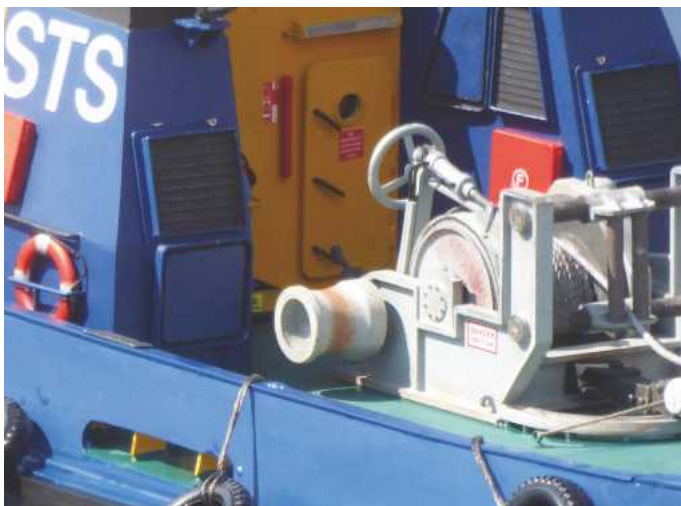
Having modified the hull, two large steerable kort nozzles were obtained from Mobile Marine Models and installed with suitable propellers and running gear. Power is supplied by two very quiet and reliable Buhler 'red & black' 12v motors on direct drive and independent control. Two high amperage speed controllers are operated on 2.4GHZ via a Cobra system.

This has produced a very powerful and manoeuvrable tug equipped for towing via an eye bolt in the bow and a reinforced towing bitt at the stern. Full rubber fenders in channels are provided front and rear and along the sides.

The deck is of 3mm plastic card with minimal openings and with high coamings and scribed to represent plate weld lines. The entire superstructure is built from plastic card and is of 'prismatic' style with tumblehome and a prominently glazed



ABOVE: General view of bridge and superstructure, note shore power cable and fluorescent tube deck light.



ABOVE LEFT: Superstructure rear, note fire plan tube, fluorescent deck light, funnel ventilators and spooling mechanism to main winch. ABOVE RIGHT: Bow area, note forward winch and cable stoppers. The eyebolt is for bow towing.

control bridge. With such large bridge windows, a fully-detailed and typical bridge is necessary and is modelled accordingly.

The two towing winches are based on Graupner kits slightly modified and with hydraulic hoses, control columns and so on. The stanchions, washports and general deck items are accurately modelled; for example the fuelling pipes are in the now mandatory bund enclosures and 'norman pins' are stowed at the stern.

Scales Towing & Salvage

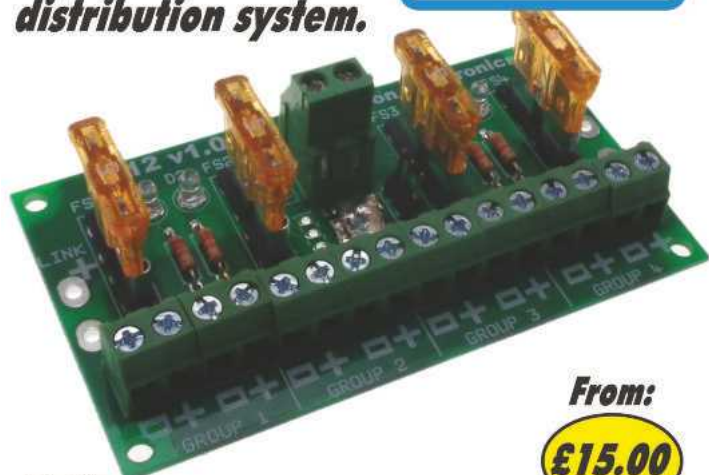
The funnels are based on modern low profile units to allow good visibility with exposed exhaust stacks. Minor details include the red fire plan tube, gas bottles, a bridge top battery box, two lifejacket boxes and at each side of the superstructure the now common coiled shore electrical supply wire. The mast and rigging are kept as simple as possible.

Some use was made of vinyl transfers to label the lifejacket boxes, battery box and for 'danger' signs on the winches; it is important

not to overuse these items. The colour scheme is my own favoured colours of dark blue hull, yellow superstructure with green decks and grey machinery which is both typical and attractive. The funnel logo STS stands for 'Scales Towing & Salvage', my own company.

This tug is widely admired and is very good on the water with lots of power, it could probably do with some light weathering and possibly the kort nozzles are slightly large but overall, it represents a 'typical' ship-handling tug as seen all over the world.

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'Brutus'

1

The Shape of Things to Come? Global Combat Ship 2050 by Paul Thomason

Pushing the boundaries

I believe that there is a child within every model builder and that this child loves to play with new ideas, push at the boundaries of convention and experiment with emerging technology.

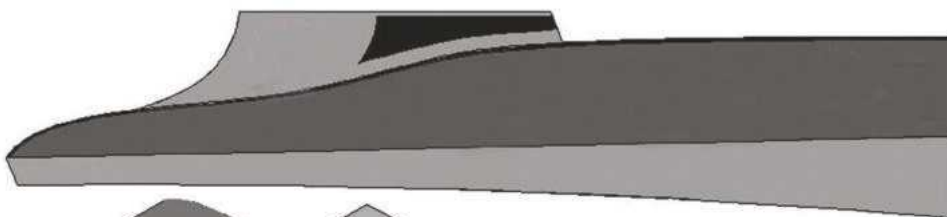
A few years ago I gave in to my inner child and started a slightly tongue in cheek project to consider what a future warship could look like and how current experimental technology might be incorporated into its design and hopefully build a model to demonstrate its feasibility.

Resisting the urge to charge straight into the building, I decided that the sensible thing to do would be to determine exactly what the ship would be expected to do, so I looked at the roles that present day warships undertake and applied these functions to the concept ship. Essentially the modern navy has to cover many widely different roles ranging from combat and peace-keeping to scientific research, humanitarian and search and rescue, so the concept ship would have to be truly versatile with the ability to quickly and efficiently slip between these different duties.

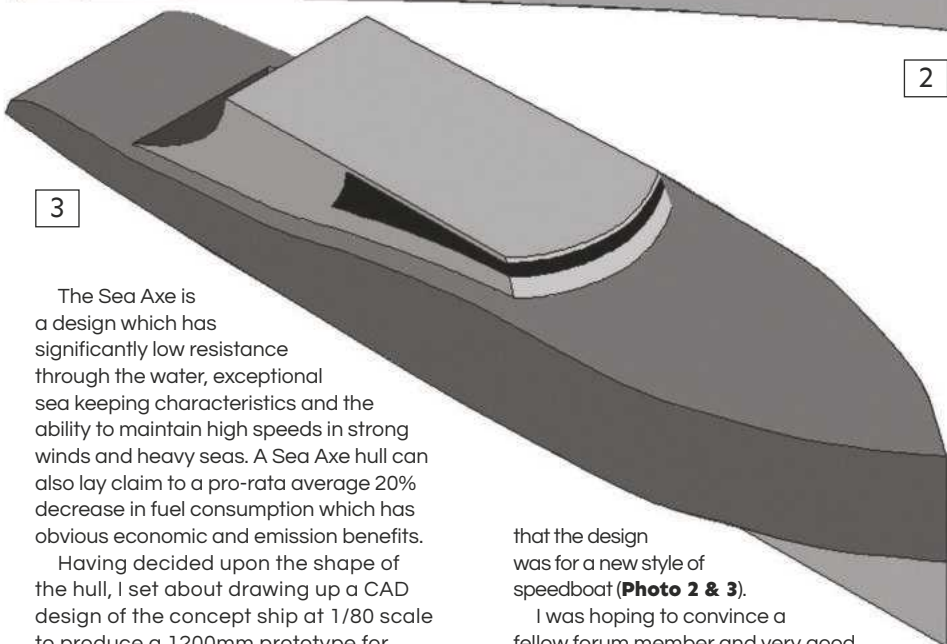
Each function comes with its own unique criteria and related equipment, so much thought had to be given to each type of mission and how to best accommodate the differing equipment and personnel.

Sea Axe hull

With these thoughts in mind, I then started to consider which would be the best size and shape of hull (or hulls) to accommodate these differing functions. I experimented with planning hulls, multi-hulls, hydrofoils and even semi-submersibles, but eventually opted for a mono hull with a vertical bow that was based loosely on the Sea Axe from Damon Shipyards (**Photo 1**).



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The Sea Axe is a design which has significantly low resistance through the water, exceptional sea keeping characteristics and the ability to maintain high speeds in strong winds and heavy seas. A Sea Axe hull can also lay claim to a pro-rata average 20% decrease in fuel consumption which has obvious economic and emission benefits.

Having decided upon the shape of the hull, I set about drawing up a CAD design of the concept ship at 1/80 scale to produce a 1200mm prototype for testing. The research and design took a few months and I was pleased with the resulting draft but this was still a computer generated image and even though it could be viewed from any angle, it was no substitute for a working model.

At this point I wanted some other opinions so in September 2013 I started a thread on the Model Boat Magazine forum, but not wishing to reveal the projects ultimate goal (and not wishing to look like a SiFi nerd), the thread was simply entitled 'Brutus' and as I wanted to concentrate discussion on the hull, I announced

that the design was for a new style of speedboat (**Photo 2 & 3**).

I was hoping to convince a fellow forum member and very good friend Bob Abell to build the prototype, as we had already collaborated on another successful design. We both had fun with the previous build and Bobs 'warts and all' blog style of posting his build had proved to be very popular on the forum.

So I started to raise technical questions on the forum knowing that these would appeal to Bob's curiosity and hopefully tempt him into building the model. Yes I could have asked him outright, but this way was a lot more fun and I was getting lots of useful feedback from the other forum members.



Challenge accepted

Why didn't I want to build it myself? Those that know me will confirm that I have the attention span of an absent-minded goldfish, coupled with a butterfly's ability to flit from project to project especially when

something more appealing comes along, so I needed Bob with his single-minded determination and ability to see complex builds through to the end.

Thankfully in December, Bob accepted the challenge and again daringly decided

to carry out the construction 'live' on the Model Boat forum; this was a very brave decision as 'Brutus' was a completely untried design and could easily have ended in disaster, moreover this choice could well have cost Bob his reputation as a master model boat builder.

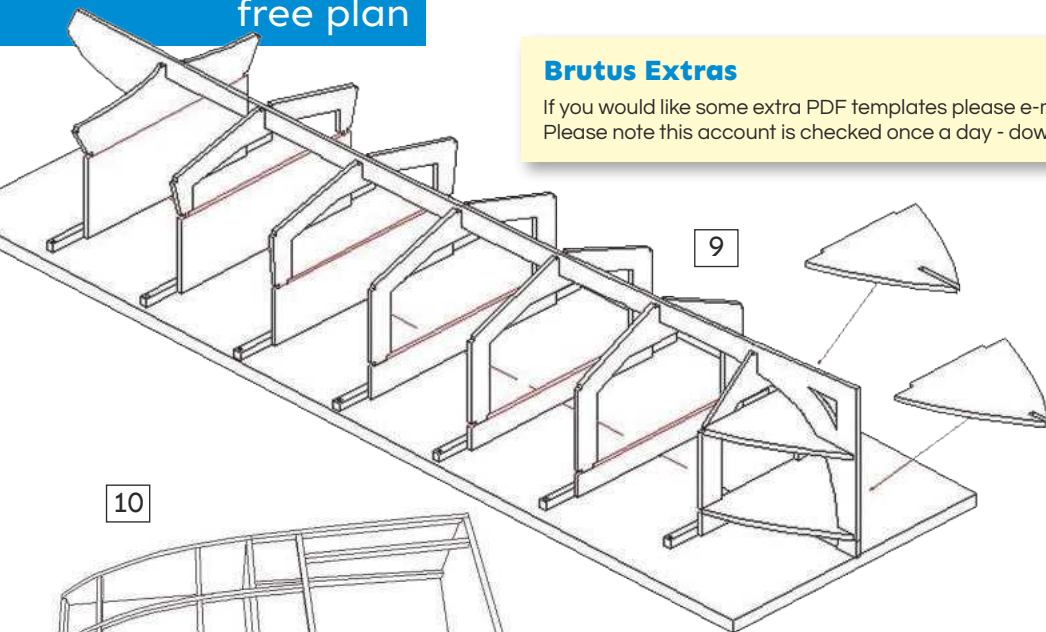
So the drawings were emailed over to Bob and he started gathering materials to begin the build. Construction started with a substantial building board being marked out with a centreline and frame setting out grid. Next came a prolonged session on the bandsaw cutting out the keel and frames (**Photo 4**).

Understandably Bob had a few questions about the design, including a worry over how slender the transom was (**Photo 5**) but eventually he had cut out all of the major parts but then had another more practical problem to solve. The only straight line in the hull framework is the vertical bow, so Bob had to devise a system where he could build the frame from a building board to ensure the hull was square and true. But the ever resourceful Bob came up with a truly superb solution; he fitted a central spine down the building board and locked all of the frames onto it (**Photo 6 & 7**).

The main framework was almost complete with the fitting of the forward section of the keel (**Photo 8**), although a little re-drawing had to be done in order to provide details for

Brutus Extras

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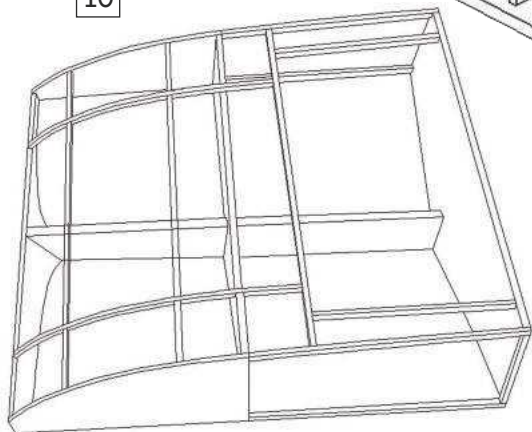


materials that are readily available from DIY shops, the upshot of this is that whilst difficult to assemble, the eventual models are very strong and can withstand heavy impacts.

The tightest of curves was at the stern, yes it's that troublesome transom again, but Bob rose to the challenge and created a pair of profile supports to hold the curved sections in place whilst the glue dried (**Photo 12 & 13**).

Whilst Bob wrangled the skin into place, I was answering questions on the forum about the design, a couple of members were concerned that the hull might be bow heavy and queried the lack of an external keel, I explained that the unique shape of the hull meant that it would always remain relatively horizontal in relation to the water and that the lack of an external keel would allow the ship to be more manoeuvrable especially in tight turns (**Photo 14**), the essence of the hull design is that it cuts through the water whilst having as little water surface contact as possible.

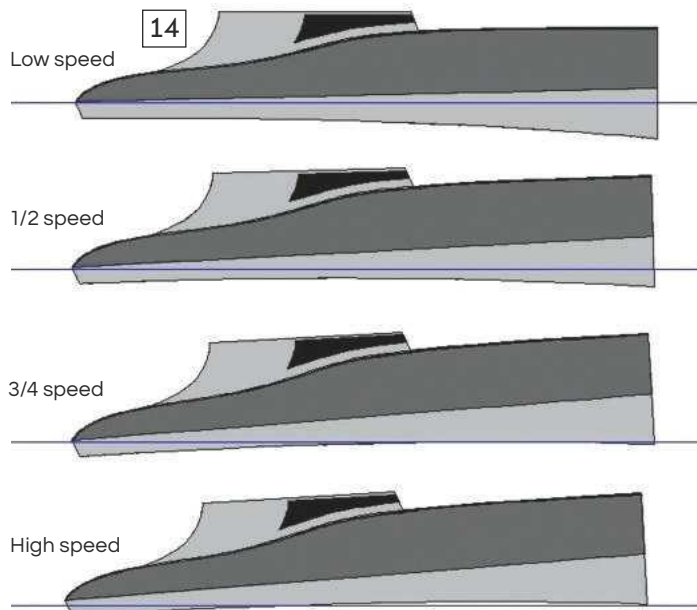
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which presented a whole new set of problems to overcome (**Photo 11**). I did feel sorry for Bob as the skinning materials were quite robust, 1.5mm ply and could be problematical bending around some of the curves, unlike most model designers I like to specify

the forward strengthening plates (**Photo 9**). The transom was still presenting Bob with problems due to my extreme design but Bob being Bob wouldn't be put off and continued to faithfully follow the design, I tried to help with a detailed view showing construction of the stern (**Photo 10**).

After many trials and tribulations, mostly caused by me, Bob completed the frame and started preparations for skinning the hull



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Meanwhile Bob was having a little trouble with the complex curves of the lower bow (**Photo 15**) but after a judicious cup of tea he came up with the answer (**Photo 16**). With the hull finally skinned, Bob was able to release it from the construction board (**Photo 17**) and we were able to see how skilful Bob had been as the hull was perfectly plumb and square (**Photo 18**). Next came the removal of the excess supporting timber and the hull is starting to look more shipshape (**Photo 19**) but there is no rest for Bob as the next stage is to fit the deck support framing and yet again his ingenuity rose to the occasion as he used a wide range of clamps and weights to hold all of the component parts in place whilst the glue set (**Photo 20**).

The next part of the design that could cause Bob a problem is the 500mm long foredeck which has to be perfectly flat with a very tight fitting removable centre panel. There was no need to worry as the foredeck is billiard table flat with a snugly fitting and level, removable panel (**Photo 21**).

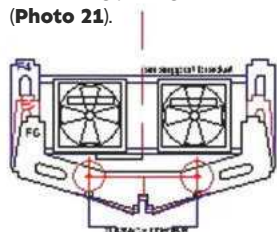
Keeping it cool

On the forum, discussion had turned to motors and the possibility of using a pair of brushless units instead of the twin 600s that I had specified. On the face of it, this seemed to be a good idea as the brushless motors were lighter and provided better performance than the 600s, but there was a slight concern about the brushless motors or their ESCs getting hot and overheating.

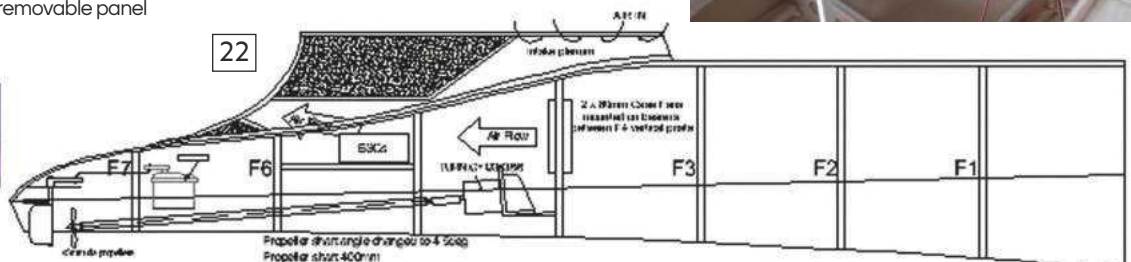
Being a 'hands on' engineer, Bob wasn't worried as any overheating problems would crop up during the first sailing and he felt

confident that, provided he kept an eye on the situation, there wouldn't be any need to panic.

