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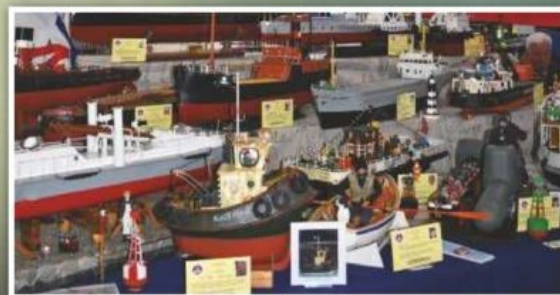
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I sit here chuckling to myself after reading one of those comments that does the rounds on social media, namely, 'There are twelve days of Christmas, none of which are in November!' – You can't argue with that. However, by the time this issue lands on your doormat the big man will only be about four weeks away from coming down your chimney. I hope you have already made your model boating Christmas lists?

It's been a busy month on Model Boats, peaking on 21 October when I travelled up to Blackpool from South Lincs, embarking on a painless journey which took a mere three hours. While the seaside was not particularly welcoming, the greeting at The Blackpool Model Show was very warm and after a great chat with Dave Wooley, my feet never touched the ground for the next five hours or so! The organisers had no idea I was coming and it was my intention to just slip under the radar and enjoy the show. While I did do the latter, within no time I had 'volunteered' my services and, by mid-afternoon, was dishing out a large number of prizes covering a wide variety of categories and disciplines.

So, with the latter in mind, if you would like me to come to an event in 2019 please let me know with plenty of notice and I will gladly join in; I may even have a boat of my own by then – the thought of wrecking somebody else's pride and joy would not exactly be a PR coup for Model Boats! Also, you will notice that there are no diary dates this month; now I know this is a quiet time of the year for MBCs but there is always something going on. If you want your event promoting, please send the information in with good time to spare and we will help you to promote it. On top of that, if you have not already noticed, I am very happy to receive show and event reports, the smaller ones will feature in Compass 360 and the larger ones will be produced as articles in their own right.

Have a good month model boating, even if your hobby has now, potentially been relocated to the workshop!

Martyn Chorlton

Compass 360

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!

The very first sailing day for Grantham MBC on 8 October, 2018.



A general meeting of people interested in forming a club was held at Wyndham Park on 3 October, when the Club was formally constituted. The first club sailing day was on Sunday 8th October and was well attended with about 15 boats on the water.

The Club has already attracted about 30 members,

with more expressing interest. The Club has exclusive use of the water on Wednesday afternoons from 13:00 and all day Sunday from 10:00. There are few stipulations on the type of craft permitted, principally, no I.C., and steam boilers must have a current certificate.

Subscriptions are set at £20 for adults and £10 for juniors

(under 18), discounts are given to family memberships provided they all share the same address. At the moment, the Council has not made known its stipulations for use of the water at other times; however, we are in constant communication with them to help bring the use of the pool to as many people as

possible. Our website is still under construction, but basic information can be found at <http://www.grantham-model-boat.club>. We are also on Facebook.

Anyone wishing further information can also e-mail us on info@grantham-model-boat.club.

Paul Kerr (Chairman GMBC)



'New' web address for Kirklees

The following website address for Kirklees Model Boat Club has not been applicable for over four years, www.kirkleesmodelboatclub.org.uk.

The correct website address for the Club is www.kirkleesmodelboatclub.weebly.com. This should be used when anyone wants to look at our site or contact us. Thanks a lot!

Stan Reffin Kirklees MBC



OMRA Cowes Race 29-30 September

This year, the Offshore Model Racing Association hosted a new event in Cowes, Isle of Wight. Racing off Trinity Landing on The Parade, the new race was a benchmark test for a new wireless timing system used for the first time in an event of this kind. Adapted from a drone racing system, the wireless timing bridge uses infrared transponders, deck

mounted on the boats, and an 868Mhz hi-gain industrial USB link to allow the bridge to be placed offshore within the racing circuit. LiveTime software was used to run a shoot-out style qualifying event along with 3 race heats over the weekend, with live results and detailed analysis available instantly online. The timing system has been developed by OMRA

and iLaps in the USA to be the first offshore event to use a setup such as this, whereas normal wire-span timing loops and GPS based systems have proven to be impractical and inaccurate for competitive offshore racing.

With rock music blasting in the background, live race announcements and lots of spectators, OMRA hoped to set

a new race event standard for the forthcoming 2019 season. With the introduction of the new X-Class for allowing fast offshore electrics and experimental models to join the race within the group, OMRA hopes the wireless timing system will draw new interest and closer competition for the sport.

Phil (KD Productions Ltd)



A PLA diver from the 1930s gets suited up.

Public access to documents charting the history of the River Thames and London's Docks over nearly 250 years has been secured for at least another decade - in a new agreement between the Port of London Authority (PLA) and the Museum of London.

To mark the milestone, the PLA has also issued a new YouTube film about its archive, housed at the Museum of London Docklands since 2003. The film has a diverse cast list, including:

New film celebrates extension of public access to unique river and docks archive

Field Marshall Montgomery on a visit to thank workers for keeping the port operational during the second world war; Giraffes arriving in the docks en route for London Zoo in 1946; Chipperfield Circus elephants landing in the UK in the 1950s and the port's first female police officers, recruited in 1954.

Also featured is a PLA diver from the 1930s in full protective gear, when their work regularly involved raising wrecks, as well as checking under water structures. Due to the murkiness of the river, they relied on solely touch rather than sight to find their way about.

Filling two kilometres of shelving, the archive details the work of the PLA and its predecessors from 1770. Parts of it are showcased in a permanent display at Museum of London Docklands on West India Quay, which depicts how the docks opened up trade routes around the globe, helping to secure London's position as one

of the world's richest and most powerful cities.

Members of the public can make appointments to inspect items from the archive that are of interest to them via portriverarchive@museumoflondon.org.uk.

The collection includes: More than 40,000 photographs, dating back as far as the 1850s; over 5,000 boxes, holding architectural and engineering plans of the docks, and volumes of minutes of dock company meetings; 5,000 paintings, drawings and prints; 500 maps and 350 reels of film.

One of the most popular parts of the collection, the photographic section, covers all reaches of the River Thames, as well as the enclosed docks of London.

The historical dock trades of stevedores, lightermen, riggers, coopers and samplers are captured in the collection, as well as the work of police, office staff and the port's own rat catcher, assisted by his dog.

Among the more unusual and macabre objects on show at the museum are a mummified cat and rat, discovered in London Dock, near Wapping, in the 1890s.

Gary Surridge, head of partnerships at the Museum of London, commented: "This extension of our long-standing relationship with the PLA is

fantastic news, securing the future of this hugely important archive as a professionally-managed resource that is accessible to all."

The PLA's new film is presented by Fiona Keates, the archivist whose work to manage the collection is also funded through the extended partnership. She was appointed at the end of 2017, a year that saw the museum handle a record 400 enquiries about the collection, and is expecting 2019 to be busier than ever.

Fiona said: "The archive's rich content is an invaluable resource for a growing number of parties - ranging from students and academics, researching the social, economic, maritime and engineering history of the capital, through to amateur family historians, tracing their ancestors' roots."

Robin Mortimer, PLA chief executive, added: "The immense scope of the archive - from the magnificent early drawings sketching out the docks' design, through to insights into the day-to-day lives of ordinary dock workers and residents - make it a unique collection of international significance.

"It's everyone's history, so it's great that the collection continues to be readily available to all Londoners, as well as interested parties from near and far."

The PLA and the Museum of London Docklands are also considering a possible major new exhibition to showcase artefacts from the archive that have never previously been put on public display.

Chipperfield Circus elephants landing in the UK in the 1950s.



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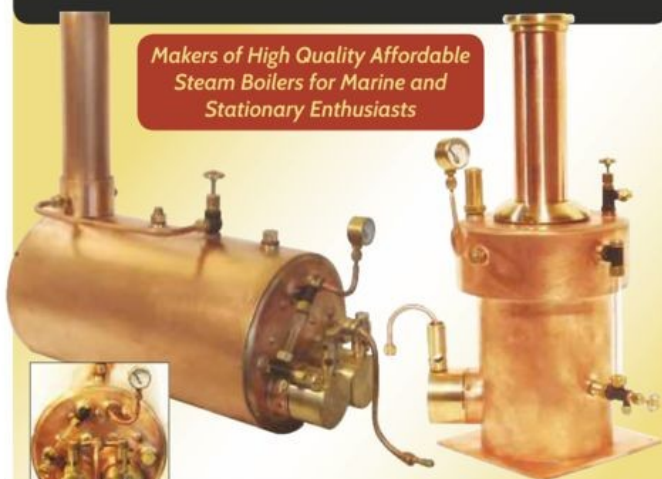
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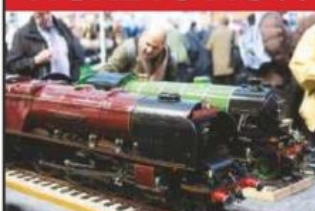
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Manannan

Concluding part of Roy Cheers wave-piercing catamaran ferry Manannan



TOP: Two IOMSPC vessels, Mona's Isle V in service from 1951-1980 and Manannan in service from 2008 to present. The models are to the same scale.

1: The AC units and roof vents in the paint shop.

2: Assembly of a rack of AC units. White styrene strip used for mounting and temporary spacing; magnets used to hold the AC pieces in place while the glue sets. Waxed paper prevents the assembly from being glued to the metal tray.

strip of styrene, $\frac{5}{32}$ in wide. Magnets in a steel tray held the mounting strip and the AC pieces for gluing. Pieces of 0.030in styrene were used as spacers (**Photo 1 & 2**).

A few of the details are made from styrene. These include the dummy funnels, emergency exit hatches, outer decks, life raft cradles, RIBs and wheelhouse and masts. (The plan calls it a wheelhouse, but there's not a wheel in sight!).

The wheelhouse is arguably the most complex assembly in this model. It is made

Exterior details

At the conclusion of Part 1 the seaframe was complete, apart from some small details. From reference photos, I counted a total of 30 air-conditioning units on the roof of the lower accommodation, twelve large and 18 small. Their sizes are another guessimate based on drawings and pictures. They were all cut from strips of basswood, $\frac{1}{2} \times \frac{3}{16}$ in section for the taller, and $\frac{3}{8} \times \frac{3}{16}$ in for the shorter. To align them uniformly into rows I used a mounting





3: On the left a cardboard mock-up of the wheelhouse, on the right the basic shell with internal temporary supports; both upside down.



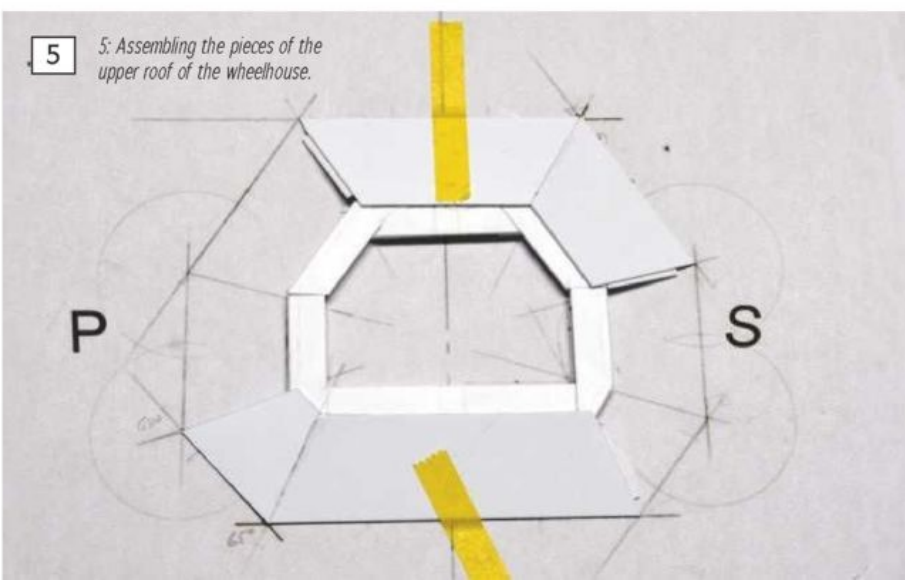
4: Bridge display panels and temporary power supply. The printed film should have had a yellow tint to offset the pale blue of the EL panel.

removable for transport and was built up from several sub-assemblies. These were the mainmast, the upper (visible) roof, the window assembly with inner roof and display panels, wheelhouse floor, wheelhouse surround, and the insertion/location pieces. Finally, the electrical connections were added.

To get the shape of the wheelhouse windows correct, I first built a cardboard mock-up of the roof and eight sides (Photo 3). Some clear PETG was sprayed with Modelmaster Transparent Black Window Tint to shade it, before cutting out and gluing together. The shape of each piece was drawn out on a piece of paper and this was placed underneath as a template to cut the PETG. The front, back and two side pieces were cut and glued first, to the flat lower/inner top. The four corner pieces were cut and dry-fitted. Since they had to be accurate to fractions of a millimetre to look right, some adjustments were needed before being glued. The black bottom edges of the window frames were painted on the exterior. The vertical ribs are vinyl lining tape. There are wide strips

down the sides of the rear window, presumably covering ducting carrying wiring from the radar and other aerials on the wheelhouse roof. Styrene channel painted black was glued on the inside, also hiding the wires for the model's radar motors and lights on the roof and mast. The top frame of the windows is 0.010x0.1in styrene strip painted orange.

Since the wheelhouse has windows all around, it's possible to see inside it. As befits a modern vessel, all of the wheelhouse data displays and controls use the latest digital technology as with the model. Sample bridge display screens were downloaded from the internet representative of the vessel. They were resized to scale size before being printed onto Avery's self-adhesive Clear Window Decal Film. This was in turn applied to a flat illuminated piece of plastic, technically called an electroluminescent panel. The display panels can thus be lit up when the model is on display. The same was done with some panels representing the screens showing views from the on board cameras (Photo 4).



5: Assembling the pieces of the upper roof of the wheelhouse.

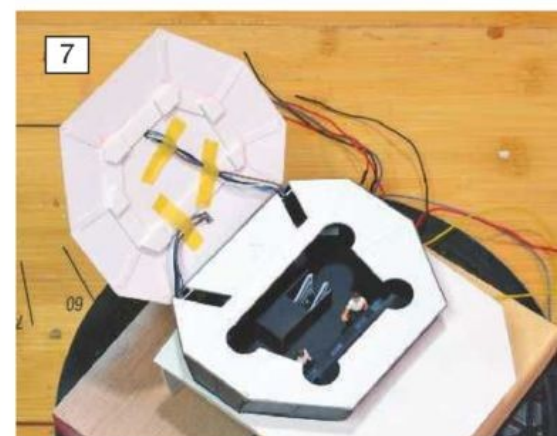
Both of the illuminated panels were hard-wired to the AC supply unit and all exposed wiring surfaces generously coated with liquid insulation.

A template of the wheelhouse roof guided the assembly of the upper (visible) roof, which was built up on a styrene frame which traced the outline of the flat, horizontal, middle portion of the roof (Photo 5, 6, 7 & 8).

People figures and working accessories are the things that bring a model to life. Also in this model, adding working radar scanners to the mast assembly illustrates a compromise that we scale modellers face. Two possible

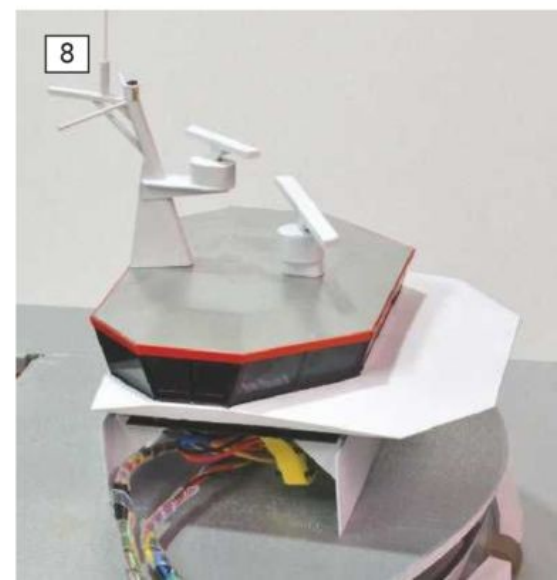


6: Trial fit of the partially-completed wheelhouse atop the passenger space.



7: The wiring on the underside of the wheelhouse roof for the radar scanners and masthead light.

8: A view of the completed wheelhouse.



methods were envisaged to power each rotating radar scanner. One used two long shafts through the wheelhouse from motors underneath and the other method, very small (6mm dia by 6mm long) stepper motors found on eBay. The second resulted in motor casings that, although tiny by motor standards, were nevertheless bigger than scale size, but looked better and closer to the original.

The lower wheelhouse surround conveniently covers the rectangular opening that the wheelhouse sits in and the assembly was glued into this surround. The wheelhouse floor was glued in, followed by the two figures, after which the top roof was glued on. The passenger space assembly was inverted with the wheelhouse in position and the location pieces glued in from underneath.

The life raft cradles are in a very exposed position for a model, especially the aft ones. For this reason they are all attached by magnets, so they will detach instead of breaking off if sufficient force is applied. For each container, one magnet of a pair is fixed under the roof, and the other to the inner end of the cradle.

The IOMSPC logos on the hull were downloaded from the internet and



9: Railings assembled on the starboard side aft.

were professionally printed on vinyl. The accommodation windows are self-adhesive black vinyl, giving the shiny appearance of heavily-tinted glass. The non-rectangular shapes were prepared using the Inkscape software and cut to shape using the vinyl cutter at our local library. A laser level positioned to shine a line along the window edge was a vital tool in positioning them all correctly.

Doors and non-skid deck stripes were designed based on pictures and inkjet-printed

on Papilio vinyl. The ship name, depth and load line markings are from the BECC range.

The stairs and railings were designed using Inkscape and etched from 0.010in nickel silver by PPD in Argyll. The forward steps to the car decks were missed from the etched set while the 'chunky' plastic steps shown in **Photo 10** will be replaced by more suitable etched steps in due course. The decks on each aft side have a mix of outcrops and recesses, so the railings have a combination of right angles, some inwards and some outwards (**Photo 9**). I had obtained only one etched length for each railing so there was little scope for trial-and-error in shaping them. For this reason I elected to separate each zig-zag long railing into a series of separate pieces, one for each axial length of railing. A short length at each end was bent inwards or outwards, as required to follow the deck. This inevitably left a tiny gap where each length met its neighbour, but you wouldn't notice it if I hadn't told you.

The foremast is detachable, for safety in transit, and has an LED for the light. A socket made up from brass is set into the vessel body, and the mast plugs into it (**Photo 11**).

Electroluminescence panels

These are described as flat panels constructed from a phosphor layer sandwiched between two conductive layers. The front layer is transparent and coated with a very thin layer of tin oxide. When an AC voltage is applied to the two conductive surfaces, the phosphors glow; you may have seen them as mains-powered plug-in night lights. These EL lamps produce almost no heat. The light output is extremely even, similar to a soft neon-like glow.

For modellers, an Experimenter Kit from Miller Engineering, www.microstru.com contains one panel 95x42mm with six pairs of contacts. The panel can be cut into six pieces of any shape using a sharp knife, but each piece must have a pair of contacts intact. The kit also contains a very small AC inverter which uses two AA batteries to provide an output of 135V AC to the panel. The output current is very low so there is little danger, but if you touch any of the exposed leads or the lamp while the power is on, you will say 'OUCH'.

Arduino, Stepper motors and more

Stepper motors are made to rotate a few degrees and then stop. By making them rotate many steps in quick succession they appear to rotate continuously, at a speed that is comparable to a low speed geared DC motor, but of a much smaller size. They require the use of dedicated 'Stepper motor drivers', small electronic boards which are needed to send the pulses to make a motor 'step'. They are, in turn, controlled by an Arduino board which sets direction and speed.

Arduino is a programmable electronic controller system for the hobbyist. It can be used to do things as simple as blinking an LED, or as complex as the UK National Maritime Museum's 'Compass card' system. It requires a basic knowledge of electronics and prior knowledge of the C++ computer programming language helps a lot. It might sound intimidating, but there are many how-to books, internet guides and videos, and sample programs to help. You have to purchase an Arduino board and some basic electronic devices (or a kit of the same) to get started.

You set up your own circuit on a plug-in circuit board, called a 'breadboard' in the literature, download the programming software from the internet and use it to write your program.

Once you have the circuit designed and wired, your program written and downloaded to your Arduino, and everything working to your satisfaction, you can make it permanent. Some hobbyists go the 'whole hog' and design and make their own printed circuit board based on their circuit design. Everything is then soldered and hard-wired. It is easier and cheaper to use a pre-drilled stripboard, of which Veroboard is one make, to set up the circuit with everything soldered in.

For many modellers this will be outside their interest but, if some feature of a model would benefit from it, consider it. Note that you should have either some experience with, or a fervent interest in, computer programming.

Exterior 'internals' & electrics

Forward of the passenger accommodation is an opening in the top of the body and visible inside the body are vehicle parking ramps. Since the model would not look complete without these, two levels of the ramps are fitted. These are only continued under the passenger accommodation for 40mm and then there's a black wall. The ramps are constructed from a mixture of balsa, styrene and blue insulation. On the real vessel, the top centre ramp is supported by girders and there is another ramp below it. On the model the side walls of the top ramp are solid and painted black with the girders simulated by yellow lining tape. The finishing touch to these is an OO gauge red Mini parked on the highest ramp.

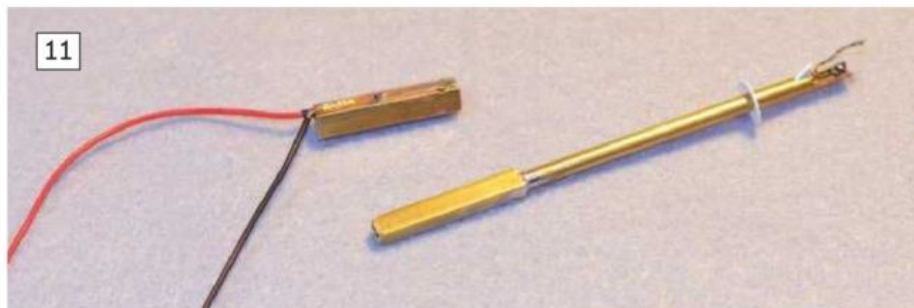
There's nothing fancy about the electrics. The battery connects to an automotive-type 30A fuse and the main power switch will be a 20A magnetically-operated switch on order from kevinmc.electronics@gmail.com. Two Turnigy 30A speed controls are used, and one

10



10: Bow view; the 'chunky' plastic steps will be replaced by etched metal. 11: Foremast and socket under construction.

11



BEC supplies power to the radio and servos. An Orange 8-channel radio receiver is used, with the slots for channels 7 and 8 being used as the power supply points from the circuit board. Two eight-contact Ethernet sockets and cables are used to connect the motors and lighting in the wheelhouse.

Steers like a tank

Swinging the nozzles on the waterjet discharge is the usual way of steering with waterjets. There are no ready-made, or kits of, steerable buckets of the right size to fit my arrangement, so I needed another plan. The simplest arrangement was to have each waterjet's power controlled by a corresponding control stick. So to turn right I'd increase the speed on the left one, or slow the right, as in driving a tank.

Unlike tank driving, manoeuvring using only the jets on each side of such a relatively long hull resulted in a large turning circle,

too large even for our usual pond. I fitted the reversing buckets and by using them the diameter of the turning circle was reduced, and it also became possible to turn the model almost within its own length. Without steering nozzles, it was not possible to generate side thrust as on the original vessel. So the buckets worked but were not very efficient; going astern a lot of water came over the top of the jets and onto the aft mooring decks. This was improved by fitting a piece of clear styrene under the stern jet guards.

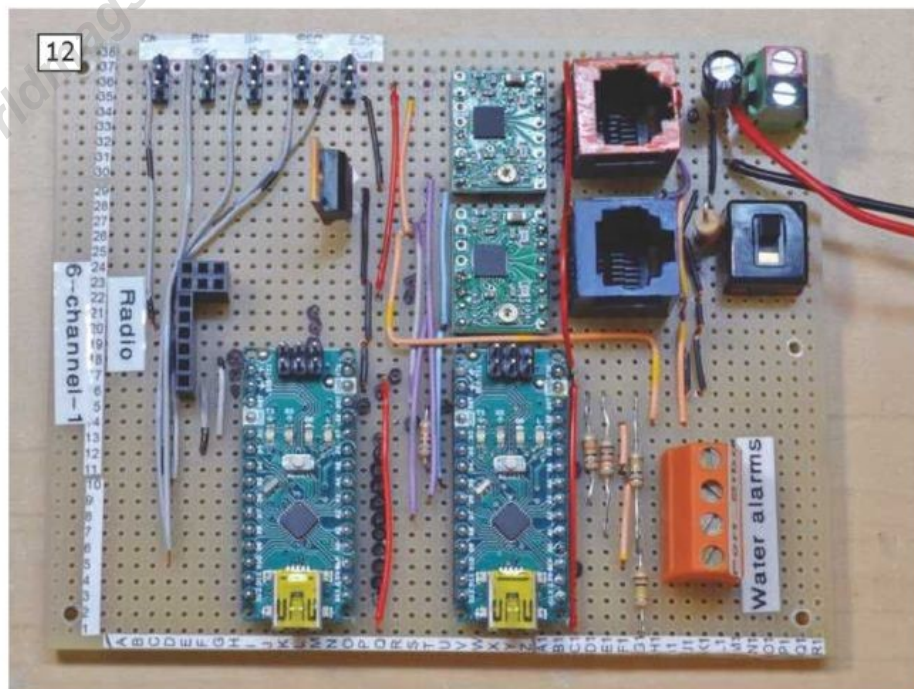
Waterjets are uni-directional and only apply forward motion; for reverse I had to move the throttle forward and switch the buckets down. Sounds tricky and it was. So using the reversing bucket to help with a turn required some mental gymnastics, especially when the boat was coming towards the skipper. What was needed was a way to 'automatically' run the jet forwards and lower the reversing bucket when the throttle was moved in the astern direction; knowledgeable readers

will be aware that Action Electronics have a gadget for this, but its weight is unknown.

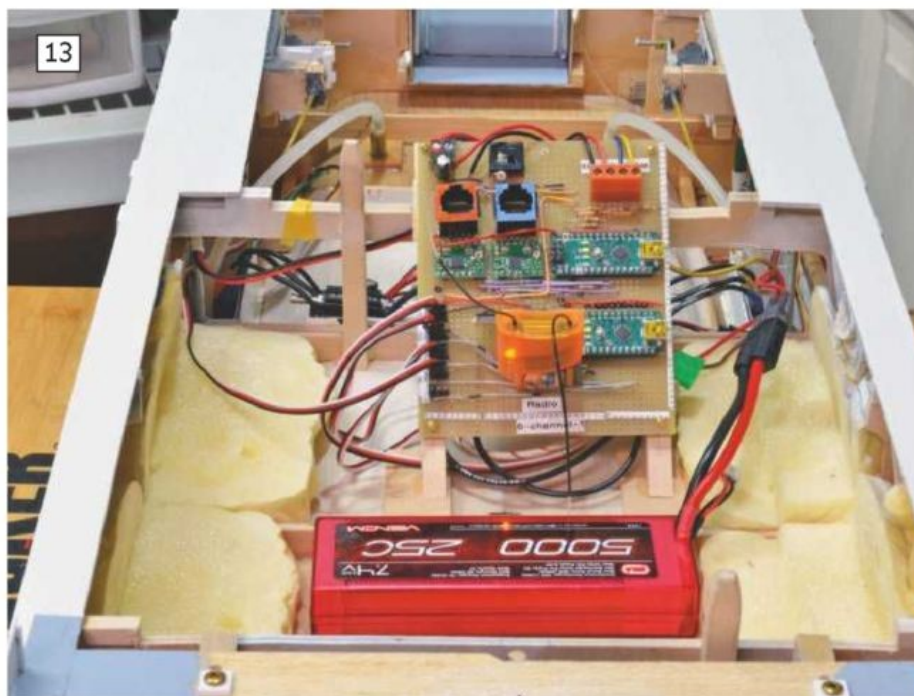
I use my Futaba 6EX radio to operate the model. For the early trials I used the stick each side to control the corresponding waterjet. The reversing buckets' position was controlled by switches on the radio.

