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**From Francis Drake
to the Cold War!**

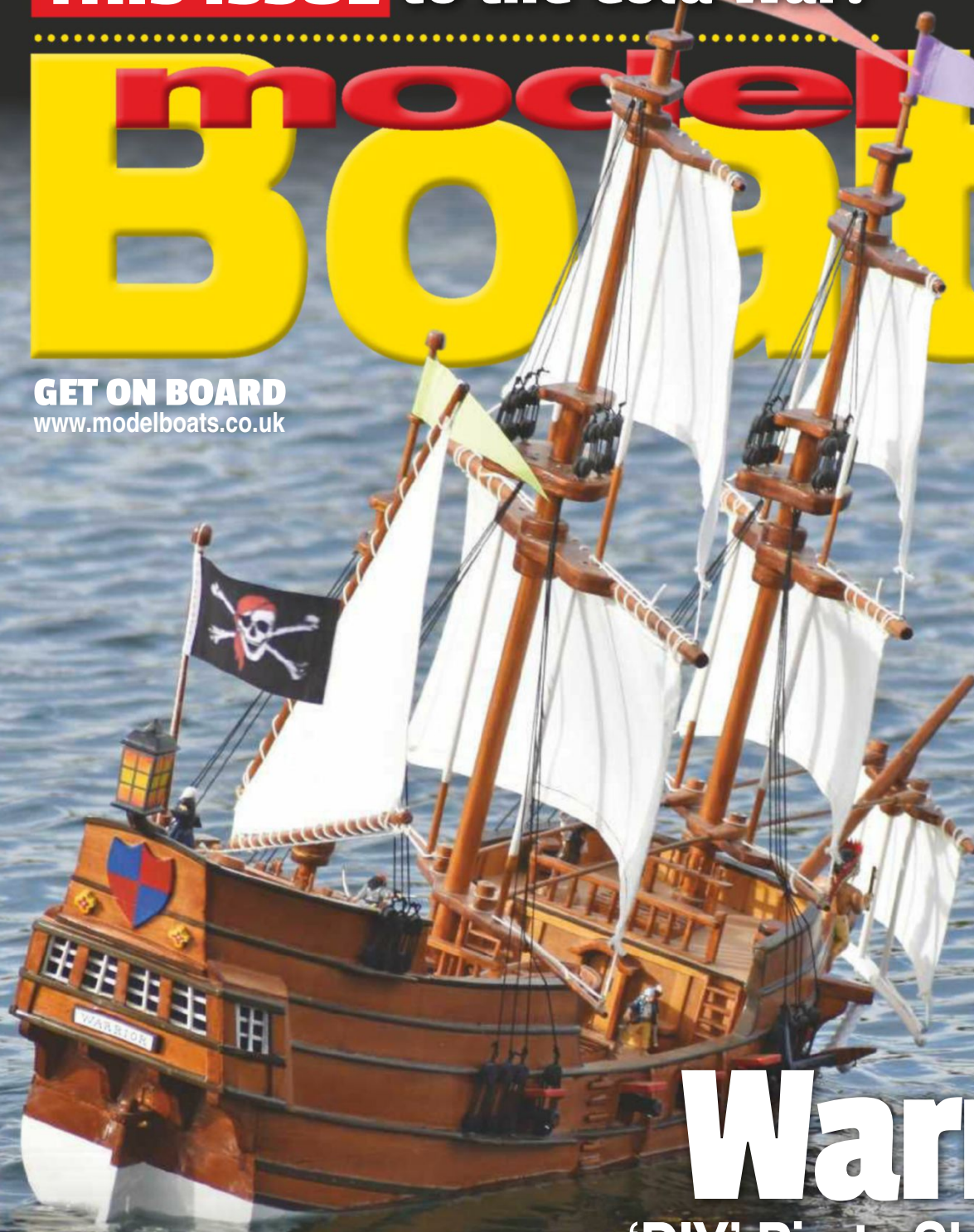
**No.1 For
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April 2019
Vol.69 No.821

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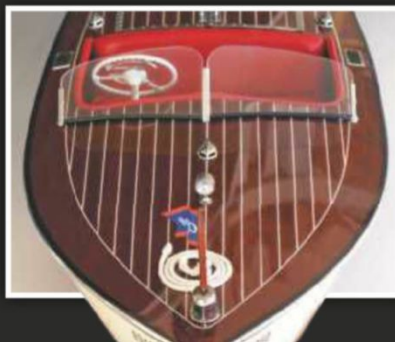