But I was worried that if rapid overheating occurred then all of Bobs hard work would be in danger of literally going up in smoke, so I persuaded him to include a hastily designed cooling system (**Photo 22**) based upon a couple of computer cooling fans (**Photo 23**) and a simple in/out air flow through the rear of the



22





cabin roof (**Photo 24**). Bob didn't argue the point and dutifully included the new cooling system, even though he knew it wouldn't be needed. I am happy to report that events turned out in Bob's favour and neither the motors nor the ESCs became even vaguely warm. Bob now moved on to the painting (**Photo 25 & 26**) and fitting out the interior (**Photo 27**).

Monday March 17, 2014 will go down in model boating history as one of the truly great anti-climaxes, Bob arrived at Etherow for the maiden voyage (**Photo 28**), batteries fully charged and tea in the thermos, he was looking forward to a glorious days sailing with the new wonder hull.

Bob had even roped in his good friend and fellow modeller Peter Teal to take photos, video and assist with the launch/recovery.



But as often happens during a maiden voyage, there was a problem. A series of electronic calamities left the boat dead in the water and Peter was called upon to row our dear captain out into the lake to recover the stricken boat, (**Photo 29**) please note the safety conscious chaps are wearing the very latest in see through life jackets (as stipulated in club rules) (**Photo 30**). Back on shore, Bob set about sorting out the troublesome electronics (**Photo 31**) but couldn't as he needed technical input from the suppliers and sadly decided to draw a veil over the whole day's proceedings.

The electronic problem turned out to be buried somewhere within the ESCs and despite calls to the supplier, the problem remained unfathomable, so Bob reluctantly

replaced the brushless motors with a pair of MFA RX15 plus RE 700s. A little redesigning was required to correctly position these motors but finally on June 7, 2014 the replacement motors and ESCs were fitted and tested (**Photo 32**) and it was back to the lake on June 10 for another attempt. Thankfully, everything worked like clockwork and 'Brutus' made an excellent show as it





charged around the lake (**Photo 33**). Peter had been roped in again and took some great photos and video. It was about this time when I gave my first clue as to the true intention for this design when I asked Bob if he fancied building a warship version of Brutus (**Photo 34**) although the picture differs from the eventual design, it hinted at things to come.

September 2015 saw Bob's final sailing with 'Brutus' as he showed off its true potential following the successful addition of brushless motors (and the addition of some snazzy teeth) (**Photo 35**). The boat looked graceful and elegant as it effortlessly slid through the water and I was almost dumfounded at how perfectly the model performed; the hull worked exactly as predicted and sliced through the water with the minimum of disruption. All credit to Bob and his superb craftsmanship as a lesser builder would have given up when the project became difficult, but not Bob as he doggedly pursued the finer details and produced an excellent model.

I met up with him at the Ellesmere Port show in early 2016 where he gifted me the model complete with motors and electronics so that I could continue the research. With Brutus back in my workshop I started to add the parts, superstructure and finishes that would transform the 'speedboat' into a concept warship.

Key facts of the 'real' Brutus 2050

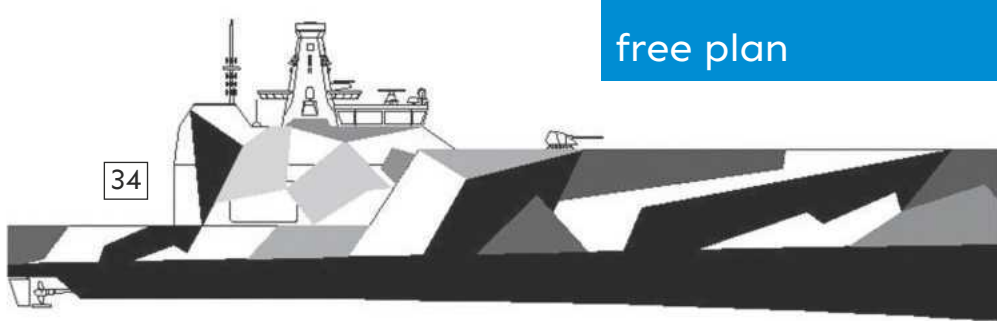
Hydrogen-powered with a length of 98m, beam of 23m and a bow height of 19m, a range only limited by crew rations, a crew of 20 and a top speed of 60kts. Ship-wide automation and robotic systems will allow it to operate with a minimal crew of specialist officers and ratings.

The hull is made from an acrylic graphene composite for lightness, strength and proof against magnetic tracking systems/weapons. The ship saves storage space by utilising 3D printing technology to produce equipment such as drones, rail gun projectiles and spare parts. The hull, superstructure and the deck is covered with visual cloaking and a radar-absorbing system. The ship has multi-role capabilities and can be quickly converted to fulfil each of these different functions.

Power generation

All of the hydrogen required to power the ship is produced on board using a hydrogen system and stored in metal hydride containment. This method of energy production is very cost effective when you consider running/replenishment costs and has the added bonus of being totally emission free.

Power generation for the entire ship comes from twin 75MW Hydrogen fuel cells with



a combined sustainable output of 135MW. Propulsion is from two 30MW 2G HTS electric motors that directly drive fixed-pitch folding propellers with highly skewed blades for low noise and vibration.

Weapons

Retractable Rail Gun: A railgun uses electromagnetic force to launch high velocity projectiles. The projectile does not contain explosives relying instead on the projectile's kinetic energy at the point of impact which can be equal to 20kg of TNT. The Rail Gun is stored below the foredeck and is only raised when needed. The absence of explosive propellants or warheads on a warship mean that there is less to store and handle, this coupled with the low cost of projectiles bring significant savings and distinct advantages.

Directed Energy Weapons: This is a ranged weapon system that inflicts damage at a target by emission of highly focused energy, using a tethered drone as a platform, the DEW would have an effective range of over 70km. Energy weapons have the added advantage of the costs per shot being measured in pence rather than pounds and as such are very cost-effective.

Underwater Ultrasonic Weapon: Utilising an ultrasonic resonant frequency of 20kHz, this weapon attacks the integrity of welded joints on the domed sections of a submarine pressure hull. Whilst not immediately destructive, the device will degrade the welds to a point of instability.

Short and Long Range Missiles: Using a cassette storage/launch system, such as the Lockheed Martin Mk.41 VLS, the ship will be capable of launching a wide range of rocket-powered ordnance, such as anti-air, anti-submarine, surface-to-surface and strike length missiles.

Hypersonic Torpedoes: These torpedoes use the effect of supercavitation to create a bubble around the torpedo which allows it to move at speeds in excess of 200km. Larger, long-range versions would be launched from a 'Six Shooter' storage and loading system through the bow tubes and smaller short range versions would be carried and launched from underwater drones.

Focused NNEMP Weapon: A close-in weapon, the Non-Nuclear Electro Magnetic Pulse will disable all electronic/electrical system within a 2km range.

Close-In-Weapon System: CIWS, often pronounced as SEA-wiz, is a point-defence system for detecting and destroying short-range incoming missiles, aircraft and small boats.

Drones

Tethered Drone:

A tethered drone draws power directly from the ship via the tether, so there is no limit to how long it can stay airborne. The drone provides a platform for long-range radar and a directed energy weapon.

Underwater Drones: Autonomous search/recovery or seek/destroy, these drones can operate far from the ship and dive to great depths to locate objects such as submarines. They carry surveillance equipment and short range hypersonic torpedoes.

Airborne Drones: Outrider drones for covert long-range surveillance.

Stealth and multi-role

The hull, superstructure and deck are covered with a visual cloaking and radar-absorbing system. The visual cloaking consists of cameras taking images on each side of the ship and projects the same image via LED displays on the opposite sides of the ship. The radar-absorbing system consists of tiny ferrite spheres encapsulated within the ferrofluid paint covering which has a specific Gauss strength to absorb and deflect incoming radar waves.

The stern area of the ship contains the multi-role mission compartment which is a highly adaptable space in which containerised 'mission' pods are stored. These pods are pre-packed on shore to suite specific requirements from scientific research, search and rescue or covert amphibious deployment and include all equipment and personnel accommodation.

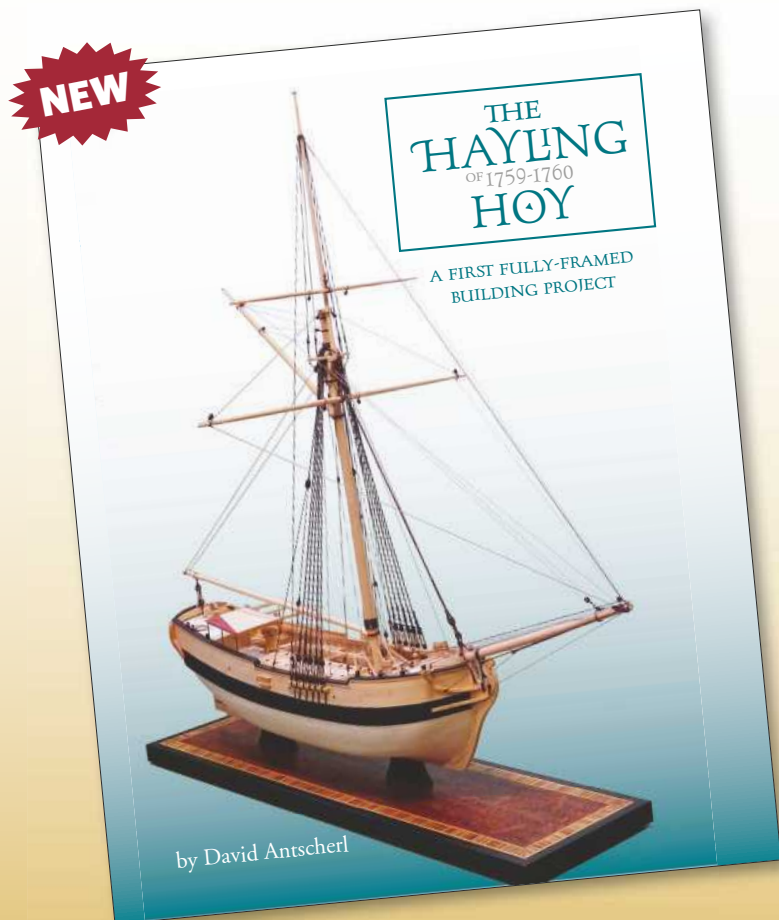
Sci-Fi

This might all sound like pure science fiction and more suited to outer space rather than the open ocean, but you can rest assured that this design is based upon existing science and technology. Stealth design is already commonplace within modern navies and many of the systems described in this article have already been built and tested. ●



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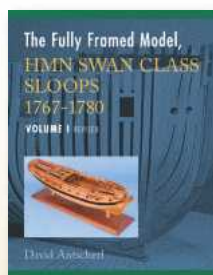
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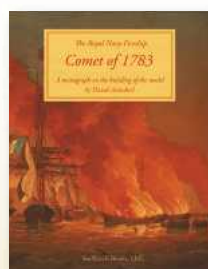
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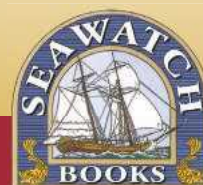
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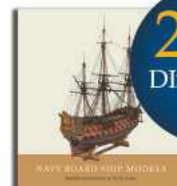
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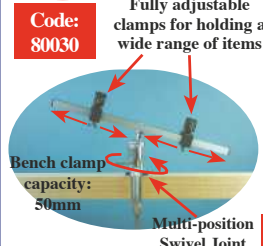
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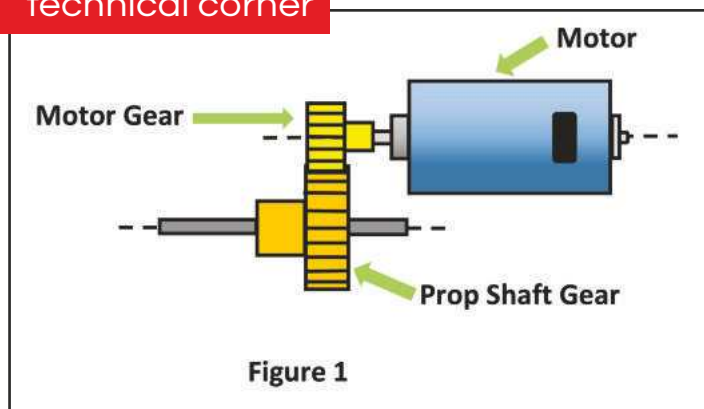


Figure 1

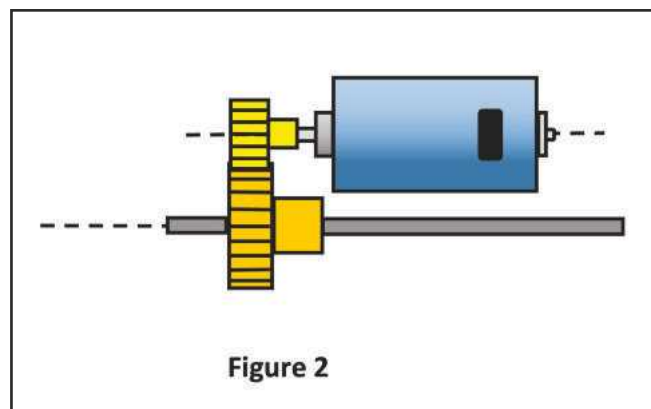


Figure 2

Grinding your Gears

Glynn Guest dispels the myths and magic of gears in your model boat

Modellers can spend a frustrating amount of time trying to match an electric motor and its propeller to their model; the aim usually being appropriate performance with adequate duration. Experience, either your own or honest fellow modellers (that is one who has real experience rather than just an 'opinion') might get you into, as our American cousins are likely to say, the 'right ballpark'.

A common problem is where the motor has the right power but spins at much too high a speed for the propeller you want to use. A propeller with a smaller diameter and/or finer pitch could be the answer, but this is not always possible. A good example of this is the ubiquitous 540 motor with 27 turns around each pole; a cheap, durable and usually more than powerful enough way to propel many types of scale model. However, if it is a tug or similar, then you may want to use a propeller with four blades and a diameter of 2in (50mm) or more. Unless you can find an unusually fine pitched propeller, this will grossly overload the motor if they are connected directly together. It will work, but probably only for a short time before motor; wiring or ESC (Electronic Speed Controller) is damaged. I was once talking to a manufacturer of ESC's who admitted that he could make a good living just from his customers who abused his products in this fashion and had to return them for repair.

Gear myths

The use of gears in a model boat can seem to be like practicing magic in some modeller's eyes. This is especially true if they've tried it once before and it didn't work; clearly someone who abandons things when they fail to work the first time. Fortunately, there have been enough people in human history to regard 'failures' as learning experiences from which you gain understanding and ultimately succeed; otherwise we might still be up in the trees.

A common misunderstanding is that gears can somehow increase the power of a motor. Sadly no matter how clever you are, it is impossible for any system of gears to magically produce more power than you are putting into the motor. Suitable gears

may allow the motor and propeller to work more effectively and hence get more thrust from the propeller, but the Law of Energy Conservation cannot be beaten.

What people might be doing is confusing TORQUE with POWER. The former being the strength of the twisting action and the latter being the rate of working and are related by the following relationship;

POWER = TORQUE x SPEED OF ROTATION

With gears, you can let the motor run at the speed it needs to generate the desired power, whilst the propeller's shaft turns at a different speed. From this relationship, if you use gears to reduce the rotational speed then the torque will be increased. This is usually the case and perhaps the most extreme examples in our hobby are found in models propelled by paddlewheels. Indeed, by using a large speed reduction, the torque can be increased to the point where getting your fingers trapped and injured in the paddlewheels can become a real danger!

Spur gears

It is probably fair to say that the gears that a model boater will use in their driveline are spur gears. These will keep the motor and propeller shafts parallel but displaced to one side. The gear reduction ratio is simply the ratio of the number of teeth on each gear. For example if the propeller shaft gear has 24 teeth and the motor shaft gear has 12 teeth;

24 divided by 12 = 2:1 Gear Ratio

In other words, the motor can spin twice as fast as the propeller or, if you prefer, the propeller spins half as fast as the motor.

A pair of spur gears can be a simple and effective means of speed reduction but can run into problems. If a large speed reduction ratio is needed then you may end up with a relatively massive gear on the propeller shaft which may be difficult, if not impossible, to install inside your model. Gear sizes can be reduced by using a small diameter gear on the motor shaft, but might not mesh so smoothly nor be robust enough for your application (the voice of experience here!).

Of course, you could always add a second pair of gears to reduce the speed further, which would avoid using large gears. This would however, require more effort in keeping shafts correctly aligned, but might appeal to those with a model engineering workshop and the skill to use it?

Luckily, from my experience, spur gear reduction ratios greater than 3 or 4 to 1 are unlikely to be needed with propellers and sensible motor sizes. Yes, there will always be exceptions, but if the motor's power is a good match for the model, then its rotational speed is unlikely to need a massive change in speed before reaching the propeller.

There are two ways these gears can be installed. The first is in place of a conventional coupling with the motor ahead of the propeller shaft, **Fig 1**. As mentioned before, the motor's shaft is still parallel to the propeller shaft. Do note, that this method reverses the direction of rotation of the motor shaft. This is unlikely to be a problem unless you have a motor that spins faster in one direction than the other. Also, some ESC's produce more power in one direction than another. Both problems can usually be overcome with some rewiring but not reversing the battery connections to the ESC!

Another method of mounting the motor is to place it above (or below or to either side) of the propeller shaft. Again the motor and propeller shafts need to be parallel, **Fig 2**. In this arrangement the propeller shaft will be spun in the same direction as if the motor was connected directly to the shaft.

Worm gears

Models driven by paddlewheels are different in that their final rotational speed is likely to be in the range of 100 to 200rpm. This will, after a moment's thought, show that a simple set of spur gears will not achieve a suitable speed reduction without becoming impractically large or requiring multiple gears to produce the final ratio of maybe 30 or 50 to 1.