In order to apply normal radio control functions (left stick – throttle, right stick – steering) a plan to automate the control actions by using Arduino was developed. I have mentioned earlier that I obtained some stepper motors to drive the radar scanners and this was another one of the functions controlled by Arduino, which was programmed to do several things as its scope grew. This added several weeks of learning and experimenting to the build time. The Arduino setup finally consisted of two separate Arduino Nano boards, one to manage radio-controlled motion, and the other to control pre-programmed onboard auxiliaries. The final list included the following actions:

- 1: when astern motion selected, automatically set forward speed and reversing bucket lowered
- 2: steering control automatically adjusted port and starboard jet speeds to turn
- 3: improved low speed control
- 4: Allowed adjustment of the end points and speed of movement of the buckets
- 5: Acted as a leak detector in the propulsion boxes, and flashed lights as a warning
- 6: Acted as a battery voltage monitor, flashing lights as a warning (the ESC has an automatic cut-off set at a lower value)
- 7: Powered the two stepper motors driving the radar scanners.



12: A close-up view of the Arduino assembly on a piece of stripboard; left side is radio and motion control; right side auxiliary functions.



13: An internal view showing the Arduino board in position. 14: Checking weight and waterline.



Item '3.' needs a little explanation. The combination of the kV of the motors installed and a 7.4V power supply meant that a small movement of the control stick was enough to increase speed to scale full speed. So the signal to the ESCs is adjusted to allow more stick movement over the bottom end of the speed range (**Photo 12 & 13**).

Normally all the navigation lights are on, only if one of the aforementioned warnings are triggered, do they flash. For water leaks they flash a Morse letter 'P' for port box leak and Morse 'S' for starboard. Some readers will say, 'what's Morse', and others exclaim 'Morse is obsolete technology!' Well, I wanted a different pattern for each indication and Morse is as good as anything. Low battery voltage flashes a continuous on and off.

With all the movement controls going through this previously untried mini-computer, which I had programmed and which might not be 100% reliable, should I be a little apprehensive? I decided it would be wise to have an 'emergency stop' independent of the Arduino, at least until I had confidence in the reliability of the Arduino setup. As a result, the signal wires to the ESCs go via a double-pole switch which is controlled by another channel on the radio.

A testing time

Checks on the trim began with the side-to-side level and with a twin-hull catamaran which is symmetrical about the fore-and-aft centreline, it's difficult not to have the vessel upright. Fore and aft trim could be more difficult. With no allowance for ballast, the only items that could be positioned to improve any imbalance in the trim were the electronics and the battery. The former weigh almost nothing and the latter not much more, moving them about made very little difference to the trim. Overall the model was heavier than I wanted, evident because the waterline was lower than most vessel pictures show; I did ponder the addition of some anti-ballast – helium-filled party balloons – as a means of reducing the weight....but not too seriously! I was lucky in that the extra weight of the fore-end hull ribs must have been counterbalanced by the model being heavier towards the stern.

Excessive friction of the wire-in-tube control for one of the reversing buckets resulted in a few hits against the concrete pond wall, justifying the inclusion of the metal hull ribs. The friction was alleviated by coating the wire with powdered graphite.

In view of all the interesting and challenging aspects of powering this model and the unknowns, I did some step-by-step waterjet operating trials. The very first test was done on the propulsion boxes in the laundry tub and was intended to check jet rotation, thrust direction and thrust magnitude. It was during this first test that I discovered that the NQD waterjets were not suitable.

All subsequent tests on the KMB jets were very successful. The first on-the-water trial



15: Seaframe testing begins on the pond. 16: An internal view of the port side of the body, above where the waterjet box is attached.



of the seaframe complete with finished propulsion boxes was done in my 'test basin' (Shipbuilders used to refer to the dock where they completed ships after launching as the fitting-out 'basin'). Weight was added to load it down to the waterline, mainly to estimate what allowance I had for superstructure and electrics (**Photo 14**). This was also the first on-board test to check operation of the KMB jets. With the power of the jets pushing some water out of the 'basin' and only 1.5in of water underneath the hulls to begin with, soon the

waterjet suction was enough to suck the hulls down to the bottom and cut the water off. I saw this as a good sign.

The first running trials followed to see how it behaved in motion. For these tests an Eagletree Systems data logger was borrowed and used to gather data. This allowed me to collect information on voltage, current, motor temperature and speed of the waterjets. It quickly became obvious that my estimate of power required was a little too high. With very little movement of the throttle control, I easily

17

17: Under way on the pond.

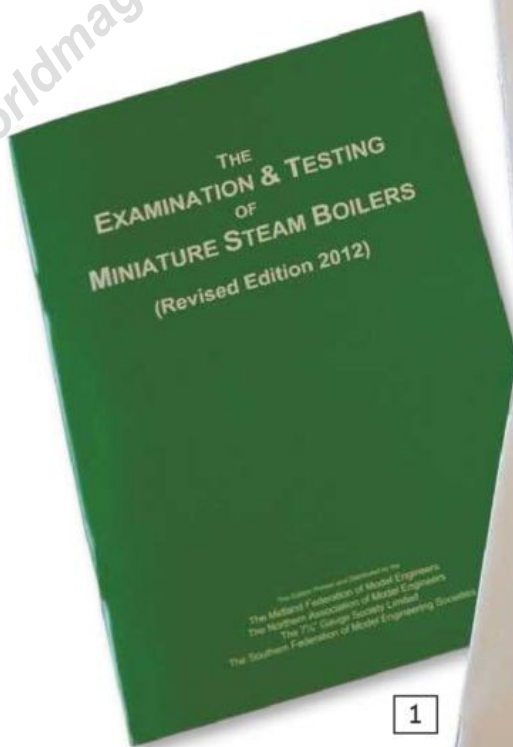
exceeded scale speed. At this time I changed from an 11.1V Lipo to a 6V NiMH battery (for testing) and gained more control stick movement (**Photo 15 & 16**).

I fitted the Eagletree sensors to measure the temperature at the hot end of the water cooling jacket and the rpm, both on the same motor, plus battery voltage and total current draw from the battery. Peak readings were 7500rpm, 6V and 11A, so approx 5.5A from each motor and a total power of 66 watts.

The final installation uses a Venom 5Ah 2S Lipo battery and at full scale speed of 10km/hr the current should be 9 amps, giving a theoretical minimum run time of 35 minutes at full speed. This is even better than my original estimate and does mean that the cube law gives a good, but pessimistic, estimate. Part of this difference could be explained by the motor efficiency being higher than the assumed 50%.

A lack of experience with brushless motors had prompted me to fit water cooling to both motors and ESC's. I assumed, incorrectly, that the water pressure in each jet discharge would ensure an adequate flow of cooling water. In the event, I had to glue in a piece of styrene as a dam downstream of the cooling water take-off to direct water through the tubes. The flow was more like a trickle. The other notable piece of data was that the temperature rise of the cooling water across motor and ESC was 2°F, with only a trickle. As a consequence the water cooling tubing was effectively removed. A typical run time has been around 60 minutes so far, with energy consumption of approx 2500mAh.

I'm very pleased with the model's appearance, the fact that the waterline is not below water level and its operation in general, but steering is by no means ideal. The model has a large turning circle and anything more than a light breeze, say 10km/hr, is enough to seriously impede turning ability. Next winter's project will be to come up with a design of steerable reversing buckets, probably made from etched metal.



1

1: Up until now the Test Code has been contained in a single volume however now we have the flexibility of selecting the volume which relates to our boiler size. Gas tanks are all covered in Volume 3.

Boiler Room

The Orange Book, Part 1

A collection of thoughts on Model Steam Plants
by Richard Simpson

It always amazes me just how fast the passage of time can accelerate but it really doesn't seem like two minutes since I was writing a couple of 'Boiler Room' articles in January and February of 2014 regarding the introduction of the new 'Green Book' and how it differs from the old 'Blue Book'. Well here we are again just over four years later looking at the latest publication, named the 'Orange Book' and again how that differs from the older volume.

I will take a similar approach to last time by having a look at the two books side by side so I can highlight the differences and save everyone wading through the text to find it for themselves (Photo 1). Yet again, as per last time, there seems to be just about as many opinions as there are contributors viewable on line published long before the Orange Book itself was released so even before we have all had the luxury of having a hard copy in our hands the contents seem to have undergone many misinterpretations and misunderstandings and the doom and

gloom of the anti 'Nanny State' brigade have all worried us to death as regards the almost impossible demands of the new book and how it will bring about the end of our hobby as we know it. As with so many things I prefer to reserve judgment and comment until I have fully read it and understood it myself and then decided on how it should be applied. With this in mind I cannot stress enough the importance of everyone who has anything to do with steam plant, both in model boats and any other type of model, to get hold of a copy and read through it. Even if you are not a member of a boat club and you only operate your Granddads' Mamod plant to drive your Meccano Ferris Wheel every Christmas, if the Orange Book is anything like the Green Book, it will still be an informative, useful and worthwhile read and you will be glad you did.

Just a brief background, the Boiler Test Code, as it is officially known, was originally produced and distributed by a joint organisation which was at the time made up of the following individual organisations: The

Midland Federation of Model Engineers, The Northern Association of Model Engineers, The 7¼ Gauge Society Limited and The Southern Federation of Model Engineering Societies.

The idea was that to operate steam models a model boat club's insurer would require a club to be a member of any one of these organizations and then be able to produce evidence of the fact that they followed the rules and certification process that supports the Test Code, or a member of 'The Model Power Boat Association' and follow their own separate code. As an example the Kirklees MBC is a member of The Southern Federation of Model Engineering Societies and are required by the club insurers to follow the requirements of the regulations, now called the Orange Book, for operating any steam plant at club events. The bottom line is that if someone operates a steam model at an event that is not a member of a club then they are not covered by any third party insurance and so may be asked not to operate their model.

A bit of history

Just a very brief paragraph on the history for those who have not read it previously, and apologies to those who have. Before 1 January, 2006 all relevant organizations involved 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 made for an understandable level of confusion and resulted in many modellers and organizations simply ignoring or maybe not understanding what was in place. Consequently these organizations got their heads together and put together a set of rules which came into

2

effect on 1 January, 2006, written up as what became known as The Boiler Test Code 2006 or 'The Blue Book'. These rules were accepted by the Health and Safety Executive, most of the big insurance providers and most modelling organizations and made it a significantly simpler set of rules to follow and enforce. The Model Power Boat Association (MPBA) decided at that time to maintain their own set of rules and did not sign up to 'The Blue Book'.

These regulations set out requirements for two different but clearly defined tests for boilers, the Boiler Hydraulic Pressure Test and the Steam Test. The challenge with the first set of regulations was the 1.5 bar-litre requirement, which basically stated that anything larger than this level required regular hydraulic pressure testing.

The bar-litre number for a model boiler is explained as follows:

If you determine the total internal capacity of your boiler by filling it with water and pouring it out into a measuring jug to give you a volume, in litres, and multiply it by the working pressure, in bar, you will find your own bar-litre figure; i.e. a boiler of 500ml capacity and a working pressure of 4 bar is a, 0.5×4.0 or 2.0 bar-litre boiler.

A limit of 1.5 bar-litres unfortunately meant that basically most model boat boilers apart from the very small Mamod and Wilesco type or 'toy' boilers required regular pressure testing and led to a large number of complaints.

Consequently in 2007 there was a reassessment of the requirements and the bar-litre rule was relevelled to 3.0 bar-litres, which now meant that about 80%-90% of model boat boilers were below this level and therefore did not require periodic hydraulic pressure testing. They still required an initial one. So then if your boiler was less than the three bar-litre limit you were exempt only from the repeat hydraulic pressure testing regulations, however, it was still requiring that a steam test be performed every 12 months, usually conducted at an event or a show by a club's nominated boiler tester, (Photo 2). From this point on only larger boilers were calculated as being over the 3 bar litre limit such as this Cheddar Proteus boiler, (Photo 3).

As of the 1 May, 2018 the latest revision of these rules came into effect so we are now covered by the requirements of The Boiler Test Code 2018 or 'The Orange Book' set of rules.

The Changes

It may come as a surprise to some that the changes are not hugely significant with the first and most obvious thing being (apart from the colour of the book!) that it is now in three separate booklets. This may initially seem to be a bit of an over complication, and critics have been quick to point out as such, however it does now allow you to pick and choose your specific requirements. The three books are titled as follows: Volume 1 - Boilers 3 bar litres to 1100 bar litres, Volume 2



2: Model Boat clubs that support steam will have a nominated tester. He will conduct tests on particular days such as steam days or open days and possibly even on a normal club day by prior arrangement.

3



3: The old Cheddar Proteus boiler is one that falls above the 3 bar litre limit and so requires regular hydraulic pressure testing according to the requirements laid out in Volume 1.

- Boilers under 3 bar litres and Volume 3 - LPG tanks under 250ml.

Consequently if, in line with around 80%-90 % of us, your boiler is below the 3 bar litre limit, as per these two Hemmens three inch boilers (Photo 4) or this Pendle three and a half inch vertical boiler, (Photo 5), you do not need to even bother with Volume 1. If you use gas as a fuel and your gas tank is smaller than 250ml (Photo 6), then you would need to be aware of the requirements of Volume 3 however, as we will see, this still may not amount to much. If your gas tank is more than 250ml then you will need to either consult the relevant industrial flammable gas storage regulations or, as I would highly recommend, fit a smaller tank.

The next noticeable difference is the fact that the layout is now slightly different, not really surprising as it now has to accommodate the three separate volumes and the requirements for repeat periodic hydraulic pressure testing is no longer included in the booklet for the below 3 bar litres volume.

4: Boilers of a size as used by a great many of us in our model boats such as these Hemmens three inch horizontal and three and a half inch vertical fall below the 3 bar litre limit and do not require another hydraulic test after the initial one.

5: This Pendle three and a half inch vertical boiler also falls below the 3 bar litre limit and is more than large enough to supply an engine capable of powering a boat of up to around four feet long.

Volume 1 - Boilers 3 bar litres to 1100 bar litres

Volume 1 is introduced by the inclusion of the organisations signing up to the rules and regulations, which is not only a larger group than was involved previously but, and this is now a significant difference, it includes the Model Power Boat Association (Photo 7). This one item alone has quite a significant impact on clubs organising steam related events as now there are no longer two sets of regulations to consider but only one.

Another point worth mentioning from the initial paragraphs is the fact that the booklet itself now constitutes the Written Scheme of Examination for Testing so this means that the certification process will now also be different as previously the WSE was a test certificate itself so, when existing stocks of certificates are exhausted we will almost certainly see new certificate layouts.

It is disappointing to see that two of the initially three insurance companies no longer participate so it may well be worth making enquiries with any club insurer other than Walker Midgely as to what their requirements would be to ensure cover for the operation of model steam plant. Walker Midgely are now the only insurance broker who participated in



6



6: Volume 3 covers gas tanks below 250ml such as these two. The disposable tank on the right is exempt from any certification and the manufactured tank on the left, if supplied with a manufacturer's hydraulic test certificate, requires only five yearly certificated safety checks.

the writing of the latest code. I'm sure there will be mixed feelings as regards the fact that the Health and Safety Executive no longer play an active part in the preparation of the regulations however they are still quoted in the introductory paragraphs and the fact that the principles of the Pressure System Safety Regulations 2000 (PSSR) are included is probably enough for them.

Moving through the book most of the next sections, **Purpose** and **Definitions**, have changed very little however it is worth pointing out again the section regarding the Inspector. This is actually a very useful paragraph that tells the modeller just what to expect if the inspector does not feel that he is comfortable or competent to perform a particular test. Although the requirements for the test are all well detailed later on there may be reasons why an inspector might want to refer to another inspector and, in such cases the procedures are laid out here.

The **Application** section now includes a paragraph which states boiler types that are specifically not to be tested and clarifies some past confusions with this. Exclusions are: Stainless Steel Boilers, Flash Steam Boilers, Drum Boilers as Fitted to Steam Cars, Coil Boilers, which I always understood to be pretty much the same as Flash Boilers. What

this means is that owners of such boilers now have to seek the services of professional or commercial testing organisations.

The **Design Verification** section remains pretty much the same and is a hugely useful set of guidance notes for the home builder. I would say almost in every case a question I am asked about a design issue is already answered in this section so it is well worth anyone contemplating building their own boiler has a read through this piece.

The following paragraphs in Volume 1 are all very similar in layout and content as they were in the old Green Book as they cover the hydraulic pressure test processes and procedures. They are an extremely useful set of notes for anyone contemplating operating a boiler larger than 3 bar litres and if you follow their content you will find the tests easy and quick to achieve. They include: **Preliminary Requirements and Preparation for Test, Examination - Non-Commercially Built New Boilers, Commercially Built Boilers and their Certificates, Examination - Previously Tested Boilers, Hydraulic Test Procedure, Safety Inspection and Steam Accumulation Test** and **Certification**.

Sections such as these always tend to put people off a bit as they see them as

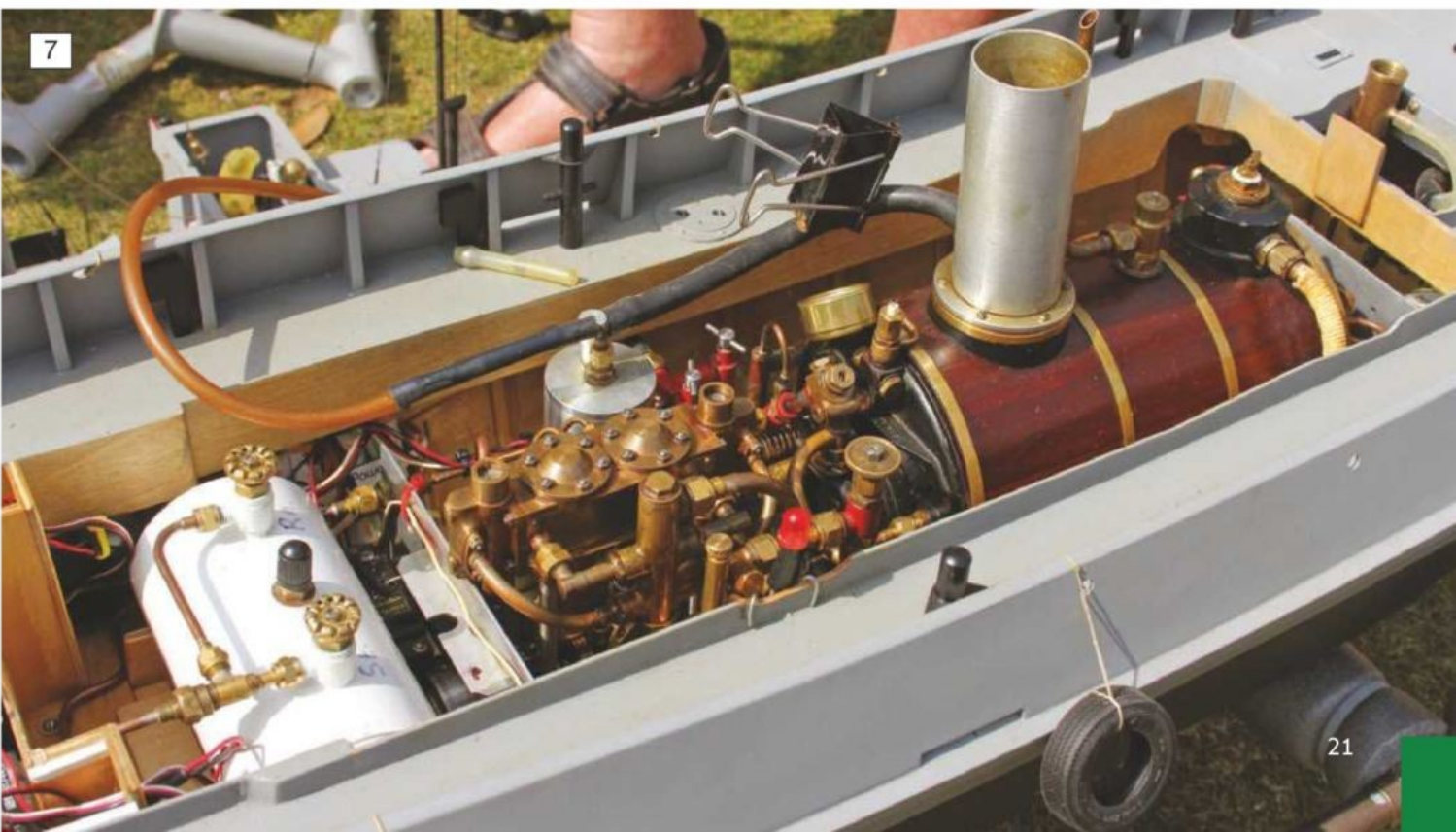
overbearing but I really cannot see anything amongst them which you would not find useful and informative if you want to operate a model boiler of a size above 3 bar litres. If nothing else I would go as far as to say they are interesting reading and certainly easier to digest than a lot of regulatory volumes I have come across in the past. One of the most significant aspects for the modeller is the fact that the requirements that the inspector has to follow are all laid out for them to follow and so they identify what the inspector will be looking for in any particular test. This can only greatly assist them in the preparation of the boiler for the test. It is quite frequent for hydraulic pressure tests that the preparation may take a considerable amount of time to demount, strip and plug the boiler ready for a test, whereas the test may only take 15 to 20 minutes in total. This should enable a quick and easy test to be conducted however; on the other hand, a poorly prepared boiler can end up taking a long time to get ready for the test and can even lead to there not being enough time for the test. Familiarisation with this part of the code can only assist everyone towards a quick and successful test. I would even go as far as suggesting that you do your own test at home first to ensure that everything is satisfactory before presenting it to the inspector, then you know you should pass.

These sections are then followed by a couple of Appendices containing useful guidance notes, which do not form part of the Test Code but are still useful reading.

Next month we will continue looking through the remaining two volumes of the Orange Book to see what applies to boilers below the 3 bar litre limit and see what may be in store for gas tanks smaller than 250ml.

7: The boiler fitted to this superb TID tug model is well above the 3 bar litre limit and consequently requires periodical hydraulic pressure tests as per the procedures laid out in Volume 1.

7



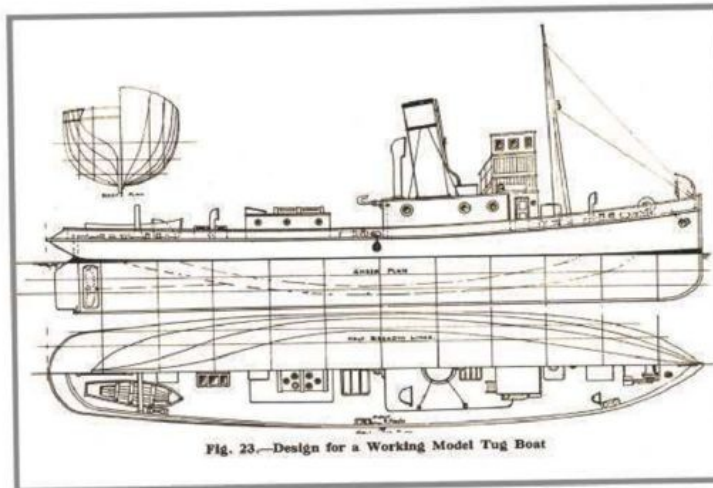
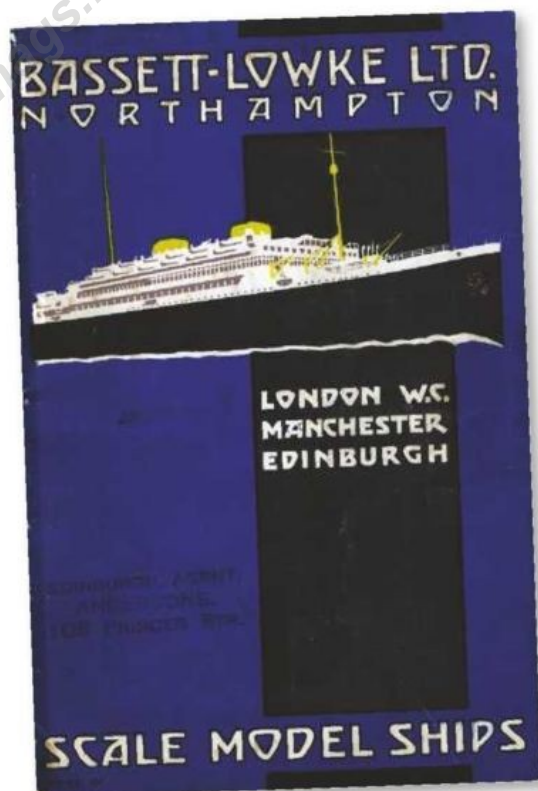


Fig. 23.—Design for a Working Model Tug Boat

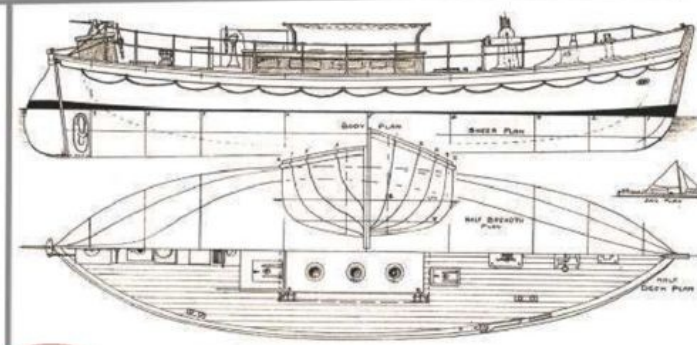


Fig. 22a.—Design for a Model Motor Lifeboat

Flotsam & Jetsam

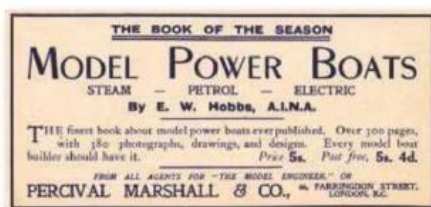
The story Bassett-Lowke by John Parker

The story of the model-making firm of Bassett-Lowke is essentially one of model locomotives and live steam, though ship and industrial models also formed an important part of their business. Their high-quality hand-made models, at a time when the only alternative was a crude toy, became sought after the world over. Such is their reputation that today, long after the original company has ceased to exist, anything with the stamp 'Bassett-Lowke Northampton Make' will fetch a high price at auction.

A brief history

The founder of the company, Wenman Joseph Bassett-Lowke, was born in Northampton in 1877. It was expected he would join his father's engineering business, but Wenman soon had ideas of his own that stemmed from his all-absorbing hobby of making model engines and boilers. He produced his first mail-order catalogue in 1899 and his Bassett-Lowke company was soon on the road to success, supplying the hard to get castings, parts and materials for other constructors as well as narrow gauge locomotives for garden railways. In addition to the parts his company made, Wenman was able to call upon a network of skilled contracting companies, and made contact with German toy manufacturers Bing and Carette to add their products to the range. The first retail shop opened in 1908, later

ABOVE LEFT: 1930 Scale Model Ships catalogue.
ABOVE RIGHT: Drawings of the Tug and Lifeboat.
BELOW: Announcement of Hobbs' Model Power Boats, 1914.



moving a short distance to the 112 High Holborn address in 1910, and the business was incorporated as a limited company.

About this time the company began making scale waterline warship models to 1:1200 scale, initially in wood but later cast in lead and encapsulating wire masts. A major coup for the company was the construction of a fleet of large model warships for the Imperial Services Exhibition at Earls Court in 1913. These were called upon to carry out manoeuvres and beat off an enemy fleet on an artificial lake that had been set up. In the pre-radio control era, the ships had to be controlled by human crews lying inside; the larger ships with two men and the smaller with only a single 'human servo' working frantically to steer the ship, signal with flags and fire the guns.

Edward Hobbs, the first manager of the London shop, was the driving force behind development of the maritime models. An influential model maker, he helped found the Model Yacht Club Association and wrote an important early book on the subject, 'Model

Power Boats – Steam, Petrol, Electric' which appeared in 1914. The company Ship Models was set up in 1921 to make maritime models exclusively for Bassett-Lowke, including large exhibition models of liners for shipping companies. At the other end of the scale, model yachts were by now a standard feature of the Bassett-Lowke catalogue, as well as clockwork, steam or electric motor launches and a series of 600mm 'Super Detail Marine Models'.

The company weathered many storms, including two World Wars during which it made gauges for the testing of guns (WW1) and recognition and training models for the armed services (WW2) including the vital Mulberry Harbour for the D-Day landings. Between the wars it introduced the first table-top HO gauge model railway and in the post-World War Two period made many large display models of the ships that had been sunk in the war and of new liners being built, whilst architectural models were made for redevelopment of towns and cities. In 1949, the company celebrated its 50th anniversary and Wenman Bassett-Lowke passed away four years later in 1953. He was remembered as much for his enthusiastic support for modern architecture and his involvement in many other organisations as much as the founder of the world's pre-eminent model making company.