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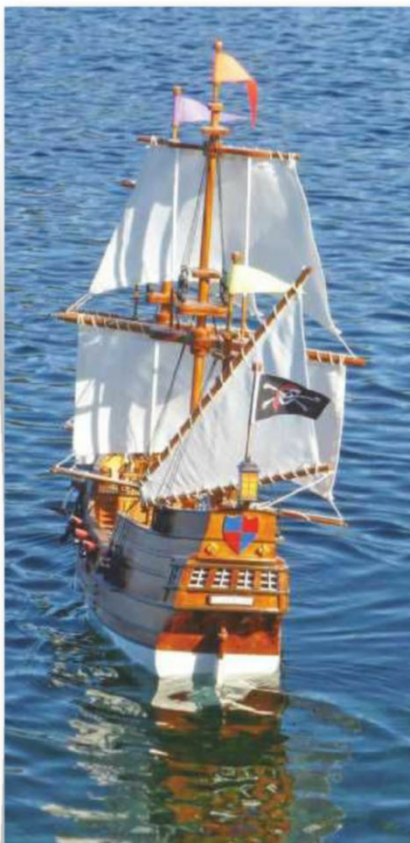
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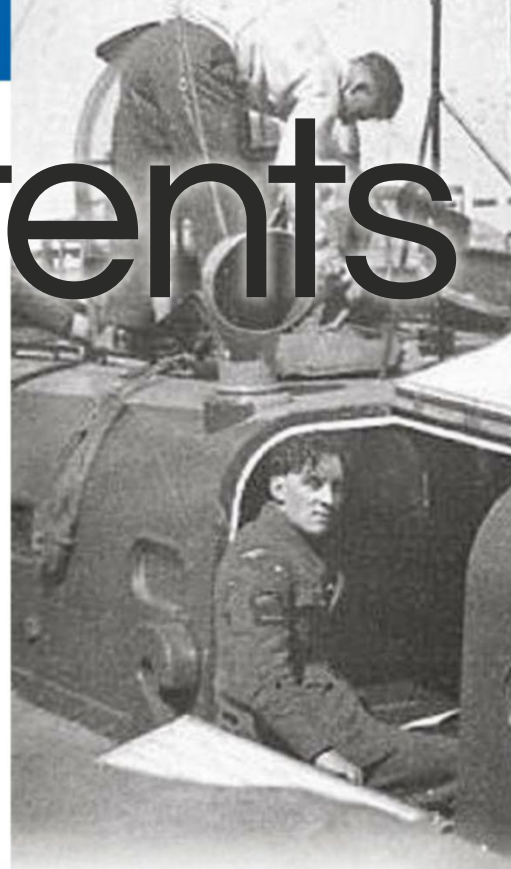
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A typical US harbour-type tug by Dermot Curnyn (Part 2 of 5)



It is every editor's dream to keep all of his/her (or gender-neutral) readership happy, but funnily enough, this is a near impossible task. However, I shall never be accused of not trying and so far, I have spoken either in person or e-mailed at least one, if not many more, to write articles on every specific subject within the world of model boating. Now I know that is a big ask, but I do know that there is a lot of you out there and a number of you are not seeing what 'floats your boat'! So, with the latter in mind, why not contact me and ask what I'm looking for. I know what the readership wants and I know what I want, but getting people to actually write the stuff is like dragging the preferable horse to water, although at the moment I cannot get it out of the stable, let alone to the pond side. That said, I am not short of good quality articles, I just need my stockpile to be more varied - if that makes sense!

This month we have three part works, the popular Whaleback, Barry's Warrior and Dave Wooley's amazing Soobrazitelnyy build. Also the 100th instalment of Richard Simpson's Boiler Room, another new contributor (I have space for many more!) and the usual array of show and event reports; hopefully a little something for the majority of you. Last month I was lucky enough to escape the office again to meet Barry Lalonde in St Neots, where the weather was kind and after a few attempts the cover shot was bagged. All being well, as we all come out of hibernation, I will be cropping up at a lot more events than I did last year, maybe even with a boat of my own - take cover!

Martyn Chorlton



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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!



Marblehead Open Meeting Games 1 Event at Chipstead Sailing Club - 19/01/2019

TOP: The start. BELOW: Colin Goodman (61) leading the fleet at the windward mark.



The day started bright but very cold as the competitors arrived at Chipstead Sailing Club. With boat registration completed and the course laid the briefing commenced at 09:45. Dave Allinson the PRO welcomed everyone to the club and outlined the days sailing. The Chipstead SC Radio Sailing fleet provided a host of bodies to perform all the duties needed to run an efficient meeting from race officials to observers. Racing commenced just after 10:00 with the breeze from the East South East and averaging about 8 mph.

The course was a windward leeward course over a distance of approximately 150 metres. The mornings racing consisted of seven races with Colin Goodman as the outstanding leader, but with only ten points covering the following four boats. The home based boats were also having a good series with only a handful of point between the three of them. Lunch was taken at 12:45 with a superb hot sausage and vegetable stew and French bread being very welcome in the cold conditions. The afternoon race session commenced at 13:45 with Colin Goodman continuing his good run. John Shorrock also maintained his consistency and slowly began

to cement his boat into second place overall. Martin Crysell and Trevor Binks battled it out for third and fourth place respectively. After four afternoon races and with the breeze slipping away a halt to racing was called at 15:15hrs.

A special mention should be made of the top home club sailor William Grant who is disabled and sits in a wheel chair, sailed his RM for the first time in some years and finished in a very creditable sixth place. Every one packed away and retired to the club where tea and cake was ready for all to consume. During tea, the results were generated and prizes were presented to the first four places.

Dave Allinson

Results:

Pos.	Skipper	Sail #	Club/City	Hull	Score
1	Colin Goodman	61	Chelmsford MYC	Grunge	9.0
2	John Shorrock	29	Datchet Water RSC	Quark	25.0
3	Martin Crysell	52	Guildford MYC	Prime Number	38.0
4	Trevor Binks	19	Eastbourne MYC	Prime Number	39.0
5	David Adam	46	Three Rivers	Prime Number	46.0
6	William Grant	73	Chipstead SC	Paradox	52.0
7	Phil Holiday	66	Datchet Water RSC	Grunge/Nioutriam	54.0
8	Peter Crisp	23	Chipstead SC	Starkers Cubed	57.0
9	David Andrews	13	Chipstead SC	Grunge	58.0
10	Alf Reynolds	142	Chelmsford MYC	Paradox	61.0
11	Peter Dunne	85	RSW	Starkers	96.0
12	Hugh McAadoo	118	Datchet Water RSC	Quark	102.0

Marblehead event at 3 Rivers Radio Yacht Club – 24/02/2019

Hot Racing at 3 Rivers! - Never has a winter Marblehead interclub event at the Bury Lake Rickmansworth been so hot, with bright sunshine all day and in the morning at least enough wind to give a beat and run course to make the racing hot too.