One obvious answer is to buy a commercial gearbox, possibly with a suitable motor attached. The MFA/Como range is an example of this and I have made good use of



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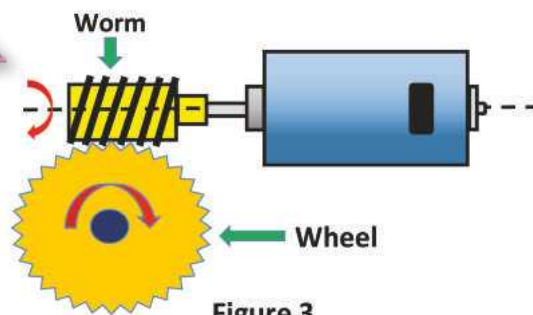
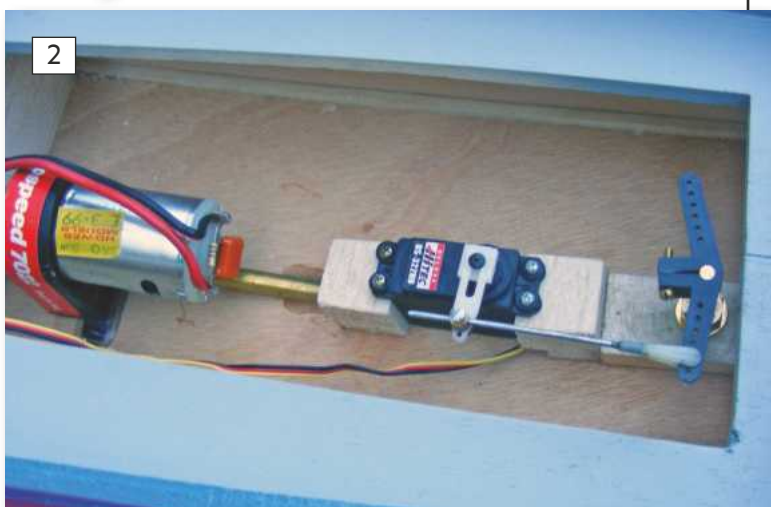


Figure 3



2

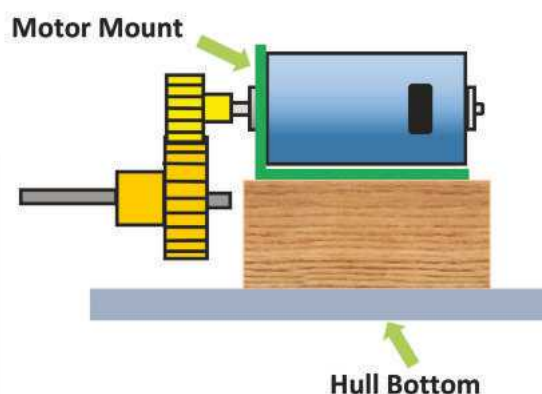


Figure 4

them (**Photo 1**). But, you need to be able to estimate with reasonable accuracy both the size of motor and gear ratio that your model needs. If you do not trust your own calculations then perhaps looking at what others use in similar models is the best way forward?

There is however a simple gear system that can produce large speed reductions in one go; that is the 'Worm and Wheel'. In this case, the motor is fitted with a gear wheel which has its 'teeth' in the form of a spiral, in a similar fashion to the thread on a bolt. The motor is installed at right angles to the gear wheel on the drive shaft so that the spiral worm gear meshes with its teeth, **Fig 3**.

When the worm gear makes one complete revolution, the gear wheel only rotates to bring the next tooth in to mesh with the worm. If the gear wheel has 40 teeth then the motor must rotate 40 times to make the drive shaft turn one revolution, thus, giving you a 40 to 1 reduction ratio in a compact two gear set-up.

Installation

The German firms of Robbe and Graupner used to offer handy geared drive units. I've used them satisfactorily in a few models (**Photo 2**) but they do not seem to be currently available. Other commercial items might be available to ease the installation of a geared driveline, but you might have a long and possibly unsuccessful search for something

that is a perfect match for your specific needs. This would force the modeller to consider assembling their own geared driveline. In which case, the problem becomes one of making the gears 'mesh' accurately to achieve an efficient and hopefully quiet operation.

With spur gears, arranged as shown in **Fig 1**, some means of holding the motor and prop shafts in the correct relative positions is needed. One obvious answer is to use a motor with its own mounting base, which is then firmly secured to a block that positions the motor shaft correctly (**Fig 4**). This requires some careful adjustments, especially if the hull bottom is not nice and flat. The prop shaft also needs supporting by a bearing just behind the gear wheel, the easiest way being to use the inner bearing of the prop tube and supporting this tube!

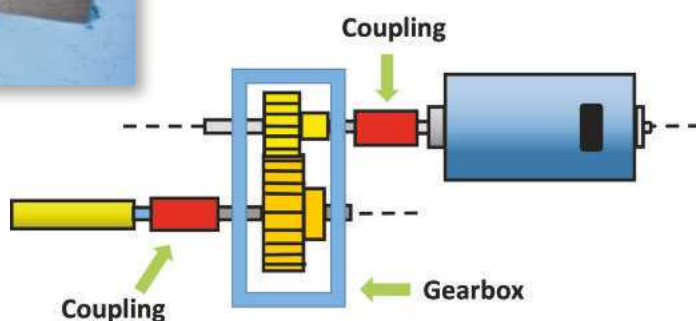


Figure 5

Of course, those with a more engineering bent to their nature, and the materials and equipment to match, could build such a reduction gear as a separate unit to fit between the motor and prop shafts (**Fig 5**). This, by the use of suitable couplings between the shafts, could ease the demands of accurate positioning. There are suitable commercial items intended to be secured to motor bodies and drive a model aircraft propeller via similar reduction gears. They might take some finding due to the increasing use of brushless motors, with their characteristics tailored to direct drive of propellers, in the model aircraft world.

The 'reverse' type of motor positioning, as shown in **Fig 2**, can make life a little easier. A simple flat mounting plate can be made up from plywood or metal, aluminium being ideal (**Fig 7**). If the motor is of the 'Mabuchi' can-type, it will

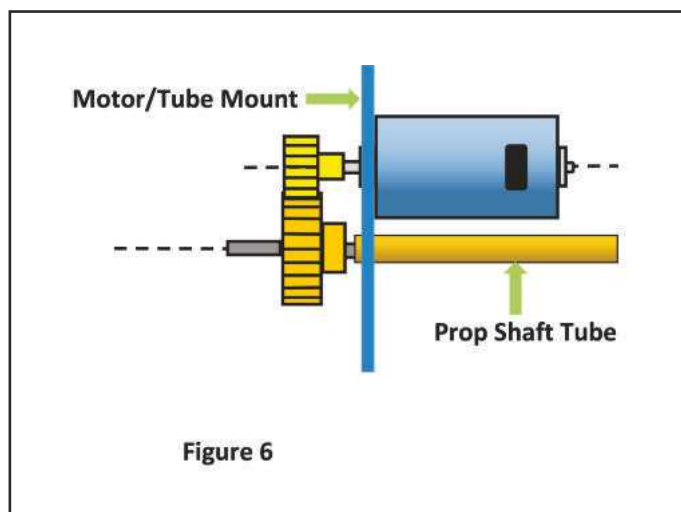
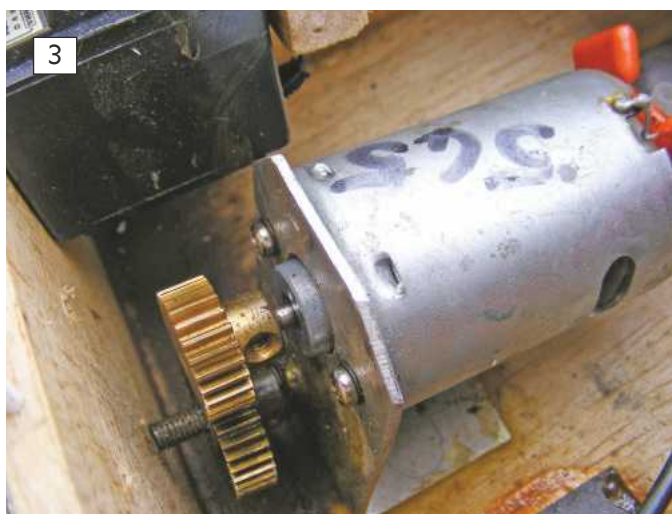
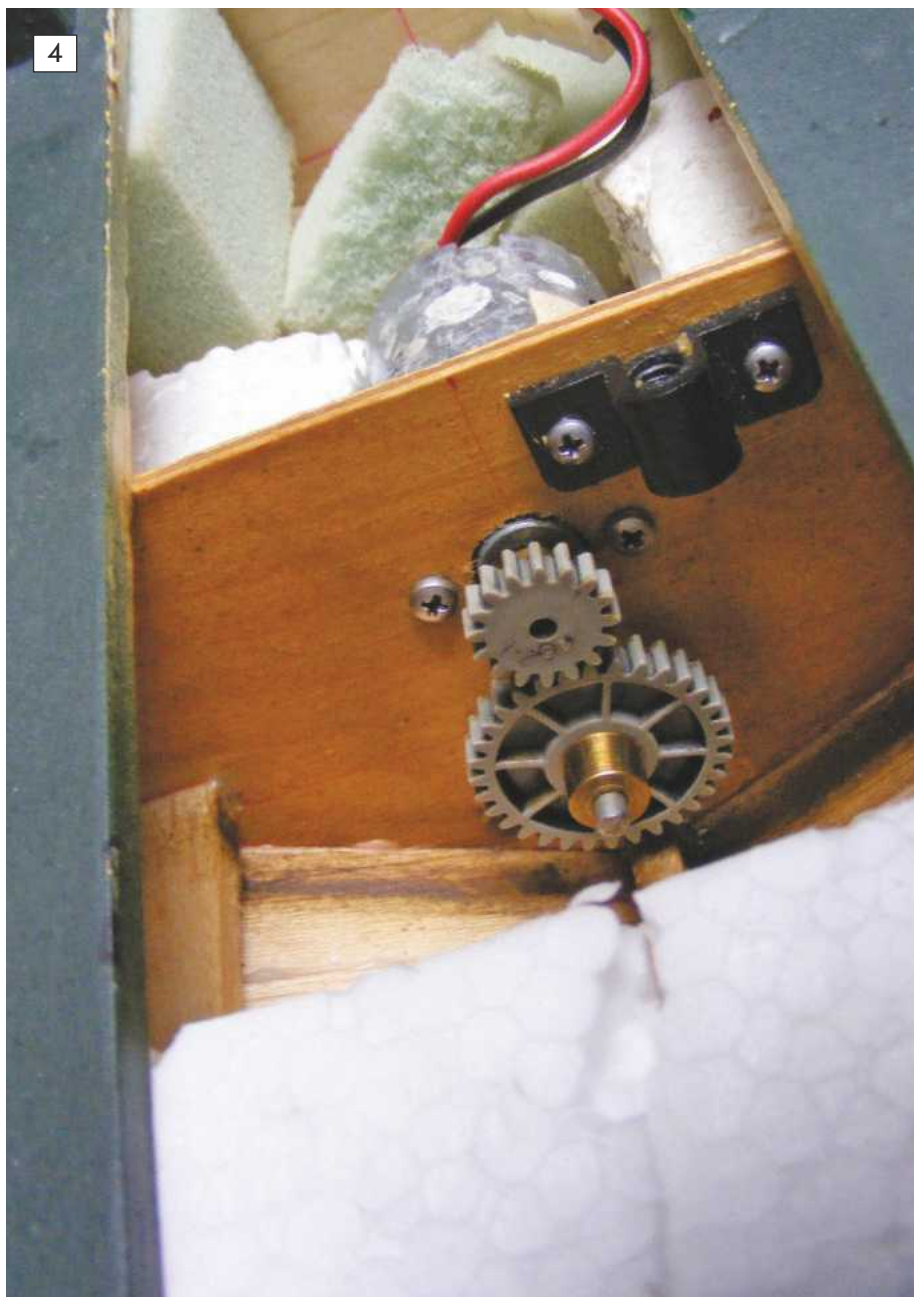


Figure 6



have two threaded holes in the drive shaft end of the motor body and these can be used to secure it to this plate. The inner end of the prop tube is then fitted through a suitably positioned hole and firmly glued to the plate, ensuring it is perpendicular to the plate.

All this method requires is the ability to drill a few holes in the plate. If you are worried about your accuracy or maybe want to experiment with different gears, then make the motor holes into vertical slots to allow for any adjustments needed. The layout of these holes is shown in **Fig 7**. If an aluminium plate is used, then the bottom can be bent over at an angle to create a base for securing into the hull. I first used this method many years ago in a tug and it still works perfectly despite all the abuse I give the model when attempting to tow anything (**Photo 3**).

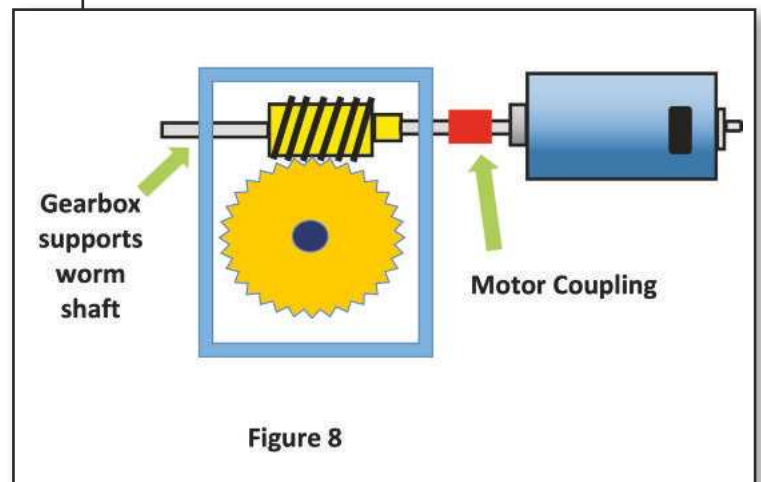
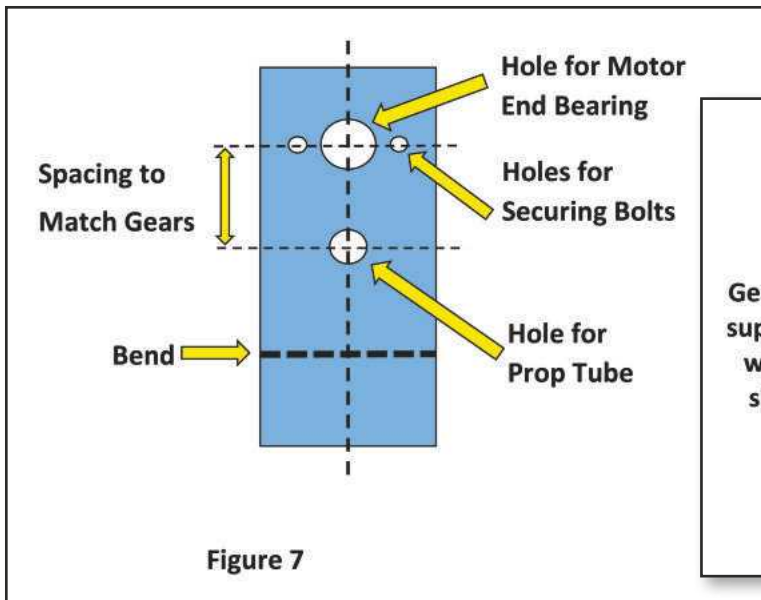
In one of those flashes of inspiration that seem to appear out of thin air, I later realised that instead of using a separate motor mounting plate, a plywood bulkhead could be used to hold the motor and prop tube. This method has been used on a few fast racing and scale model with some success (**Photo 4**).

Worrisome worms

These gears, despite the easy way they produce large speed reduction ratios, can be a problem to install into a model. The difficulty can centre on the relatively short motor shafts which prevent a simple installation such as shown in **Fig 3**. With the worm gear firmly secured to the motor shaft, it may not be possible for the motor to fit closely to the gear wheel. This could lead to the worm failing to grip the teeth and slipping.

I did once make a paddlewheel-driven model which used a plastic worm that was rather flexible with only a short length secured to the motor shaft (**Photo 5**). It was a devil of a job keeping it properly aligned and it made a quite unpleasant noise when running at full speed. Luckily, less than full power was needed to achieve a realistic speed!

If using worm gears in a future model, I'd be inclined to make use of gearbox arrangement. This would support both ends



of the shaft on which the worm was fitted and so assist accuracy and smooth running. The motor, being connected to this shaft by a coupling, could also make its installation a shade easier, **Fig 8**. Note that the worm is subjected to considerable side thrusts when operating, which would be applied to the motor bearings. A couple of collets or other bearings ought to be included in the gearbox to avoid this, unless the motor's power level is modest.

But.....!

Gears might seem to be a miracle cure for modellers but, like most things need to be successful, a little understanding and care

is called for. I hope I've shown that proper alignment of the shafts is not an impossible task for even the most modestly skilled and equipped modellers.

The final point I can make is that the gear teeth must mesh together smoothly. This means not too loose that they could jump apart when under load or pressing too hard together. I have witnessed some gear installations in which the modeller has forced the gears together and created the sort of pressures that might turn any specks of carbon dust that get trapped between the gear teeth into diamonds! An exaggeration I admit, but excessive pressure on gear teeth will just increase

wear and friction, neither of which the sensible modeller wants.

A way to space gear teeth for good and so far for me, reliable operation came when assembling an RC car many years ago. The tip was, when adjusting the motor screws in their mounting slots, to slip a thin piece of paper between the meshing gear teeth. After pressing the gear teeth together, the screws were tightened. The motor was then rotated and the paper, now corrugated by the gear teeth, came out. This left the gears very close to each other but without them being pressed together.

Now, to try and figure out what, if any, gears my next model could benefit from. Or should I use a belt and pulley system? ●





A Strela lightweight SAM system aboard the East German missile corvette the Rudolf Egelhoffer.

OSA 2 Fast Missile Boat

With the end now in sight, **Dave Wooley** takes a look at the construction of the Strela surface-to-air missile launcher and moves onto the preparation for air brushing of the OSA 2 205U

The Strela anti-air missile launcher

Much developed by the former Soviet Union, the Strela started life in a more basic form, which was essentially a hand-held launcher for battlefield use. It is a weapons system that could be easily carried with a column of troops to provide local anti-

aircraft cover for advancing troop and irregular formations.