When the post-war boom began to fade, the company entered a difficult period that came to a head in the 1960s. Modern production techniques, such as plastic injection moulding, meant that cheaper mass-produced toys could now incorporate the detail that once was the preserve of craftsmen-made models bought by wealthy customers. Against a

Bassett-Lowke, Ltd.,
London and Northampton.

Super-Detail Marine Models—contd.

No. 13.
The
TUG
BOAT.

Although not possessing the commanding appearance of many of its bigger sisters, the Tug is a very essential unit in the intricate machinery of a sea port where the larger craft make their landings and embarkations. From Southampton to the Clyde what would our docks be without the sight of these sturdy little workers. To see four or six Tugs straining at the hawsers in their efforts to turn a giant liner with her head to the open sea at the commencement of an Atlantic crossing is to realise how serviceable they are.

The model, as illustrated, is quite a handsome member of this series, suitable for the water or as an exhibit. Length 24 inches. Complete in carrying case. Price £7 7 0 Fitted with electric motor 12/6 extra.

Designs for the new Model Ships.

THE following designs are the very latest in Marine Models. They are the work of Mr. Edward W. Hobbs, A.I.N.A., author of "Model Power Boats," etc., and the designer of many successful model boats.

- Design No. TYPE OF BOAT.
1. LINER. Four-funnel Trans-Atlantic type.
 2. CROSS-CHANNEL PACKET. Double funnel.
 3. STEAM YACHT. Very graceful lines.
 4. TRAMP STEAMER. Single funnel and thoroughly typical.
 5. "P" BOAT. The celebrated Admiralty Mystery Ship or Submarine Chaser.
 6. EXPLORATION SHIP. With three masts and auxiliary machinery.
 7. STEAM MACHINERY SET. Full details of machinery, boiler and burner.
 8. SAILING YACHT. Cutter rig, modern type.
 9. NAVAL PINNACE. A popular and practical boat.
 10. WARSHIP. Typical of most recent boats.
 11. RACING MOTOR BOAT. Very fine lines.
 12. LIFE BOAT. With sails and power plant.
 13. TUG BOAT. A handsome and powerful model.
 14. PADDLE BOAT. A modern example of a Coasting steamer.
 15. MOTOR SHIP. Representing a new 21,000-ton vessel, 30 inches.

Price 2/6 each design, post free.

The designs are full size for the 60 cm. class (23.6" long), but can be enlarged. All designs are copyright, and the purchase of a design is an implied undertaking on the purchaser's part to use the design for his private and personal work only.

They may not be used for Commercial model building except after arrangement with the designer.

Bassett-Lowke, Ltd.,
London and Northampton.

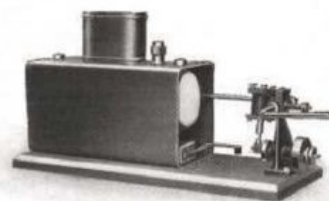
Electric Power Plants for Model Boats



NEVER was there a greater demand for a really reliable electric motor, suitable for small types of boats, from 18 ins. to 40 ins. The above three motors have all been designed specially for motor boat working and are fitted with powerful "PERMAG" tripolar armatures, three-section commutators and spring copper brushes.

The two smaller sizes are fitted with a reducing gear which is built in as an integral part of the motor. The larger motor drive is taken direct from the armature shaft. Angle lugs are provided for fixing, and spring clips are provided on the brush brackets for easy connection to the batteries.

No. 1456. Weight, 8½ ozs. Height, 4½ ins. Length, 2½ ins. Width, 3 ins. Standard winding, 6 to 8 volts. Price 7/6
Will suit boats 18 ins. to 24 ins. long.
No. 1455. Weight, 10 ozs. Height, 4½ ins. Length, 2½ ins. Width, 3 ins. Standard winding 8 to 10 volts. Price 7/6
Will suit boats 24 ins. to 36 ins. long.
No. 1456/1. Propeller and Shaft, Stern Tube, and Bracket, complete for motor. Length, 2½ ins. Price 1/6
No. 1457. Weight, 47 ozs. Height, 5½ ins. Length, 3½ ins. Width, 3 ins. Standard winding is 8 to 10 volts. Will suit boats 36 ins. to 40 ins. long. Price 17/6

"S.T."
Steam
Plant.

The Engine 7½ in. bore, 7½ in. stroke is a great favourite for driving small model machinery. It is very powerful for its size, although not big enough to drive a dynamo. The cylinder is double acting and in common with the standard is cast in gun-metal. The crank shaft, disc and crank pin are one piece of solid steel.

The Boiler is of solid drawn copper, braced throughout, and tested to many times the working pressure, which is 20 lbs. per square inch. A reliable "pop" safety valve is provided, a spirit lamp of the safety type is fitted, and the boiler is surmounted by a solid copper funnel. Over-all dimensions 5½ ins. by 2½ ins. by 3½ ins. high.

PRICES.

Complete set of engine parts 5/-
Finished Boiler, with lamp and steam pipe for connecting to engine 8/-
Complete steam plant, consisting of engine and boiler, mounted on fireproof base, 9 ins. by 3½ ins., painted and tested (weight-packed 3 lbs.) 17/6

ABOVE LEFT: The 'Super Detail' marine model range. ABOVE RIGHT: Early motors and Stuart Turner steam plant.

backdrop of declining interest in steam engines and engineering models, an attempt was made to stimulate the retail market by stocking a complete range of kits, toys, tools, radio control and engines, but this proved a mistake, for these were the sort of items could be bought at any model shop.

At the end of 1964 the retail business closed and the company concentrated on industrial model making. The Bassett-Lowke family ceased to have any ownership in the company from 1966 and manufacture at Northampton ceased. A series of contractions and changes of ownership since has led to the famous name of Bassett-Lowke now being owned by Corgi Classics, whose parent company is Hornby.

1930 Scale Model Ships
Catalogue

Browsing through the 90 pages of the 1930 Bassett-Lowke Scale Model Ships Catalogue (price sixpence) reveals an extensive range of model yachts and their specialised fittings, clockwork, steam and electric propulsion gear, stern tubes, propellers, scale fittings, hand-carved hulls and plans in addition to the waterline and completed ship ranges already mentioned.

I have a couple of Bassett-Lowke electric motors from this era, the 1455 (centre illustration of catalogue page) and 1456 (right illustration). Both are of similar design with the large permanent magnets of the time fitted to a brass back plate and with three-pole armatures driving through reduction gears. In the pre-plastic age, the insulating mount for the brush-gear was made of wood. The

smaller 1456 was wound for 6-8v and was for boats up to 24in long, whilst the taller 1457 was for 8-10v and boats to 36in long. Both were priced at seven shillings and sixpence each, equivalent to about £23 today. By the time the price of the required accumulators was factored in, this made the electric option dearer than a complete Stuart Turner steam plant, illustrated on the same page at seventeen shillings and sixpence.

In 1935, an advertisement appeared for the new 1466 Marine motor. This was an altogether neater design, compact and powerful with carbon brushes and rated for 6-8v. By the time my example was made post-war, the horseshoe magnet of the illustration had been replaced by a rectangular cobalt steel magnet. The 1466 was joined by the 1461 at the lower end of the market, though its folded brass case gave it an upmarket look that belied this. For 4.5-6v battery operation and boats up to 24in

1455 (left) and 1456 motors.

A rear view of the motors
shows the integral gearing.

*Final fit-up of Queen Elizabeth model with W.J. Bassett-Lowke inspecting second from left (from the book *Wenman Joseph Bassett-Lowke* by Janet Bassett-Lowke).*



long, this motor cost ten shillings and sixpence. Completing the trio of post-war motors was the large Supermarine. It again shared the same horizontal configuration but with an enormous horseshoe permanent magnet and extra-long armature spinning within its shaped pole pieces. This piece of heavy engineering weighed in at 865grams and was for 8-12v operation from accumulators.

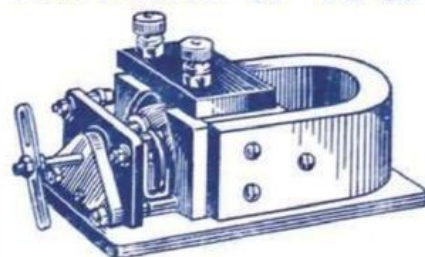
Exhibition models

A section in the back of the catalogue is devoted to a description of the glass case or exhibition models Bassett-Lowke were able to make to order with some indication of the price, which could be up to £2000 for a 20-foot liner (£120,000 in today's money). In a biography of her uncle, Janet Bassett-Lowke provides a description of how these large exhibition models were made, as recalled by Ray Studley who worked for Ship Models. The model in question is the RMS Queen Elizabeth to 1:48 scale and the year is 1948, the order for the model having been delayed by the war years. It was destined for the New York office of the Cunard-White Star Line.

Construction was by the 'bread and butter method', the lofts being hand sawn from 2in-thick planks cut from a select 6-ton log of African obechi timber following a careful eight week period of seasoning. Glued and screwed together with 2,000 screws, the resulting hull block was then worked to shape and hollowed using simple hand tools such as chisels, spokeshaves and draw knives, by which time its weight was down to one ton and 1,100 man-hours of labour had been expended.

Next came the metalwork of the deck and superstructure fittings, including 2,000 turned stanchions for the handrails and other work such as the making of the anchors and propellers. All had to be assembled and checked for fit before being dismantled again for painting and finishing of the hull, which took some twenty coats of hand-rubbed lacquer. After final assembly and finishing 6,900 man-hours had been expended, there were 4,600 individual metal parts, the model was 21ft 7in (6.58m) long and weighed 27 hundredweight (1.37 tonnes). The model was shipped across the Atlantic in February 1949 in the real Queen Elizabeth accompanied by its mahogany and bronze showcase.

NEW MARINE MOTOR FOR BOATS UP TO 39"



● HERE is an entirely new motor, similar in construction and design to our PERMAG motors, and having the advantage of being simple in design, low in current consumption, and will run equally well from dry battery or accumulator (6-8 volts). Latest pattern brush holder with carbon brushes. Base 3 1/2" x 2 1/2". Height 1 1/2". Weight 15 oz.

PRICE, 21/-.

MODEL POWER BOATS.

● This month we have decided to clear, at a sacrifice, the small remaining stock of our various types of boats no longer in regular production. The reductions are generous, and the goods are new—genuine bargains—not soiled stock. Particulars will be sent to you on receipt of a postcard.

● Have you yet secured your copy of our new Ships Catalogue S.85? Price 6d. post free.

BASSETT-LOWKE, LTD.
NORTHAMPTON LONDON and MANCHESTER

ABOVE: Advertisement for 1466 Marine motor, 1935.

Today, surviving Bassett-Lowke exhibition models may be found in museums, shipbuilders, shipping companies and private collections throughout the world and provide a fitting testimony to the model making skills of the company in its heyday.

1466 motor of post-war manufacture.

1461 motor.

Supermarine motor.



Rogers Collection of Ship Models at the US Naval Academy

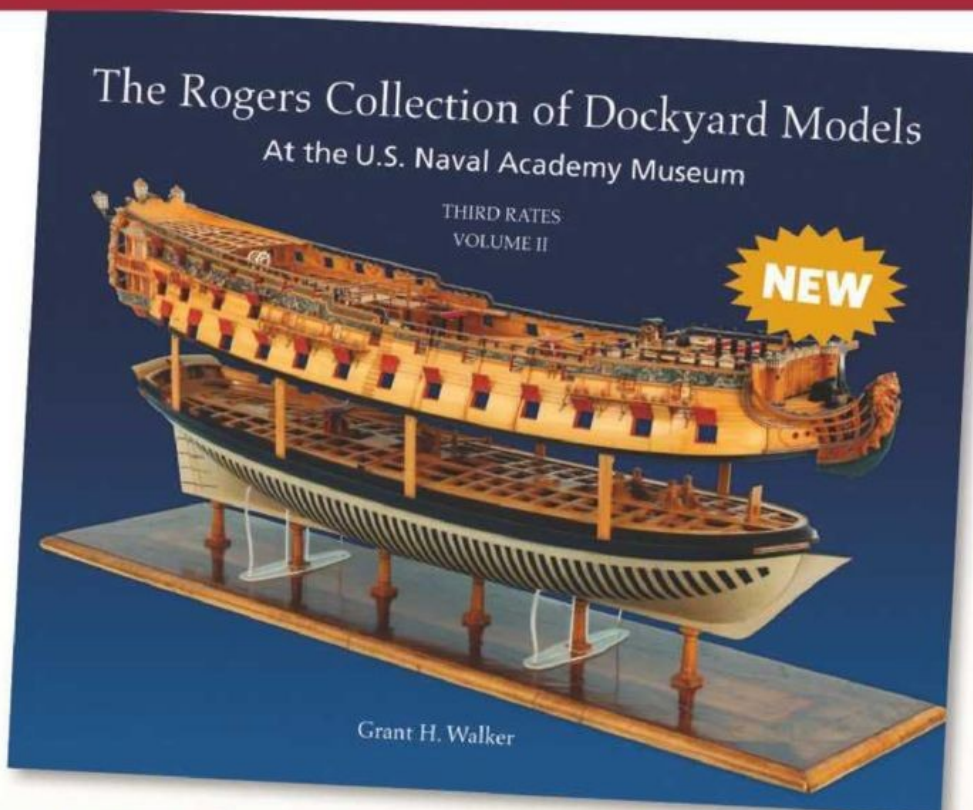
VOLUME II Available Now!

Volume II, Third Rates
By Grant Walker

BOOK II FEATURES all of the Third Rates in this famous collection. A complete description and history of each model is presented by the author, Grant Walker, along with hundreds of high resolution photographs. Join us as we continue to give you a rare, never-before seen look inside these models, by exploring them with fiber optic endoscopes, X-rays and even a CT scanner.

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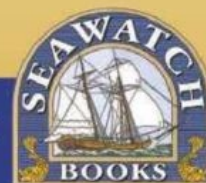
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Le Boreal

A super-green, private super yacht by Fraser Gray

DATAFILE

Type:	Cruise ship
Builder:	Fincantieri's Ancona Yard
Completed:	2009
Length:	142m
Beam:	18m
Draught:	4.8m
Gross Tonnage:	10944
Engine Power:	2,300kw
Speed:	16 knots
Complement:	Crew 136; Passengers 264
Flag:	France

The Le Boreal is owned by the French cruise ship line Compagnie du Ponant and is styled along the lines of a private super yacht.

Le Boreal's smaller size allows the cruiser to visit ports and unusual destinations inaccessible to larger vessels. Le Boreal won gold in the European Cruiser Association, Best Newcomer of the Year award when she was launched. She has also won an international Green Ship label for her on board waste water treatment and diesel

electric propulsion system. Le Boreal has innovative new marine technologies incorporated into her beautiful lines. She is equipped with an advanced stabilising system and a dynamic positioning system avoiding the need to drop anchor.

Unfortunately all has not been plain sailing for her. In November 2015 she suffered a severe engine room fire and was temporarily abandoned after passengers and crew were all safely rescued by air, and the cruise ship L'Austral. With assistance from the Falkland Islands Government, tugs safely rescued the ship for repair in the Falkland Islands.

Le Boreal is a most elegant cruiser, her streamlined design, exterior and interior decoration of grey, with splashes of red, are a tribute to the creativity of Parisian Architect Jean-Philippe Nuel. She was also featured in episode three of the fifth season of the television series *Mighty Ships*.







Pieter Boele

Allan Miller builds a unique, 19th Century steam tugboat

On a visit to the Deans Marine factory I spotted the prototype model of this kit and really liked it, so I decided to purchase a kit and the running gear. The running gear consisted of a motor, coupling, battery and speed controller. I spent a long time browsing around the new shop that had been opened on site as it has a lot of stock to admire.

Once home, the contents were unpacked and studied. A beautiful shaped fibreglass hull, a couple of trays of fittings with tray plans, vac formed items, various lengths of timber, three different thicknesses of plastic card, four different thicknesses of brass wire and rod and along with other small items this makes up the kit. There is also an instruction book and plan, which is to scale.

RIGHT: Kit contents.

Pieter Boele

Manufacturer: Deans Marine
 Scale: 1/35
 Length: 965mm
 Beam: 180mm
 Sailing weight: 2.2kg
 Price: £234.80
 Web: www.deansmarine.co.uk



Hull, decks & superstructure

Making a start after the build had been planned, the hull was washed and left to dry while the stand was made. The cradle shapes for the stand are in the instruction book and the distance between the two cradles is also indicated.

The hull is then cleaned and the excess material around the top of the hull removed using a sanding block. When this operation was complete, the bulwark areas around the hull interior were sanded smooth. Two access areas for the bollards were removed before adding the beams for the decks to sit upon. I used lengths of plastic strips instead of the balsa wood supplied for this job. A pencil line was drawn around the interior of the hull as a guideline for positioning the plastic strips. Two layers of this plastic strip were glued in place then once the glue had set I added car body filler to the underside of the plastic strips to add strength. When all was fixed securely I made ready all parts required for the rudder and prop installation.

After both holes had been made and the propeller tube and rudder tube were a good fit, the kort nozzle and metal bracket were glued in situ. Both the propeller tube and rudder tube were firstly fixed in position using epoxy glue and when everything had set, car body filler was applied to both the shafts



Running gear installed.

interior joints to add strength. A piece of thin plywood was glued to the hull interior base to accommodate the radio gear. Two beams were positioned across the hull to fix the rudder servo to.

All three decks were trimmed and put in their correct places on the hull so the position of the cross beams could be assessed. All

access areas in the decks had been removed prior to placing them in situ. This made positioning of the cross beams easier. Once all the cross beams had been made and positioned, a two-part epoxy glue was used to put them in place. I decided the installation of the radio gear could be left because there



LEFT: Motor and coupling installed.

Stand made.



was enough access to install it later. Finally, before fitting the decks, all the portholes in the side of the hull were drilled out and then pieces of thin plastic card were glued to the inside of these holes.

Before finally gluing the decks in situ, 6mm square lengths of balsa wood were glued to the underside edge to accommodate the coamings. Having completed all these tasks, all three decks were glued in place using epoxy glue and weights were placed on the decks until the glue had set. All of the coamings were cut from the plastic sheet then fitted to the decks.

The first superstructure build was the forward cabin and I started this by removing all windows and door accesses; this was done before cutting the parts from the plastic sheet. Prior to cutting all the parts required from the sheet I used a pair of dividers to check the measurements were correct. By using this method, if there is a discrepancy, it can be rectified before removing from the sheet. During the build of the forward cabin, frequent checks were made to achieve a good fit around the coamings. When it was complete, both cabin and roof were placed to one side ready for painting.

Boiler and wheelhouse

Next to be assembled was the boiler casing and the main body of this is a vac forming. The base, base sides and boiler ends were all removed from the plastic sheets and made ready for assembly. The build was done per the instructions and went together perfectly and again, regular checks were done regarding fitting over coamings.

The wheelhouse assembly was tackled next and firstly all windows were removed while parts were still on the plastic sheet. After checking the sizes were correct, they were cut from the sheet and assembled. Again after following



ABOVE: Superstructure built.

LEFT: Wheelhouse and sky light assembled.

BELOW: Engine room cover built.



Decks fitted.





LEFT: Remaining deck parts assembled.

BELOW: Parts for anchor windlass.

the instructions I experienced no problem with the build. The roof was not fitted until after painting had been completed. Next was the water tank followed by the engine room vent and then the skylight. When all the parts had been built they were all fitted together, then after the wheelhouse had been added, they were placed to one side for painting. Three smaller hatches and a skylight were built and these too were placed to one side ready for painting.

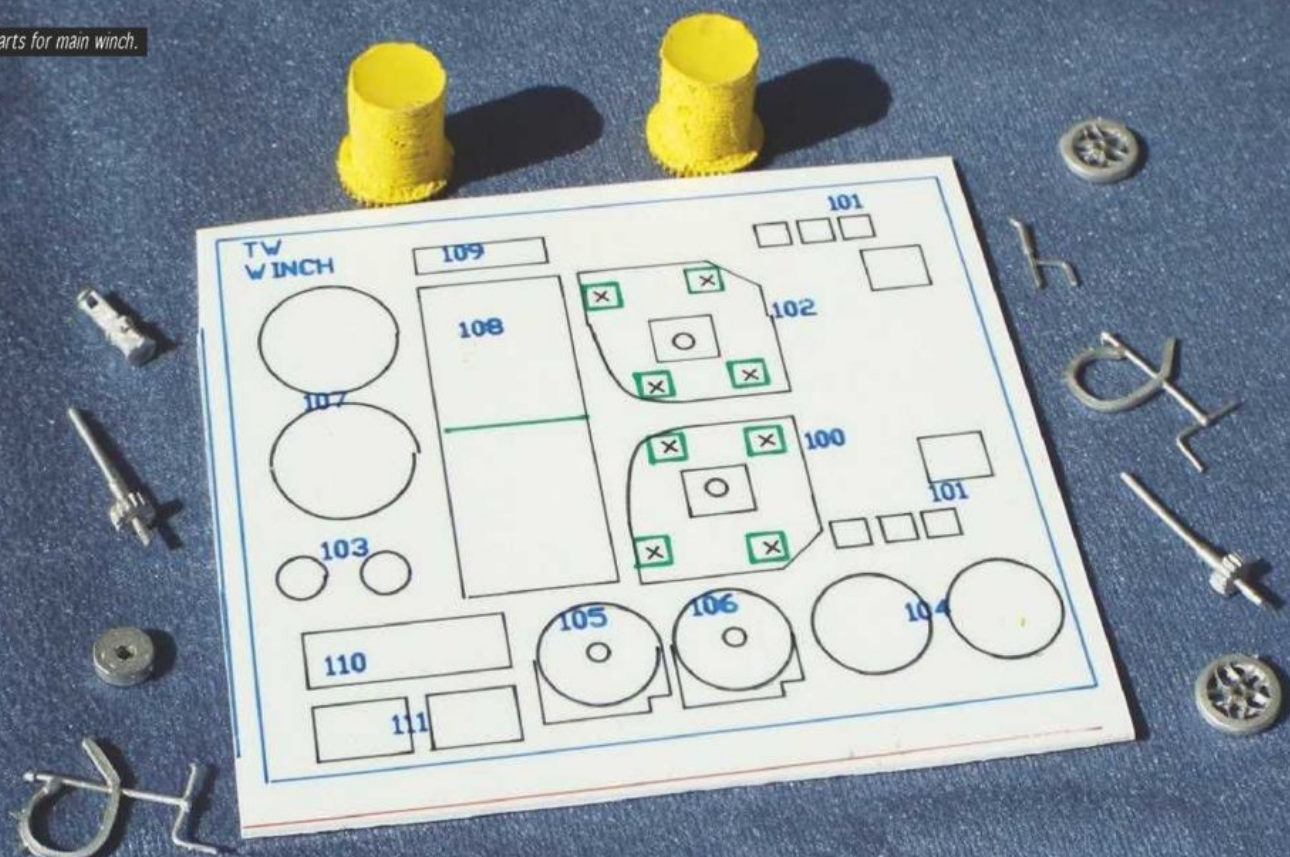
An anchor windlass has to be constructed using cast metal parts and plastic parts which are printed on card; also a towing winch has to be made using roughly the same method. Finally a towing bitt was constructed using wooden dowelling supplied and after this was done this too was ready for painting.

Traditional colours

When all the parts had been built painting commenced and the colour scheme I chose was as follows. Starting with the hull, below the waterline was done black and above the waterline black and red. Bulwarks around



Parts for main winch.



BELOW: Mast attached to super structure and structure painted.



LEFT: Engine cover and funnel painted. BELOW: Wheelhouse painted.



the forward and aft decks were painted brown and the decks themselves dark grey. The forward cabin was painted brown with the roof being green. The boiler casing and funnel were black and then the wheelhouse again was painted brown with a green roof. Hatches and skylight were all painted brown. All fittings were removed from the trays and attached to double-sided tape on cardboard before being painted their respective colours. The tabernacle was built and painted brown before being glued to the front cabin. When all the paint had dried, assembly could commence. Using the wooden dowel supplied, both the mast and bowsprit was

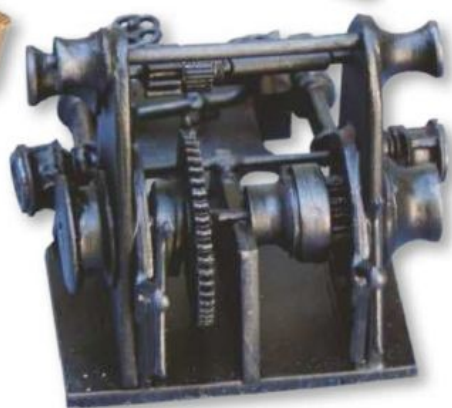
BELOW: Main winch assembled and painted.



Deck fittings painted.



RIGHT: Anchor windlass and painted.



BELOW: Hull and deck painted.

shaped, stained then fitted. Before glazing the front cabin and the wheelhouse, they were sprayed with satin varnish and then when the glazing had been attached the roofs were glued on using epoxy glue. Both derricks and lifeboat were fitted after painting, but no rigging was attached until after satin varnish had been applied. Before varnishing the hull, I made all the railings and painted them white; they were then fixed in situ. The ship's name was also applied before varnishing. When all the varnishing was complete and dry, all the rigging was attached and again this was supplied with the kit. The next job to be done was to place the radio gear within the hull. Now around the front cabin is fitted some framework for an awning but after assembling and painting the framework I decided not to fit this. This was only my preference and the parts are supplied in the kit.

With everything now complete it was time to ballast the model. All the weight that was added I decided to leave in the model except for the 6 volt battery, so when ballasting had been completed all the lead was made secure.





LEFT: 2-channel radio system and batteries used in model.

I had a slight problem when giving the model its maiden voyage, because unknown to me there was only 5 cells in the battery working therefore its first trip on the lake was very sluggish, but after replacing the faulty battery everything performed very well. With the kort nozzle and the large rudder it is very nimble on the water and a pleasure to sail. I think this is a beautiful subject and not a difficult one to build and if you remember to check before you cut all will be well. Not everything regarding building this model has been mentioned but by following the kit assembly instruction book a nice model can be achieved.



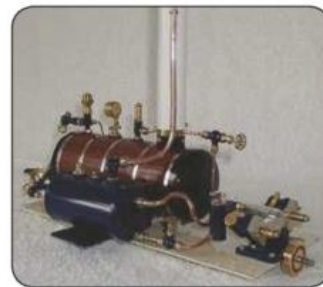
LEFT: Anchor assembled. ABOVE: The finished model.

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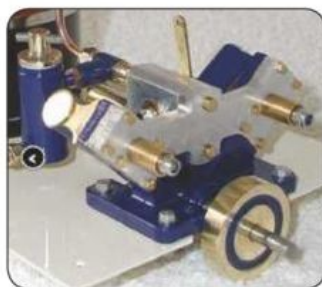
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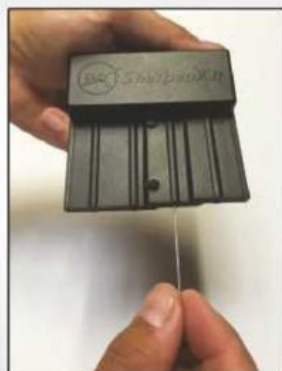
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OSA 2 Fast Missile Boat

The penultimate segment of the OSA 2 build - finishing, figures and display by **Dave Wooley**

The OSA 2 205u of the Syrian Navy heading out to sea.

Deck fittings

As a reminder from last month, the hull, deck and superstructure were airbrushed and assembled. The next stage involved the installation of the deck fittings. Here the process was considerably simplified, having a locating pin on the underside ready to be slotted into a pre-drilled location. Once satisfied that all is well, adhesive was applied to the pin and the fitting fixed into place (**Photo 1**).

Stanchions and rails

The fixing of the stanchions and particularly the rails requires an uninterrupted area, for this the missile launch tubes and superstructure were removed. The launch tubes could be fixed permanently once the rails are in place (**Photos 2 & 3**).

Each stanchion was fixed into place commencing from the stem with the turnbuckles added to certain locations. The thread for the rail was formed into a loop and back threaded into a 1mm od length of aluminium tube as in



1: Some of the fittings pin fixed to the forecastle deck in pre-prepared locations.



2: Whilst most of the smaller fittings can be permanently fixed larger fittings such as the launch tubes need to be removable to allow for fixing the stanchions and flexible rail.