11 skippers from three different clubs enjoyed eight races in the light and fluky, basically easterly wind conditions. There were 5 different winners and every Datchet team member won a race. Austin Guerrier sailing a QUARK won the first and it looked as if Phil Holliday sailing a GRUNGE was going to take the 2nd but was overtaken on the last run by Guildford's Roger Stollery sailing his UP. He repeated this on the next two races, before Phil finally hit the front in Race 5.

After a very pleasant lunch in the sunshine, Roger won again, but in the following race it was John Shorrock sailing a QUARK with a new and very smart Graham Bantock fin who took line honours in Race 7. By this time the wind had more or less died and veered to the south-east blowing from behind the competitors leaving the whole course in a total mirror condition. However, this did not deter MYA Chairman Terry Rensch sailing Phil Holliday's NIOUTRAM, from picking up all the right gusts, staying on the rhumb line and just pipping Roger to the finishing line in the final Race 8. After this race, and with only half an hour to run before the deadline, all skippers agreed not to race again as the conditions were so poor.

All in all, despite the frustratingly light wind everyone enjoyed the

day, the pleasant sunshine and the great company. At the prize giving Roger thanked the five-man 3 Rivers race team, Tom Rodger, John Rance, John Keyworth, Oliver Bangham and as always John Male scoring, for putting on another great GAMES event under very difficult circumstances.

The next big Marblehead GAMES event is on 24 March, when Guildford Model Yacht Club will be running a special celebratory 40th MERMAID Trophy at Abbey Meads Lake, Chertsey.

Roger Stollery

ABOVE: Phil Holliday 66 streaking away from the 2 Guildford boats 52 Martin Crysell and 117 Roger Stollery. Phil Elford

BELOW: Race organiser, Peter Popham (seated) presenting the prize to the winner Roger Stollery. Martin Crysell



Results:

Pos.	Skipper	Sail #	Club/City	Hull
1st	Roger Stollery	8	Guildford	UP
2nd	Phil Holliday	13	Datchet	GRUNGE
3rd	Austin Guerrier	18	Datchet	QUARK

DIARY DATES 2019

Sat 6th April

Round 1 of the Electra Fast Electric Racing club season at Elmbridge Model Club lake, Egham on Saturday the 6th of April, racing starts around 10am and carries on throughout the day with prize giving at the end of the day around 4pm.

Sun 7th April

Mutual Model Boat Society, Grand Modellers Bring & Buy Sale, Crimble Croft Community Centre, Aspinall Street, Heywood, Manchester OL10 4HL. Come along and enjoy this famous event, either to sell or purchase your supplies. There are always lots of unusual bargains to be had. Opening time for sales 09.30am. Opening time for traders' 08.30am. Food available from 09.00am. Closing time 1.00pm. The whole site is wheel chair friendly. Admission £1.50 includes a raffle ticket. To Reserve a sellers Table, 6ft x 2ft = £10.00. Please contact Kevan Winward 07803 975089 or Colin Travis 07905028298

Sun 14th April

Balne Moor model boat club Tug Towing Challenge. First chance of the season to test your towing skills in teams of two

tuggers around a set course. Entry fee £1 per tug. If you prefer scale sailing, you can navigate our steering course instead. £1.50 per boat. Sat Nav Location DN14 0ER. More information can be found at: <http://balne-moor-model-boat-club.myfreesites.net> (or just google Balne Moor). You can also contact Michael Butler on mebutler1949@gmail.com.

Sat/Sun 20/21st April

The Vintage Model Yacht Group, Birkenhead Nationals which includes V36 classic or vintage entry – starts 11am for a Noon start. Contact Andrew Peter, Tel. 0151 639 3612.

Sun 21st April

TransportFest, Museum of Power Model Exhibition, Langford, Maldon CM9 6QA. Starts at 9am, Adults £7, Concessions £6, Children (5-15) £3, Children under 5 Free. For the Model Boaters, the Brentwood MBC will be in attendance.

Sat 27th April

Mobile Marine Models will be hosting their 'Manufacturer's Spring Bonanza Market Day'. 1030 start, free entry – many manufacturers, free parking, catering and much more! The Boat Shed, Highcliffe Park, Ingham Cliff, Lincoln, LN5 2YQ.

Sat/Sun 4/5th May

Kent Model Boat Display Team and Mid-Thames Model Boat Club are pleased to announce that they are jointly organising the Spring Bank Holiday Model Boat Regatta at Beale Park, Lower Basildon, Reading RG8 9NW over the weekend 4/5th May, 2019. This is an exceptional venue for model boat enthusiasts. For those clubs wishing to attend, there is free entry for clubs displaying boats, and free parking and overnight camping with toilets available... The venue also has excellent facilities including a restaurant, and various amusements for all the family. For further details please contact either:- Phillip Montague KMBDT on email: phil.kentdaa@yahoo.co.uk or Tony Simons MTMBC on email: tony406@btinternet.com

Sun 5th May

Tethered Hydroplane Regatta at Althorne Lake, Essex (This is a private lake situated to the south side of the B1010 in Althorne village, 1/2 mile past Station Rd), start time 11am for all meetings. With regards to the Althorne venue, the strength and direction of the wind plays a big part in whether we are able to hold the regatta. Please check before setting out. Norman Lara, Tel mobile 07956 423410 or Steve Poyser 07771640132.