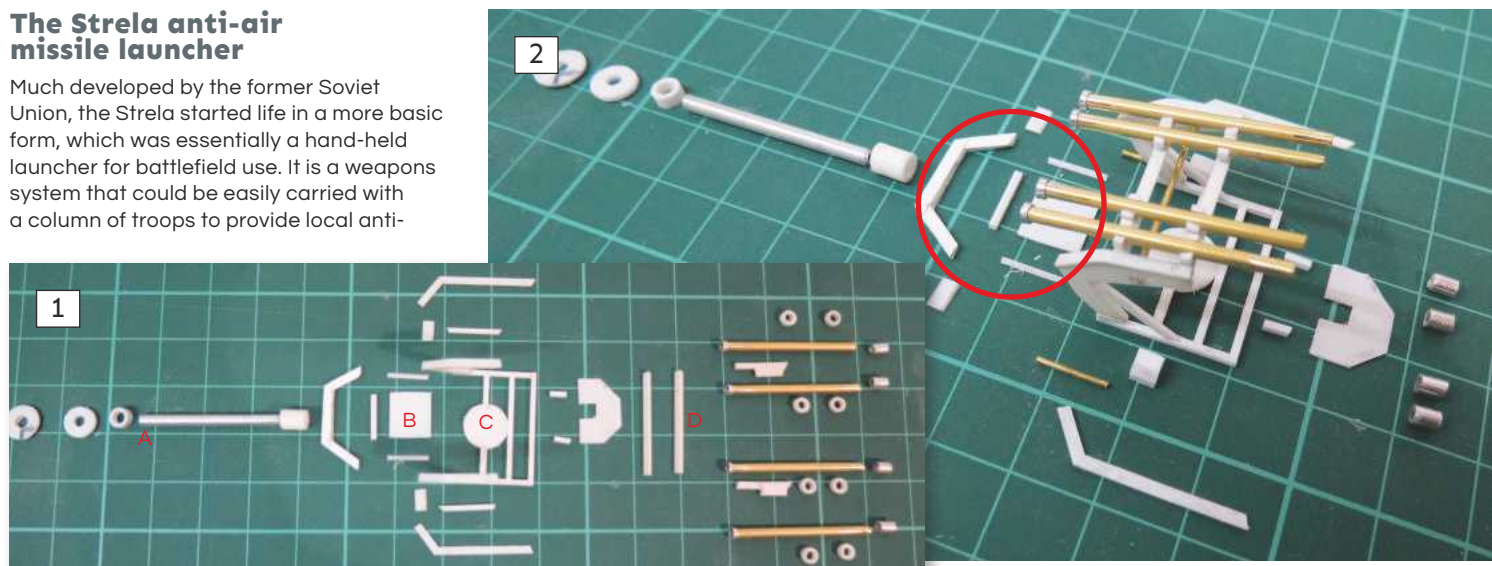
The Strela evolved in a naval capacity to be a portable shoulder launched air defence system for small warships and submarines. It evolved into the Strela-2, a multiple launch system as carried on the OSA 1 and 2. The OSA 2 variant, the 205U, was fitted with the Strela-3, a quadruple launcher with the SA-14 missile successor to the SA-7 Grail.

The missile is a relatively small, lightweight uncomplicated IR guided missile, with a maximum altitude of 1600m, an intercept speed of 470m/sec and each missile is 1.42m in length. The East German (DDR) variant has the launcher mounted in a band stand, as in the header, pictured aboard the former East German Tarantul missile corvette Rudolf Egelhoffer.

It is the latter type which is shown here for construction and assembly aboard the OSA 2/205U and following our usual practice, we'll reduce the launcher down to its component parts.

For ease of identification I've reduced the parts to their respective sections which can be seen in **Photo 1**.

The launch tubes were later modified and made from aluminium. Moving on, we come to the assembly of the main body of the Strela. Although this may appear complex, it is quite straight forward, remembering that the purpose of the frame is to support the launch tubes and ringed in red is the back-support assembly which is made adjustable, as it's my intention later, to incorporate figures in and around the frame, so provision is required at this early stage (**Photo 2**). Here the back-support assembly is



Part

- A The mounting plinth
- B Back rest support and back rest
- C Launcher frame
- D Launch tubes and tube supports

Material

- 3.2mm OD Evergreen tube 224
- 3.5mm OD aluminium tube
- 1mm styrene sheet plus .6mm wire
- .75 thickness Styrene strip
- 2.5 OD brass tube, 3mm OD aluminium tube
- 2.5mm OD Evergreen tube (split to hold the launch tube)

1 Parts that make up the Strela lightweight SAM launcher.

2 Assembling the launch tubes on to the launch frame.



3: The adjustable aimer's back support is added to the rear of the frame.

4: Final assembly of parts for the Strela launch frame.

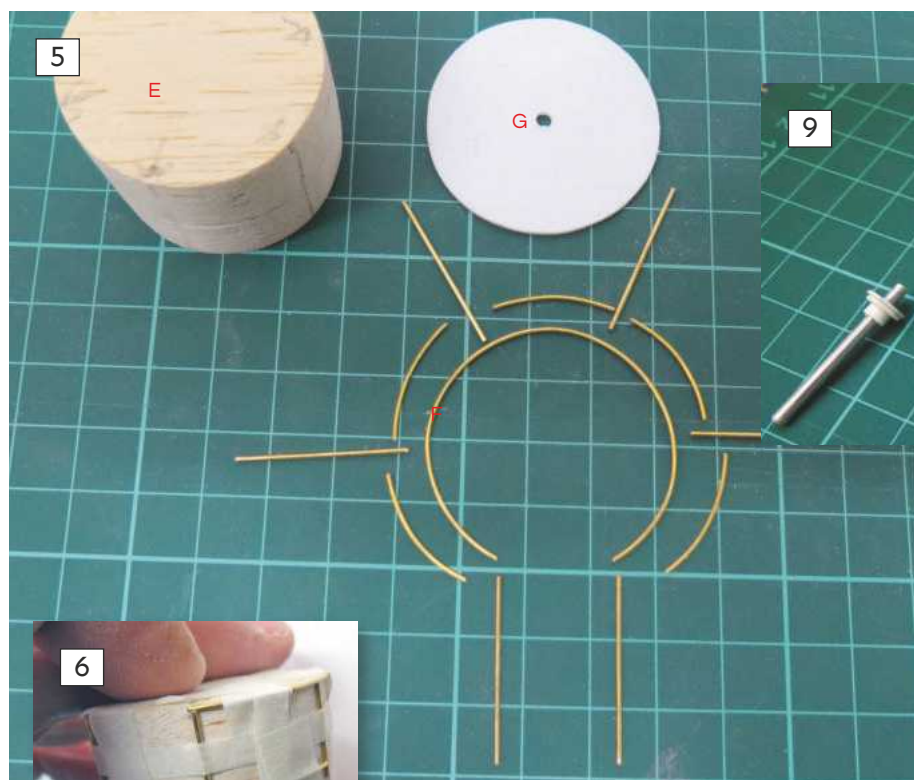
fixed to the frame (**Photo 3**), with much of the assembly now in place (**Photo 4**).

Band Stand

As this is not a well-known or researched missile system, I have given the WW2 description of band stand to the surrounding enclosure. Once again, the method of reducing

each part to its basic components was used and these are shown here in **Photo 5**.

Soft malleable extruded brass wire is ideal for forming the required circular shape of the horizontal rails. Please note that the top rail is continuous, whilst the lower rail is segmental. All the parts are taped to the jig ready for soldering as in **Photo 6**. Each joint was smeared with a very small amount of solder paste and heat applied

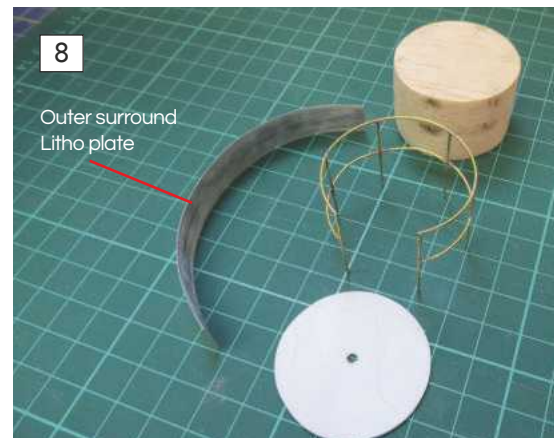


5: Basic components to form the Strela launcher band stand.

6: Preparation for soldering the band stand.



7: Sliding the soldered band stand from the jig.



8: Litho plate to be added to the lower portion of the band stand.



9: Ready to combine the parts that form the completed Strela missile launcher.

close to, but not on the joint. When satisfied each joint is firm, all that is required is for the tape to be removed and the frame for the band stand to be gently removed from the jig (**Photo 7**).

The joints may need some cleaning, but using solder paste reduces the need considerably. The only other addition is the outer surround which is cut from .25 thickness litho plate corresponding to the height up to the middle rail, shown here in **Photo 8**.

With the rails surrounding the band stand fixed to the base all that is required is to form, what in effect is a shallow door, which fits to the opening. What we have remaining ready to complete the assembly, is the plinth, band stand and support frame (**Photo 9**).

The final touch is to fit a series of eight small pads which are located on the

Part

E Circular Jig for soldering
F Parts for Band Stand
G Base

Material

Balsa height 25mm x 38mm diameter
.6mm soft brass wire
1mm thickness x 40mm diameter styrene



10: The Strela launcher temporarily in place amidships.



ABOVE: The OSA 2 prior to air brushing with most of the fittings in place.

11: Recommended accessories when preparing to air brush (see text).

12: Halfords Plastic Primer is a good initial option.

13: Halfords Plastic Primer does serves well for most of the hull and superstructures.

underside of the base that can be seen in this image (**Photo 10**) with the entire assembly temporarily fitted into its location amidships.

Preparation for air brushing

As in a Model Boats Special edition and at the closing stages of all of the builds seen in these pages, I have covered aspects of air brushing. Although the basic principles remain constant, equipment and paints have and do evolve. It is with the later aspect that we will look at the preparation for air brushing in the context of the OSA 2 Missile Boat. Before we delve into the nuances of selecting the appropriate paints, I would like to make references to Health and safety. Sorry about reiterating this, but if you look at the information on, cans, paints and cleaning agents, they do disclose certain points regarding the content which it is well to be aware of. When it comes to using spray cans, air brushes or spray guns it does well to be prepared. Here are just a few basic tips (**Photo 11**).

Do use good quality rubber gloves; Do get a face mask but one that is suitable for use with

spray guns; Do wear eye protectors; Do have plenty of ventilation if air brushing indoors and last but not least, Do have an air tight filtered cleaning jar to hand (keeps the fluid and cleaning vapours confined to the Jar).

Paints

As a basic primer, the Halfords range of acrylic matt paints in a can dispenser are excellent. I have recently switched to Halfords Plastic Primer and using the larger of the two sizes available is more than enough to cover the average hull and main superstructures (**Photo 12**).

Of course, there is no substitute for pre-paint preparation, filling any obvious surface flaws with for example, P38. The higher level of care with the initial preparation the better the result. To help remedy any surface imperfections, for example scratches, Halfords High Build can be applied as an initial primer. Applying the likes of Halford Primer from a can is both simple and quick and is a good introduction to air brushing. But, and there is always a but, there is very limited control of the amount and arc of spray, yet for general application it does the trick (**Photo 13**). Once completely set, the primer can be gently rubbed down with a fine 800 wet and dry. Interestingly,





14: Following the initial primer coat, any additional work can be easy undertaken 15: One of those 'why didn't I think of that before'. Simple to open a paint jar and it keeps the top well-sealed.



16: Air brushing larger areas using a lever-type air brush. 17: Using MR Hobby acrylic H306 grey for the hull (Alternatively Tamiya Sky Grey XF19).



18: Some fittings airbrushed and put to one side after applying just a single coat. 19: Air brushing the interior of the upper wheel house. 20: A good cleaning regime ensures that the air brush will perform well each time.

it is at this stage that I fitted the last of the hull features which are fitted to the top edge forward of the shine stroke (**Photo 14**).

Enamel or acrylic? That is the question! Both have their respective advantages and disadvantages, but I must confess I have gradually leaned towards the latter. Tamiya and Mr Hobby are two brands which give a high-quality finish when applied with an air brush. At present there are limitations regarding the range of colours for Tamiya, but here I made the decision to evaluate the Mr Hobby range (Grey H306) and I was not disappointed. To make life a little easier you can purchase a jar top opener. A simple handy devise that really does work for the more stubborn tops (**Photo 15**).

For covering larger areas, I find it comfortable to use the NEO TRN-2 IWATA side feed trigger air brush which provides a very positive grip, more control, and a choice of varying capacity interchangeable paint jars. The examples here demonstrate the air brushing of the elongated deck housing, hull and the larger fittings before any detail work is undertaken (**Photos 16-19**). The air brush shown here has the medium size paint container fitted. Later I'll demonstrate several types of air brushes for finer more-detailed work.



To maintain the efficiency of any air brush there are two golden rules. Always clean the air brush thoroughly by using a prescribed cleaning agent or (depending on the type of paint) a thinner and if the paint used is acrylic, tap water can be passed through the system and carefully remove and clean the needle (**Photo 20**).

References and Acknowledgements

Fine brass tube and wire ref - Albion Alloys
www.albionhobbies.com
 The Airbrush Company www.Airbrushes.com
 A GRP hull of the OSA 2 is available from MTB
 Hulls www.mtbhulls.co.uk

HMS Lord Nelson

Modelling the Hobby Boss
1/350 scale Pre-Dreadnought
by Mike Williams



A faithful representation

When I heard that a relatively inexpensive 1/350 injection plastic model of the HMS Lord Nelson (No.86508) was to be released by Hobby Boss in April 2016, I immediately pre-ordered my example from Hobby Search Japan just to include this excellent example of a well-used capital ship from The Great War within my 1/350 naval collection. It has to be noted that Hobby Boss also subsequently released HMS Agamemnon (No.86509) in this scale in 2017.

In fully covering this 1/350 subject I believe mention has to be made here of Combrig's resin multi-media contender to the Hobby Boss plastic and etch example which cost me a total of £70 (including P&P from Japan). Here Combrig market their 'Battleship HMS Lord Nelson 1908' (3521FH/WL and Agamemnon 3522FH/WL) in both a full-hull and waterline versions, with the former costing around £190 and the latter £140 (excluding any P&P), so they are markedly more expensive, but their 1/700 scale waterline examples are perhaps more manageable at a basic £40 each.

The Hobby Boss Lord Nelson is faithfully replicated in her initial immaculate Edwardian 1908 configuration and finish, which one can appreciate upon her commissioning on December 1 at Chatham with a nucleus crew, was ready to complete with a full crew on January 5, 1909 to become the Flagship of the Nore Division of the Home Fleet.

Regarding this models basic presentation, this comes in a robust lid and tray box containing the eleven light-grey plastic part trees, four brass etched frets, length of chain and small a decal sheet, without doubt an all-inclusive package. Delicate items on Trees D and K have additional safeguarding

through being wrapped within foam sheets, so everything arrived in a perfect condition.

In my usual contents check and appraisal I soon discovered that the 466 total components included here involved an impressive 327 plastic, 132 etch, one length of chain and a small six flag decal sheet. There are no imperfections on the principal plastic parts, certainly no flash, leaving only the clean-up of the minimal tree attachment points the only preparation work needed.

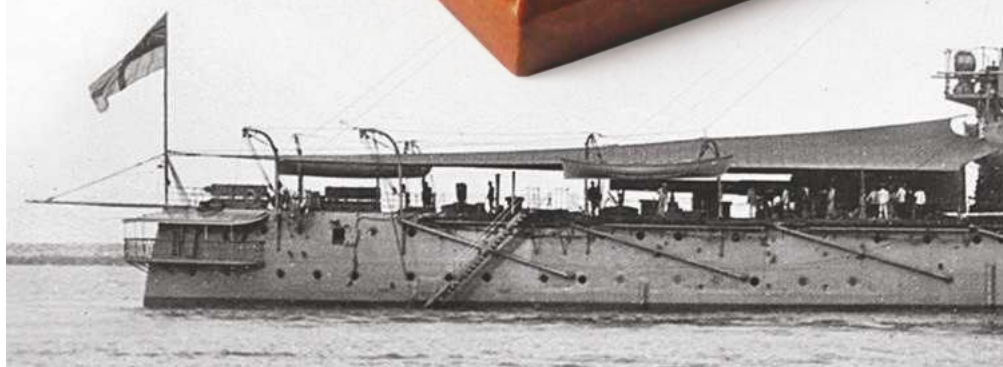
One omission; there was no final display stand or base included, with just a standalone relief name-plate, but on the positive side this will result in the subsequent fabrication of one's own personal stamp upon the final display piece.

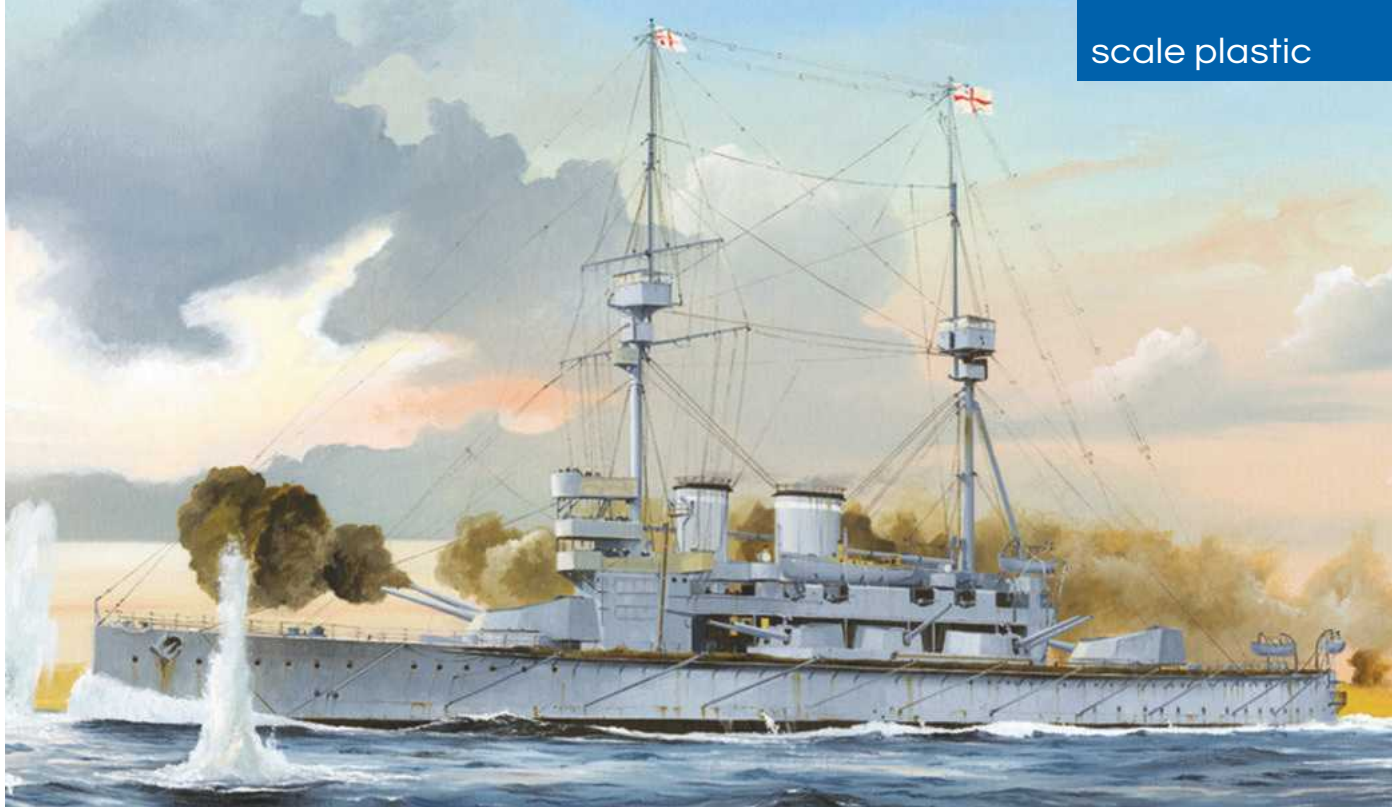
For myself I drafted in a solid wood plinth with a representation of dry-dock blocks as a very secure handling base as the ideal foundation for my build.