3: Here the superstructure and all the launch tubes have been removed.



4: Fixing the Krenick thread to the turnbuckle to form the flexible rail.



5: Turnbuckle and rails are in place. 6: The foremast remains as one of the last fittings to be completed.

Photo 4. This was repeated for every turnbuckle. As mentioned, a metal coated black thread available through Krenick was used for all the main deck rails, being ideal in terms of scale and is strong and unaffected by temperature changes. The turnbuckle was painted aluminium whilst the tube around the thread black. An example of the final fitment, but prior to painting can be seen in **Photo 5**.

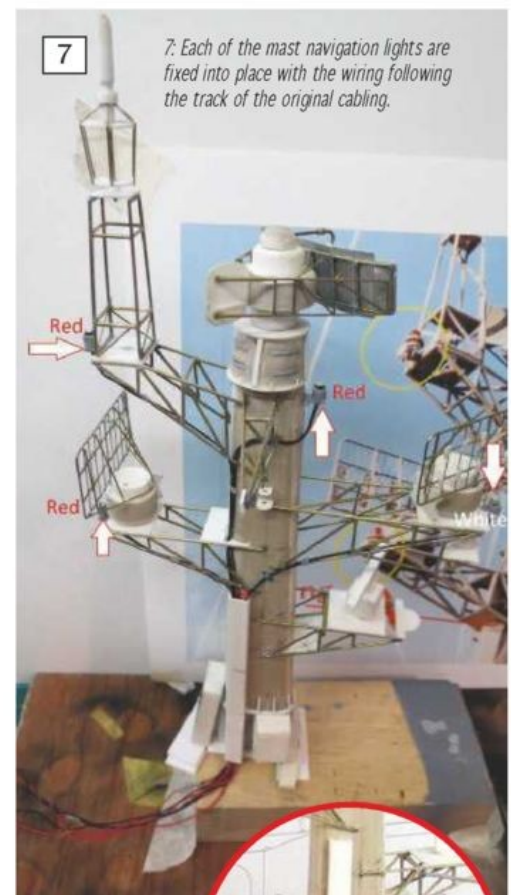
Foremast lighting and painting

Making the task less complicated, the wiring and lighting was deferred until the area around the mast was completed; attention

could now shift towards installing the wiring and navigation lighting.

As with the original OSA boat, the wiring was fed partly through exterior trunking and exposed wiring to each light on the mast. On the original, looms of cabling was also provided for the various sensors and radars. Clearly visible on the unpainted mast is the vertical trunking up the side of the mast (Evergreen 268 channel 7.9mm). The wiring is fed up from a control board below deck and to the various small low voltage LEDs (**Photo 6**).

As per the original vessel, each navigation light was mounted into circular mountings indicated here in **Photo 7**. With the LEDs and wiring feed in place the next step was to air brush the mast. To ensure that the LEDs



7: Each of the mast navigation lights are fixed into place with the wiring following the track of the original cabling.



Cable Trunking

Styrene
tube cover



8: To avoid paint on the LEDs each was covered with a styrene pot.



9: With the mast airbrushed the pot can be removed.



11: Anchor cable and anchor were added to the foremast.

remained paint free, the simple expedient of covering the fitting with a styrene tube pot as in **Photo 8**. With the mast airbrushed, each pot was lifted clear of the LED and fitting (**Photo 9**).

Now that the foremast is ready, the wiring can be run from the base into the prepared opening on the wheel house deck to the control board below and, before fixing permanently, is wise to re-check that each LED does in fact light up. Also prior to fixing the mast, there are four small cleats fixed to each side of the mast for the signalling halyards shown here ringed in yellow (**Photo 10**). One other final touch is the fixing of the anchor cable and guides (**Photo 11**).

Introducing figures

As this is essentially a working model and at 1/35 scale it was my original intention after seeing models of a similar scale and hull shape to include figures and try to instil a level of realism whilst, at the same time, generate some sense of purpose for the figures and the model.

After spending some time searching around the various supplies of 1/35 figures, a decision was made to opt for the Italeri PT Boat Crew as these were reasonably compatible in basic attire with the images I have of the OSA 2 boat crew. The one advantage was that the OSA crew had camouflage fatigues which allowed the differences between the PT crew uniform to be blended into the camouflage, add the



10: Two halyard cleats were added to each side and the mast prior to the mast being fixed into its prepared location.



12: Kit manufactures Italeri produce an excellent deck crew for their MTB kit which with some modification can be used to represent the OSA missile boat crew.



13: The original crew of the OSA 205u missile boat complete with camouflage uniform, and the highly visible orange life preserver.

prominent life preserver (partially inflated) and the PT boat crew could be transformed into an OSA crew. OK some modellers licence is inevitable, but I was prepared to give it a go (**Photo 12 & 13**).

Re-working commercial figures

As mentioned, a further requirement was for the crew/figures not just to fill in the blank spaces but to be seen to have a purpose, for example cheating down a rope, inspecting a hatch and more ship board tasks which shall be seen as we go along.

The real advantage of the Italeri figures is in their ability to interchange body parts, although it did become necessary to make additional parts to suit those not available in the original set, more on that later. For

now, it was all about adding the life jacket to the upper torso as per the images of the real crew. The material of choice for this task was Milliput, a two-part material which can be easily shaped and sets hard (**Photo 14**). A further example of interchanging some parts to show one of the figures identifying something that needs serious attention and signalling fellow crew members, but being placed at the highest point on the vessel. In fact in an image of the real ship there is a crew member occupying this spot (**Photo 15**). As mentioned, the Italeri figures are excellent in so much as parts can be changed around, however one of the requirements was to have a kneeling figure. For this certain part from several figures, legs and feet were detached and once again using Milliput reshaping the leg to give a kneeling posture as in **Photo 16**.

14



15



16



warship scale - pt.21

17



14: Two-part Milliput can be used to form the shape of the life preserver.

15: Here one of the unpainted figures is rearranged to show binoculars in the right hand and the left raised as if indicating direction.

16: Milliput is an ideal material for hand moulding new parts for figures, such as this crouch position.

17: Brush painting Humbrol 76 green the base colour for the camouflage uniform.

18: Four of the crew prepared and ready to take their place aboard the OSA.

19: Two of the figures in the wheel house.

20: One of the crew loading up the Strela point defence missile launcher.

18



20



21



Painting

With each figure assembled, according to task, then painting could begin. The first job using Life Colour Flesh (LC41) was to paint those parts of the body that will be exposed, hands and face. This shade can be darkened as required by using a diluted wash of acrylic MR Hobby Rotbraun, followed by covering the uniformed parts of the body with Humbrol 76 matt uniform green, followed up with a patch work consisting of Humbrol 82 matt, orange lining Humbrol 26 matt Khaki and Tamiya grey (XF19). Finally, the life preserver was painted Humbrol 82 orange whilst the boots Humbrol 21 gloss black. I'll be the first to admit these figures are not altogether identical to those in the photograph, but are reasonably close to pass (Photos 17 & 18).

Positioning the figures

My original intention from the beginning of this build was to include figures. These of course can make or break any model and getting that balance right really does depend on the type of figures used. With the figures prepared, these could then be included on the model with two figures being allocated to the upper wheel house (Photo 19). Another figure in the appropriate posture loading the STRELA point defence

21: Another of the crew adjusting the launcher for the SS-N-2 missile.

missile launcher from a cluster of Grail/SA-N-5 missile within an armoured box (Photo 20).

The much-modified figure in a crouch position is seen here inspecting part of the system for firing the missile (Photo 21) and finally two more figures up forward, one cheesing the cordage and another working on the AK230 CIWS (Photo 22).

Display

For display a change of stand. Here I wanted to show that the model is in a slightly planning attitude as it would be out on the water. The lower part of the stand was covered in green felt which I feel is appropriate for this model and lastly, which isn't shown here but is now; I fitted a black name plate with bold white lettering.

Next month

The completed OSA is taken out on it on the water and we have those all-important action shots with a performance I was well-satisfied with.

22



22: Crew figures with deck duties on the forecastle.

References and Acknowledgements

Mr Hobby paints ref- Albion Alloys, www.albionhobbies.com

A GRP hull of the OSA2 is available from MTB Hulls, www.mtbhulls.co.uk

23

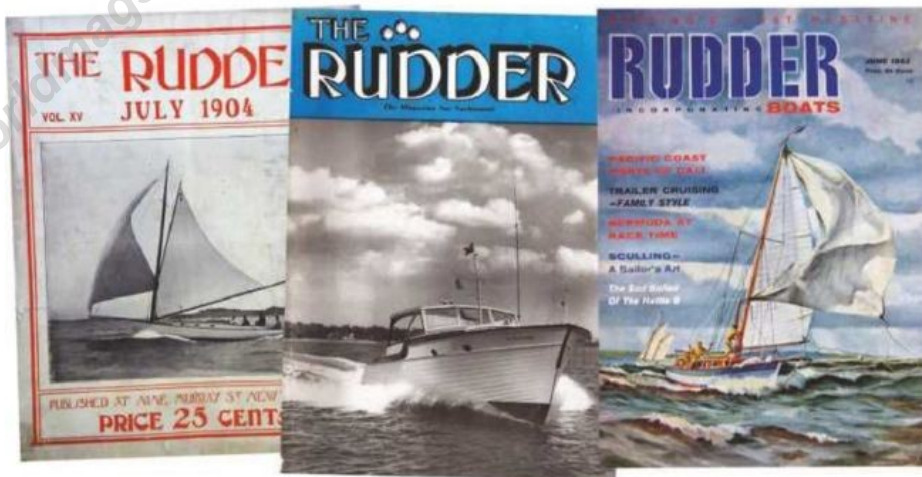


The completed OSA 2 205U of the Syrian navy c1980s.

24



24: A new display stand with the model mounted slightly elevated forward to represent the OSA in a planning attitude.



LEFT: Sample issues of *The Rudder* from 1902-1962.

perhaps the greatest joy – of being a model-maker. There are two particular sources of inspiration I have found useful over the years.

The Rudder magazine

The Rudder was an American magazine 'for the lover of aquatic sports' published from 1890 to 1977. Once it got into its stride, the magazine provided a wonderful reference to the art and craft of wooden boat making and design, with the issues of the 1920-1955 period being of most interest to me. It's true I have to gloss over many of the articles on subjects such as sailing down the Mexico coast or maintaining your twin-screw diesel yacht (I wish!), but the advertisements are of endless interest featuring as they do many of the most famous names in American boating history such as Chris-Craft, Higgins, Wheeler and Matthews and then there is the Design Section.

The Design Section features line drawings - profile, plan and section views and occasionally hull lines – submitted by notable naval architects or boatyards, of commissioned vessels, serious design proposals and more speculative doodles. In most cases there is enough information for making a model; where the hull lines are not provided, a similar craft's may usually be massaged to suit. They are accompanied by notes from the designer explaining the aims of the design, its intended use and principal features. As someone without a nautical background, I find the notes quite educational.

In the March 1924 Design Section of *The Rudder* there appeared a drawing of a wooden tugboat intended for the Craig Brothers Marine Railway of Chesapeake Bay, Virginia, designed by J. Murray Watts. I took a liking to this unassuming little tug which presumably was intended for towing railway wagons on barges across to the other side of the bay. It became Tugboat Craig and its construction was described in the 2008 Model Boats Tugs and Warships Winter Special. On another occasion an unnamed proposal for a 55ft commuter boat attracted my attention in the February 1928 issue and this became Vamoose, featured in the 2011 Model Boats Winter Special. And a drawing of a Police variant of the US Coast Guard Picket Boat in the June 1937 issue drew my attention to the USCG Picket Boat itself, which became a plan construction article in the 2014 Winter Special.

It is unlikely that you will find easy access to back issues of *The Rudder* magazine although The Mystic Seaport museum in the USA has begun to digitise its collection online and copies can sometimes be found in second-hand bookshops or on eBay. Fortunately, some of the most interesting designs, including the three mentioned above, have been compiled in the book 'Designs to Inspire from The Rudder 1897-1942' by Anne and Maynard Bray and published by Wooden Boat Publications, Maine, USA in 2000. It covers sailboats and powerboats with particularly insightful brief analyses of the designs, highlighting for

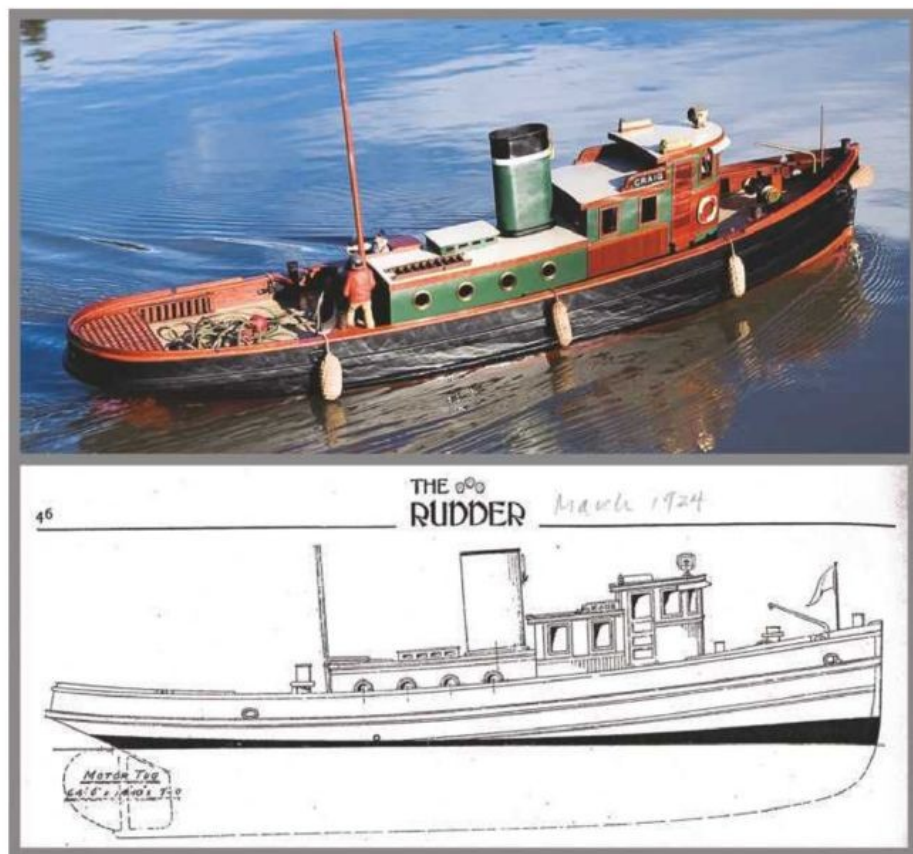
Inspiration

Inspiration for that next scratch-built model can come from many different sources by **John Parker**

Creative juices

That very inspiration could be from a classic movie or book, a visit to a maritime museum, your own or another's experiences serving on a particular ship, sometimes just an old postcard or toy bought at a car boot sale. All have the potential to start the creative juices flowing and initiate a period of research and

construction that will hopefully result in a three-dimensional expression of the source of that inspiration sailing across the local lake. To create a model from scratch, making best use of the resources to hand and sometimes working from a bare minimum of information, making all the necessary design decisions along the way, is one of the great joys –



Tugboat Craig (plan MM1522).

example how the designer has fulfilled the often conflicting demands of accommodation and appearance.

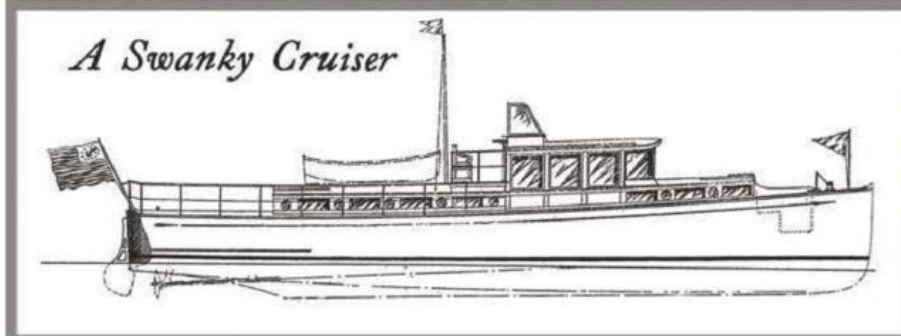
I have chosen to depict as an example from this book the 1928 passenger/cargo vessel *Roma*, for a great deal can be learned from a study of it. Penned by the same designer as the tug *Craig*, the *Roma* drawings reveal J. Murray Watts' characteristic treatment of the wheelhouse and cabin details. Notice how the main accommodation cabin follows the sheer of the deck but the doors and windows remain vertical with hardly a right angle in sight. Although diesel-powered, a traditional funnel has been retained for appearance sake and, as the text points out, it and the masts are 'correctly raking'. There are two bathtubs and numerous plush-upholstered staterooms for the passengers, but the crew must make do with whatever odd-shaped spaces that happened to be left over. The first stage of loading or unloading the rear cargo hold would have been to unship a section of the rear awning and upper deck! I've often thought the *Roma* would make quite a charismatic model from the golden era of wooden boats.

Motor Boating

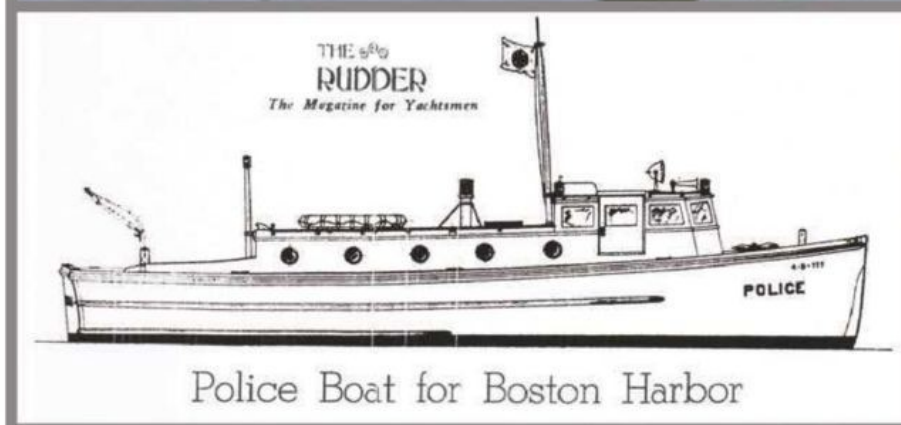
Motor Boating, 'The Yachtmen's Magazine' by Hearst Magazines was a rival to *The Rudder*, and carried similar features. It is now being digitised by Google Books. During the 1920s and 1930s, its covers featured some of most evocative artwork that ever appeared on a magazine. Of most interest here though, is the remarkable series of design compilations issued in their Ideal Series of hardback volumes, by some of America's foremost naval architects at the height of their careers and intended for amateur construction free of any royalty fees. Accordingly, every last detail of their construction is provided: drawings (often in pull-out blueprint form), stations, tables of offsets, general specifications, fasteners, handling notes and so on. It goes without saying that an experienced modeller will find all the information he needs to build a model of the craft described or one of similar type, even to the extent of duplicating the actual full-size construction if he desires.

There are 51 volumes in the Motor Boating Ideal Series covering 1920 to 1965 and they are listed here along with selective scans: <http://www.boat-links.com/Ideal/index.html>

I have been fortunate enough to acquire four of them from Internet auction sites, *Motor Boat Building* (Volume 11), *The Runabout Book* (Volume 22), *Up-to-date Designs for Motor and Sail Craft* (Volume 23) and *Small Boats for Outboard Engines* (Volume 25). I find *The Runabout Book*, Volume 22, to be most in tune with my interests and used it as the inspiration for the scale mahogany speedboats *Woodstock* (2010 Winter Special, based on Lorraine by John Hacker) and *Fleetfoot* (2015 Winter Special, based on the John Hacker design of the same name).



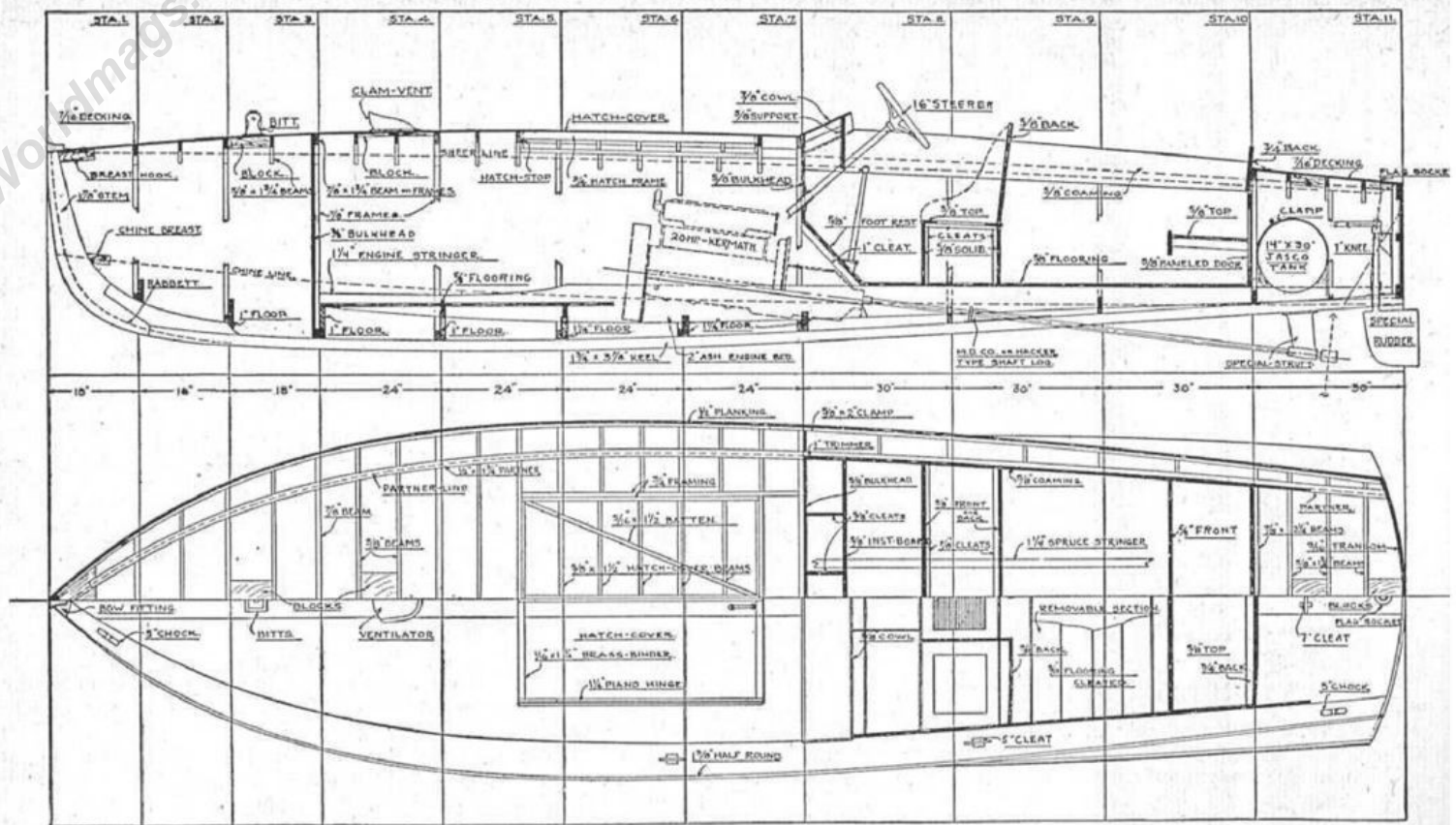
ABOVE: *Vamoose Commuter* (plan MM2067). BELOW: *USCG 38-foot Picket Boat* (plan MM2098).



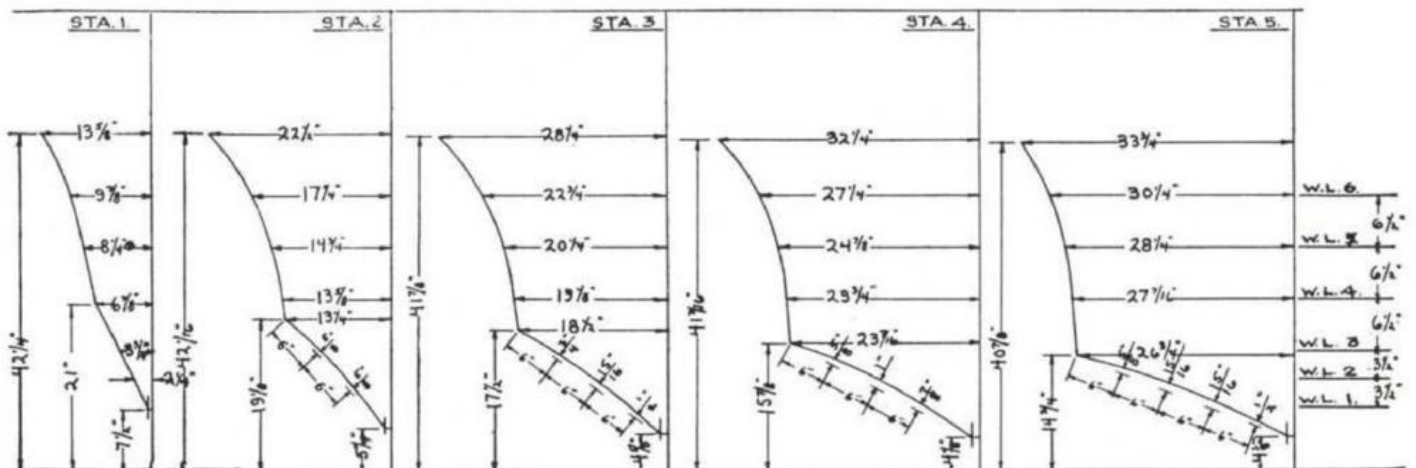
Fleetfoot

Taking the runabout *Fleetfoot* as an example, here is an overview of how I translated the drawings and instruction for the full-size design into a plan for building a 1/8 scale model. The ability to use CAD (Computer Aided Drafting) is a huge advantage here and is assumed for the purposes of this description, but the procedure is essentially the same if you using a traditional drawing board.

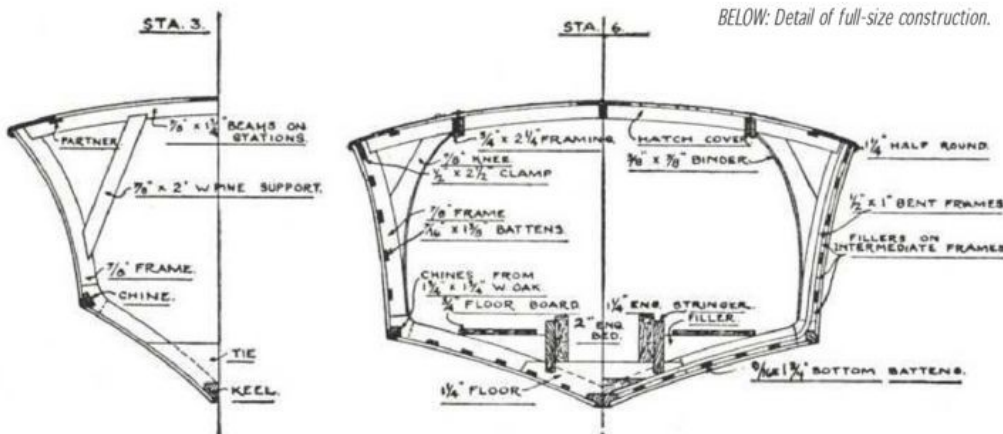
With the side profile and plan scanned from the pages of *The Runabout Book* into the CAD program, it is scaled until it matches the size of the intended model – in this case, the 22.5ft overall length becomes 857mm to 1/8. The basic outlines can then be traced, but this should be an interpretive process, not just a mechanical one. The original drawing, however impressive it might seem, will be subject to drafting errors and



ABOVE: Drawing of the full-size Fleetfoot. BELOW: How the full-size frame shapes are defined.