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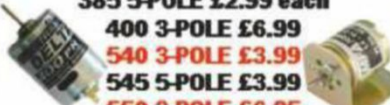
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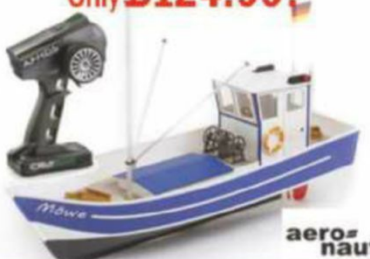
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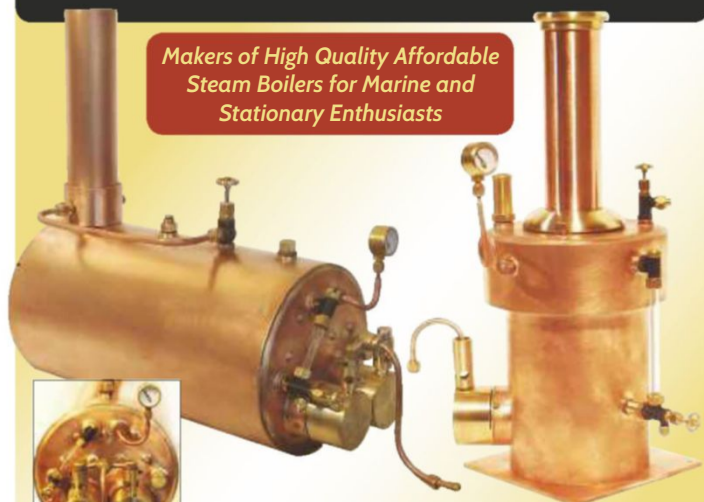
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HSL 128 at speed. 'Call-Out' by F R Galea.



All British Whaleback

Nick Brown's Type 2 HSL build continues

Diary Dates for HSL 128, Apr & May 42

2 April, 1942 -

Four Spitfires and two Hurricanes were scrambled at 0930hrs to face a raid of about fifty Ju88s and Ju87s with Messerschmitt escort. Two Spitfires failed to return. Plt Off Don McLeod of 126 Sqn found himself in a dingy three miles east of Kalafrana. HSL 128 was called out at 1047hrs to search for him whilst a reported 15 Bf109s were in the area. McLeod was picked up after 20 minutes in the sea.

14 April, 1942 -

After a call-out HSL 128 turned towards home. Unfortunately the land opposite Filfla Island has several outcrops of rocks, as we passed these rocks a Bf109 streaked in at sea level firing a long burst of machine gun and cannon fire raking the length of the launch as far as the engine room. The coxswain, Cpl Timms, collapsed at the wheel after being hit and the launch had to be piloted back to Kalafrana at a slower speed. The damage proved to be not structurally serious and HSL 128 was repaired within an hour.

7 May, 1942 -

Search for Motor Launch 130 overdue from her patrol. At 0407hrs flames were seen nine miles NE of Delimara Point. HSL 128 reached the position and started to search. Wreckage was found spread over an area more than half a mile square. No survivors were found, it was later discovered that ML130 had been sunk by German S-Boats and the crew of ten were taken prisoner.



Top view of HSL 128 showing the general layout of the cabin.



ABOVE: A sister Whaleback HSL 111 presenting another view of the cabin.



ABOVE: The kit's vacform cabin.

LEFT: A rear view of the kit cabin.

Welcome to part three of the Dean's Marine 1/24 scale ASR 128 kit build. This time we will be looking at the cabin and the primary defensive turrets and of course, a little bit more technical history of the 63ft High Speed Launches nicknamed 'Whalebacks'.

The Cabin- living on a launch

The cabin is home to three distinct features of the 'Whaleback' launch; the 'cockpit', the defensive armament turrets and the main mast.

The wheelhouse and cabin were prefabricated from synthetic resin bonded plywood with spruce frames and stiffeners. Under the wide foredeck and abaft of the peak, was the crew's mess, with bunks and a galley fitted with a pressurised paraffin oven. Forward of the mess against the forepeak bulkhead, was the crew's Baby

Blake toilet and wash basin to port and a chain locker and a ladder leading up to a hatch to starboard. Aft of the crew's mess, on the starboard side, was the access to the wheelhouse and a level deck led aft, under the conning position to a chart room and a sick bay. The latter could accommodate five stretchers. Leading off from the chart room on the starboard side was a small wireless cabin and aft of this was a double-berth cabin for Non-Commissioned Officers (NCO's), whereas offset to port was a single cabin for the Captain. Access to the forward turret (which was slightly offset to port) was via the chart room. The main engine fuel tanks were situated underneath the deck of the sick bay, which I am guessing was not very much fun for those rescued to find out! Stretcher access to the sick bay was via a wide hatch on the port side of the cabin, to which the access to the aft turret was through the sick bay.