Thankfully in dealing with such a multi-component undertaking I soon discovered that upon appraising the mono-chrome 24-page instruction booklet, the 41 stages advanced were all arranged in a logical assembly sequence, with everything well conveyed through clear exploded isometric drawings. Nevertheless careful pre-assembly inspection of every step is still required and checking everything through dry-runs.



ABOVE: The author's completed
1/350 scale model of HMS Lord Nelson.





ABOVE: Hobby Boss artwork of HMS Lord Nelson in an action setting, not quite accurate seeing her 1909 configuration with funnel bands.

Hull

Obviously one overwhelmingly crucial aspect of any model has to be its originals overall dimensions to scale accuracy and here the overall hull (omitting her stern walk) length of 443ft 6in (135.2 m) and beam of 79ft 6in (24.2m) equates to a model hull measuring 38.6cm in length and 6.9cm in width, both spot-on in 1/350 scale.

Besides this fundamental accuracy to this build, I was pleased to see a corresponding commitment towards replicating a convincing degree of surface detailing to the hull, in the form of recessed portholes and a restrained indication of the shell plating. However there is no suggestion of her external 12in armour belt and perhaps for the purist, this plate detail is 'over-scale' with its arrangement also open to question, but for me as an average modeller, its overall effect in producing a nice display piece cannot be questioned.

Aft the two in-turning propellers with their separate shafts suitably supported by 'A' brackets, along with the single rudder at the stern,

while there are sharply rendered integrally moulded 'thin' bilge keels amidships. However on the negative side has to be her five 18in underwater torpedo tubes, four on the beam and one aft; there is no indication of these on the hull.

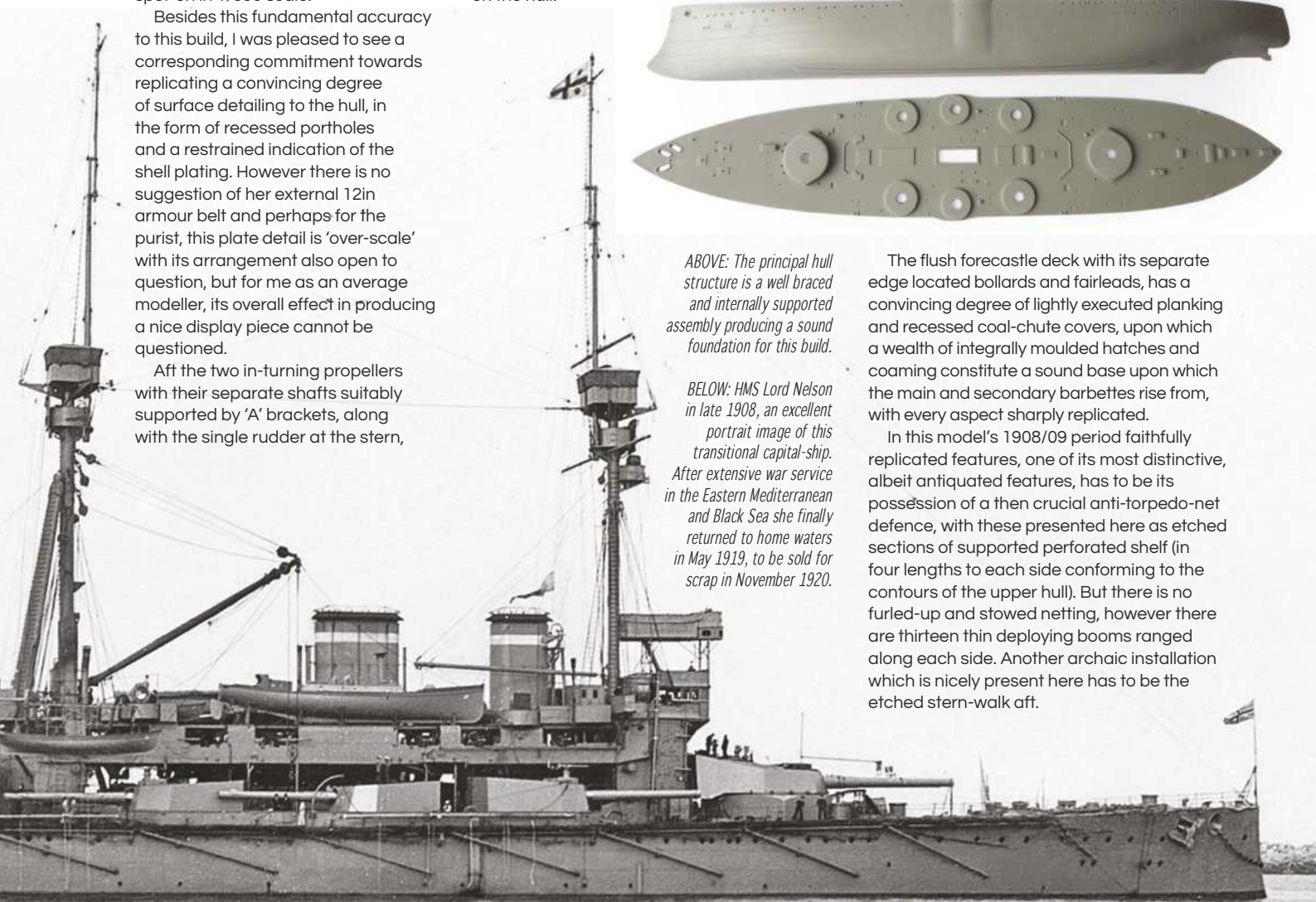


ABOVE: The principal hull structure is a well braced and internally supported assembly producing a sound foundation for this build.

BELOW: HMS Lord Nelson in late 1908, an excellent portrait image of this transitional capital-ship. After extensive war service in the Eastern Mediterranean and Black Sea she finally returned to home waters in May 1919, to be sold for scrap in November 1920.

The flush forecandle deck with its separate edge located bollards and fairleads, has a convincing degree of lightly executed planking and recessed coal-chute covers, upon which a wealth of integrally moulded hatches and coaming constitute a sound base upon which the main and secondary barbettes rise from, with every aspect sharply replicated.

In this model's 1908/09 period faithfully replicated features, one of its most distinctive, albeit antiquated features, has to be its possession of a then crucial anti-torpedo-net defence, with these presented here as etched sections of supported perforated shelf (in four lengths to each side conforming to the contours of the upper hull). But there is no furled-up and stowed netting, however there are thirteen thin deploying booms ranged along each side. Another archaic installation which is nicely present here has to be the etched stern-walk aft.



RIGHT: With no base provided I developed one which I deemed essential to secure my model to for future handling in the safe attachment of 'delicate' parts.

BELOW: As with all models such a project is fundamentally an amalgam of sub-assemblies, here everything from the smallest item to main feature went together perfectly.



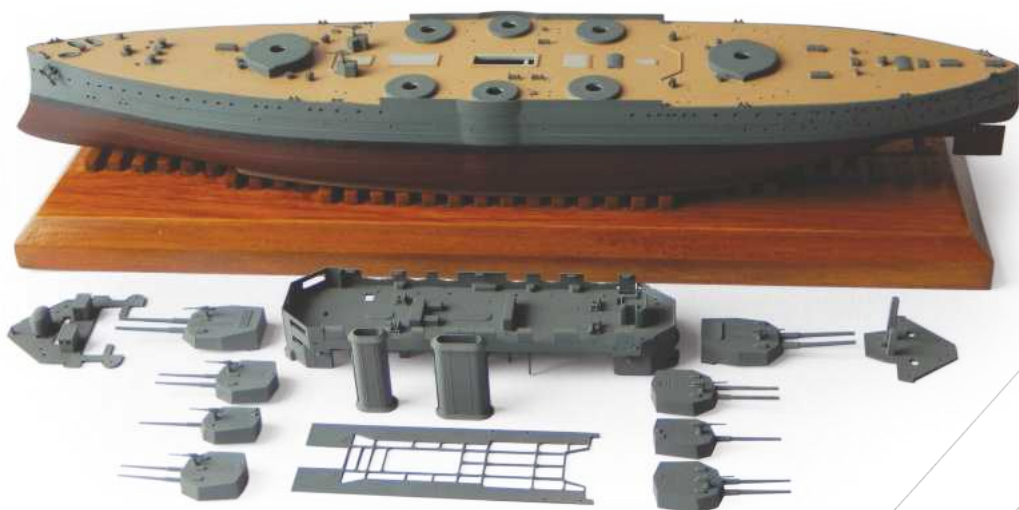
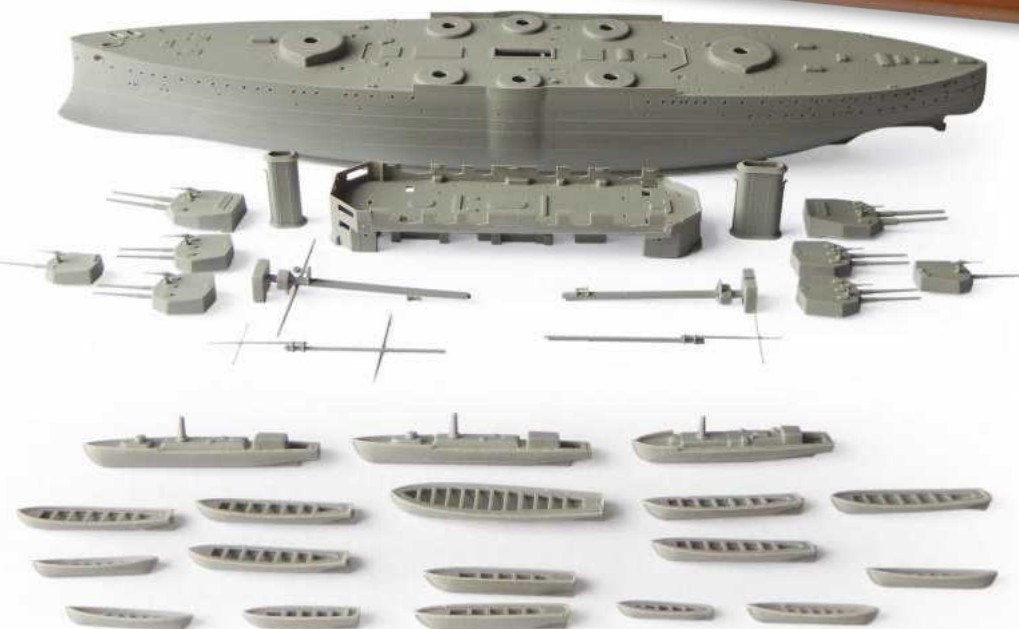
Mk.VII and two-single Mk.VIII mountings.

These are all well executed pieces, and as with the rest of this model everything went together without any difficulty, the only issue being that there were no blast-bag for any barrel base, or tampions or canvas covers for their moulded open muzzles.

Her effective tertiary armament comprised 24 single 12pdr guns (230rpg) carried on this models upper-works and turret crowns all in high-commanding positions. These are moulded as single pieces with a pleasing degree of breech detail.

Topping the superstructure is a bridging flying-deck between the masts, with its primary role to secure stowage of the larger ships boats and cutters of various sizes, all served by a pair of mast-mounted derricks. Here are positioned 16 of her 12pdrs along with eight large 36in searchlights on the boat-deck above, ensuring illumination in any night action.

ABOVE: One area where Hobby Boss committed a fair amount of effort towards was in the representation of this early capital ships boat's, nice mini-models.

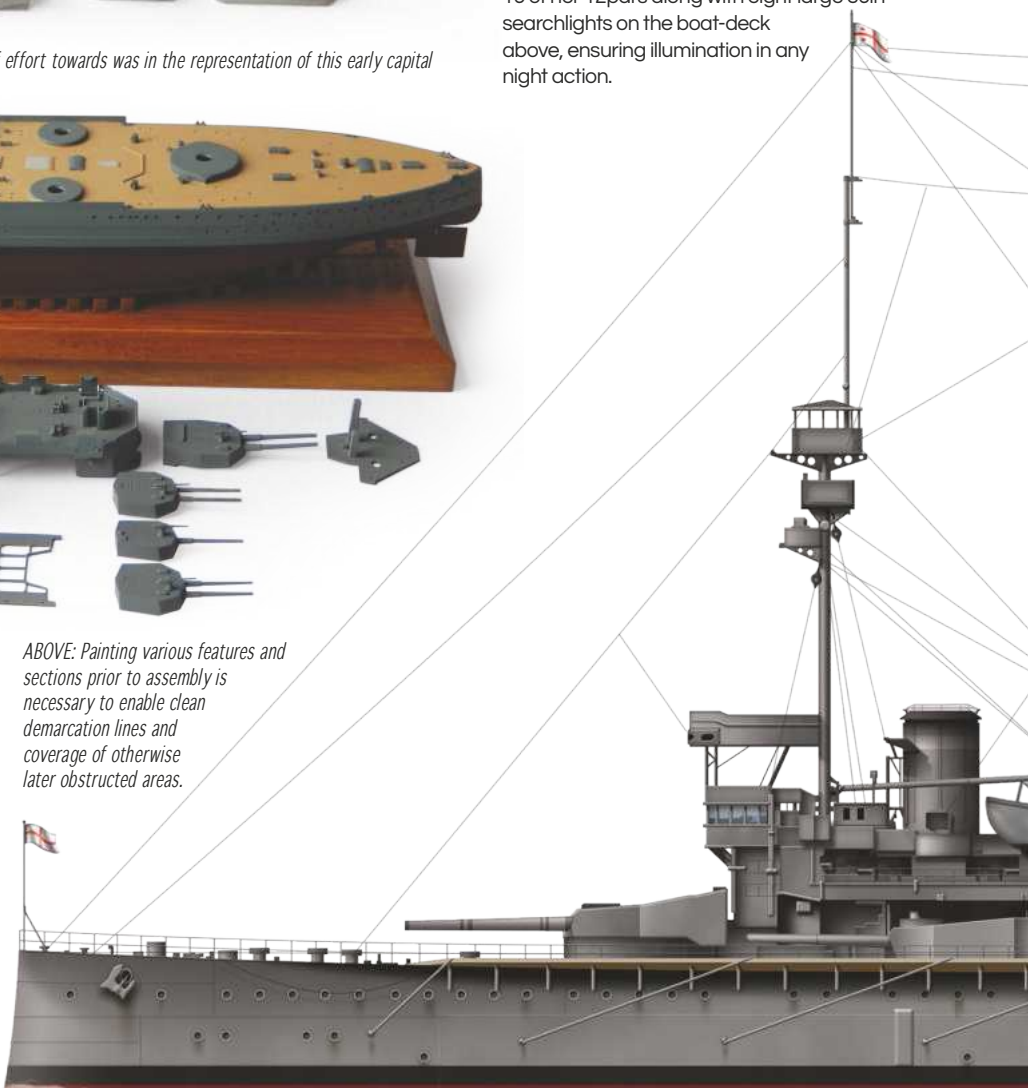


Superstructure

The massive block-like superstructure extends between the two main 12in mountings fore and aft, with a relatively narrow base within the constraints of the secondary 9.2in mountings training arcs amidships, with the fore part dominated by the open levels of the minimalist bridge structure.

The principal main armament of four 12in 45 calibre Mk.X guns (with 80rpg) were mounted in two twin Mk. VII mountings, the same as installed on board the Dreadnought. While the secondary armament consisted off no less than ten 9.2 inch Mk. XI guns (with 100rpg) in a mixed installation of four-twin

ABOVE: Painting various features and sections prior to assembly is necessary to enable clean demarcation lines and coverage of otherwise later obstructed areas.

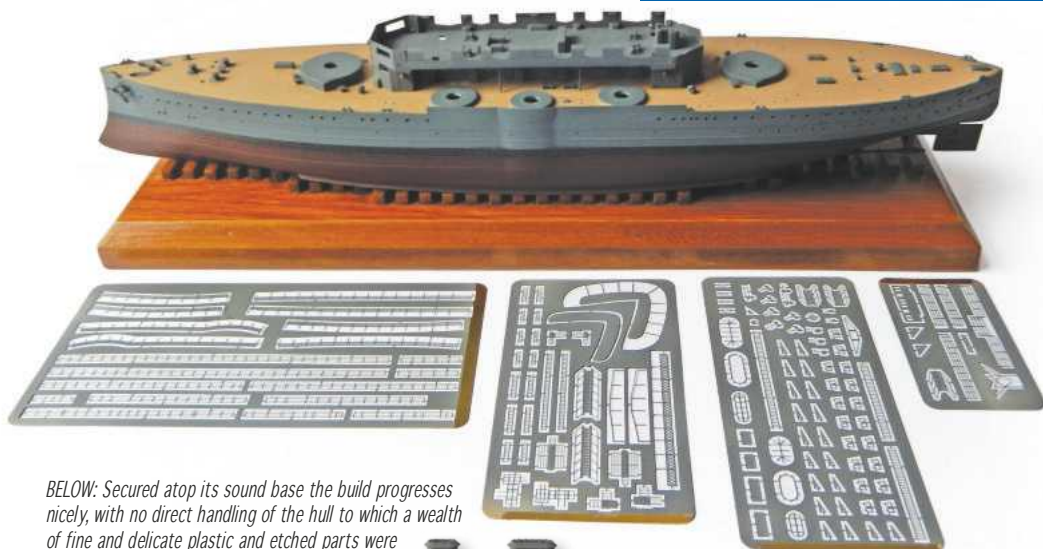


RIGHT: One of the most intricate aspects of this build occurs with the involvement of the four comprehensive etched frets embracing all areas of this model, seen here cleaned, primed, and pre-painted ready for fitting.