Mold sections for the forward stations



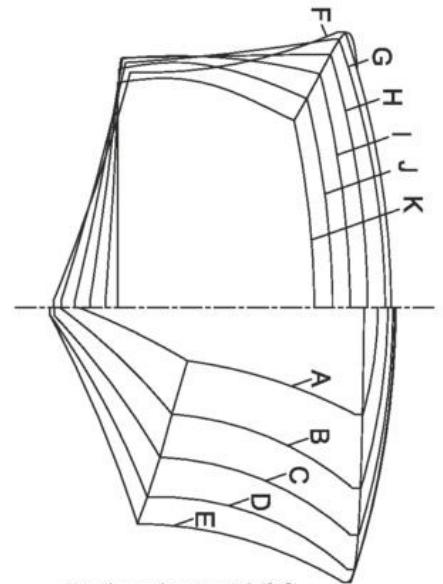
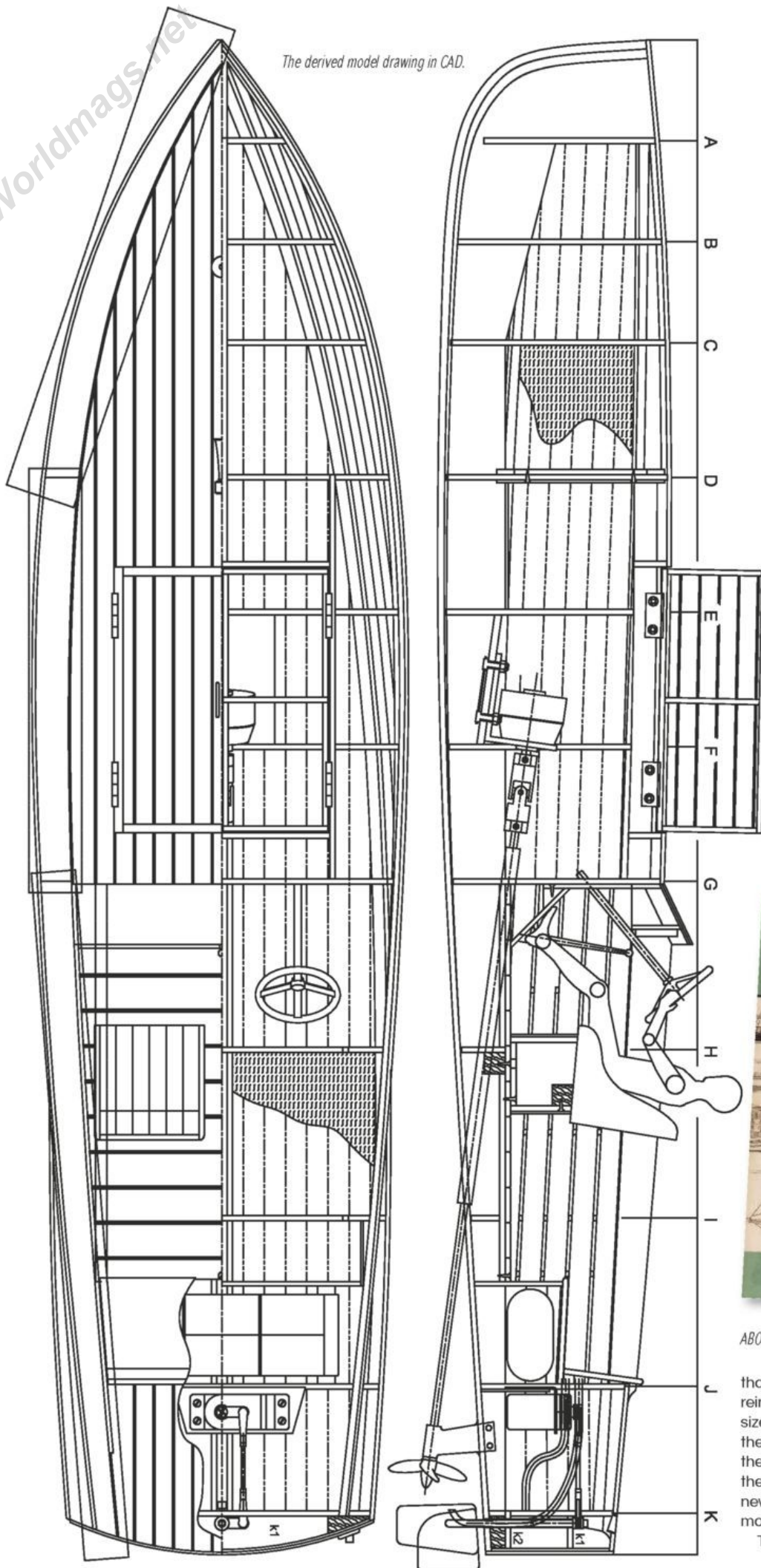
Construction sections at all necessary stations of Fleetfoot

BELOW: Detail of full-size construction.

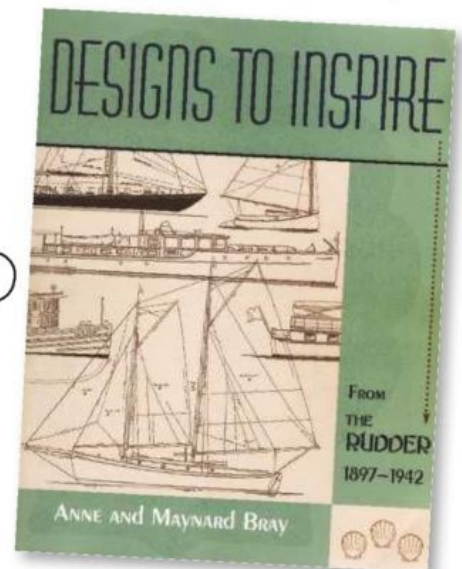
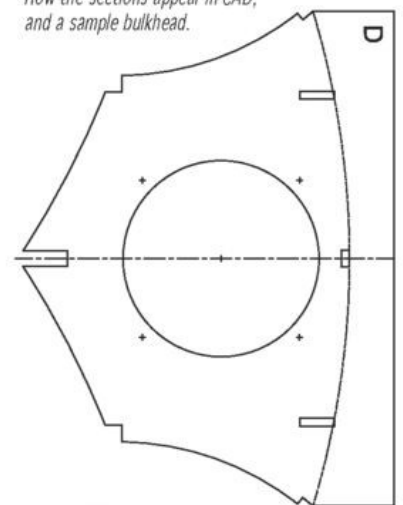
approximations as well as the distorting effect of the reproduction process that preceded its appearance in the book and those of your own scanner in getting on your screen. You just can't get away with this in CAD. So lines need to not just be drawn over the lines on the original drawing, but corrected for straightness, parallelism, spacing and so on.

From the profile the keel shape may be readily drawn. We are not reproducing the full-size construction, just the external shape, so this is drawn as pieces to be cut from 3mm ply. Next comes the question of the frames. How many should there be, and where should they be located? In this case, we may happily stick with the positions of the main frames (stations 1-11) shown on the drawing of the full-size. With variable spacing in accordance with the degree of hull curvature, experience shows that these eleven frames will be all

The derived model drawing in CAD.



How the sections appear in CAD, and a sample bulkhead.



ABOVE: The cover of *Designs to Inspire*.

that is required, without the intermediate reinforcement of the full-size. With many full-size designs, it will be necessary to change the number or position of the frames to make them equispaced or aligned with features of the superstructure and so on; having to plot new frame shapes and positions brings a lot more work.

The shape of the frames will be given as

CARGO AND PASSENGER VESSEL ROMA OF 1928 BY J. MURRAY WATTS

LOA	70'0"
Beam	15'0"
Draft	4'6" (7'0" with cargo)
Power	Two 60-hp Fairbanks-Morse diesels
Source	February 1928, p. 58

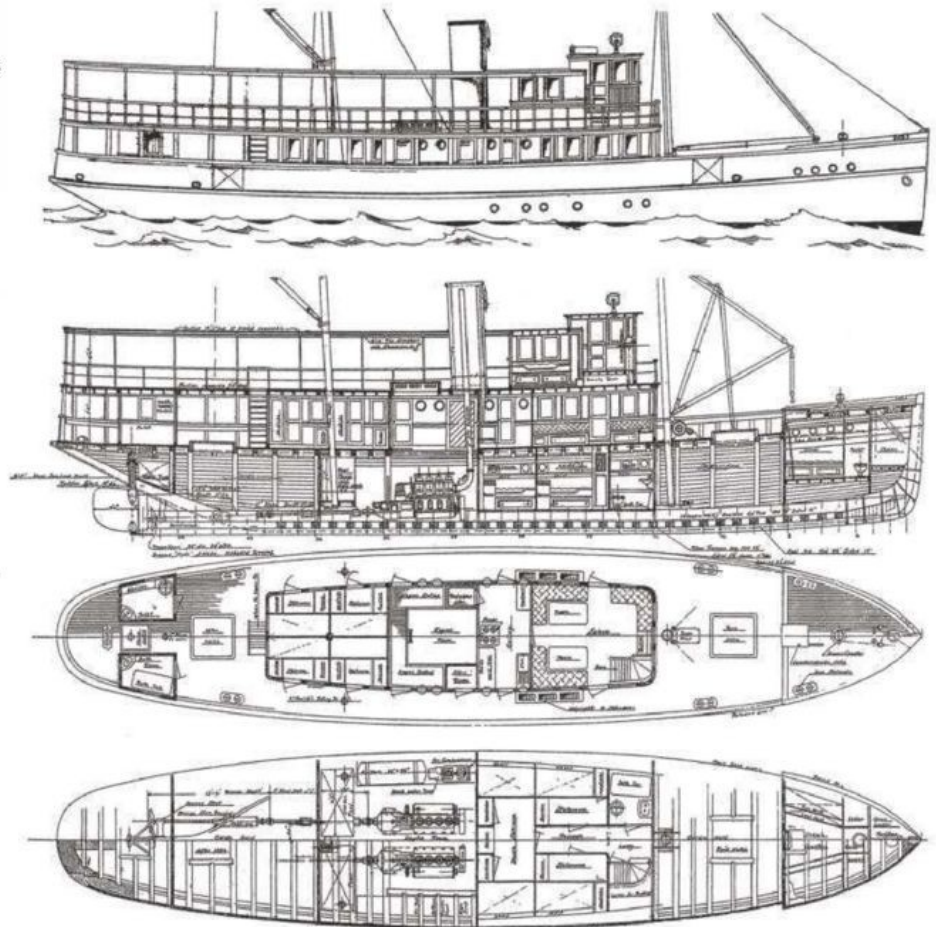
Designer Watts created many designs, both pleasure and commercial, but he had a better eye for

the latter than for the former, as *Roma* clearly indicates. Not only is this a fine-looking craft with correctly raking masts and stack but a practical one as well. Cargo can be distributed between the forward and after holds for the best trim, while passengers reside in staterooms, of which there are seven—four in the deckhouse, and three (including a double) below the main deck. Twin screws provide reliability as well as make the vessel more maneuverable at low speed. A configuration like this applied to, say, a sardine carrier, would make a dandy conversion. *Roma* was built by Bergoin & Bergoin for B. K. Thompson.

a table of offsets (basically the x and y coordinates at various points of the curve) or the same information given in graphic form as it is here, as the 'mold sections' (US spelling). Now, plotting these in CAD produces some surprising results – decidedly 'kinky' lines! This is because CAD demands precision, and the original co-ordinates are only approximate, relying on the builder evening out the kinks by drawing the curve against a spline of flexible wood. By intelligent manipulation the same result is achieved in CAD, always ensuring that the line runs through the principal points at the keel, chine and deck.

By plotting, adjusting and overlaying the cross sectional outlines on top of each other, a family of shapes that defines the hull is achieved. Any line drawn through equivalent points on these curves, such as the deck line, should be a smooth curve and if it isn't the cross sectional shapes will need to be adjusted. Once I was happy with the cross sections, I edited them individually, offsetting the outside shape to allow for the thickness of the planking (very easy in CAD), plotting the various cut-outs and notches for the keel and chine and deck longitudinal stringers, and adding an extension to the tops for inverted assembly on a building board. Instead of the built-up frames of the full-size boat, these shapes would be cut from single pieces of 3mm ply and would more correctly be called bulkheads rather than frames.

Next I could plot the position of the stern tube, propeller and motor and give some consideration of where the battery needed to go for reasons of balance, which turned out



ABOVE: Cargo/passenger vessel *Roma*.

to be underneath the back seat. The stern tube angle was set by having the keel split into front and rear pieces with keel doublers running each side to join them, a common arrangement. All the time I kept the three views of side profile, plan and section in projection on the screen, and ensured that any detail added to any one view was also drawn correctly as it appeared in the other views. In this way the cockpit detail was worked up and an arrangement settled on for the deck planking and hinged engine compartment doors. The size of the mahogany pieces used to provide the deck-edge covering boards, three each side, was able to be established from the plan view, keeping the grain direction tangential to the curve of the edge.

My Ergo Man, an accurately sized and articulated scale human CAD figure, was then sat in the driver's seat to check that all the controls were in reach. His main input was to lower the steering wheel position for better reach and appearance. Space was found for the steering servo under the short rear deck, accessible when the rear seat is removed. I plotted the scale rudder in true position, but then included an optional rudder shape that could be expected to



ABOVE: Sample issues of *Motor Boating* from 1929-1935. BELOW: Three volumes from *Motor Boating's* Ideal Series.





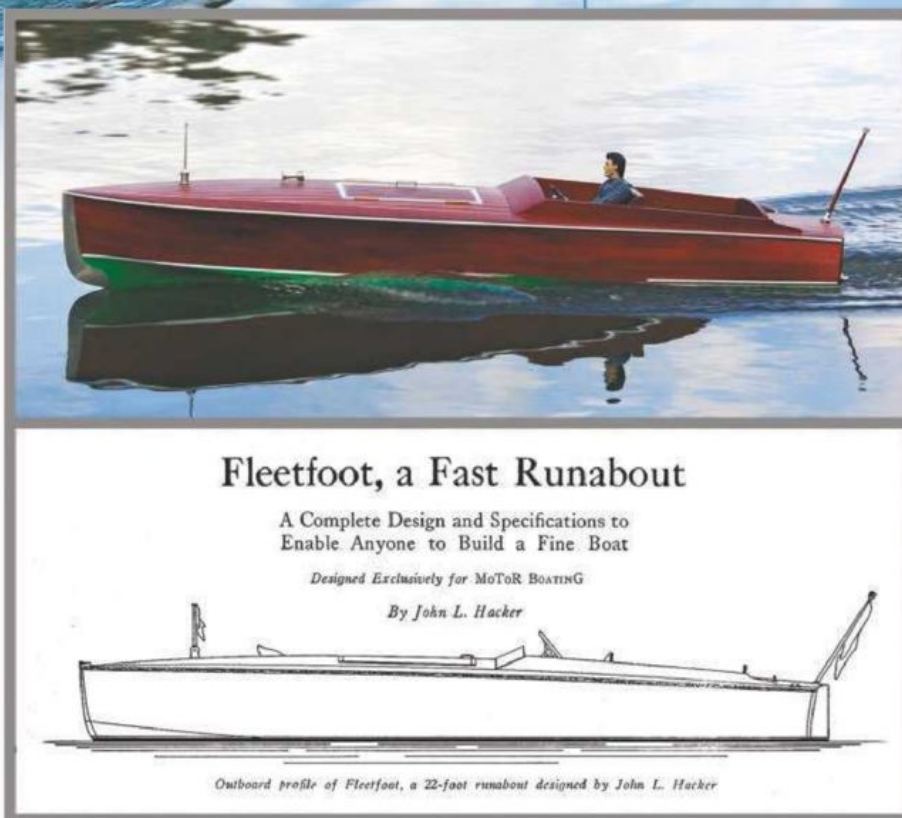
ABOVE: 'This fusion of wood and water is an entrancing thing.' - H.E. Bates.

work more effectively on the model. This provided enough documentation for me to complete the prototype model, but a great deal of extra notes and views were added to the drawing later to make it suitable for issue as a modelling plan.

I felt that I had learned quite a bit about full-size boat construction by this process of producing a model plan. Although mindful of the need to minimise weight (to ensure good performance) and having to use standard sizes of modelling materials, in this case the structure of the model followed quite closely that of the full-size, with scale thicknesses of most components. That will not always be the case, especially with models of larger vessels.

Incubation period

Whatever the source of your inspiration it is best to allow it to incubate for a bit and not rush into construction. This will allow you time

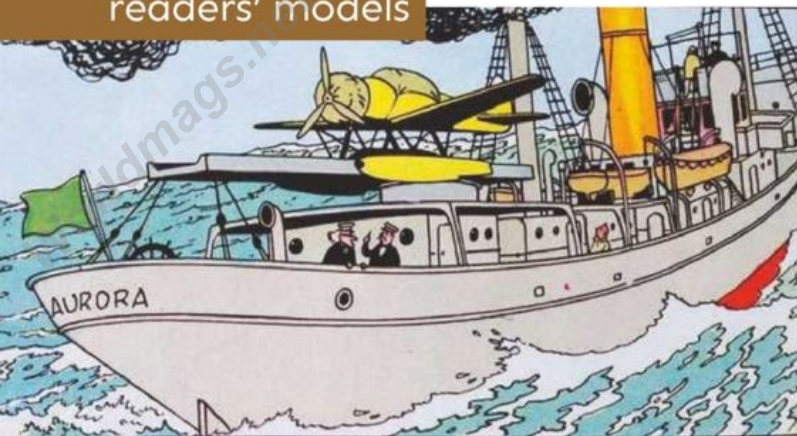


ABOVE: Fleetfoot (plan MM2018).

LEFT: Woodstock, based on Lorraine (plan MM2052).

to gather more information and more fully consider the challenges involved and the materials and processes you will need. There will be the question of what scale to use and perhaps long lead-time parts to order. You might be forced to accept that the model is beyond your present means in terms of experience, budget or facilities, but better to realise this at the planning stages than have to abandon the project half way through.

Often the solution to a problem will pop into your head quite unexpectedly whilst engaged in an unrelated task, for though you might be unaware, part of your brain has not let go of it. Before I retired, I found this most often occurred during the tedious communications meetings I had to attend at work. The sudden flash of inspiration that made me sit up fully alert, whilst I groped for pen and paper to sketch the idea before it was lost, was with luck taken as a show of enthusiasm for whatever proposal was being discussed!



The S.S. Aurora



Many an adventure at sea was had with Tintin by **Dirk Bonne (Belgium)**

I don't know how popular Tintin is in England, but I've got my inspiration from one of the tenth Tintin volume called 'The Shooting star' to build the S.S. Aurora. I suspect, Hergé, the drawer, most likely based his design on an English trawler 'William Moresby' which later became a polar research ship. I decided to build the Aurora according to the drawings of this ship and its features. This, however, is a very in common method. Luckily, I could use the ship's hull and some other parts from a Caldercraft kit 'Milford Star' which has many similarities with the original drawings.

The seaplane on the ship is based on a German Arado, repainted in bright yellow.

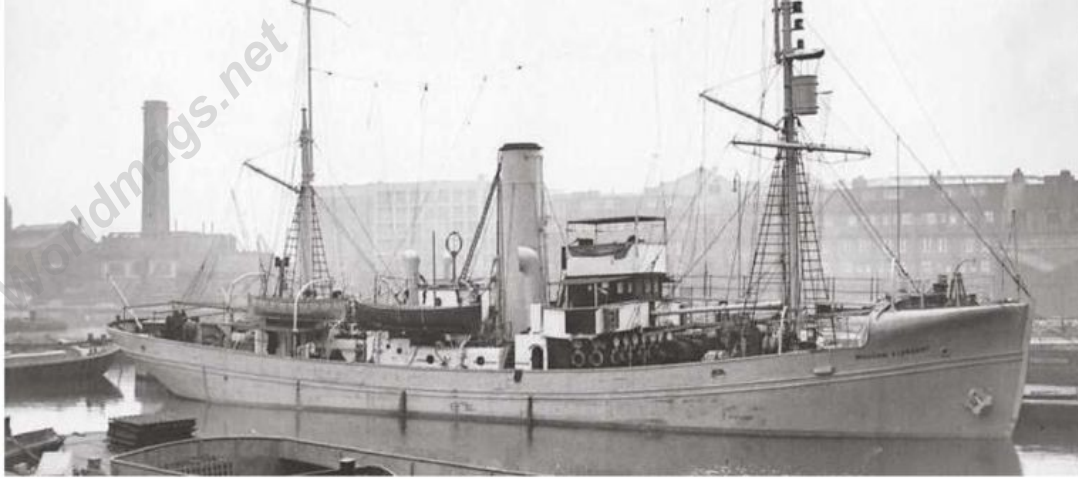
I used a Tamiya kit, in the same 1/48 scale as the ship positioned on the ship's catapult, although the Arado seemed much too large! In a comic strip, adjusting dimensions is fairly easy, so I had to shorten the fuselage and wings.

Amidships, aft of the funnel I installed a Crick steam-whistle and purchased the Tintin figures via another model car-related product.

In the funnel I used is a smoke unit from Graupner, connected to the ships' 12v battery. Unfortunately, during the maiden voyage, the glowing smoke tube hit the plastic funnel and caused a heavy fire! Luckily Aurora was close to the shore and the fire could be quickly extinguished, however there was a lot of damage.

The following trips were more successful. Hopefully Tintin, Snowy and Captain Haddock will enjoy more exciting sea adventures aboard their Aurora!



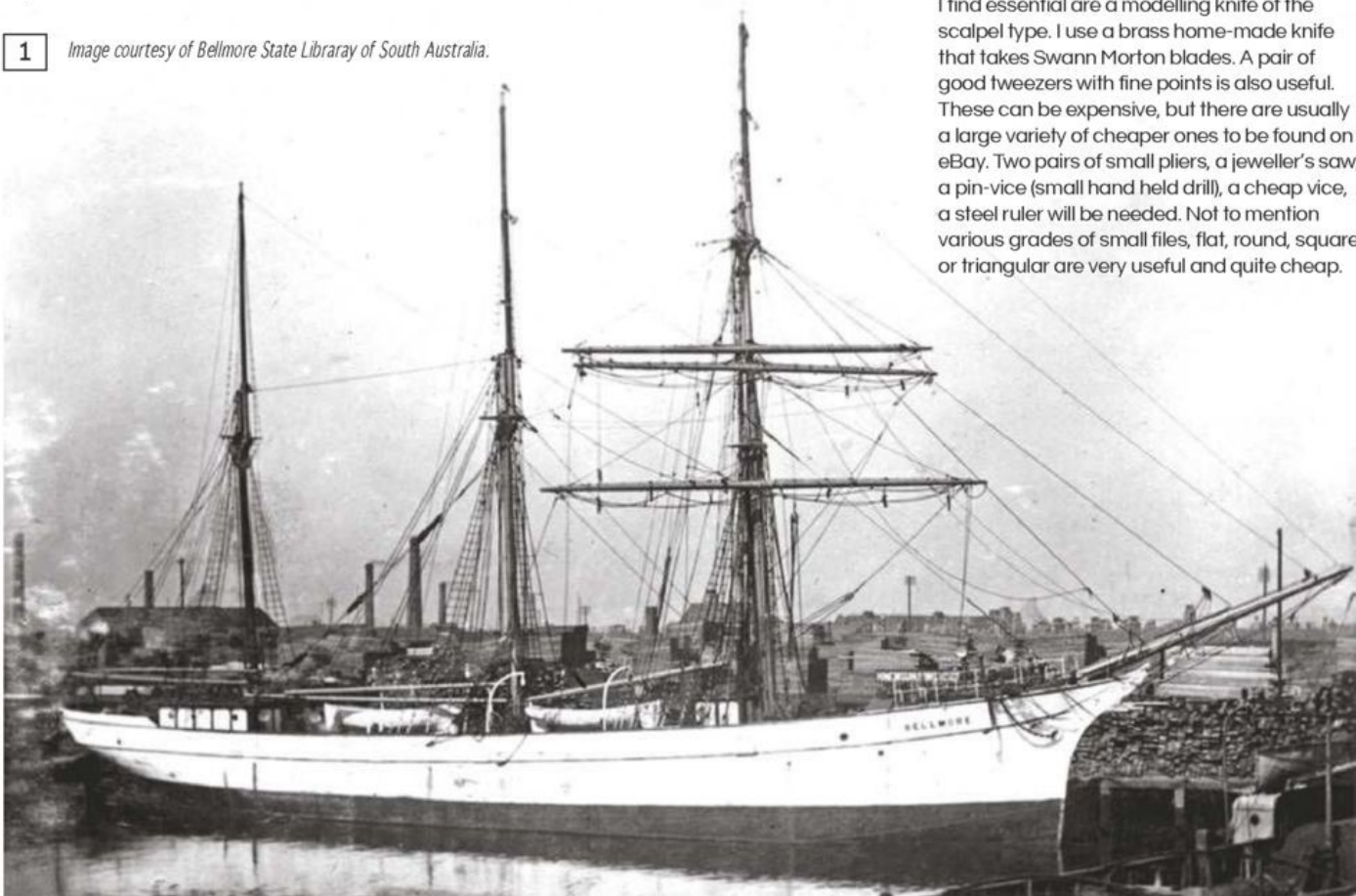




Bellmore

Miniature Sailing Ship Modelling (Part 1 of 2)
by Robert A. Wilson FRSA

1 Image courtesy of Bellmore State Library of South Australia.



'I could never do that'

The art of producing miniature sailing ship models requires a very different set of techniques and attitudes to those required for making larger and more conventional models.

A common statement when viewing a detailed miniature is 'I could never do that'. Some of the reasons given will concern the assumed difficulties of working at small scales and tying numerous very small knots, insufficient time and patience, fingers too clumsy for fine work etc.

The first, and most common reason can be dismissed immediately. The miniatures described here are rigged using fine wire, rather than thread or thin fibres. Consequently, there are no knots anywhere. The rigging is simply glued on in short lengths.

Because the models are so small, far less work is required than in larger projects. Only the heavier work such as hull shaping, is done using the fingers directly. For finer work, tweezers greatly simplify matters. As soon as the new miniaturist sees how quickly the work can progress, with minimum effort, the more they tend to be gripped by enthusiasm.

Further advantages are the facts that the building costs of the models are minimal, as they only require small amounts of materials. They take up very little space, and the whole build may be contained in a specially built box that can be packed away very quickly after work has finished.

Tools required are also minimal; items that I find essential are a modelling knife of the scalpel type. I use a brass home-made knife that takes Swann Morton blades. A pair of good tweezers with fine points is also useful. These can be expensive, but there are usually a large variety of cheaper ones to be found on eBay. Two pairs of small pliers, a jeweller's saw, a pin-vice (small hand held drill), a cheap vice, a steel ruler will be needed. Not to mention various grades of small files, flat, round, square or triangular are very useful and quite cheap.

2 Method of forming the sheer.



A pair of dividers is essential; I use proportional dividers, that can be quite expensive, but I only use them because I have them, they are left over from the days when I built large plank-on-frame models. The cheapest ones are certainly good enough for miniatures.

A small lathe is useful, but not necessary and a small 12 Volt hand-held electric drill is a good substitute, as it can be used for turning simple parts such as capstans, compasses or light towers and for tapering metal spars. The drill I use is a Minicraft and I power it with either a six or 12 Volt re-chargeable battery. A 25 Watt soldering iron is fairly essential, plus various other small tools that most model shipbuilders will already have.

Sail over steam

Most modellers, after they decide to venture into the world of miniatures, cannot understand why I say that sailing ships are far easier to build than steamers. If you think about it for a moment, it becomes clear. A sailing ship hull usually only has three decks, the main deck, with a raised forecastle and poop and sometimes a bridge deck between, two or three deckhouses and a small number of deck fittings. Steam and motor ships, on the

other hand, have numerous decks, portholes, windows, lifeboats, rails and deck machinery. An 8,000-ton general cargo liner may well carry a large number of derricks that all had to be rigged to their individual cargo winches. My first ship, the S.S. Rhodesia Star, completed in 1943, carried a total of 21 derricks, 21 cargo winches and the anchor windlass as well, whereas a large four-masted barque of the 1890s would usually have only 20 spars. A three-masted barque might only have twelve and the barquentine Bellmore, construction of which I am about to outline, carried only nine spars and two cargo winches.

The 324ton Bellmore was completed by the Grangemouth dockyard in 1892. She was built of steel and had a length of 140ft between perpendiculars (approximately the length of the waterline). The beam was 27ft and the depth 12ft.

The model was built to a scale of 20ft to 1in (1:240), giving the hull a length of seven inches on the waterline. This is a very handy sized model that can easily be held in the palm of the hand. The ship was constructed of steel, which makes construction a lot easier for those who do not like planking wooden hulls.