Right then! The interesting bit! The cabin in the kit is a superb one-piece vac form plastic item with moulded in windows and turret tubs. As with the hull, you will need to mark out the cabin structure with a black marker pen, but differently, cut below this line so you have something to play with when offering it up to the deck. This is to allow for any subtle gaps, which can show up at this phase of the build. It is a bit of trial and error slowing removing material with a sanding stick to match the deck shape. Now just to show that us so-called experts can get things wrong, I misread the instructions when I cut the main access in to the hull. It's not a really big error



ABOVE LEFT: Areas to be removed internally are marked in red pen. ABOVE RIGHT: The cockpit windscreen marked ready for removal, note that the turret tub and side window have already been cut away.



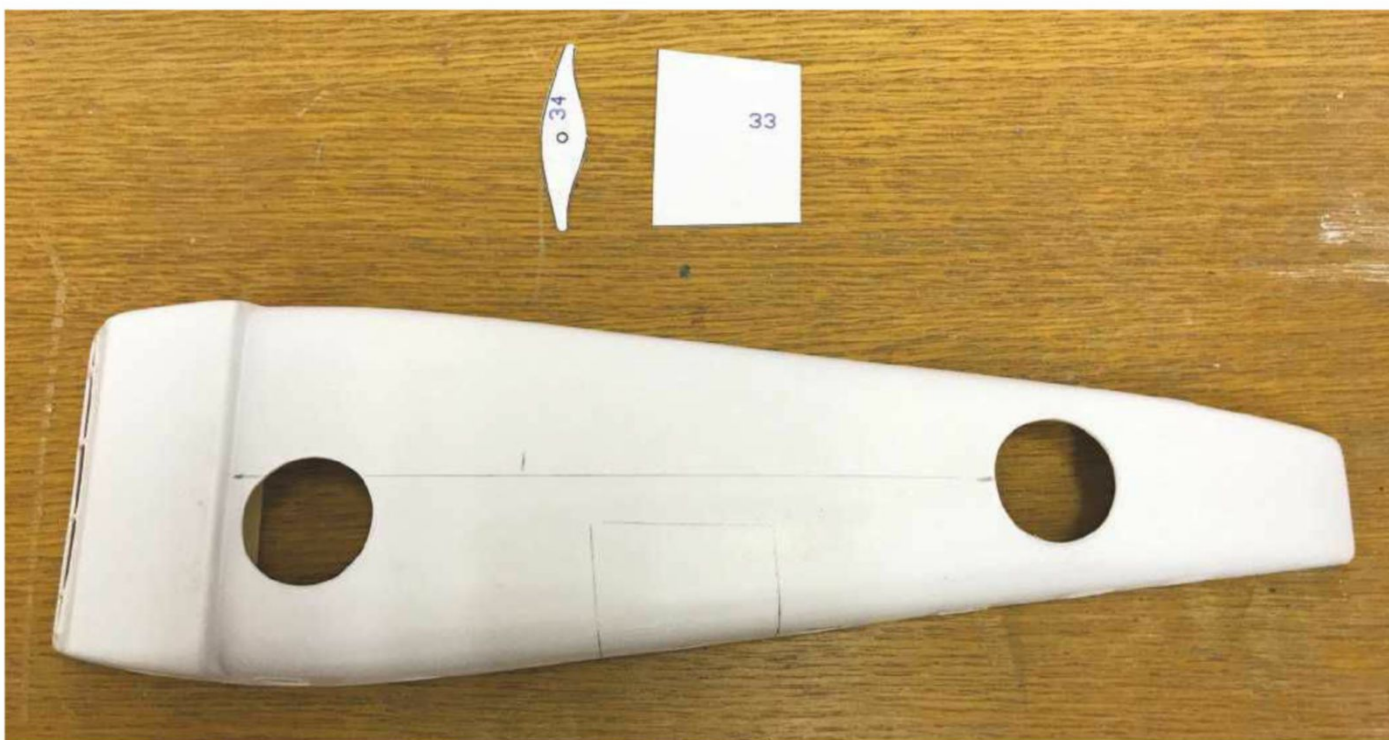
ABOVE: The inside view of the windscreen showing the area to be removed; not easy on the hands!

but I suddenly realised that I should have cut the access to fit the cabin structure and not get the cabin to fit around the coaming; it's my particular way of modelling when I scratch-build and my momentary lapse in what I was doing meant I had to stick some balsa wood strip to the cabin interior to allow a snug fit around the coaming. Never mind, hopefully you'll learn from my mistake!

Before we add any of the detail or any fittings to the cabin, you will need to cut out the windows and turret holes. The turret holes are actually the easiest to start with, I marked it out (this time with red pen; I like to mix things up) and using a new scalpel blade, I scored through the plastic and carefully removed the material. The oval windows are a little more difficult to cut out; I used a 1.5mm diameter drill and made four holes in the 'corners' of the windows. Then slice

carefully with your knife, leaving just the edges to tidy-up. If you can find a ceramic file (I thoroughly recommend using them) for the next section, the tidying up and shaping of the windows, they are invaluable. Requiring the slightest of movement to remove the plastic they make short work of creating the oval shaped windows in the main cabin. One recommendation I would make when starting this, is to begin with the two forward-most windows. If you've never done this before, you can practice your filing on these because if you mess up you can do what I'm going to do; hide them with splinter matting.