Upon completing this class, a pair of low profile funnels was installed, following Admiral Fisher's preference to produce a squat silhouette for ships under his control. However, upon practical experience, these were raised in 1917, a very good identification point in ascertaining early and late photographs. This pair of funnels vented the gases from 15 Yarrow boilers which provided the high-pressure steam to drive her two sets of four-cylinder inverted triple expansions engines, the last such propulsion system before the provision of turbines in subsequent dreadnought classes.

Lord Nelson carried individual funnel identification in 1909, with one white band applied to the upper portion of both funnels (painted over in 1914) provided in this model through welcome decals. It is to be pointed out that Agamemnon never had funnel bands, another good identification point in pre-war photos.

One other very prominent feature carried by capital ships of this pre-Great War period has to be the two towering masts, an unsupported pole forward and a braced tripod aft, with their spotting-tops halfway up, leaving this pair of masts and yards wide open for the experienced modeller to now



BELOW: Secured atop its sound base the build progresses nicely, with no direct handling of the hull to which a wealth of fine and delicate plastic and etched parts were now to be added.



practice the veritable art of faithful rigging, the complex web of lines and aerials.

Although touched upon above, special mention has to be made of the various boats carried, a veritable flotilla of no less than 16 craft, with the likes of the pinnaces and barge virtually mini-models in their own right through their two-part build (hull

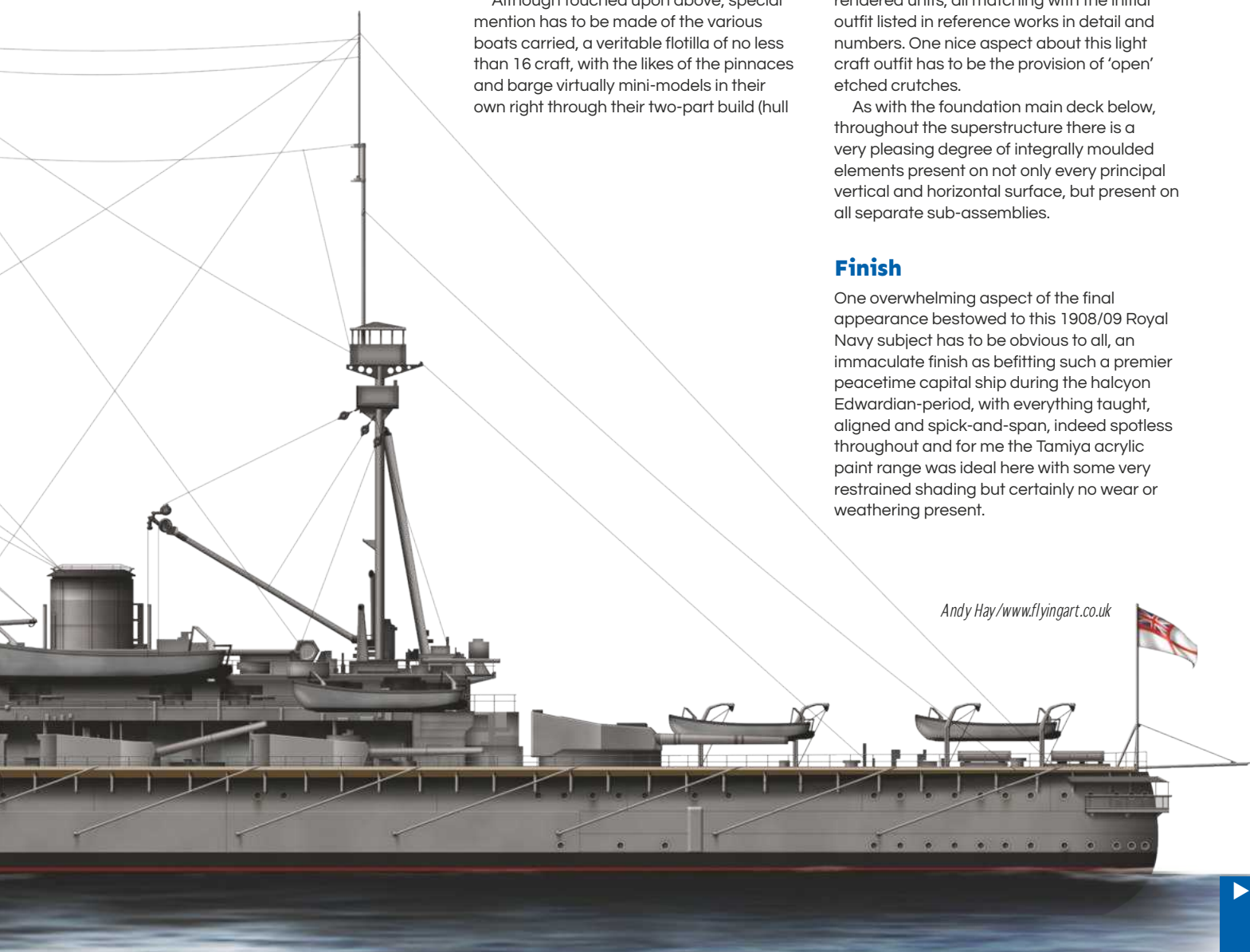
and deck), along with the full outfit of launch's, cutters, whalers and dinghies, not only well-rendered units, all matching with the initial outfit listed in reference works in detail and numbers. One nice aspect about this light craft outfit has to be the provision of 'open' etched crutches.

As with the foundation main deck below, throughout the superstructure there is a very pleasing degree of integrally moulded elements present on not only every principal vertical and horizontal surface, but present on all separate sub-assemblies.

Finish

One overwhelming aspect of the final appearance bestowed to this 1908/09 Royal Navy subject has to be obvious to all, an immaculate finish as befitting such a premier peacetime capital ship during the halcyon Edwardian-period, with everything taught, aligned and spick-and-span, indeed spotless throughout and for me the Tamiya acrylic paint range was ideal here with some very restrained shading but certainly no wear or weathering present.

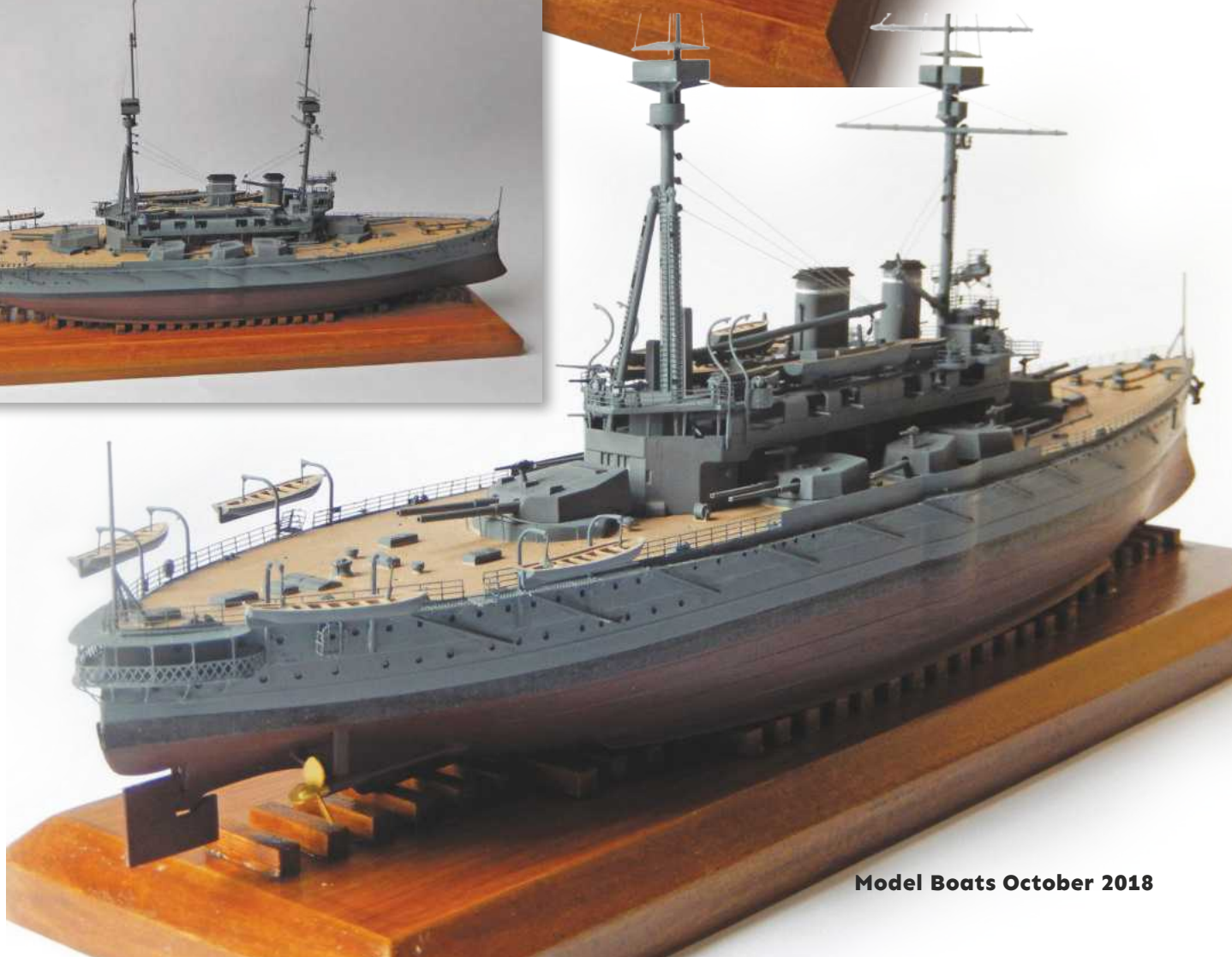
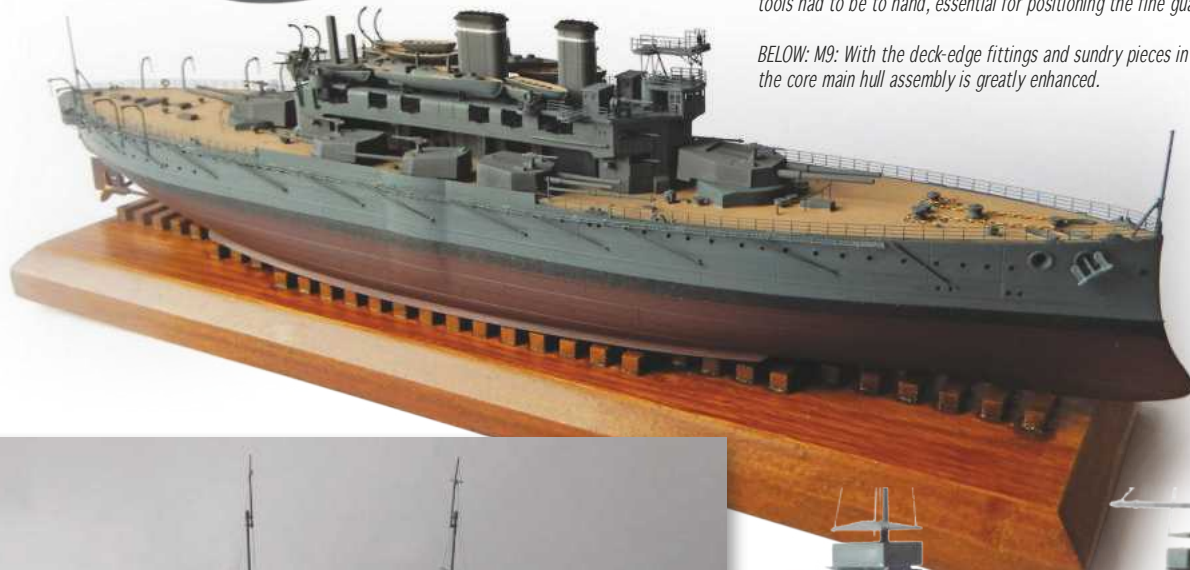
Andy Hay/www.flyingart.co.uk





ABOVE: As is to be expected with so many small and delicate parts to detail this piece, suitable tools had to be to hand, essential for positioning the fine guardrails and braced net shelves.

BELOW: M9: With the deck-edge fittings and sundry pieces in place the overall appearance of the core main hull assembly is greatly enhanced.



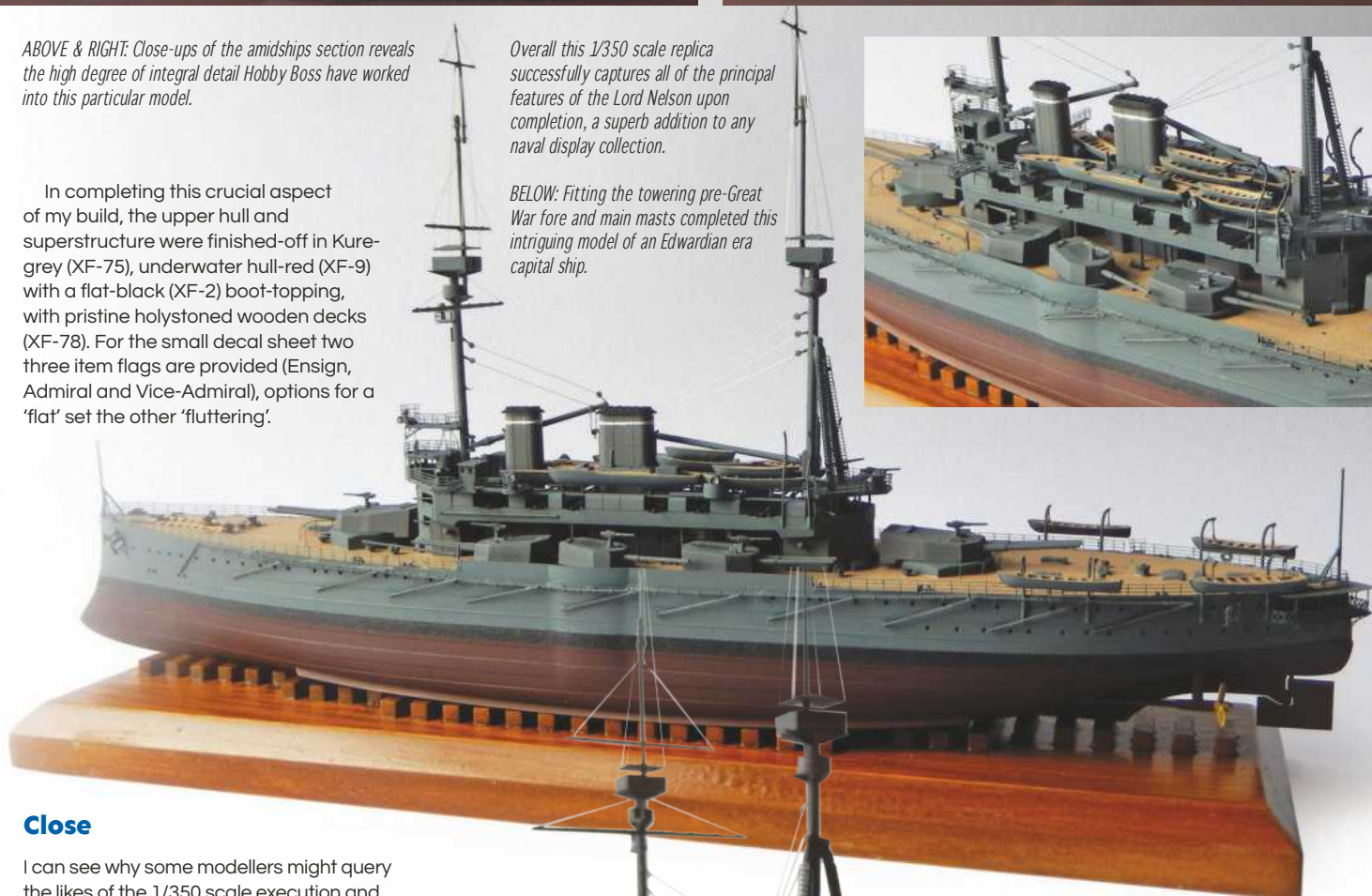


ABOVE & RIGHT: Close-ups of the amidships section reveals the high degree of integral detail Hobby Boss have worked into this particular model.

In completing this crucial aspect of my build, the upper hull and superstructure were finished-off in Kure-grey (XF-75), underwater hull-red (XF-9) with a flat-black (XF-2) boot-topping, with pristine holystoned wooden decks (XF-78). For the small decal sheet two three item flags are provided (Ensign, Admiral and Vice-Admiral), options for a 'flat' set the other 'fluttering'.

Overall this 1/350 scale replica successfully captures all of the principal features of the Lord Nelson upon completion, a superb addition to any naval display collection.

BELOW: Fitting the towering pre-Great War fore and main masts completed this intriguing model of an Edwardian era capital ship.



Close

I can see why some modellers might query the likes of the 1/350 scale execution and arrangement of the hulls side plating, the omission of doors for her underwater torpedo-tubes and lack of furled-up anti-torpedo nets, but as far as I was concerned at the completion of my build, I was more than pleased with the final overall results produced by this model, I now have what I can only regard as a faithful replica of HMS Lord Nelson in early 1909, capturing the overall features and characteristics of this fascinating pre-Great War capital ship subject.

Initially all I felt confident with in terms of rigging was limited to the upper masts and yards themselves along with their derricks through fine surgical wire.

Easy Reference

'Dardanelles - A Midshipman's Diary': H.M. Denham, John Murray Publishers, London, 1981.

'British Battleships 1889-1904': R.A. Burt, Arms and Armour Press, London, 1988.

'British Battleships': Dr O. Parkes, Seeley Services, London, 1973.





Chantry MBC

30th Anniversary Open Day

Brian Barber reports of Chantry MBC's significant open day on Sunday July 15, 2018

With several visiting clubs in attendance, well over 100 model boats were on display at the Chantry Model Boat Club Open Day. There was no time table for sailing, modellers enjoyed an 'open lake' throughout the day and with the weather being so good, the sailing only stopped when

the 'Summer Buffet' was opened. The club member's wives and partners provided a wonderful spread which was enjoyed by all. All types of boats were in attendance, including Tugs, Yachts, Warships, and even a model surfboard! All in all a great time was had by visitors and club members alike. ●



Range Finder

warship scale

This month **Dave Wooley** makes a return to the full size operational warship with a brief look at the Canadian frigate HMCS St Johns on a visit to Liverpool in May of 2018
Part 1

HMCS St Johns entering the River Mersey in May 2018.



Welcome to our monthly sortie into the world of fighting ships. Canada like the United States has a coast line that faces the Atlantic in the east and the Pacific Ocean in the west, but unlike the United States, having to patrol and defend its coast line with a much smaller naval force. Basically, Fleet HQ is based in Ottawa with its fleet base at Halifax on the Atlantic and Esquimalt on the Pacific. To defend its sea board and maintain its continuing presence within the NATO alliance, Canada relies on its twelve-ship Kingston-class of maritime coastal defence vessels and

the twelve ships of the Halifax-class of FFGs (Frigate, Guided Missile). It is the latter class and particularly HMCS St Johns (FFH 340) that we will be looking at in this two part feature.