Photo 1 shows the Bellmore in port with her t'gallant and royal yards removed and the

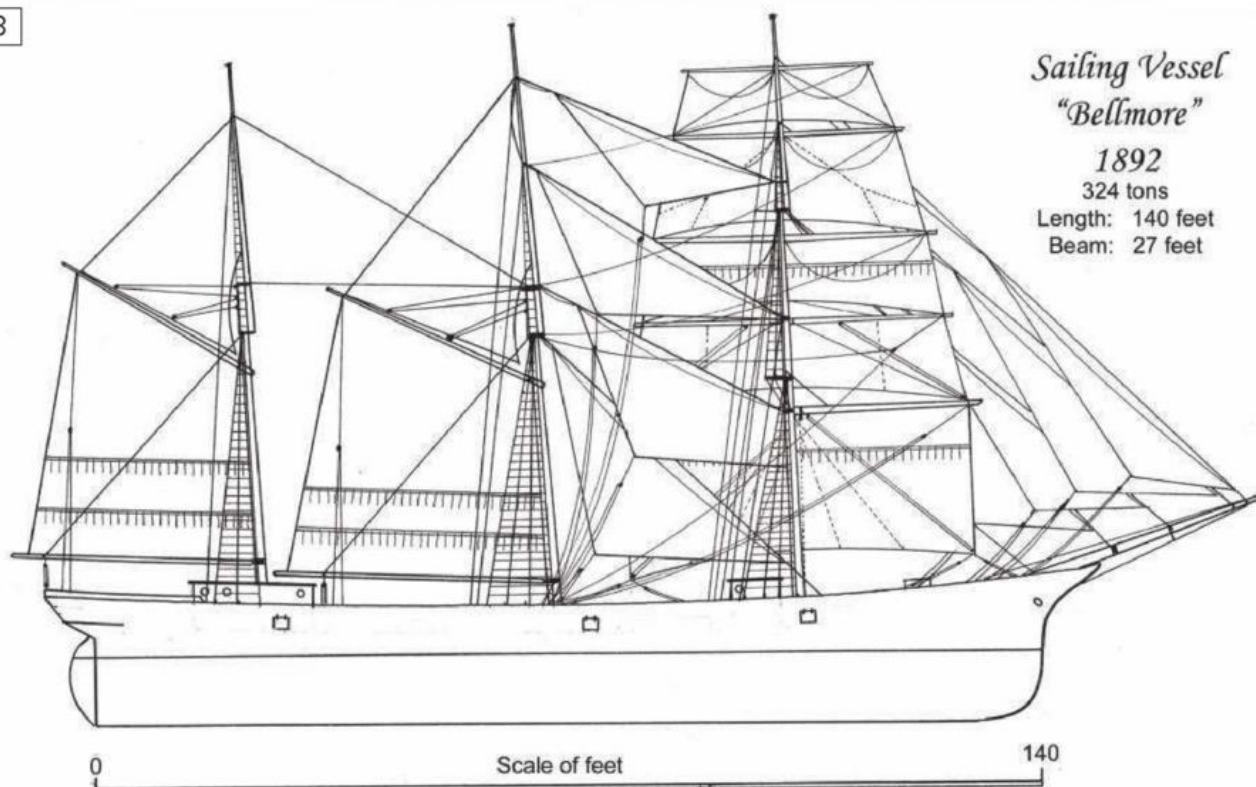
upper topsail yard lowered to its full extent, as normal when the sails are furled. The two gaffs on the main and mizzen masts have also been lowered to their respective booms, the furled sails lying between booms and gaffs. This image shows the graceful curve of the hull (sheer), along the ship's length. There was no figurehead, the clipper bow simply ended in a point.

I used obeche, a medium hardwood for the hull. This may be obtained from some model shops, but certainly online at either eBay or Amazon. I made a few extra copies of the plans at the scale of the model, and used these as templates for the various parts of the hull, cutting them up and pasting them to the wood before cutting.

The deck sheer along the length of the hull was made the easy way. I glued a thin sheet of obeche to the top of the hull block, before cutting, gluing it in the centre only. I then inserted slices of thin wood in each end to raise them to conform with the sheer. The gaps left were later filled with car body filler. The sheer plank is shown in **Photo 2**. After the sheer plank was fitted, I pasted a profile to the side of it and cut it out to the extremities of the waterline, indicated by the scale bar on **Drawing 3**. Do not worry about the clipper bow at this stage. Next, I pasted a plan of the deck to the top and cut the hull block to its shape.

A vertical slot was cut in the bow and stern to take metal inserts. The hull length at this stage is at waterline level from the bow to the stern post, not including the rudder.

3



*Sailing Vessel
"Bellmore"*

1892

324 tons

Length: 140 feet

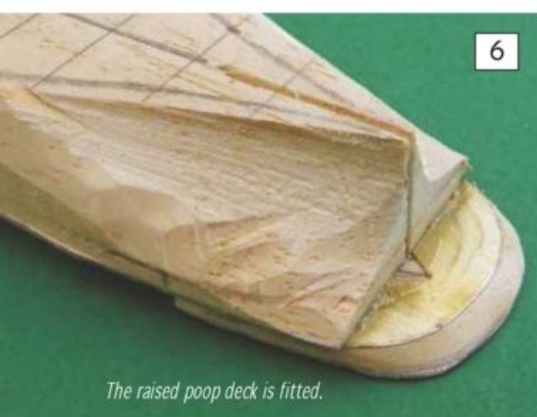
Beam: 27 feet



The roughly shaped stern.



The waterline.



The raised poop deck is fitted.

The deck was made from 1/32nd inch marine plywood, obtained either online or from a model shop. After rubbing it down with fine wet and dry paper, it was scored to represent the deck planking, but not yet glued on top of the hull. In the absence of a lines plan, it was necessary to guess at the shape of the hull, but as you can see, it is fairly simple. It is pointed at both ends below the waterline, with the after part (right) being rather finer than the fore part. As the hull was quite shallow, I decided to make it complete, despite the fact that most of it would be under water.

The excess wood at the ends was cut off roughly using a coping saw (a larger version

of the jeweller's saw, as shown in **Photo 4**. The final shaping was done by eye using first a coarse rasp, followed by various files and finally coarse and fine wet and dry paper.

Poop and raised

The sheet of scored planking was glued to the top of the hull with white wood glue. It was held in position whilst the glue dried with three G clamps. To protect the scored deck from damage, a sheet of normal 3-ply was placed over the deck before clamping. After the glue had dried, the deck was cut to the shape of the deck. Note that the deck actually overhangs the end of the hull, but the forward end terminates over the point of the bow.

The short raised poop deck was fitted next (**Photo 6**). This was a thin piece of obeche sandwiched between two pieces of five thou' brass shim. The shim is thin enough to be cut with scissors, the lower piece being cut to the shape at the level of the knuckle of the stern and the top piece the shape of the top of the raised deck. The wood between was carefully cut away with a sharp scalpel. The two pieces of brass act as template to stop the shape of the counter losing its sharpness. This small raised deck was about half the height of the bulwarks. This leaves a gap between the end of the

stern post area, to the knuckle. This will be filled in with car body filler.

In order to keep a perfect profile for the final shaping, two brass bow and stern inserts were cut from thin brass sheet. The top of the one at the bow slopes at the exact angle of the bowsprit. A short length of thin brass tubing was soldered on top of the insert before fitting, to form a socket for the bowsprit. The stern insert was really just the rudder up to the level of the knuckle. These inserts are shown in **Photo 7**.

The raised forecastle deck was then glued on. It has a cut-out in the after end and this was faced with thin white Plasticard (styrene) sheet to remove the need for painting. The scored planking for the raised poop decks and forecastle decks were glued on before the bulwarks were fitted.

In the past, bulwarks were very much a problem, because they had to bend in two dimensions, around the hull and upwards to conform to the sheer. I eventually solved the problem by cutting two strips of 1/64th marine plywood to twice the depth of the bulwarks from the deck to the top, a pencil line being ruled on at the deck level before the strips were cut. Vertical cuts were made with a scalpel in the lower part of the bulwarks. This caused them to form a vertical curve that more-or-less conformed to the sheer. The bulwarks were glued



The stem and stern inserts.

8



The bulwarks fitted.

around the hull with contact adhesive, the vertical cuts being visible in **Photo 8**.

Naturally, this leaves a 1/64th inch step beneath the bulwarks, but this can be faired into the hull with car body filler. I did not continue the bulwarks around the stern as it would have been too difficult to obtain the slope of the counter.

The top of the sloping bulwarks around the stern were made from about two inches of 22 swg tinned copper wire. This was first bent to the shape of the top of the counter, and then beaten flat with a smooth-faced hammer on a piece of steel or other thick metal sheet. It was glued on top as shown in **Photo 9** which shows the stern of the vessel upside down. Longer lengths of the same wire were then stretched slightly with two small pairs of pliers to make them straight and also beaten flat and glued to the top of the bulwarks on each side of the hull. It is easier to fit this capping rail in three pieces than to try and fit it all in one, as the short piece around the stern was formed by trial and error!

The sloping gap was filled in with a thin sheet of good quality writing paper cut to

9



The stern capping rail.

shape by trial and error and glued on, as shown in **Photo 10**. More filler paste was then added and the whole hull given its final smoothing. Fair in the hull to the clipper bow insert, again using filler paste.

Paper plating

The plating was achieved with normal strips of writing paper. Plating at that time was usually by the raised and sunken strake method. A belt of plating round the hull was known as a

10

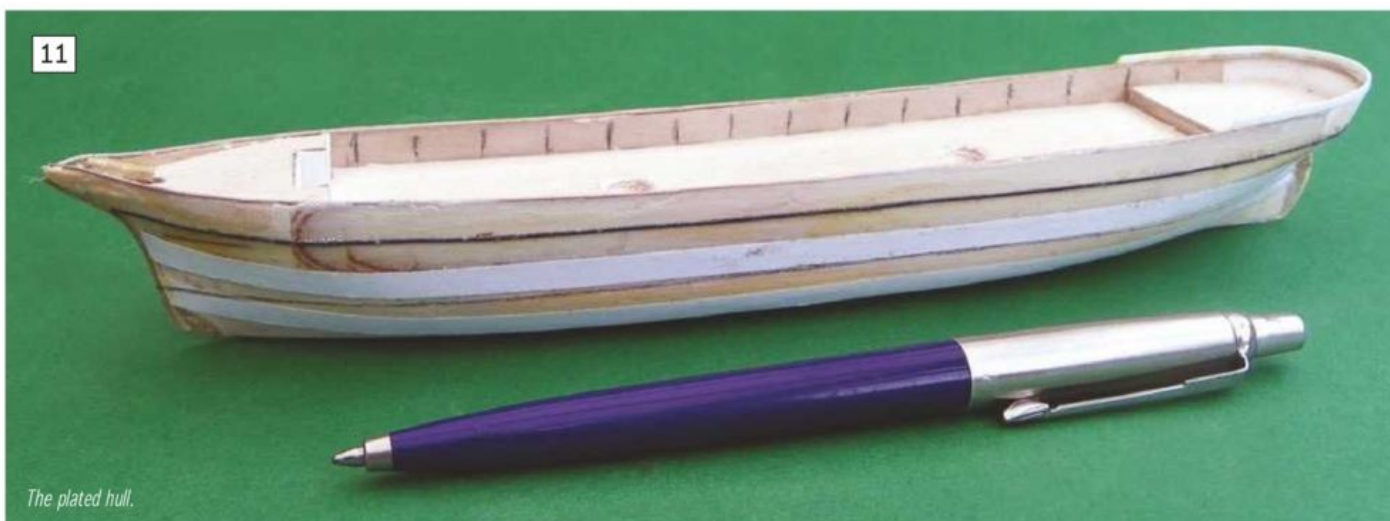


The stern counter plating.

strake. The top one overlapped the second, and the third one below that overlapped it as well. This is very easy to simulate with models, as the bands of paper are separated by a gap that will represent the sunken strake. This becomes clear in **Photo 11** where the hull has been plated, but not yet painted.

The Bellmore had a black stripe around the hull at deck level. I used black fishing line for this and glued it in position at the same time as the plating; it is visible in **Photo 11**. Paint the whole lot white, including the black fishing

11



The plated hull.

12



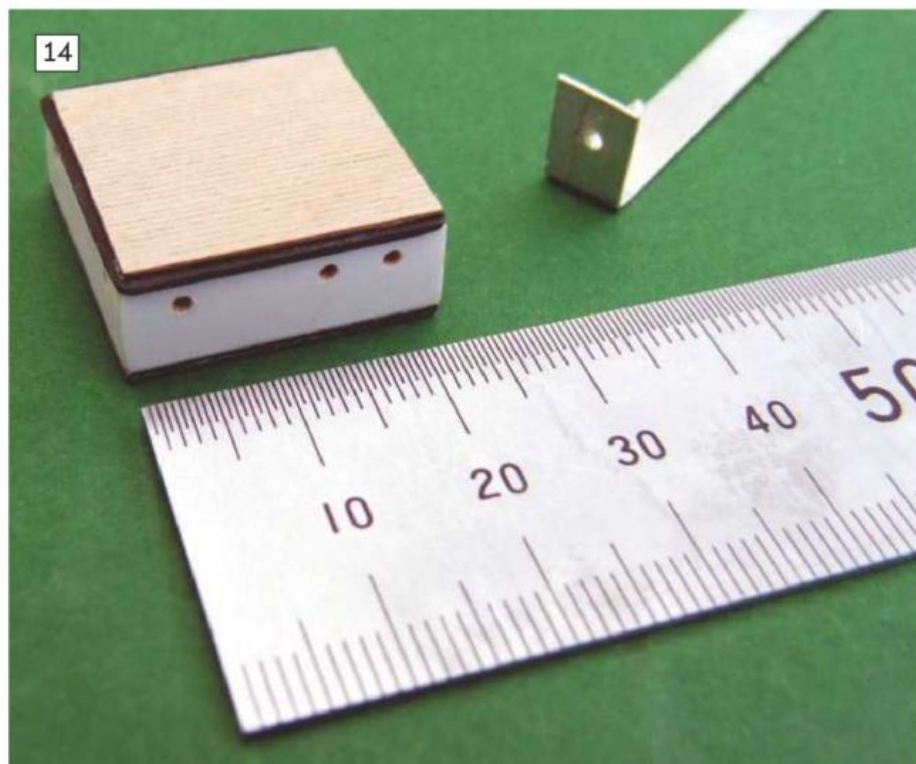
The hull painted.

13



ABOVE: Bulwark panels. BELOW: The deckhouse.

14



line. After the paint is dry, scrape the edge of a scalpel blade along the fishing line to remove the white paint, leaving the black line visible. Although the Bellmore was painted a different colour (probably red oxide, below the waterline) I did not bother with it, as it would be under water anyway.

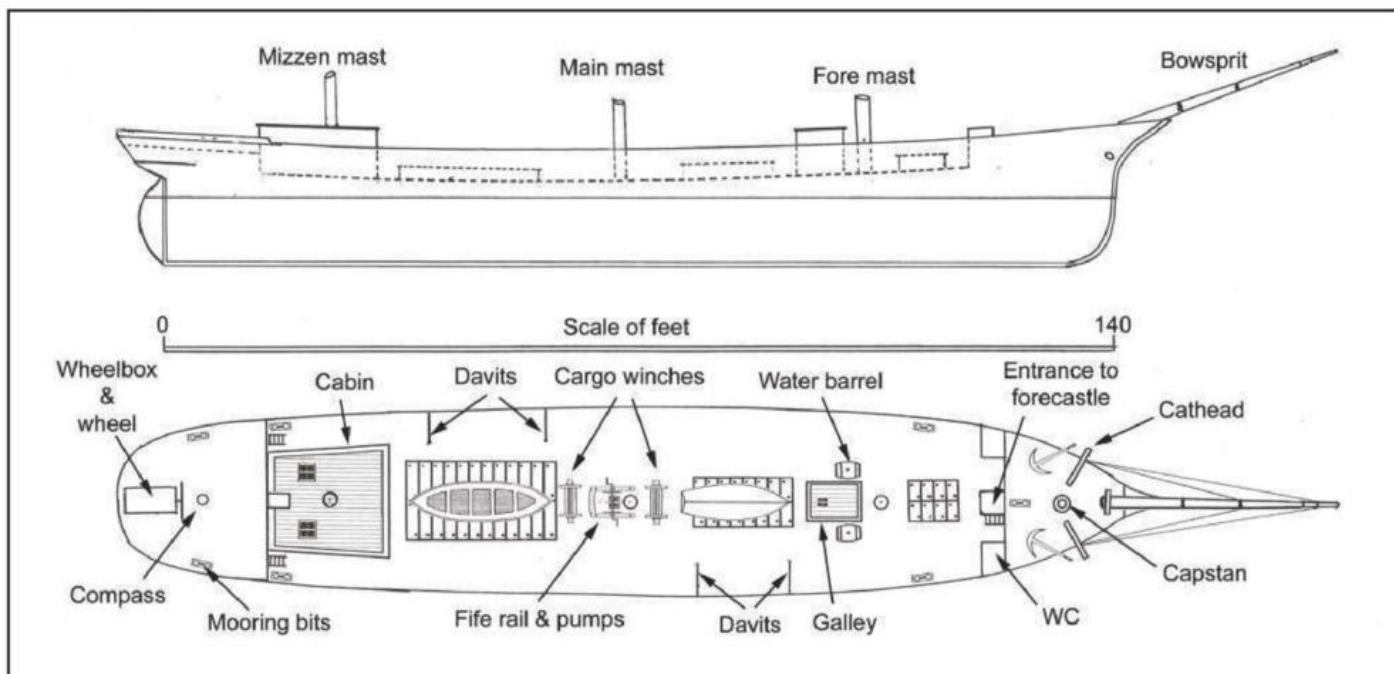
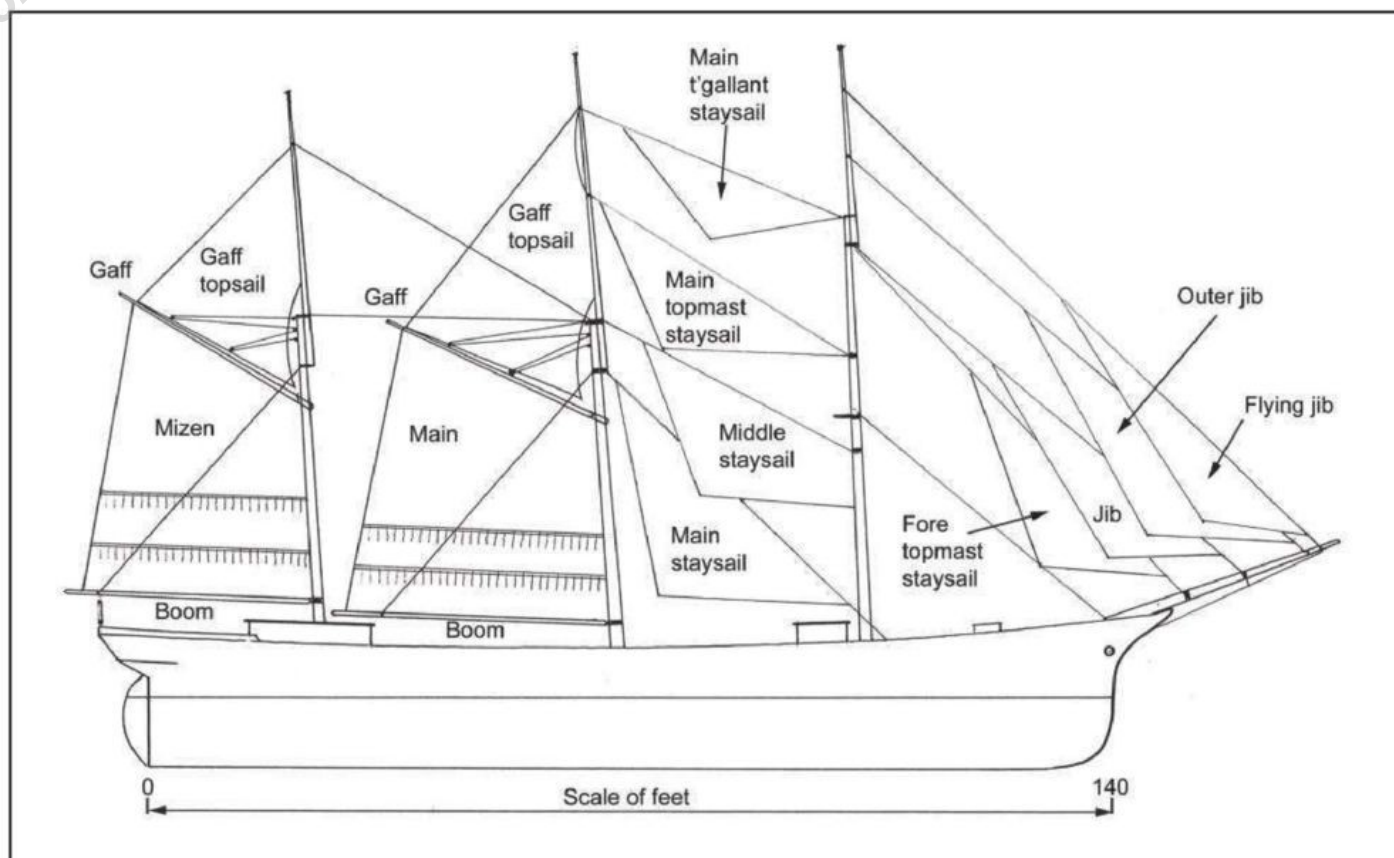
Photo 12 shows the completed hull before the bulwark panels were fitted. These, I made on the computer using the Box

Drawing fonts, found in the word processing font menu. Rather than go into a lengthy discussion of how I did this, **Photo 13** shows two ready-made images of the panels. The easiest way to make them is to scan or copy the page the page and use these. It is not difficult to make them on the computer, but I find that many model shipbuilders are unwilling to do this, declaring that they are not very good with computers.

Of the deck fittings, there is little to say. The three hatches were just cut from thick styrene sheet and spray painted grey before fitting. The cabin and galley were made from obeche sheeting of the required thickness. To avoid painting, I faced them with white styrene sheet glued on with contact adhesive. A small aluminium jig was made for drilling the portholes. This is simply a strip of thin aluminium, bent at right angles and a small hole, the diameter of the porthole drilled in the end. This is held under the deckhouse and the porthole is drilled through the hole. This ensures that the ports are all at the same height. **Photo 14** shows the jig and the cabin. Making the jig is a matter of trial and error with a scrap piece of wood the thickness of the deckhouse.

As you can see, the portholes are clean and all of the correct height. At this scale, there is no need to consider glazing them. The top is covered in a sheet of thin black Plasticard, the corners of which have been rounded off; it overlaps the top of the cabin by a small amount. This has a scored sheet of 1/64th in marine plywood, slightly smaller than the black Plasticard, glued on top of this. It makes for a very neat cabin.

Two boats were fitted, the small one being carved from the solid and a wire keel glued on before spray painting white. It was mounted upside down on top of number two hatch. The lifeboat was formed from white styrene sheet in a small home-made vacuum box, into which a standard vacuum cleaner was plugged, to suck the heated styrene down over a carved boat plug. The bottom boards, seats and oars were then added. The vacuum box is a fairly standard



piece of equipment and instructions on how to make one may be found on YouTube. Alternatively, the boats could both be solid and mounted upside down.

Along the sides of the bulwarks inside the standing rigging of the three masts, and along the fife rail, were numerous coils of rope. These were represented by soldering

two shiny steel needles next to each other at the eye end. Fine copper wire was wrapped around the needles and when slid off, made a long, oval spring. The individual oval coils were cut off with a scalpel and each one squashed flat with finger pressure. They were glued in position with non-stringing contact adhesive, handling

them with fine tweezers. The adhesive I use is called Super-Stik (F-20831) and I obtain it from eBay. This is an ideal adhesive, as it does not string, and is very runny.

The ship's name was made on the computer, shrunk down to the required size and printed onto clear self-adhesive film which was cut out and stuck on to the hull. ●



Best in show award for 2018 was this evocative model of the old Mersey Ferry Royal Daffodil 2, all scratch built by Clint Nichols of the Hoylake MBC.

I do like to be beside the seaside

The Blackpool Model Show 20/21 October, 2018 by **Dave Wooley**

The model boats

Well what a difference one year makes. For as long as the Blackpool show has been hosted in the Norcalympia Hall at the Norbreck Castle Hotel, the lighting and overall

ambiance has been problematic and in the earlier years at this location, positively dire. Now I can report for the first time that there are no issues in both lighting and décor, in fact, it is now one of the best shows bar none

for lighting; well done to the organizers and the Norbreck hotel for correcting these long-standing issues. Enough said - now down to the show.

The show

Each year I report on the models, club stands, vendors and the overall presentation of the show. Two years ago, the organizers took the step of widening the event to include model trucks, tanks and other types of land vehicles. This has certainly generated a positive effect, not just on numbers attending, but on the overall tenor of the event. Yes, it was a dedicated model boat event, but numbers through the gate at that time were not encouraging. Now as a model show, there has been a significant improvement in both numbers and interest.

Simply put, this indicates that the change-over is working. Perhaps the organisers could go one or two steps further by involving the IPMS style of modelling which has a massive following and even consider indoor flying/model aircraft. Of course, all of this depends on available space and dare I say it, additional threads of organisation, but I'm sure the present organization is more than capable of rising to that challenge.



A well-used and comfortable pool area, ideal for events such as mini tug football.

The models

Blackpool has always attracted a good input of models, clubs and individual modellers with a high standard of entries into the competition. It always poses a problem when compiling articles such as this as to what can be included given the space available, so if your model is not included on this occasion please don't feel disappointed.

On arriving I like to move around the displays quickly to see what's on offer then begin the task of a more detailed look. For 2018 I was accompanied in part by Model Boats magazine editor Martyn Chorlton on his first visit to the Blackpool show.

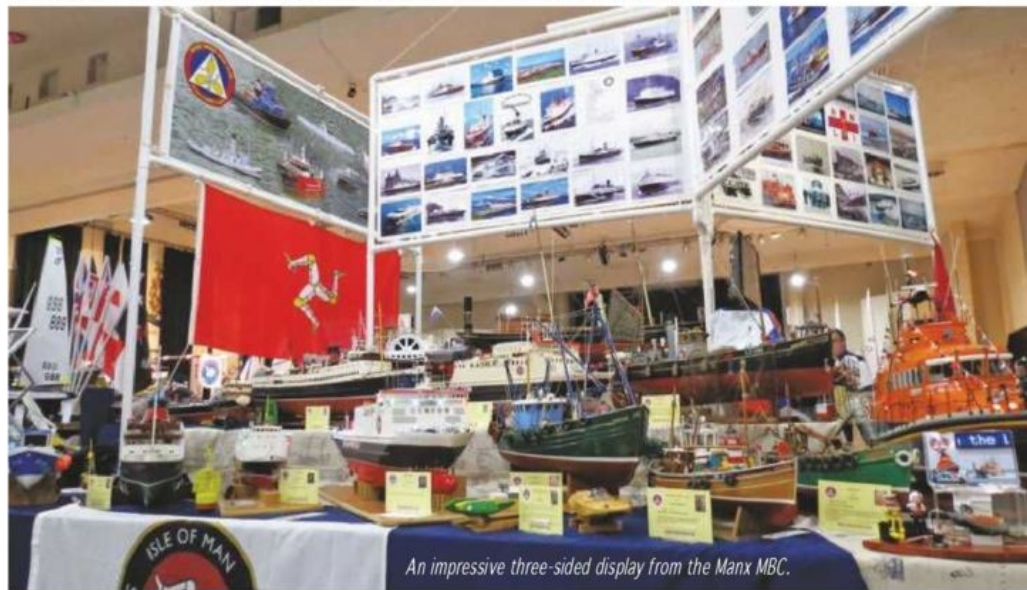
The one aspect that becomes apparent is the mix of superbly built and presented models, is the lack of models in various stages of construction or to put it more profoundly models in the raw. Although there were a small number, it was on the Kirklees display stand where the visitor could gain a clear insight into how to install power and electrics on small models, add to that the well-honed skill of communication, very much part of the Kirklees approach.

Competition model

Here the standard was very high, for example, the top score in Scratch-built models was a well-detailed (navy board style) 74-gun ship of the line by Peter Baker of the North West Model Shipwrights. The top slot in semi-kit category went to Colin Burnham of Fleetwood MYPBC for his very appropriate model of the Red Falcon. Top award in Kit class went to a fine model of



ABOVE: A superb large-scale model of the German SAR vessel Harro Koebke on the Black Park MBC stand.



An impressive three-sided display from the Manx MBC.



ABOVE: A superb model of the RNLB Solomon Browne by Mick French as presented on the Life Boat Enthusiasts display and a class winner for 2018.