The cockpit windows were different to the oval windows and turret tubs, they have window frames moulded in and I was in two minds how to deal with them. The method I chose, was to mark them from the inside and carefully score with my trusty scalpel being



ABOVE: Both turret tubs have been cut away showing the clear difference between turrets; the forward turret is off-set to port.

very careful how far I moved the blade. It took a long time and I drank plenty of cups of coffee between windows to give me the chance to recover and not make mistakes. My backup plan, if I completely messed up, was to remove the front windows in one piece and make up a frame from excess Plasticard at a later date.

I think this part will be everyone's favourite; the detailing of the cabin. There are some pre-mentioned details to start with before fitting handrails and mast lights. The first is the sickbay hatch located on the port side. Dean's Marine provides a helpful template on 0.25mm Plasticard sheet. Using the kit's plan, I lined this up and marked the outline with a pencil. The second is positioning the mast, or more precisely, the hole in which the mast will sit. Getting these items in their correct position will allow all the other fittings to neatly line up. I drew the handrail lines and hatches onto the cabin roof using the plans, and some photos of HSL 128 in the Call-Out Diary as a guide. I started with locating the three hatches in the fittings tray and removed the excess resin by taping down some sandpaper to a table and slowing working the hatches flat, by using a swirling pattern when sanding them down (don't forget to wear a mask as resin dust is very toxic). Resin requires a cyanoacrylate glue (superglue) to attach them, use sparingly as fumes from this glue can cause headaches. When the three hatches were attached I continued by drilling the handrail holes with a 1.5mm diameter drill-bit. The handrails are made from white metal, which is a soft, easily cast metal. Don't be tempted to solder these metal items, as they will melt very quickly! I've tried it and it turns into a very shiny globule of metal! Using a pair of scissor grippers, I pushed the handrails into the plastic roof, turning the cabin over I glued them permanently in place with superglue. To create the rail itself, the kit provides some thin brass wire. I cold stretched (put in a vice and pull until straight) and pushed through

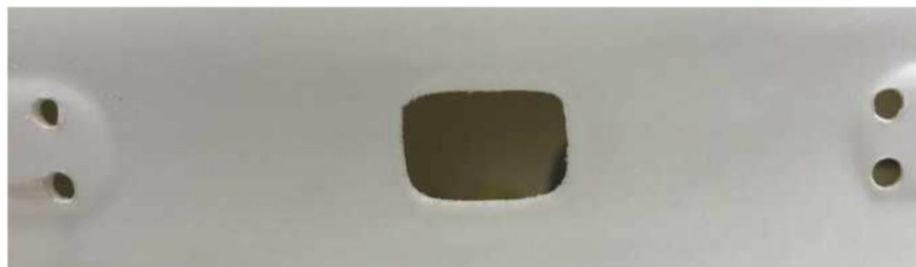
BELOW: The real HSL 128 showing the aft turret and sickbay access.



ABOVE: The cabin windows drilled in each corner.



ABOVE: Next in the sequence - joining up the holes.



ABOVE: And finished, a file creates the oval window. BELOW: The template mentioned in the main text for the sickbay hatch.



the pre-cast holes and once again attached with superglue. The plans and instructions recommend buying some 1mm square plastic strut for detailing of the cabin. The cabin roof has foot strips near two of the main hatches to allow the crew to climb up the structure without slipping off. It appears that each boat had different amount of strips and their position varied. Luckily I have a good photo of HSL 128 showing the aft cabin section showing the hatches and the strips clearly. The windows on both the cockpit and cabin sides had 'eyebrows', which acted as water gutters and these can be made from the 1mm plastic strut as well. Cut to length with a scalpel, I used Tamiya Extra Thin Cement to





One of the turret tub bases on the vacform sheet.

attach them to the cabin. This is a fantastic glue which is brushed on and evaporates, 'welding' the plastic together. Just don't apply too much as you can leave fingerprints on the plastic very easily! Using surplus pieces of Plasticard from the kit, I made up a strip between the central hatch and the main mast base. It's just a bit of easy detail that can be added without much effort.

Man the guns

The guns were mounted in two aircraft type turrets, each armed with a single Vickers (VGO) or Lewis 0.303in machine gun contained within a Armstrong Whitworth or Boulton & Paul turret. The gunner could traverse the turret through 355° manually via foot pressure on the floor and the use of knee and shoulder pads for increased leverage. They were similar in style to turrets used in the Avro Anson and Airspeed Oxford. They were constructed from Plexiglass, which was framed by an aluminium alloy structure. Often sections of Plexiglass were removed for ventilation and to allow the gunner a better view of any potential threat or downed aircrew. In the case of HSL 128, the forward turret was reduced completely leaving just the machine gun mount and turret base.

The kit provides two turret tubs and one complete turret; this is intentional to represent when the boat was stationed in Malta in late 1942. The turret glazing is represented by a clear vac formed item, which needs carefully cutting out and gluing together. This is perhaps



ABOVE: The turret base glued in position; note the resin hatch and the hand rails. BELOW: Compare this to the first photo in this article, the foot grips and resin hatches have been added.



the most daunting part of the detail work because it is such a focal part of the model. I used Tamiya tape to mask the clear sections, for when I started to cut out the turret halves, to provide an extra layer of protection if I slipped with the knife. Trial fit the two halves together until you are happy with the fit and glue... well, there is many different types of glues out there for gluing clear plastic, including varieties of fumeless superglue (it's the fumes which can