HMCS St Johns was laid down at the Saint John shipyard in Saint John, New Brunswick on August 24, 1994 and commissioned on June 24, 1996. Typical of the class, the displacement at full load is 4761 tons in a hull 135.5m in length x 16.40m in beam, powered by a combined diesel and gas turbine (CODOG) system giving a maximum speed of approximately 30kts.

St Johns is the first of the Halifax-class to visit Liverpool but due to time constraints, an on board look around visit could not be arranged. None-the-less, with good visibility, fine weather and proximity to the liner terminal, a series of pictures could be taken that may provide useful material to any prospective model builder of this class of warship, as the chances of getting good images are often dependent on a host of conditions that don't always come together, on board or on the quay.

With certain similarities to the Type 23 recently covered in Range Finder, the St Johns has, in recent years, under gone major refits referred to in official jargon as HCM/FELEX or more to the point – Halifax-class Modernization Program/Frigate Life Extension. This program was initiated by the Canadian government in 2007 with the first of them, HMCS Halifax (FFH 330) being taken in hand in October 2010. Since then, it has been a rolling program with HMCS St Johns completing its FELEX upgrading which included the radars, combat systems and modifying the vessel to accommodate the new Sikorsky CH-148 Cyclone helicopter. As we shall here, these modifications are in place and from a model maker's perspective are well-detailed.



1: Looking towards the forecastle and the Bofors 57mm/70calibre Mk 2. BELOW 2: A general shot of the area around the bridge and port bridge wing.



Brief tour

Forward - As mentioned above, the visit of HMCS St Johns was a partial photo review and not the usual nut and bolts detail I prefer. As is usual, we can commence at the bow with a shot of the BAe/Bofors 57mm Mk 3 rapid fire naval gun. The Mk3 is capable of firing 220rpm with a range of 17km with enhanced capability to defend against small fast boats, helicopters and particularly UAVs (**Photo 1**).

Moving further aft, we approach the bridge area exposing some detail. Looking towards the lattice mast you will see that it is a box section. Atop of the bridge forward, is the Raytheon S-band navigation radar (**Photo 2**). Panning back, we can gain a more general view of the starboard side from the bridge wing towards the



3

3: A general shot on the starboard side.

4: Ringed in red are the Fire control radar, air search and in yellow, the DFL3 decoy dispenser.

6: The foremast, which for model making is quite elaborate.



4



6

funnel casing; it's worth noting that the forward upper section of the funnel casing is surrounded by a layer of mesh (**Photo 3**).

Another general shot over to port, but bringing into view the top of the bridge and the foremast. What becomes clear are a host of new fittings, some recently being installed as part of the FELEX program. For example, and ringed in yellow, is the tube dispenser supporting the DLF 3 floating decoy launcher system, known officially as a fast erecting corner reflector decoy. This had been fitted to the Type 23 and in a similar location, it is also fitted to the Type 45s either side of the bridge frontage. Atop of the bridge, highlighted by a smaller red ring, is the new Saab CEROS 200 fire control replacing the original SPG-501 tracking and illuminating radar.

Above that and positioned atop of the smaller lattice mast is recently fitted Thales APAR 3D search and surveillance radar including an IFF interrogator replacing the SPS 49 (**Photo 4**).

Foremast detail

Sensors - Keeping model making purposes firmly in mind, it is always helpful to get a good close in image of a perspective fitting and

here is a good example and as a secondary advantage the structure of the foremast becomes much clearer (**Photo 5**). Moving further up the foremast, seen here ringed in yellow in **Photo 6**, is a bin-shaped device for Electronic Support measures whilst ringed in white is the IFF identification array.

Moving on to the upper platform on the foremast is an odd-looking device called SIRIUS which is essentially an automatic high resolution infrared tracking device providing wide angle images day or night. A passive sensor which enables a warship to see targets and remain undetected by radar, especially if the warship is operating with low electronic emissions and in challenging atmospheric conditions.

The radar array abaft of the mast is the upgraded Sea Giraffe search radar. If you are considering at any time scratch building one of these arrays, then close in detailed pictures are a must, if however, you choose to acquire one readymade 3D then I can certainly recommend Mark Hawkins/Shipways (**Photo 7-8**).

The following picture provides a view looking towards the rear of the SIRIUS (IRST array) and the fittings within the platform



5

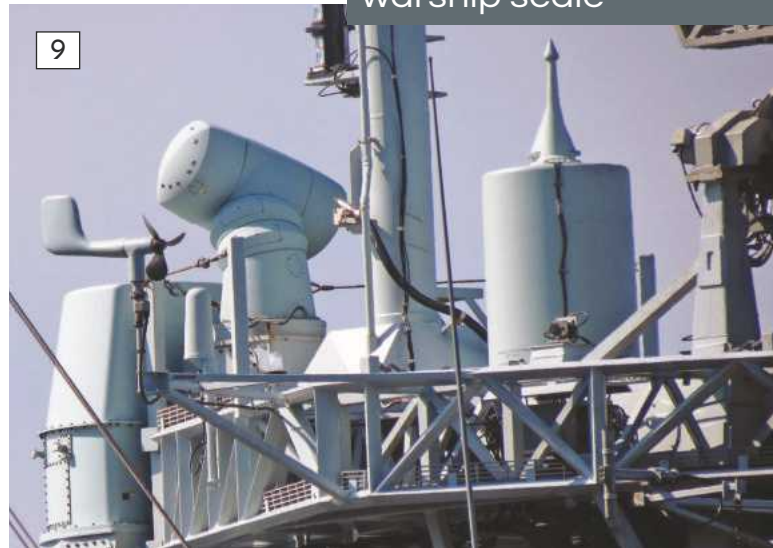
5: Detailed shot of the fire control radar.

SAAB CEROS 200
Fire Control radar



7

7: Here on the foremast is the forward-facing navigation lights and ringed in yellow is the SIRIUS all weather Infra-red tracking/imager.



8: From a model maker's perspective, clear images of the upgraded Sea Giraffe search radar. 9: Looking to the rear of the foremast and the mounting for the SIRIUS IR tracker.



(Photo 9). On the lower platform jutting forward is the X-band navigation radar, a straight-forward shape for any model maker considering forming this fitting from scratch (Photo 10).

Our final shot for Part 1 is the location amidships of the RAS hoist (Photo 11). In Part 2 we'll continue with a look at the unusual location for the evolved Sea Sparrow VLS and more, plus a superb 1/72 working model.

References and Acknowledgements

HMCS St Johns ref - Combat Fleets of the World pages Pg.79-80

World Naval Weapons Systems fifth edition. Naval Institute press

10: X-band navigation radar mounted forward of the lattice mast. 11: Port side RAS (Replenishment At Sea) hoist.



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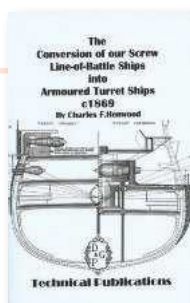
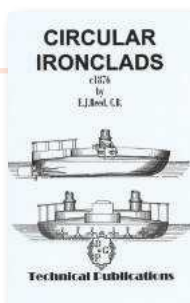
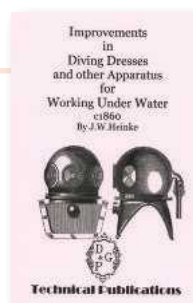
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A round-up of all the latest kits, books and blingy bits

Test Bench is a service that we provide free of charge to manufacturers, distributors and retailers of model boat-related product. Covering all disciplines, anything from books to balsa is accepted for these pages. To submit material, e-mail the editor via editor@modelboats.co.uk with the relevant information or send samples direct to the editorial address in the front of the magazine.



D.P. & G Technical Publications No.546, 629 & 667

Here we have a trio of 'bite-sized' military technical articles reproduced by South Yorkshire-based D.P. & G Publications. I am both encouraged by D.P. & G's switch from Military Modelling to Model Boats Magazine and the fact that our previous Mil Mod reviews yielded a response from the readership! I feel sure that these great little booklets will prove to be just as useful to the ship modeller as well.

The first of our three booklets is titled 'Improvements in Diving Dresses and other Apparatus for Working Under Water, c1860' by J. W. Heinke (No.546). All three are reproduced from books first published in 1860 by The Royal United Service Institution. This particular booklet is 19 pages long and includes four plates; two of a diving helmet and two more of an early air pump.

Next up is 'Circular Ironclads, c1876' by E. J. Reed CB (No.629) which is a potentially excellent subject for model boaters who like to think outside the box. Made up of 25 pages, the booklet includes a pair of line drawings (one a fold-out) of the Admiral Popff and the Novgorod in plan, side and stern viewpoints. This is a fascinating

subject and if nothing else this little booklet will whet your appetite to find out more about these incredible vessels!

Finally we have 'The Conversion of our Screw Line-of-Battle Ships into Armoured Turret Ships, c1869' by Charles F. Henwood (No.667). Now there's a subject and as such, this booklet is 36 pages long, which is long for this series. The drawings, diagrams and information tables alone sell this little tome whose title is pretty self-explanatory with regard to the subject matter. The line drawings have been reproduced to a very high standard; a combined cross section of HMS Prince Consort and HMS Duncan (1/8 to 1ft scale) is very effective and informative right down to the thickness of the hull and the elevation of the guns. Further drawings of HMS Duncan before and after conversion are fascinating.

For just £10 each these are great little booklets packed with information that can only usually be accessed via a specialist library or at great expense by purchasing the original book.

If you would like to see D.P. & G's vast range of titles, there are over a 1,000 of them to choose from, not to mention a range of other goodies!

Owen Cooper

ISBN: n/a

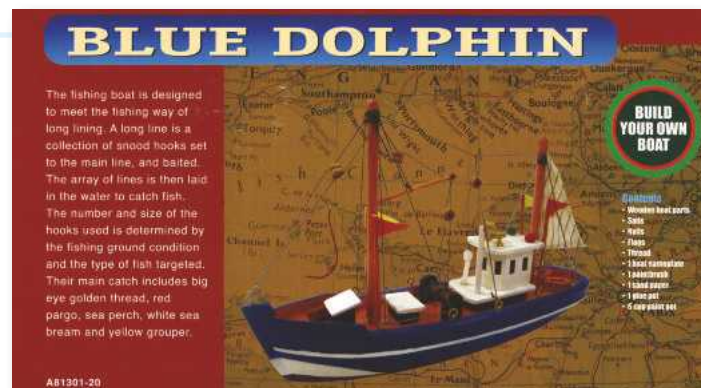
Price: £10ea

Pages: approx 19-35ea

Format: softback – 245mm x 158mm (A5)

Publisher: D.P. & G Military Publishers

Website: www.military-naval-history.co.uk



TASMA Blue Dolphin

This is the second example of a Tasma starter boat kit to be seen in Model Boats, the first, called Bluenose, was covered in the last issue. As touched on previously, these little, inexpensive boat kits may give the impression of being nothing more than a child's toy, but if you are teetering on the edge of joining this great hobby, buying one of these may just tip the balance. Blue Dolphin represents a long-line fishing boat complete with its own derrick for the handling of nets and a twee wheelhouse. All contained within a compact box, the main contents of the kit are held in a single bag. Within this you will find a single-piece hull which is approximately 20cm long, a bag of preformed wooden parts, another bag filled with

accessories such as a sail, thread, flags not to mention nails and sandpaper. On top of that another bag contains six small pots of paint, some glue and a brush; once again, not bad for just over a tenner! The instructions, which are mainly pictorial, are printed on a single A3 sheet and folded in half and the comment '... use your imagination...' at the beginning, just about sums up how comprehensive they are – or should I say, need to be!

Whatever your opinion of these little kits, if one appeared in your Christmas stocking, I guarantee it will make you smile and you will not be able to resist building it. This review sample was purchased from HOBBIES (www.alwaysshobbies.com) who stock the entire Tasma range of starter boat kits.

David H. Smith

Product: Construction kit

Ref: TAS080906 (A81301-20)

Scale: n/a

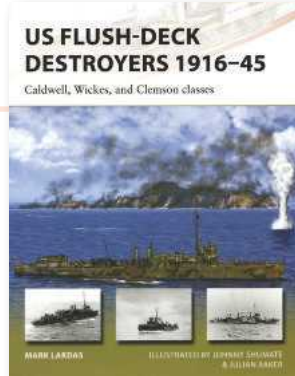
Price: £10.99 (HOBBIES)

Manufacturer: TASMA

Website: www.alwaysshobbies.com

US Flush-Deck Destroyers 1916-45 by Mark Lardas

No.259 in Osprey's ever-growing New Vanguard series is this little beauty which focusses on US Flush-Deck Destroyers which cover the Caldwell-, Wickes- and Clemson-Class ships which served between 1916 and 1945. 273 destroyers were built across the three classes, the dominant being the 'four-stack' Clemson-Class of which 156 were built. It was however, the Wickes-Class USS Ward that was credited with firing the first US shots of the Second World War when the destroyer engaged and sank a Japanese



Ko-hyoteki-Class two-man midget submarine only hours before the attack on Pearl Harbor.

This Osprey, written by Mark Lardas and illustrated by Johnny Shumate and Julian Barker is an absolute gem for filling in the important gap of information that has been lacking about these hard-working, long-serving

destroyers. Compressed within the book's 48 pages are chapters covering the development of the destroyer up to 1916, details about all three classes, their operational history during the First World War (1916-18), the inter-war period, the Second World War and immediate post-war period, not to mention variants such as mine warfare, aviation service and fast transports. Nothing goes to waste in this book, no waffle or stuff you

can easily find on the internet all pleasantly bound together with excellent period photographs, colours profiles, a quality cutaway illustration, action artwork and the odd plan.

If you want to learn about a nautical un-sung hero then this book is for you! Thanks very much to Osprey for our sample which is available from their website at www.ospreypublishing.com.

MC

ISBN: 978-1-4728-1997-0

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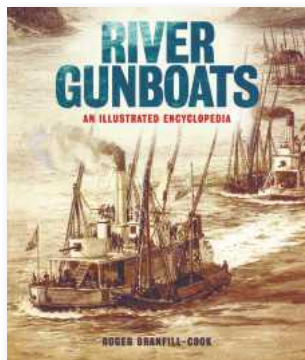
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River Gunboats - An Illustrated History by Roger Branfill-Cook

The first recorded engagement by a steam-powered warship took place on a river, when in 1824 the Honourable East India Company's gunboat Diana went into action on the Irrawaddy in Burma. In the 150 years that followed river gunboats played a significant part in over forty campaigns and individual actions, down to the Portuguese and American 'Brown Water' fighting in Africa and Vietnam respectively at the end of the twentieth century. They proved to be the decisive factor in operations against the Maoris, with Gordon's Ever Victorious Army in China, during the river



campaigns of the American Civil War, the French conquest of Indochina, during Kitchener's advance on Khartoum, and on the Rufiji and Tigris during the Great War. River gunboats fought for the Paris Commune, on the rivers of South America,

and against the Bolsheviks, while armoured Soviet gunboats fought German Panzers, and a pair of 'Girls' (Girl class HMDLs) attacked the Japanese on the banks of the Irrawaddy.

In the first edition of this lavishly illustrated encyclopaedia the author, Roger Branfill-Cook, describes the vessels of every nation designed as river and lake gunboats since the advent of steam power, plus those converted steamers which took part in combat. Summary

introductions cover all the significant riverine wars, together with narratives of the principle actions involving river gunboats.

The story is brought up-to-date with data on current riverine combat vessels still deployed by a surprising number of countries.

Thanks to Charlie Simpson at Seaforth Publishing for the review copy of this book which is available at www.seaforthpublishing.com.

John Deamer

ISBN: 978-1-84832-365-0

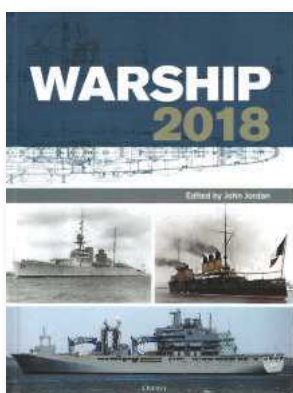
Pages: 336

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Website: www.seaforthpublishing.com



Warship 2018

Warship 2018 is devoted to the design, development and service history of the world's combat ships. It features a broad range

of articles from a select panel of distinguished contributors; this latest volume combines original research, new book reviews, warship notes, an image gallery and much more to maintain the impressive standards of scholarship and research from the field of warship history.

The 40th edition of this highly respected periodical, edited by author and naval historian, John Jordan, features a range of diverse articles by an international array of expert authors including:

- Niels Iuel: 'A Funny Little Danish Warship' by Tom Wismann.
- The Battle of the River Plate: A Tactical Analysis by Alan D Zimm.
- Battle Damage to Graf Spee,

13 December 1939 by William J Jurens.

- The Armoured Cruiser Jeanne d'Arc by Luc Feron and Jean Roche.
- The Cryptologic and Intelligence War between Britain and Italy, 1931 – 1943 by Enrico Cernschi.
- The IJN Light Cruiser Oyodo by Hans Lengerer.
- Russian Monitor Designs of the First World War Era by Stephen McLaughlin.

- Modern Naval Replenishment Vessels by Conrad Waters.
- Royal Navy Cruiser Designs for Trade Protection 1905 – 1920 by David Murfin.

- Amatsukaze: A destroyers Struggle by Michael Williams.
- The Armoured Cruiser USS Huntington by A D Baker III.

Whether you're a warship modeller, naval historian or enthusiast this illustrated annal is thoroughly recommended.

John Deamer

ISBN: 978-1-4728-2999-3

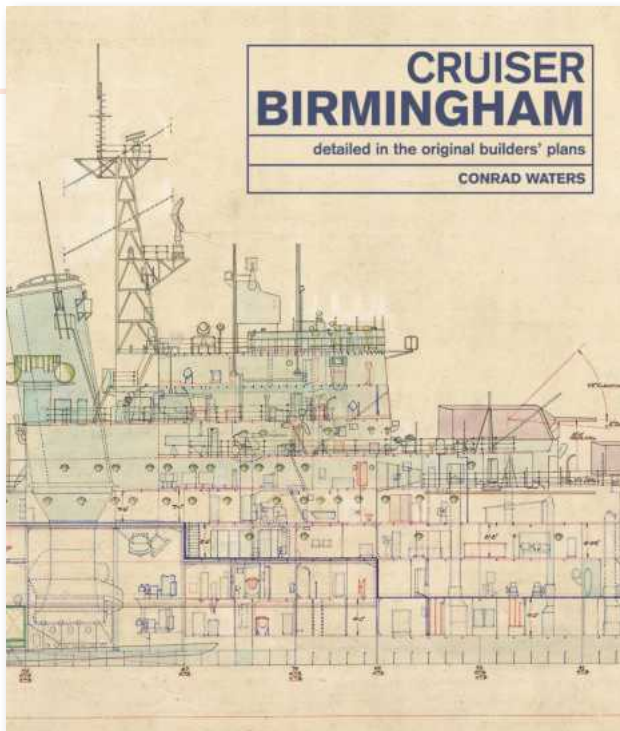
Pages: 224

Price: £40.99 (RRP)

Format: Hardback – 275mm x 205mm

Publisher: Osprey Publishing Ltd.