A neat and tidy electrical drive installation on a Trumpeter 1/200 Iowa-class battleship.

Sealight by Fred Crampton from the new club on the block, Taskar Marine modellers.

The system of selecting winning models is done through each club appointing their own judges to cast their vote on other clubs' models which seems to work quite well. Of course, the difficult one is best in show, which for 2018, went to Clint Nichols with his evocative model of the Mersey Ferry Royal Daffodil 11.

Clubs

Once again clubs at Blackpool rose to the occasion with many well-presented displays highlighting aspects of their clubs' activities. Alas, there is only one best in show and this year that honour was bestowed on the Manx MBC for a magnificent display of models, many with an IOM connection. Add to that an imaginative three-cornered display of images of full-size vessels which really did have a commanding presence.

Vendors

One of the reasons modellers attend this show, is the access to 21 vendors providing almost every possible requirement for the discerning boat modeller. If proof was needed as to the continuation of such events, then you only need to view the activities around



Moondance by Anna Mkone gained a well-deserved first placing is Rigged and Sail.

the various trade stalls. From a personal perspective, viewing a commercial model under development is a privilege, as you see at an early stage the thinking that goes into the manufacture of a new kit.

Conclusion

Here of course my focus has been on all things boat shaped, but I must make mention of the adjacent ball room which supported the tank and truck arenas. Here a huge number of models constantly kept the visual aspect of this form of modelling on the go throughout the day, especially a certain stone crushing machine. Also, within the same area the ever popular bring and buy, now one of the main elements of the Blackpool show. Of course, events such as these do not function without a considerable amount of dedicated hard work from the planning to the organization over the period of the show. To sum up, without this year on year support from a dedicated few, this type of event just would not exist.

One final comment, this year the Blackpool Model show raised the grand sum of £935 for the RNLI, a fantastic achievement. ●



Best in show winner Clint Nichols receives his award from Model Boats Editor Martyn Chorlton.



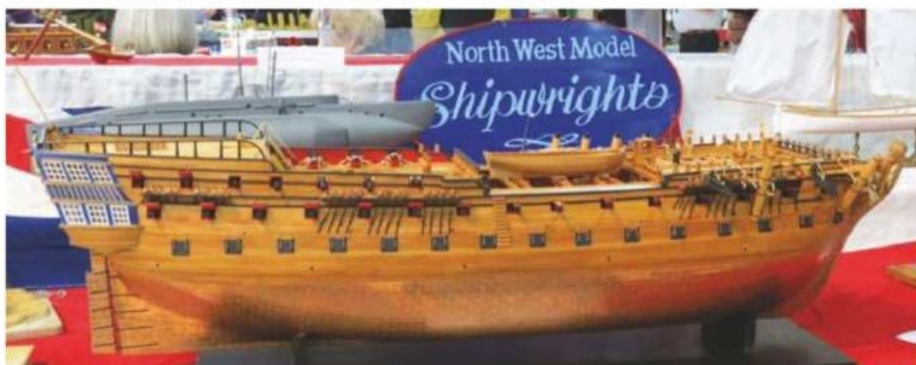
The Award-winning Manx MBC being presented their well-earned 1st place for best club display from Model Boats Editor Martyn Chorlton.



ABOVE: Explaining the intricacies of the Mannin steam dredger to Runcorn MBC member David Booth from the former crane operator of the later Mannin.



ABOVE: Seen on the Surface Warship Association stand, HMS Berwick the heavy cruiser and her later incarnation as a Type 12 class AS frigate. BELOW: A superbly presented 74-gun ship of the line by Peter Baker.





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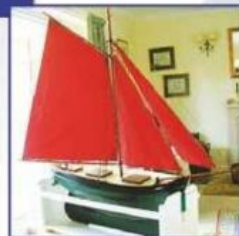
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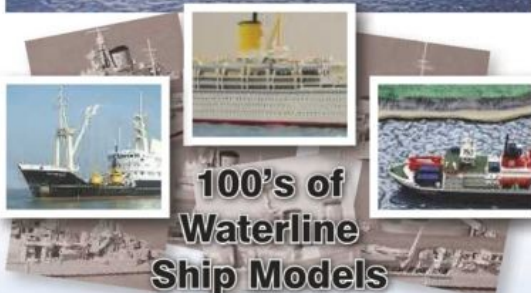
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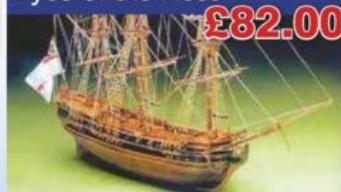
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Warships from a modeller's perspective

The RF Soobrazitelnyy departing a German Naval review.



The new Russian corvette Soobrazitelnyy by Dave Wooley

Back in spring of 2017 two of the latest Russian Steregushchy class corvettes Soobrazitelnyy 531 and Boikiy 532 were seen transiting The Channel and subsequently escorted along the way by HMS Sutherland a Type 23 frigate. To coincide with the start of a series on a 1/72 build of the Soobrazitelnyy I thought it would be helpful for modelling purposes to at least cover the basic features of this most modern of a new generation of stealth warship.

Backdrop/specifications

The Steregushchy class was designed by the Almaz Central Marine Design Bureau and incorporates a steel hull divided into nine watertight subdivisions utilising a composite superstructure (GRP) and stealthy design significantly reducing the acoustic, infra-red, magnetic and visual signatures.

Soobrazitelnyy is the second ship of the projected twelve ship Steregushchy class and has the pennant of 531. She was laid down at Severnaya Verf ship yard St Petersburg 20 May, 2003 and entered service on the 14 October, 2011. As mentioned at 2,100tons and 104.5m in length the Soobrazitelnyy is small when compared to the projected 3,100ton RN Type 31e frigate and thus classed as a corvette. What is surprising when reviewing the Russian corvette is the basic weapons fit which for a small hull is comparable to the Type 31e and is much closer to what you would expect from a warship of a larger size.

The corvette is powered by CODAD arrangement using two 24,000hp diesels to two shafts and two CP 5-blade propellers developing around 33,188bhp with a range of 4,000nm at 14kts and 15 day endurance.



1: A starboard side image which gives a good impression of the use of sloping surfaces to reduce the radar cross section of the ship.

Weapons

Before we move on to our general tour of Soobrazitelnyy, let's have a look at the weapons fit on this rather compact warship. Forward is a 100mm/59calibre dual purpose naval gun whilst immediately aft of the 100mm and forward of the bridge are the 12 cells VLS for the 32 9M SAM missiles. Amidships, concealed within the space between the forward superstructure and the after funnel, are the eight tube launches for the 3M Uran SSM anti-ship missiles. For close in defence are two ubiquitous AK 630 30mm Gatling type gun mounted either side of the hangar. Concealed within the hull on either side at main deck level aft, are two ASW 330mm torpedo tubes complementing these for anti-submarine work is the Helix A or KA-27 helicopter with a dedicated hangar.

ASW sensors

Here the Soobrazitelnyy is fitted with both bow-mounted Zarya sonar and deployed from a stern door a low frequency active/passive towed array.

Basically, the hull is designed for ease of upgrading and a potential for export to other navies with project 20382 or Tiger as the export variant. This would allow future clients to pick and mix their power plant, weapons and sensors.

The concept of a well-armed corvette is not new. The Soviet Navy were very keen to deploy such warships throughout their fleets, examples being the Nanuchka, Tarantul missile corvettes and the larger Krivak small frigate; the same philosophy seems to be continued with some differences in the Russian Navy.

Although this may seem to be a cost effective approach but with a ships



2: The breakwater forward of the 100mm naval gun. 3: The reduced RCS of the 100mm/59 calibre gun housing.



4: A further perspective on the turret housing for the 100mm naval gun. In the background is one of two saluting guns. 5: PUMA (NATO Hot Flash) fire control radar for the 100mm gun and navigation radar. Target detection range is up to 60 km.



6: Elevated deck housing containing 12 Redut VLS cells each housing a medium-range SAMs of the S-400 system 9M96E2 with a range of 120km (NATO SA-21 Growler). 7: The 12-silo door REDUT system forward of the bridge.

complement of the Soobrazitelnyy approximately 100, the habitability with such a diverse array of weapons and sensors in a relatively small hull is open to question; this of course will impact on endurance, but corvettes by their design are limited in range and whilst being as well-armed as any frigate are not as versatile, therefore the design has limitations.

A closer look at Soobrazitelnyy

This brief tour is more a modeller's familiarization rather than an in-depth review of the vessel. I thought it better that the on-board details accompany the construction of the model were a section of the ship or fittings can be referenced together with the build of that item.

These superb set of good quality images provided by Mark Findler are amongst some of the best seen of this new Russian Corvette and it is hoped will greatly assist the model maker in any future build project. A good

example of this shows the Soobrazitelnyy in **Photo 1** looking aft towards the hangar.

Commencing from the breakwater, which is just forward of the main gun, it is also noticeable that beyond the breakwater the deck rises to a slightly higher level, incorporating below deck the anchor handling fittings (**Photo 2**).

100mm/59calibre naval gun

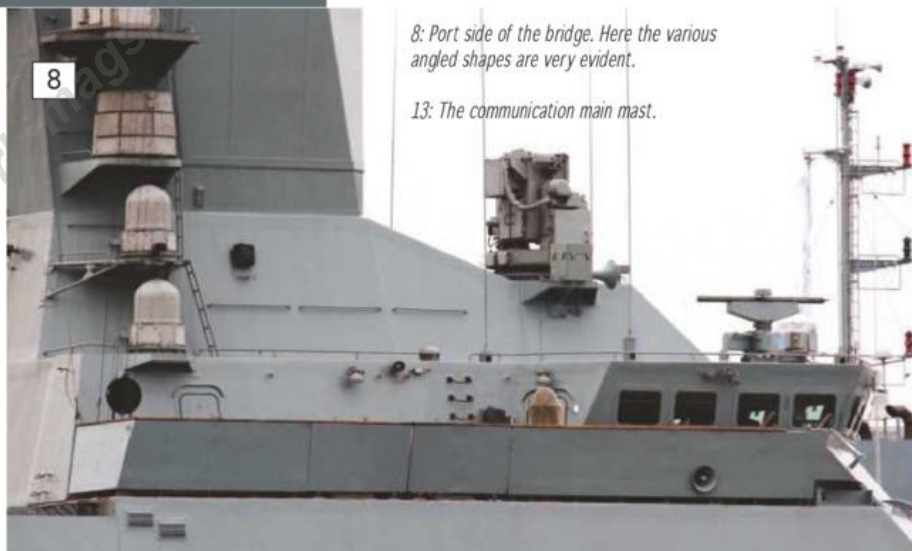
Immediately aft of the breakwater is the 100mm/59 calibre multi-purpose main gun referred to as the AK-190 and A-190, is a lightweight shipboard 100mm single-barrel, automatic naval gun designed to engage surface ships, airborne and coastal targets. The AK-190 system provides a maximum rate of fire of 80 rounds per minute and can engage targets at ranges of up to 20km and an automatic command and control system enabling a fast response (2-5 seconds) to incoming threats (**Photos 3 & 4**).

Puma 5P-10 fire control radar

Mounted atop of the bridge is the Puma 5P-10 fire control radar for the 100mm naval and is electro-optical TV sighting radar with an external optical-electronic module based on a gyro-stabilized platform. The automatic control and monitoring has a detection range up to 60km and can simultaneously track four targets, whilst prioritising the two most threatening ringed in red in **Photo 5**. Also in the same image, and ringed in yellow, is the PAL N navigation radar.

VLS housing

Moving down to the forecabin and the area directly forward of the bridge is the 12 Redut VLS cells containing 9M96E medium-range SAMs of the S-400 system (NATO SA-21 Growler) having a range of 120km (**Photo 6**) whilst **Photo 7** highlights the arrangement for each of the silo doors. The S-400 is a new generation of hypersonic Mach 14 high altitude missile with an



8: Port side of the bridge. Here the various angled shapes are very evident.

13: The communication main mast.



array of anti-jamming features. Also, it is worth noting the shape and 30° slope of the structure leading up to the bridge front all designed to reduce radar cross section.

Bridge and forward radar tower

The next series of images give a visual on the angles of the structure that form the bridge and

9: The prominent fore mast tower containing with in the large Monument A active phased array surface-to-air and surface-to-surface targeting radar.



9

radar tower starting with **Photo 8**. To assist in maintaining the low radar cross section, even the bridge surround is sloped outboard.

The tower has several angles which are intended to reduce considerably the actual radar return of the housing. Yet there is several ECM (Electronic Counter Measures) features surrounding the tower which will add to the radar cross section and are classed collectively as the early warning TK25, a system ringed in red in **Photo 9**.

These clusters of ECM arrays are intended to intercept emissions of airborne and shipborne target acquisition radars, weapons control radars and anti-ship missile radar seekers. In the process performing automatic signal classification, selecting the highest level of threats on to which the jamming can be directed. In the later batch 2 variant, Gremyashchy and Provomyy, these ESM features have been incorporated into the tower, thus reducing overall Radar Cross Section (RCS).

Ringed in red in **Photo 10** and mounted in a ball at the top of the tower, is the Furke-2 air search radar, whilst ringed in yellow, the Visor MTK 201 electro-optical infra-red automatic surveillance system which is capable of collecting and coordinating information with the radar fire-control systems. Additionally, the system can ascertain the shipboard helicopters position and trajectory during take-off and landing.

Photo 11 provides a good image of the structural shape to the rear of the tower. Here all the surfaces are sloping either inward or outward geometrically challenging for the model maker.

Amidships and aft

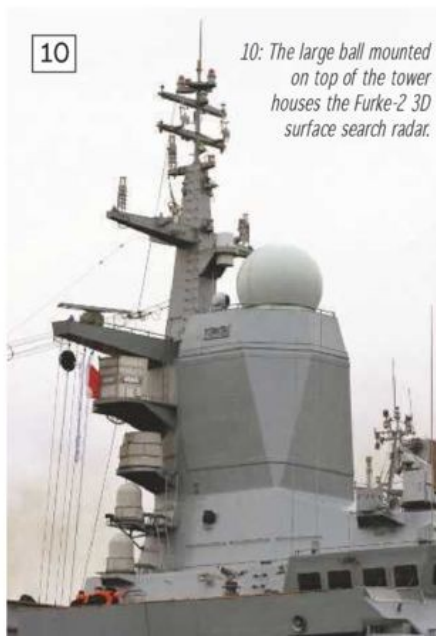
Amidships and concealed in an open space between the rear of the tower and the front of the funnel casing, are the eight tubes of the SS-N-25Uran KH35 anti-ship missile system with a range of around 130km. It is equivalent to the Tomahawk SSM and is known as Bal or Whale and uses the Furke-2 3D radar for target acquisition which is mounted in the large ray dome atop of the tower.

AK630 CIWS

Mounted either side of the funnel casing is the ubiquitous, if not rather vintage, AK-630 close in weapons system or last-ditch defence which forms part of a complete self-defence system called A-213-Vympel-A, which includes gun, radar, optical and TV control systems. A single MP-123 Vamped system can control two 30mm guns and engage air targets at ranges up to 4,000m (4,400yds) or surface targets at ranges up to 5,000m (**Photo 12**).

Main mast, hangar and flight deck

Moving further aft and mounted atop of the hangar is the communications mast. Once again, the mast is designed with various angled sections to reduce RCS. It's worth noting that ariels reminiscent of a by gone era in communications are still in use which are ringed in yellow in **Photo 13**. This communications mast and its spider ariels have been removed from the batch 2 Gremyashchy onwards.



10: The large ball mounted on top of the tower houses the Furke-2 3D surface search radar.



11



12

11: The tower, like the hangar has inward and outward facing panels.

12: Sited on either side of the funnel casing are the AK630 CIWS equivalent in a number of respects to the Phalanx.



14: A general view of the starboard side showing the TT doors. 15: The spacious FLYCO.



16: Surrounding the edge of the flight deck are sections of round bar collapsible barriers. 17: In comparison to NATO naval vessels the space within the hangar is restrictive but can accommodate the KA-27 ASW helicopter. 18: Although a small warship the Steregushchy class possess a good area of flight deck.

Before viewing the hangar area, look to the side of the hull and ringed in red in **Photo 14** is the door for the two 533mm torpedo tubes using the new Paket-E control system. It was developed to automatically engage incoming torpedoes and submarines. Under covers either side of the hangar are to port a 24ft RIBB and to starboard, an enclosed power boat.

For modelling purposes, it is worth noting the shape of the hangar sides; here they change from an inward slope to an outward slope which also included the funnel casing.

The FLYCO is over to port at deck level which provides a clear view of the flight deck (**Photo 15**). Interestingly and unlike the flight deck on RN warships there are guides leading from the landing spot to the hangar. Also unusual is to position two PK10 decoy launchers with the TK216 launch tube fitted. As a matter of interest these decoys operate three types of rockets SR-50 radar jamming, SO-50 optronic jamming rocket and SK-50 combined jamming rocket.

In this shot the shape of the hangar sides can be clearly seen. Apart from the features mentioned, the hangar arrangement is basically much the same as those of most other warships of frigate to destroyer size. Although the area within is tight and doesn't leave much room for any ship board maintenance for the KA-27 ASW helicopter (the latter will be dealt with in detail during the construction phase of the 1/72 scale model). The arrows in **Photo 17** indicate the sloping hangar sides.



Conclusion

This is the first time such high-resolution images have been seen in any model magazine and it is hoped they will, on the one hand, infuse an interest in the vessel whilst providing several excellent pictures to aid the dedicated model builder (**Photo 18**). That is it for now, but more of these superb images can be seen during the construction of the forthcoming 1/72 scale model.

References and Acknowledgements

Weapons and sensors ref - The Naval Institute Guide World Naval Weapon Systems by Norman Friedman www.GlobalSecurity.org
My thanks to Mark Findler for the use of the Images of Soobrazitelnyy, Kurt Grainer Warships Underway for his valuable assistance and Peter Brown (Naval Architect Retd.)



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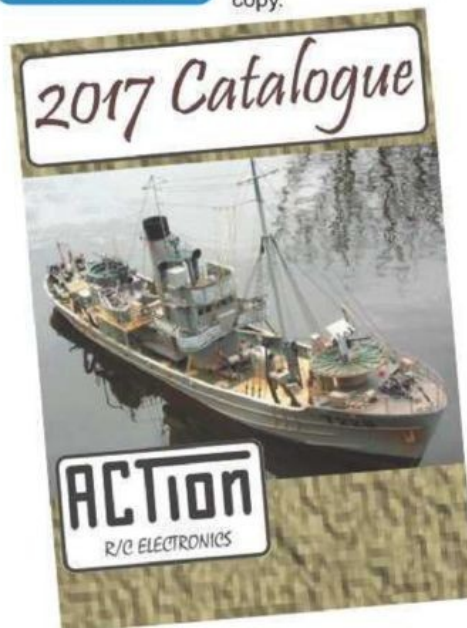


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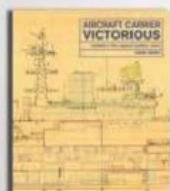
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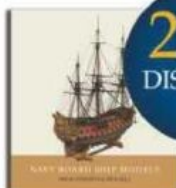
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Test Bench

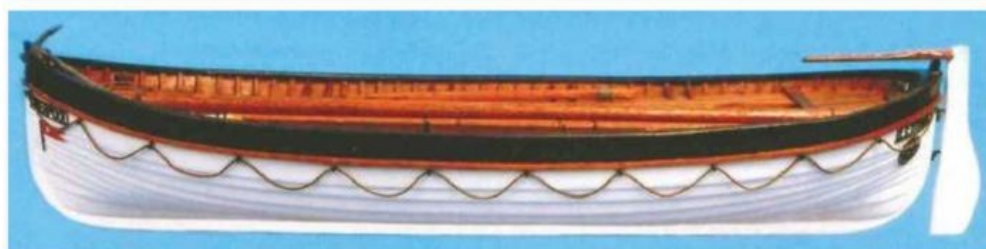
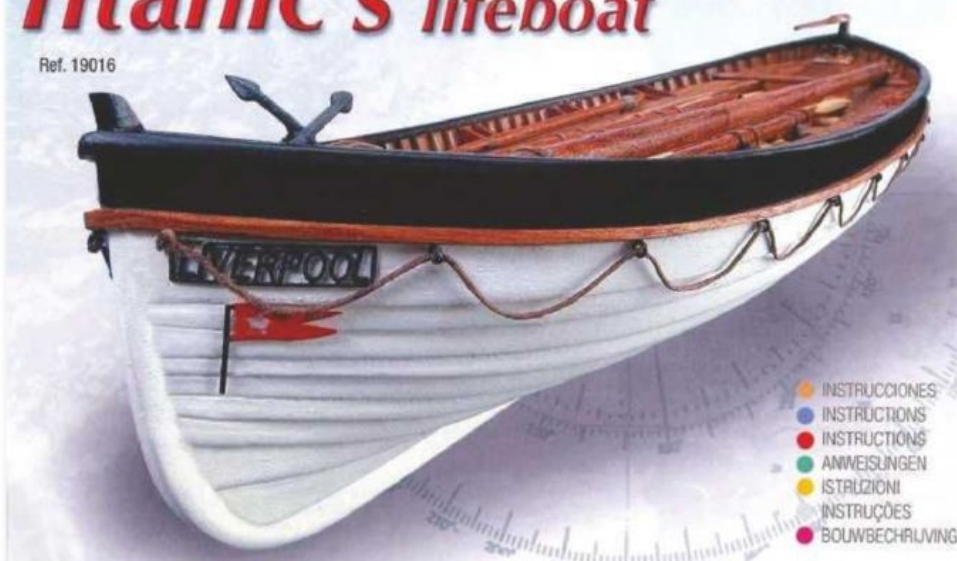
A round-up of all the latest kits, books and blingy bits

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.



RMS Titanic's lifeboat

Ref. 19016



Artesania Latina RMS Titanic's lifeboat

The loss of the Titanic over 116 years ago will forever be one of those tragic moments in history. The loss of this great ship was caused by a number of failings which began on the drawing board and continued right up to the start of her sole and maiden voyage which came to such a catastrophic end on 14 April, 1912. The Titanic was originally designed to have 64 lifeboats which would have given the ship's full complement of 2,200

people every chance of surviving in the event of an incident. However, as we now know, this number of lifeboats was systematically reduced down to a poultry 20 and 14 of these were wooden type as presented here by Artesania Latina.

Producing one of these very poignant and in the end, under-used lifeboats, is a great way of making a small connection with the great liner and in 1/35 scale you will have, all being well, a good-sized piece of the Titanic story. I say 'all being well' because I must warn you at this early

stage, that this is not destined to be an easy build and I would only recommend this to modellers with a great deal of experience and not just in plank and frame.

Inside the box, all parts are heat shrunk onto a single, hefty piece of cardboard. The parts are further broken down into a

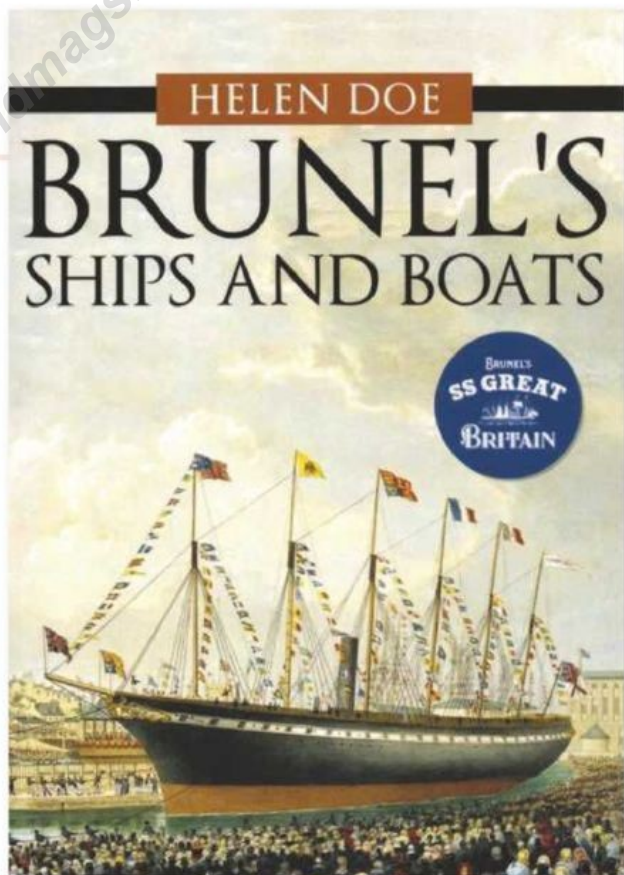
bundle of precision wooden laser cut parts, a second bundle (birch wood and veneer) for the planking and a plastic box containing, metal, brass, PE and thread. Instructions are a full colour A5 (landscape) booklet with 48 pages. The latter has been produced in seven languages and covers eleven stages, although they are sub-divided into multiple sections. These instructions will not be to everyone's taste and once again the beginner/novice may be hoping for a little more guidance.

There are many things/skills not covered in the instructions, including how to steam the wooden straitthes so that they can be bent to the right degree without breaking, to name one. You will need a large number of tools to make this build happen the way Artesania Latina intended, but that said, if you about to ascend up the next rung of modellers ladder, this kit will certainly provide the challenge needed. My challenge to you would be to make a better job of the build than the one used on the box art. Recommended to skilled/experienced modellers only, or for someone who genuinely enjoys a challenge!

This review sample was supplied by HOBBIES (www.alwayshobbies.com) stockist of a large number of Artesania Latina kits.

MC

Product: Kit
Ref: AL19016
Scale: 1/35
Parts: -
Price: £65.99 (HOBBIES)
Manufacturer: Artesania Latina
Website: www.artesania-latina.net



Brunel's Ships and Boats by Helen Doe

From modelling boats as child to his youthful dreams of leading a fleet of ships against Algiers, Isambard Kingdom Brunel was excited by maritime ventures. As a young man he was fortunate to be part of the maritime steam revolution, he was a great innovator, bringing together the best of the emerging technologies. His first ship was the Great Western, a wooden paddle steamer launched in 1837, followed by his more famous ships Great Britain and Great Eastern. But these are not his only vessels; he also worked closely with the Admiralty on HMS Rattler to trial the first naval propeller-driven ship and in Bristol in 1844 he designed a drag-boat specifically for clearing the silt from the floating harbour. Brunel's testy relationship with the naval architect, John Scott Russell, is well known

but before the Great Eastern they worked together on two other steamships, the Adelaide and Victoria for the Australian Royal mail Steamship Company.

With this new book the author, maritime historian, Dr Helen Doe, provides an overview of all Brunel's vessels, small and large, from boats to ships, leisure craft to gunboats, and follows his progression as he pushed the boundaries and tested new technology.

Beautifully presented and illustrated with photographs, paintings, drawings, diagrams and maps, in both mono and colour, many from the extensive Brunel archive at the SS Great Britain, the book also includes the latest research but is written in an interesting and accessible style that suites a wide audience.

Thanks to Philip Dean at Amberley Books for the review copy of the book which is available at www.amberley-books.com.

John Deamer

ISBN: 978-1-4456-8364-5

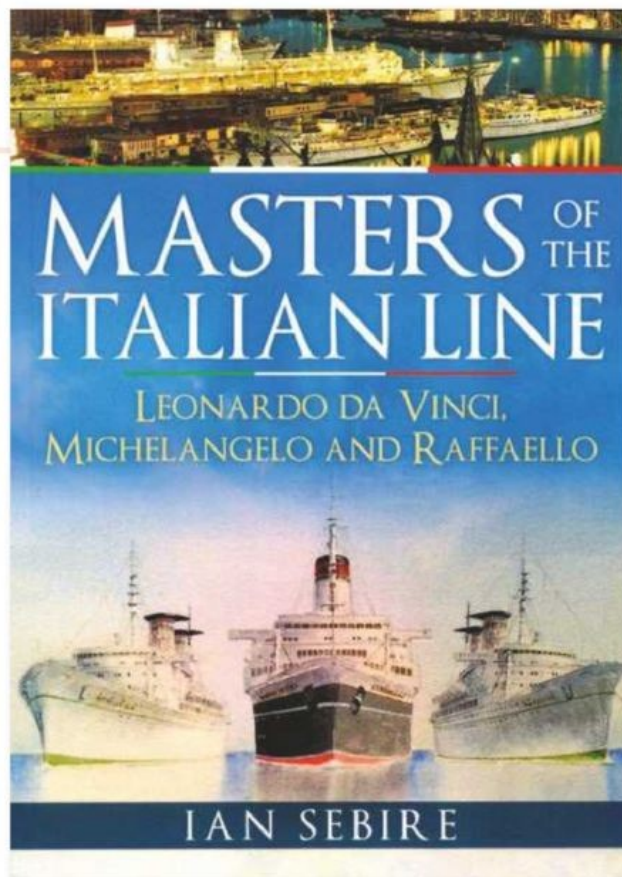
Pages: 96

Price: £14.99 (RRP)

Format: Softback – 235 x 166mm

Publisher: Amberley Books

Website: www.amberley-books.com



Masters of the Italian Line – Leonardo Da Vinci, Michelangelo and Raffaello by Ian Sebire

The 1960s witnessed a magnificent, if not misguided, swansong for the ocean liner. As the decade progressed a steady succession of elaborate new ships populated the world's sea lanes, in futile defiance of the aircraft vapour trails above them. Into this atmosphere of one-upmanship the Italian Line introduced three new ships Leonardo Da Vinci, Michelangelo and Raffaello, the largest, fastest and most prestigious passenger liners in the nation's post-war merchant marine. However, they were among the last examples of 'ships of state' – flag bearers built in domestic yards, designed, owned and crewed by their fellow countrymen, with (initially at least) the blessing and financial backing of government. They were Italian

ambassadors, floating galleries of contemporary art and a microcosm of the nation that helped to illuminate the twilight era of the ocean liner.