'fog' your windows). I used the Deluxe range of odourless superglue and because the join line is at the 3 and 9 o'clock positions (if looking from above) it is hidden by a frame line; nice coincidence or what! The kit has some aluminium-coloured vinyl sheet to create the framework, which on the real boats supported the Plexiglass. I painted the vinyl sheet with Humbrol Gloss Yellow (69). Cut them into thin strips approximately 2.5mm wide and apply

BELOW LEFT: An ASRL turret at the RAF Museum Hendon used for reference. BELOW RIGHT: HSL 128's rear turret showing the suppression rail and the twin machine guns. 'Call-Out' by F R Galea.



them around the clear plastic, starting with the pieces around where the gun barrels exit the turret. I used the plan and some pictures from the internet to create the framework outline, but a helpful build CD is available for the kit, which does show the model prototype and how the turret was built for the kit. The guns are reasonably well-represented in white metal; two Vickers machine guns are included. The guns are attached to the turrets with a white metal mount but the fire suppression rail is a little more complicated. A bit of bending to match the shape, superglue the supporting arms to the rail and the turret are complete prior to attaching to the cabin. On the real vessel, the forward turret (what's left of it!) may still have the suppression rail and part of the supporting structure of the cupola. So far I have only found one clear 'ish' photo of the forward turret with the suppression rail, so in this build I haven't included it.

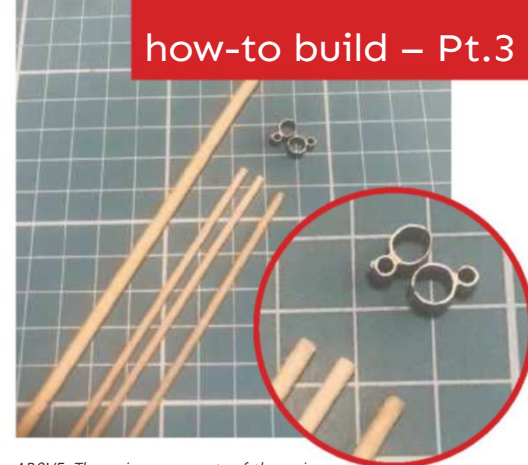
Somewhere to hang the flag

The mast on most RAF boats is somewhere to raise a flag and spread some wireless aerials. It could be lowered at its base to allow easier transportation and for when the boat was slipped into the hangar for repairs. The model's mast is a wooden length of 3mm diameter dowel that requires a little bit of tapering, as does the yardarm (or cross-tree). As recommended in the kit instructions, sand down the mast and yardarm using various grades of sandpaper. The mast has an extension called a 'topmast' made from a piece of 1.5mm dowel. This is held in place by two white metal circular brackets/rings, whilst the yardarm is held on in a little niche that you will need to file yourself with a round file. The instructions tell you to drill 0.5mm holes in the main mast for the rigging to pass through, however, I decided to use 0.5mm copper eyelets which are fantastic for rigging and are very cheap; you can buy approximately 100 for about £3. Just remember to drill and glue enough for not just the support rigging, but for the wireless aerials too.

Well that's it for this month, next time we will be looking to attach the remaining fittings and how to paint the model in the colours of the Royal Air Force Air Sea Rescue Service.



ABOVE: The turret in the kit, a clear vacform item that requires some careful cutting, hence the Tamiya tape.



ABOVE: The main components of the main mast; the dowel will need tapering but nothing that a file and some sandpaper can't sort out.

BELOW: The mast assembled with yardarm and top mast, note the little copper eyelets I used for the rigging attachments.



ABOVE: The finished glazing and framework made from the vinyl strips included in the kit. BELOW: The completed rear turret with the twin machine guns and the suppression rail ready for final installation in Part 4.



ABOVE: Not mentioned in the main text, but I scratchbuilt this feature from Plasticard. I believe this is the main lifting point for the boat when being hoisted.

BELOW: In the next article, we will discuss research but I discovered that the windows in the main cabin were probably painted over to prevent any excessive reflective surfaces alerting enemy aircraft; Plasticard was affixed behind the windows.



The complete cabin primed with grey paint (this will be discussed in Part 4).



Warrior

Barry Lalonde scratches a Golden-Hind-type 'Pirate Ship' (Part 2 of 2)

Transom

The Transom required a bit of decoration. Something simple was required so I settled on a shield with 'sort of' cross-shaped rosettes each side and a nameplate to finish the look (**Photo 1**).

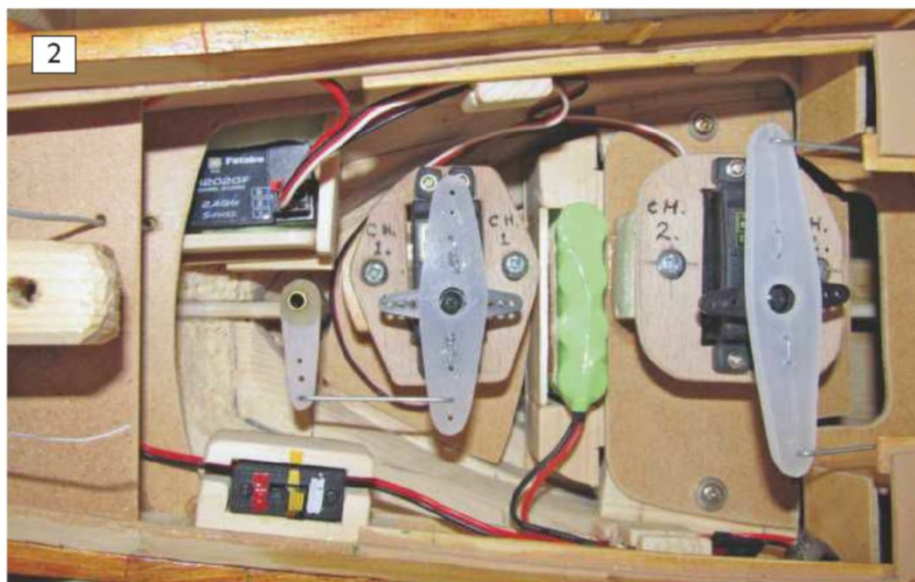
I must say that I now think the model is really looking the part in just plain wood and it seems to have a beauty of its own and it's a shame to think of covering it with varnish and paint.