Website: www.ospreypublishing.com



Cruiser Birmingham – Detailed in the Original Builders Plans by Conrad Waters

The Technical details of British Warships were recorded in a set of plans produced by the builders on completion of every ship. Known as the 'as fitted' general arrangements, these drawings documented the exact appearance and fitting of the ship as it entered service. They were large – more than 12ft long for capital ships – highly detailed, annotated and labelled, and drawn with exquisite skill in multi-coloured inks and washes. Intended to provide a permanent reference for the Admiralty and the dockyards, they represent the acme of the draughtsman's art.

Today these plans form part of the incomparable collection of the National Maritime Museum at Greenwich, which is using the latest scanning technology to make copies of the highest quality.

This book is one of a series based entirely on

these draughts which will depict famous warships in a previously unseen degree of detail – complete sets in full colour, with close-ups and enlargements to make every aspect clear and comprehensible. Extensive captions point the reader to important features to be found in the plans, and an introduction covers the background to the design and its principal characteristics.

HMS Birmingham was selected to represent the cruisers of the famous interwar 'Town' class because the ship is particularly well documented. Unusually three sets of 'as fitted' plans survive – depicting the ship as completed in 1937, as refitted in 1943, and as modernised in 1952 – which allows this novel form of anatomy to illustrate the whole of the ship's long career.

Thanks again to Charlie Simpson at Seaforth Publishing for the review copy of the book which is available at www.seaforthpublishing.com
John Deamer

ISBN: 978-1-5267-2497-7

Pages: 144

Price: £30.00 (RRP)

Format: Hardback - 296 x 254mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com



aero-naut Diva

The German company aero-naut has been designing and manufacturing models (mainly aircraft) since 1922. In recent years, the company has branched out into boats including our example, the Diva cabin cruiser.

The semi-scale Diva has been out a few years now but it is quickly turning into a modern classic and is becoming an ideal choice for beginners or for those returning to the hobby. That said, the build is no walk in the park, but as always, as long as your mind remains on the build rather than what it will be like on the pond, you should be OK. However, it is worth doing some research on glues, as in choosing the correct one for the right job, not to mention a little more research on bending wood and methods to keep it in place whilst the adhesive goes off.

Considering this is the lower end of the aero-naut boat range, the contents of the box is no less comprehensive and includes sheets of hardwood parts, three sheets in mahogany, five bags of fixtures and fittings

which includes everything you will need apart from the motor and R/C equipment, material for covering the seats, acetate for the windows and a small sheet of plastic card components; not a bad bundle at all. There is a very nice, full-colour A4 booklet of annotated drawings all in German backed up by a set of instructions (in English) which match the numbers in the pretty booklet; it's not as difficult to follow as I've just made it sound! There is also a semi-hard polystyrene sheet in the bottom of the box which should not be mistaken for packaging; it's actually a very useful jig which makes easy work of building up the frame of the Diva.

There is some good advice on the Model Boats website by Andrew Cope regarding building the aero-naut range and like he says, these kits will look good on the water but also can be built to display standard and would look just as good posing in the study.

This review sample was purchased from HOBBIES (www.alwayshobbies.com).

MC

Product: Wooden construction kit

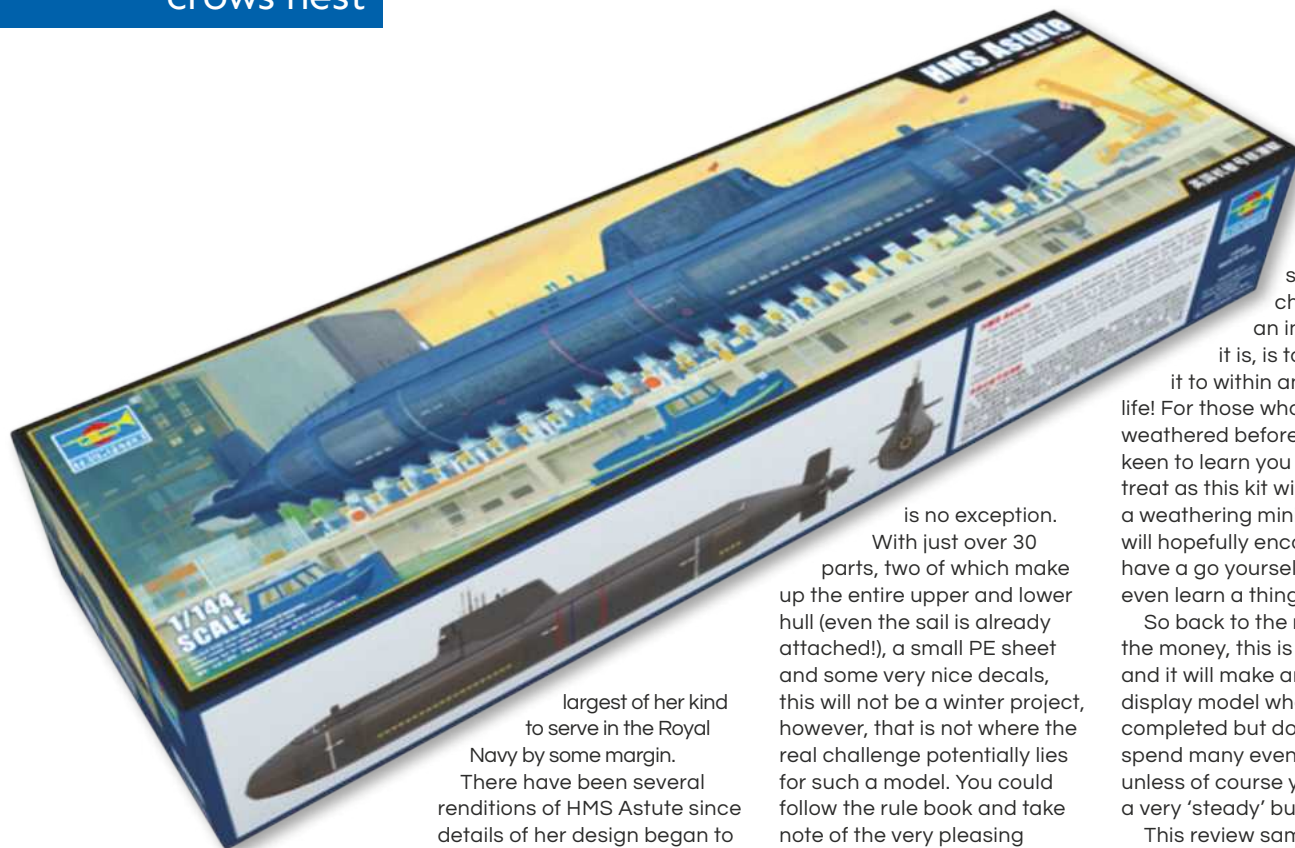
Ref: 3093/00

Size: 580mm long & 180mm wide

Price: £74.99 (HOBBIES)

Manufacturer: aero-naut

Website: www.aero-naut.de



Trumpeter HMS Astute

Built by BAE Systems at Barrow-in-Furness, the nuclear-powered HMS Astute was launched on June 8, 2007 and commissioned on August 27, 2010. The 318ft 3in-long submarine entered service in May 2014 and is the first of seven in the Astute-class of attack submarines and the

largest of her kind to serve in the Royal Navy by some margin.

There have been several renditions of HMS Astute since details of her design began to leak out over a decade ago, however, Trumpeter are the first to produce this impressive boat in 1/144 scale. With the latter in mind, this is an impressive model and when completed will be 673mm long with a beam of 99.6mm. As with virtually all submarine models they are not, by their very design, particularly challenging or complex from a build point of view and this kit

is no exception. With just over 30 parts, two of which make up the entire upper and lower hull (even the sail is already attached!), a small PE sheet and some very nice decals, this will not be a winter project, however, that is not where the real challenge potentially lies for such a model. You could follow the rule book and take note of the very pleasing colour guide and produce a factory fresh nuclear attack submarine, however, as with all vessels at sea they don't stay looking pristine for long

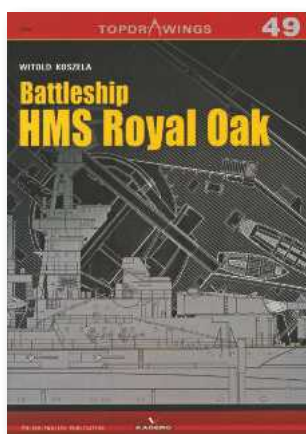
so your real challenge and an inviting one it is, is to weather it to within an inch of its life! For those who have never weathered before and are keen to learn you are in for a treat as this kit will be built for a weathering mini-series which will hopefully encourage you to have a go yourself and maybe even learn a thing or two.

So back to the model, for the money, this is a big kit and it will make an impressive display model when completed but don't expect to spend many evenings building unless of course you really are a very 'steady' builder!

This review sample was purchased from HOBBIES (www.always hobbies.com) who stock a large range of Trumpeter kits.

MC

Product: Plastic construction kit
Ref: 05909
Scale: 1/144
Price: £49.99 (HOBBIES)
Manufacturer: Trumpeter
Website: www.trumpeter-china.com



Battleship HMS Royal Oak by Witold Kozzela

The Repulse-class battleship, HMS Royal Oak is one of Britain's most well-known warships purely because of the nature of its demise within

the 'safe' confines of Scapa Flow during the early hours of Saturday, October 14, 1939. However, prior to this incident the battleship had enjoyed a busy career which began with a great deal of action during the First World War, notably during the Battle of Jutland. During the inter-war period the ageing battleship carried out 'non-intervention' patrols during the Spanish Civil War before being paid off in late 1938. Recommissioned the following year, HMS Royal Oak was seriously showing her age and her lack of speed meant she was never destined to play a lead role in the forthcoming Second World War. With the latter in mind, her loss was more of a coup for the Germans rather than a bloody nose for the Royal Navy which

makes the loss of 833 of her crew even more poignant.

Kagero's Polish-English Topdrawings series (No.49) continues with the Royal Oak, a subject many have been waiting for in the modelling world as we all hope a decent kit will be following as well. With just a small amount of background text at the beginning, the book is jam packed with drawings of the Royal Oak as it appeared in 1918 and 1938 in multiple scales. On top of that you will get a pair of A2 sized sheets, one with line drawings of the ship as she appeared in 1937 in 1/350 scale on one side and 1919, also

in 1/350 on the other. The other sheet, on glossy heavier paper has a full colour side and upper profile, again in 1/350 and on the rear cross-sections of the main hull, details of the quarter deck in both 1/200 and 1/350.

An incredibly useful piece of work for the scratch builders amongst you and the historians who just like to know what everything did! Thank you to Tom Bonnington at Casemate UK; please visit their website at www.casematepublishing.co.uk for this and many more Kagero titles.

MC

ISBN: 978-83-65437-68-6
Pages: 20
Price: £17.95 (RRP)
Format: Softback - 297 x 210mm
Publisher: Kagero
Website: www.kagero.pl



SharpenAir Original Airbrush Needle Repair Tool

One of the most important components of your incredibly expensive airbrush is the needle and maintaining this crucial item is paramount. Bending your needle is the most common calamity but thanks to this ingenious tool, all your worries are now over.

This compact tool was developed by airbrush artist Chad Elliott and inside is

sharpening stones (2x 600/grit and 2x 1200/grit) coated with diamond grit, positioned at different angles to hone the tip of the airbrush needle. The angles are 10, 15 and a pair of 6° diamond plates. All you have to do is insert the bent needle into one of the four apertures, turn approximately twelve times to take out the bend and then repeat process until the bend is removed which only usually takes two of the four

slots. Further fine tuning can be applied thanks to a 3000 grit Polishing Pad. You will of course have to replace your needle sooner or later but on average, a needle will stand eight cycles of sharpening before it gives up the ghost which makes

this great tool an excellent investment.

Thanks very much to Lisa at The Airbrush Company Ltd who are the main UK stockist for the SharpenAir; please visit www.airbrushes.com.

Owen Cooper

Product: Construction kit

Ref: SHA-NR

Parts: 1

Price: £49 inc. VAT (The Airbrush Company)

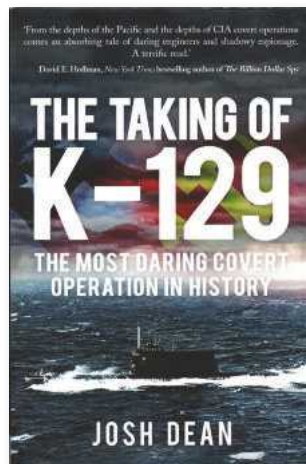
Manufacturer: SharpenAir

Website: www.sharpenair.com

The Taking of K-129 – The Most Daring Covert Operation in History by Josh Dean

In late February, 1968, a Russian submarine, holding a battery of three ballistic missiles with enough nuclear material to create an explosion 50 times greater than Hiroshima, disappeared in the Pacific Ocean. The Soviet Navy used ships, subs and planes in an enormous search of open ocean, in stormy seas, where the depth ranged up to 18,000ft. But they were looking in the wrong place.

The US Navy, meanwhile, had been watching. Intelligence officials knew the sub had been lost and they began a



secret operation to find it, and using acoustic data, from four sites, located the wreck of the submarine, in international

waters 1,560 nautical miles northwest of Hawaii. To retrieve the sub, the CIA enrolled the reclusive billionaire Howard Hughes and commissioned the most expensive ship ever built, the Hughes Glomar Explorer, which employed a large mechanical claw, developed by the Lockheed Corporation, to lift the K-129 from a depth of three miles, under the cover story they were mining for rare manganese nodules from the sea floor.

In this book, the author, tells the incredible story of this top-secret operation that took six years and was considered, by the CIA, to be one of the greatest and most expensive intelligence coups of the Cold War. Its name: Project Azorian; objective: the taking of submarine K-129. Thanks to Philip Dean at Amberley Books; the book which is available at www.amberley-books.com.

John Deamer

ISBN: 978-1-4456-8384-3

Pages: 426

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Format: Softback - 197 x 130mm

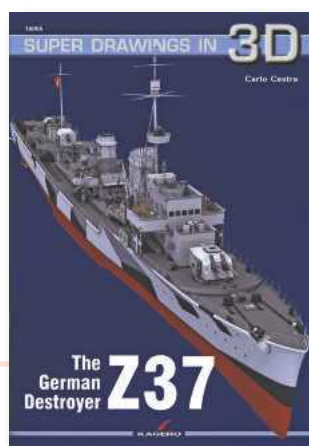
Publisher: Amberley Books

Website: www.amberley-books.com

The German Destroyer Z37 by Carlo Cestra

A Type 1936A (Mob) Destroyer, Z37 was one of 15 destroyers in her class built for the Kriegsmarine during the Second World War. Apart from taking part in the Battle of the Bay of Biscay in late 1943, the Z37 was not particularly highly employed and her career came to an undignified end when she collided with a sister ship, Z32, in early 1944. Towed into Bordeaux, Z37 was stripped of her armament and scuttled in August 1944 and this is where she remained until scrapped by the French in 1949.

The German destroyer Z37 is the star of Kagero's now long-running 'Super Drawings in 3D' series (No. 16055). The book, which is a hefty A4 softback is packed from front to back with 3D colour CAD-type drawings which



uncover every nook and cranny of this warship. Only six pages at the front are dedicated to the background of the 1936 (Mob) class and the individual history of Z37 plus a comprehensive 'General Characteristics' panel. From then on, and even this early section has a number of profile images, its wall to wall eye-candy colour drawings – superb! On top of that there is an A2 line drawn plan which features Z37 in 1/200 scale on Sheet 1 and the reverse multiple detail drawings of such items as a motor boat, 15cm single turret and torpedo launcher reproduced in 1/100 scale and the rangefinder, searchlight, 20mm

single gun, 37mm SK and Naval mine drawn in 1/50 scale. Worth every penny!

Thanks very much to Tom Bonnington at Casemate UK for supplying this excellent book to Model Boats. The book is available from Casemate; please visit their website at www.casematepublishing.co.uk.

Owen Cooper

ISBN: 978-83-65437-66-2

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



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

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Don't forget! The November issue of Model Boats will be published on 5th October 2018 price £5.40 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to magazine?

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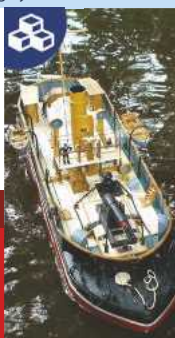
1:48, 588 mm long by 160 mm beam

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Designer: B. Thompson

1:24, 1025 mm long by 235 mm beam



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Designer: Richard Chesney

1:24, 42.5 in long by 9.6 in beam

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Designer: Vic Smeed

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**** For release in 2018 ****



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draught: 5.2cm weight: 5kg

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Should you not wish to receive further
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Ticket line opens on 30th August

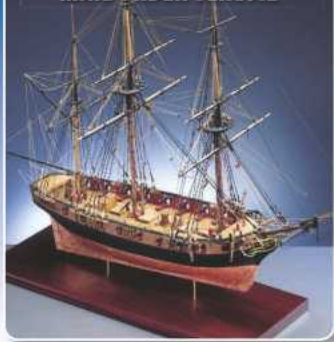
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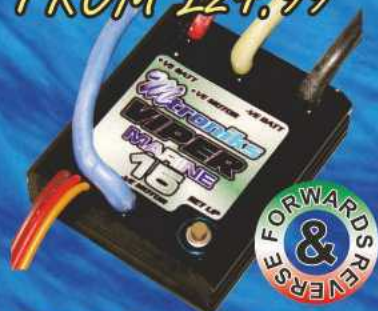
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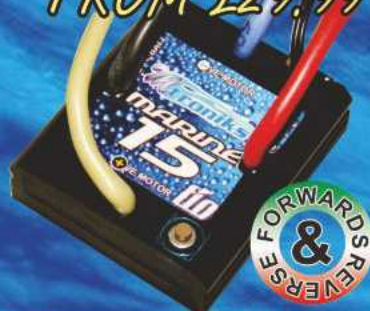
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