Named after the Renaissance masters, this new book by writer and marine artist, Ian Sebire, tells their stories from troubled inception to hart-rending finale. It explains their design origins and interior décor, relates the triumph of their all-too-brief careers and provides an insight into what it was like to live, work and take passage on these vessels, each with their own very special personality.

Profusely illustrated throughout, with photographs, in both mono and colour, together with advertising literature and paintings by the author, this book pays tribute to the ships and the people who brought them to life.

Many thanks to Philip Dean at Amberley Books for the review copy which is available at www.amberley-books.com

John Deamer

ISBN: 978-1-4456-8350-8

Pages: 96

Price: £14.99 (RRP)

Format: Softback - 235 x 165mm

Publisher: Amberley Books

Website: www.amberley-books.com

NEO for IWATA Gravity-Feed Airbrushing Kit

If you are someone that does not airbrush very often, has limited space to play with and likes to get plenty for his buck, then this excellent gravity-feed airbrushing kit is for you. Personally I have struggled with airbrushing since the 1970s and for many years have stuck with a brush and a tin of paint and have been 'kind of' happy with results I've been getting. When I tried a similar kit a few years back, it really was a defining moment in my modelling 'career' and within a short space of time I not only looked like a knew what I was doing, the results also gave the 'impression' that I actually did! The compressor makes all the right noises, you have good control of the air flow and thanks to a good-quality dual-action airbrush you will achieve excellent results in a short period of time.

So what do you get for money; firstly the Neo Air compressor, little more than 5ins long, 3.5in wide and 2in deep, it has three speed settings which give an output from one to 15psi. The power switch is colour coded with purple being the initial switch on as a medium setting; press again and the switch turns blue for a high setting and then red

for low output and finally, press for a fourth time to turn off. Couple with the supplied Iwata CN Gravity-Feed Dual-Action Airbrush with a couple of cup sizes, which is no lightweight in its own right, and you have complete control throughout the psi range.

The kit also includes a trio of airbrush-ready, non-toxic, water-based acrylic paint, Medea



Com-Art Colours (1oz) (Toluidine Red, Hansa Yellow and Ultramarine) to get you started and a bottle of ready-to-use Medea Airbrush Cleaner (1oz) which works a treat.

Thanks to Lisa at The Airbrush Company Ltd. (www.airbrushes.com) for supplying Model Boats with this excellent bit of kit!

MC

Product: Airbrushing Kit

Ref: C-IW-120

Parts: 9 (inc. paints)

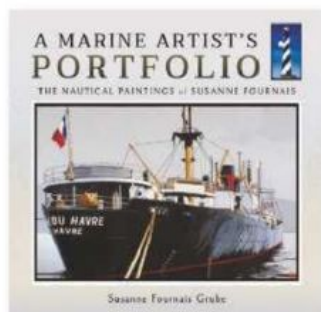
Price: £195 inc. VAT

Manufacturer: NEO for IWATA

Website: www.iwata-airbrush.com

A Marine Artist's Portfolio – The Nautical Paintings of Susanne Fournais Grube

Marine artist, Susanne Fournais Grube, comes from Denmark a country which, like Great Britain, has a rich maritime history all the way back to the Vikings. She's been painting marine scenes for over 30 years, during which time, she has produced a large portfolio of material, not only depicting ships and small craft, but also the architecture of marine buildings and



lighthouses.

This superb new book, for the first time, presents a good selection of her work, looking at most aspects of the artist subject matter with over one hundred paintings in glorious

colour. It covers subjects painted for clients, both corporate and private, also including some material painted just for pleasure.

The book is divided in six distinct sections – Liberty Ships, Tug Boat, Ferries and Pilots, Ocean Liners, Super Tankers, Lighthouses and Wooden Boats and Yachts – each of which has a short introductory essay outlining the theme and setting the scene.

This has been a delightful book to review, it's beautifully printed and presented using high quality 'gloss art paper' and if, like me, you're interested in marine art, then I'm convinced you'll enjoy it too.

Many thanks to Charlie Simpson at Pen & Sword Books for the review copy which is available at www.amberley-books.com
John Deamer

ISBN: 978-1-4738-9633-8

Pages: 103

Price: £25.00 (RRP)

Format: Hardback - 247 x 262mm

Publisher: Pen & Sword Books Ltd.

Website: www.pen-and-sword.co.uk

Revell 1/150 The Black Pearl

For me the often unsung and overlooked 'cast members' from Disney's Pirates of the Caribbean films are actually the ships! After all, what is a pirate without a ship? When you have a successful film franchise whole host of themed merchandise and toys always follow. How often have you watched a film and wanted to build a model of something inspired by it? Here, boat modellers are fortunate as Revell currently produce two plastic kits of Captain Jack Sparrow's famous 32-gun ship 'The Black Pearl', one in 1/72 and the second in 1/150. The latter version is part of Revell's 'Easy-Click System' range of kits and the subject of this review.

An attractive box with the relevant film branding shows a photo of an assembled, but mostly unpainted model. The model is shown placed in an artistic seascape, which at first glance gave me the impression that there may be a waterline option for the kit. A little misleading perhaps as this is not the case; the kit can only be built with a full hull. To be fair to Revell, there is a small photo of the model, which better illustrates this on the back of the box.

Tipping out the contents of the box reveals an instruction booklet, a supplementary sheet of safety information, a small set of stickers for the flags and last but not least, four plastic bags containing the nine sprues of parts required to build this model. As noted, this kit is an easy-click system model, the idea being that glue is not required to put the model together. Once the parts are clipped from the sprues and after a little clean-up, they should just snap or click together. I am sure this will be the case, but I personally find that a drop of glue especially on some of the smaller components is often helpful. Paint is also not necessary, as the kit is moulded in four colours of plastic, black for most of the model, with a dark grey for the sails, a yellow/gold colour (not metallic) for some of the external detail and a small brown sprue containing the ships wheel and other details to attach to the deck. All the components are crisply moulded and exhibit some fine



detail. This is particularly notably on the hull sides and the deck where a wood texture is evident. While this texture is possibly a little exaggerated it would respond very well to some pin washes and dry brushing.

Revell rate this model as a skill level 2 out of 5 and suitable for ages ten and above. The instruction booklet is printed in colour with a photo of the completed model on the front cover. There are 34 separate stages of construction covered by Revell's easy to follow step-by-step diagrams. While the model can be built without painting anything, the instructions do also offer up some painting suggestions throughout the build to further enhance the model. Five colours from Revell's own range of paints are referenced. The model is completed by the addition of the skull and crossbones flags/pennants, which are provided as self-adhesive stickers.

I think Revell have got a winner here, yes the model is primarily aimed at the younger/novice modeller, but there is also just enough fine detail to make it interesting to the more experienced as quick build between other projects. While the kit is supplied with plastic ratlines no other rigging is included or mentioned, so fully rigging this model of The Black Pearl may also make an interesting challenge for the more advanced modeller too. Either way, this looks like a fun model to build, and with thoughts turning to the inevitable Christmas shopping, this kit would make a



great gift for 'pirates' both young and old!

Thanks to Revell for this review kit. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.

Richard Dyer

Product: Scale model
Ref: 05499
Scale: 1/150
Parts: 112
Price: £22.99
Manufacturer: Revell
Website: www.revell.de



Langton Miniatures 1/1200 Santisima Trinidad

Not being a wargamer many manufacturers of smaller scale model ships have gone under my 'radar', and I must confess that I have harboured a preconception that models intended for the wargaming table would not be worth considering as fine scale models. So I was pleased to discover the models by Langton Miniatures here in the UK.

Langton Miniatures have a comprehensive range of 1/1200 scale period warships. The models are primarily intended for use in naval war-games, but they do require assembly and painting. Looking at images on Langton's website I thought they looked good as stand-alone scale models. Further investigation into the scale and the range via the internet confirmed that, in the hands of skilled modellers, these diminutive ship models look impressive. I decided that the best way to find out more was to have a go at building one myself. The following is a review of what I ended up ordering from Langton Miniatures.

Langton Miniatures Napoleonic Naval series of 1/1200 ship models offers plenty of choice. The ship I chose to test the range came from 'List of Vessels at the Battle of Trafalgar'. I resisted

the temptation to choose HMS Victory and instead opted to purchase the Spanish first rate ship Santisima Trinidad. Why Santisima Trinidad? Well for no better reason than the large number of cannon she carried!

A single Langton Miniatures ship model doesn't come supplied as a complete kit of parts in the conventional sense, but rather you as the modeller choose from a number of separate components to create your desired model. Broadly speaking it works like this:

1. Choose the nationality of your ship. My model was chosen from the Trafalgar list and is a Spanish 1st rate ship, but depending of the era/conflict Langton offer British, French, Spanish, Dutch, American, Russian and Swedish subjects.

2. Choose the hull of the ship you wish to build, either as a specific named ship or a generic class by rate and number of guns. The hulls are cast in white metal with separate decorative stern pieces also in white metal. Many of the hulls are available either in 'at quarters' configuration, with gun ports open and gun barrels protruding or with ports closed. Another choice!

3. The masts and sails are sold as separate sets to suit the size/type of hull you have chosen. It is possible to model your miniature ship in many sail configurations. The website explains the various options. I must admit that I

found this a little challenging to understand, but help and useful suggestions were only an e-mail away. In the end, I opted for 'easy sail with courses furled'. I liked the look this setting offered and thought it went well with a ship 'at quarters'. Furled sails are represented as white metal castings, but there is also the option to make a set up using 4 thou brass etch sails. The thinner brass etch offer more of a scale profile than the cast white metal unfurled sails and can be bent to give a better illusion of movement to the model. (In addition to the cast metal easy sail set with courses furled, I also purchased the brass etch equivalent set for the purposes of comparison in this review).

4. Shrouds and Ratlines are provided on small brass etch frets costing either £1.50 or £2.00 depending on the size and type of vessel you are building.

The parts required to build the Santisima Trinidad, and my choice of sail configuration, are listed below with reference numbers and prices. You will see that I include a set of suitable optional Spanish flags. Hull (Ref: NS12. Santisima Trinidad (140 guns) 'at quarters' Price: £7.75); White metal masts & white metal sails (Ref: 3D/ES1A. Easy Sail with courses furled Price: £5.75); Shrouds/Ratlines (Ref: PE1. 1st/2nd rate vessels (3-deckers) Price £2.00) and Paper flag/pennant (Ref: e) Spain 1785 Pattern Price £1.20).

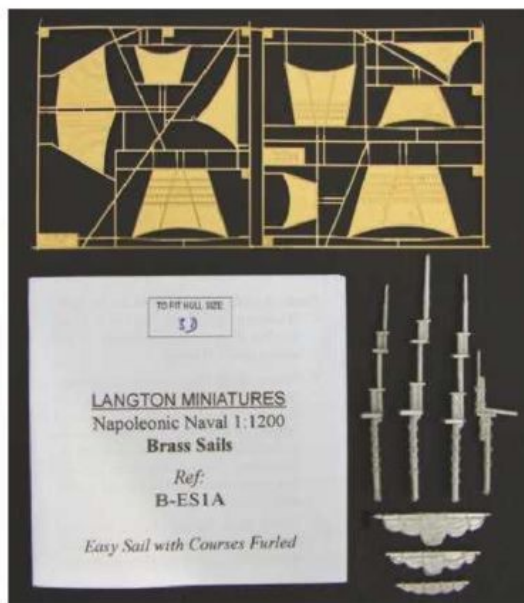
As noted, Langton also offer the option of brass etch sails, but as this was my first model at 1/1200 I opted to use the cast white metal type listed above. For reference here is the description of the brass etch sail set suitable for the Santisima Trinidad kit in the same configuration as the white metal set: White metal masts & brass etch sails (Ref: B-ES1A. Easy Sail with courses furled Price: £6.50).

The total cost of my Santisima Trinidad test model was £16.70 (which includes the paper flags). Some may consider this a lot for a 1/1200 model, but when you take into account the number of options available and the fine detail of the castings I think it's a fair price.

As a side note, in addition to the components necessary to build a single ship I also purchased a copy of Langton's own booklet 'A Guide to Assembly, Painting & Rigging of Napoleonic Naval Models in Scale 1:1200'. If like me you are new to this scale and type of model I highly recommend this guide. For more information on Langton Miniatures extensive range visit their website (www.rodlangton.com) and I am sure you will be inspired!

Finally, a word of thanks to Carol at Langton Miniatures, for her patience and guidance with the purchase of my first 1/1200 model; this was much appreciated.

Richard Dyer



Product: Scale model
Scale: 1/1200
Price: £7.75 (hull only)
Manufacturer: Langton Miniatures
Website: www.rodlangton.com



when complete; try building her alongside a British WW2 battleship and you will see why she was nicknamed 'The Mighty Hood'.

Thanks to Revell for this review kit. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.

MC

Revell 1/720 HMS Hood

The very last battlecruiser built for the Royal Navy, HMS Hood, was launched on 22 August, 1918 and therefore celebrates her 100th anniversary, an event not missed by Revell. Once the pride of the Royal Navy, HMS Hood was the largest and most powerful warship in the world during the inter-war years and her swift demise during the Battle of the Denmark Strait on 24 May, 1941, still creates a stir to this day.

'The Mighty Hood' has been produced in multiple miniature forms over the years, the moulding being presented here can be traced back to an Italeri kit released in 1978. That said your first impressions on opening the box are not of a 40 year-old kit as it actually looks surprisingly modern. The models 209 parts are held on two main sprues, plus a pair of lower hull halves and single 'water-line' lower hull. The instructions are bang up to date in the now standard full-colour Revell style and are contained in a 252x176mm booklet with 20 pages covering a 47-stage build. There is also a small decal sheet with six waterline marks, four paints, glue and a brush and to endorse the 100th anniversary feel, a 590x415mm poster of the box art complete with ship's crest and title heading is also included.

There is still a great deal of interest in this legendary ship and if you lacking space, this scale would be ideal and considerably less intrusive than a 1/350 or huge 1/200 scale while still retaining detail and all the key features of the ship. 860ft 7in long in the flesh, this version is still 36.1cm long

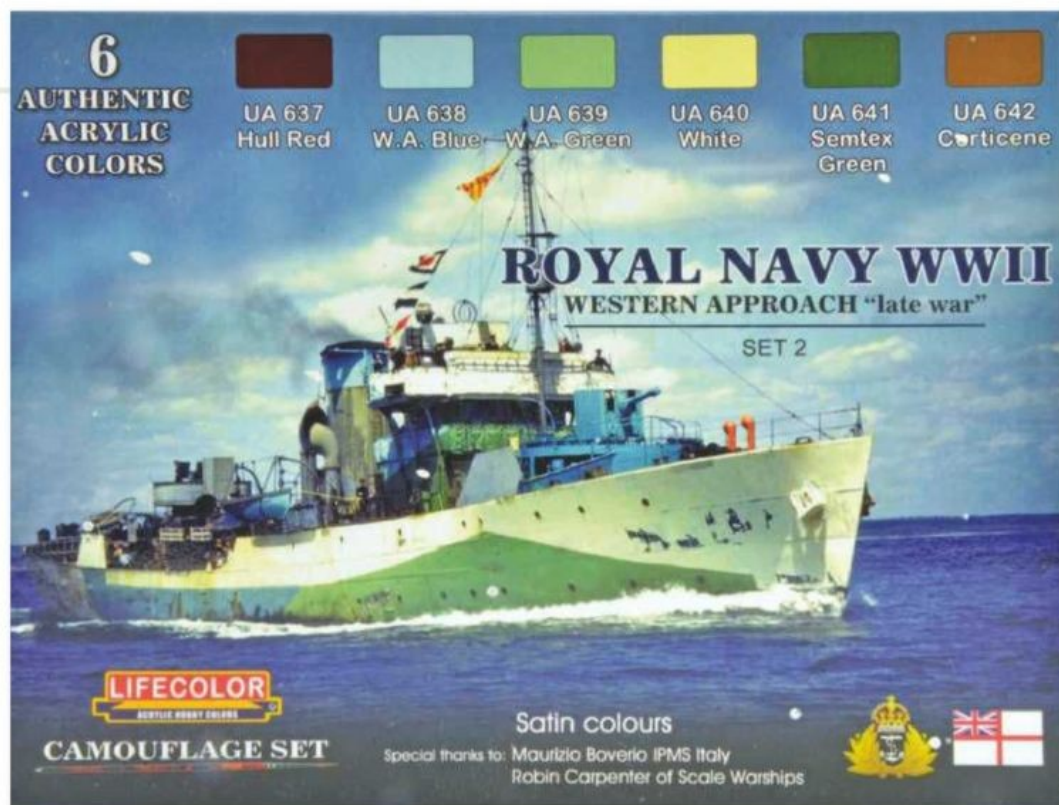


Product: Construction kit
Ref: 05693
Scale: 1/720
Parts: 209
Price: £19.99
Manufacturer: Revell
Website: www.revell.de/en

LifeColor Royal Navy WWII, Western Approaches Camouflage Set

I was recently sent the Western Approaches (WA) set by LifeColor for a project I have on my bench. I have used LifeColor products a few times and I must say each time I use them they seem to get better and better. I can assure you this set did not disappoint. When I first opened the box I thought maybe the W.A. Blue and Green were a touch too light but having checked on various web pages and with colour chips they are correct. The set contains six 22ml pots of paint in the usual plastic containers we associate with LifeColor. The colours are Hull Red (UA637), W.A. Blue (UA638), W.A. Green (UA639), White (UA640) which is not a pure white, Semtex Green (UA641) which was used on decks and Corticene (UA642) which I remember as the

colour of the lino type internal floor covering material. The Admiralty Western



Approaches scheme evolved from a camouflage scheme applied to HMS Broke in June 1940 at the suggestion of the naturalist Peter Scott who was serving aboard her at the time. The ship was painted white with large triangular patches of light grey, light sea blue and light sea green on the hull sides. This proved an effective camouflage scheme under typical North Atlantic weather conditions of fog and overcast skies. The Admiralty omitted light grey from Scott's original scheme choosing to go with white combined with large geometric patches of light sea blue and light sea green instead. This scheme was adopted in mid-1941 for use on destroyers and smaller ships engaged in anti-submarine operations.

Whenever I test a paint product I have a set of rules I stick to; I always use the back of white plastic spoons; these are primed in Halford's

primer (Grey, White, Black and Red) and finally each spoon gets three coats to test coverage. I undercoated the six spoons, three white, two grey and one red. One thing I would recommend is before I mixed the paint I dropped a ball bearing inside the pot to agitate it during shaking. The paint was thinned with LifeColor acrylic thinner and I mixed the paint to a consistency of full fat milk. This was then loaded into my airbrush and the pressure set to 15psi. The paint flowed through the airbrush with no clogging or spitting giving a good even coat. If anyone is building a WWII British or Canadian ship then I would recommend this set you will not be disappointed.

I would like to thank the folks over at The Airbrush Co. Ltd. (www.airbrushes.com) for supplying the set and to the editor for passing it to me for review.
Gary Radford



Product: Paint Set
Ref: LC-CS34
Parts: 6
Price: £17.99 inc. VAT
Manufacturer: LifeColor
Website: www.airbrushes.com



Revell 1/72 Verena

Launched in 2003, the German Search and Rescue Vessel Hermann Marwede, operated by the German Society for the Rescue of Shipwrecked Persons (DGzRZ), has been produced by Revell in 1/72 scale before, initially with the ship's original Tochterboot (Daughter Boat) named Verena (also Walter Rose). Designated as a TB32, this much smaller secondary rescue vessel corresponded to the 9.5m lifeboat class. In 2012 this vessel was replaced by the updated TB36 rigid hulled inflatable boat (RHIB) and was also christened as the Verena and this is the model we are reviewing here. This kit dates back to 2015 when it was some of the 'new parts' included with the Hermann Marwede kit (05220), however, it now stands



alone complete with new, vibrant, box art.

Inside you will find four main sprues, one of them holding clear parts, an A4 full-colour instruction booklet for a 16-stage build and a very nice decal sheet. Considering the finished RHIB is only 12.4cm long, the detail has certainly been crammed in and it makes for a very good standalone model that is not overshadowed by the space-consuming Hermann Marwede.

Thanks to Revell for sending Model Boats this kit for review. Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.

MC

Product: Construction kit
Ref: 05228
Scale: 1/72
Parts: 42
Price: £9.99
Manufacturer: Revell
Website: www.revell.de/en

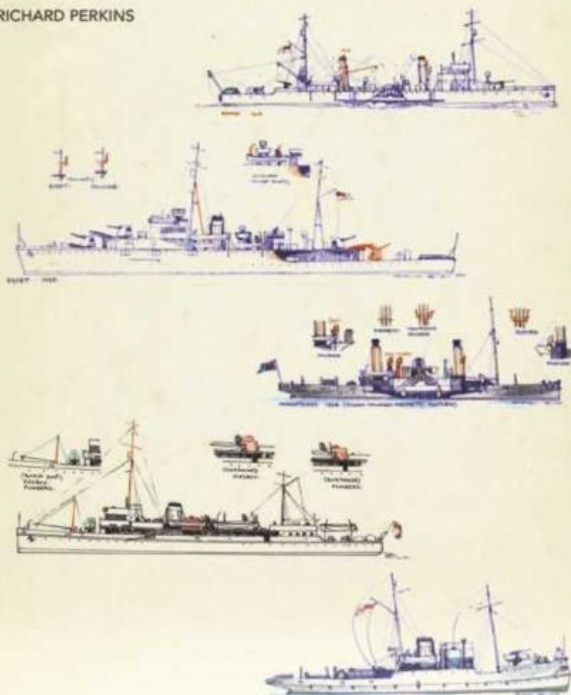


British Warship Recognition

The Perkins Identification Albums

Volume VII: Convoy Escorts, Mine Warfare Vessels and Naval Auxiliaries, 1860-1939

RICHARD PERKINS



British Warship Recognition – The Perkins Identification Albums – Volume VII: Convoy Escorts, Mine Warfare Vessels and Naval Auxiliaries 1860-1939

The Identification Albums compiled by, naval photographer and collector, Richard Perkins, comprises more than 5,000 exquisitely detailed coloured drawings of every major warship built between 1860 and 1939. One of the greatest treasures of the National Maritime Museum, they are bound in eight large volumes and have, over the years, offered an unparalleled source

of information for the Museum's staff. Although conceived for the purpose of identifying ship images, what Perkins albums actually provide is the most thorough and comprehensive record of British warship appearance ever achieved.

A full review of Volumes I & II was featured in the December 2016 issue of Model Boats (Crow's Nest page 64). This new Volume VII, the last in the series, is now available and details: Convoy Escorts, Mine Warfare Vessels and Naval Auxiliaries 1860 – 1939.

Thanks go to Charlie Simpson at Seaforth Publishing for the information on this book which is available at

www.seaforthpublishing.com.

John Deamer

ISBN: 978-1-5267-3738-0

Pages: 256

Price: £56.00 (RRP)

Format: Hardback - 403 x 311mm*

Website: www.seaforthpublishing.com

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Model Boats No.818 January 2019 on sale 14th December www.modelboats.co.uk



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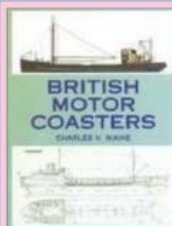
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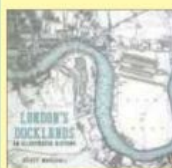
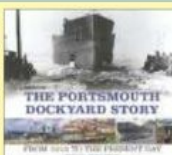


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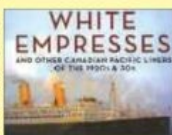


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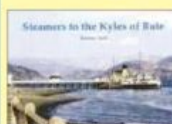
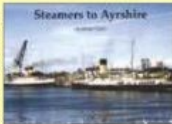


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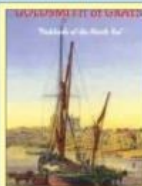
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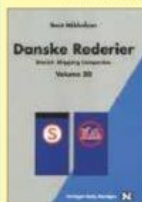


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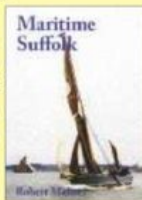


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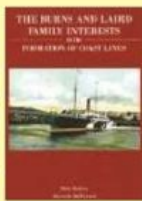


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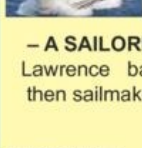
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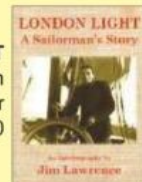
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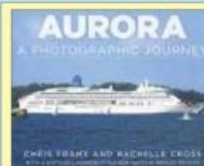
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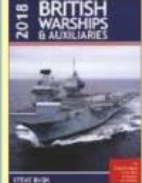


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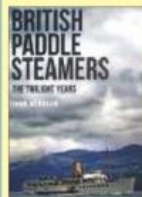
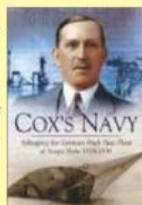


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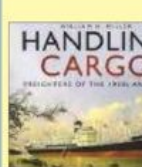
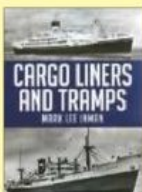


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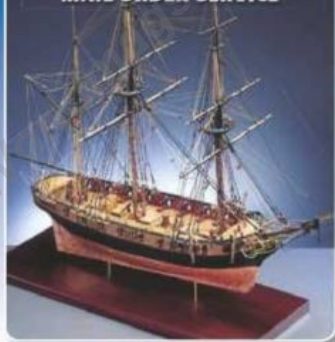
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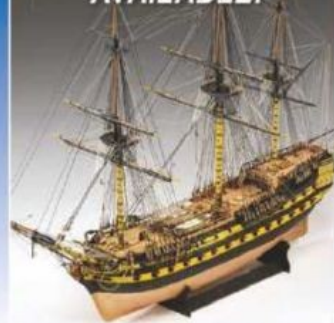
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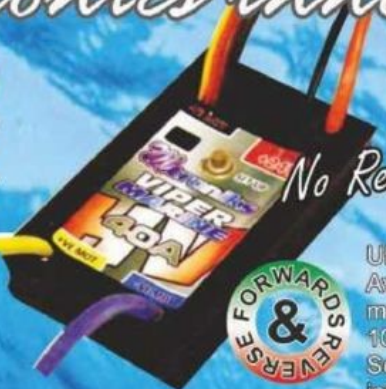
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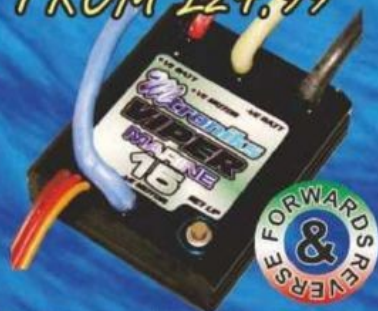
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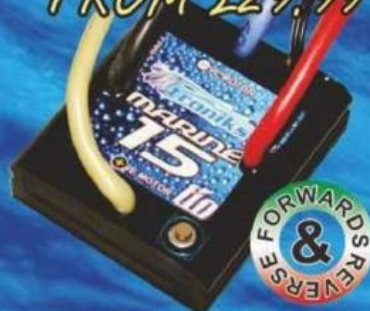
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