Masts and booms

The masts and booms are made from wooden dowel of various sizes and tapered towards the ends. The booms on the mainmast, foremast and bowsprit are all moved by a radio control servo situated just behind the bulkhead immediately behind the

mainmast. There is a letterbox style opening at the top for two wire links from the servo that connect to a short arm that pivots around the mast (**Photo 2 & 3**). It is at this opening that water could go below decks. The main deck is sealed against water ingress and the water could flow out through the gun ports anyway,



so I reasoned that things would have to be pretty bad before water got in that opening. All booms pivot around the masts on a wooden bracket projecting the booms in front of the masts. From this position the movement from the servo is projected forward by wood doweling and joining brackets and also aloft to the top sails. The booms on the short rear mast, or mizzen, swivel around the mast freely, but are braced by struts from the bottom boom up to the top boom. Also where they come together at the forward end they were linked together with a wooden joiner. They all have a small plastic washer between wooden moving parts made from a plastic milk bottle in an attempt to reduce friction. I tried to get as much movement of the booms around the masts as possible but in hindsight I should have tried that little bit more. If possible, 30° or less should be aimed for from the centre line of the boat, otherwise the boat will not go to windward. As I said in the last instalment, to keep the lower sail corners on the bottom sails under control on the main and foremasts, I had an extra light boom mounted around the lower masts to control these corners and to make them more efficient sails on a model. To disguise these 'extras' from a real boat, they were painted white or varnished to blend in with the sails or lower wood work. Again most times from a distance, they disappear amongst the woodwork and do not stand out as an 'extra' from a real boat. The masts are made in three pieces, each section stepped forwards.

The sail slung under the bowsprit also requires a special mention. My problem was how do you hold the sail in that position and be able to turn it and hold the bottom corners of the sail taught. My fix for this was to have a length of dowel extended down from the bowsprit so as the boom could pivot around it. To hold the bottom corners of the sail, two struts held in place a curved boom at the foot of the sail, all this pivoted around the extending dowel. The curve in the boom was to help it



blend into the shape of the sail at the bottom and when painted white, helps to disguise it. The control from the servo uses wooden doweling extending forwards connecting the main boom, foremast boom and sail under the bowsprit. I thought this was a better answer for the control of these sails, especially the sail under the bowsprit (**Photo 4 & 5**).

Painting and varnishing

This is reasonably simple on this model. I decided that it was to be white Humbrol silk finish up to the lowest hull rubbing strake and varnished above. For all decks, I chose a beige colour close to that of a wooden deck and all capping rails and deck lines and rubbing strakes were painted dark brown.



This emphasized the curve of the decks and contrasted well with the varnish and tied it all together (**Photo 6 & 7**).

Tank testing

I had to make a rectangular box lined with a piece of plastic deep enough to accommodate this boat. When the model was placed in the water it was a shock to see it immediately want to roll over, I could not even leave it to go and get some weights to ballast it out and thought, oh well, perhaps it's going to be a static model on the sideboard after all. That is not what I was aiming for. After organizing myself with various weights and placing the boat back in the water I added weight to get it down to the waterline and was a bit surprised how far forward it needed to be, I guess this was to balance out the high stern. These weights had to be placed across at deck level only as I had no access to most of the internal hull. Two lead weights were cast equivalent to the weight in my trials and were epoxied and screwed to each side of the keel. Another dip in the test tank revealed that I had not got it quite right, so smaller weights were cast and placed just behind the first two. The boat now sat comfortably in the water at its correct waterline, to my relief, but when pushed over sideways it seemed to me as if it was going to be a bit tender to leaning over in the wind, so left me with a question mark over how successful this model was going to be on the water (**Photo 8 & 9**).

Sails

The thought of making six sails to a standard that was acceptable was a bit daunting as I don't often use a sewing machine but wanted to have a go myself. For my fabric I chose to use a good quality curtain lining material that was a light cream in colour. A cardboard template was made for each sail and allowing



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for a double hem all the way around, the sail was cut out. Lines were drawn on the sail to represent the sail panels and stitching began. After a hesitant start, on the whole a satisfactory finish was achieved. A few sails went wrong, so as quite often in modelling you have to make more than you need to get a good set but I am pleased with the result and I made them myself. The sails were then stitched to the booms and sheets were led to small eyes in the ends of the booms. At this point, three flags were fitted to the upper flag masts making sure that they swiveled around their mast easily as these were going to tell me where the wind was coming from when the boat was sailing along. Lastly the Pirate flag was mounted on its own flag pole or staff above the lantern (**Photo 10**).

Rigging

Not much rigging is required on this model as the masts are firmly glued to the keel and braced by collars glued at deck level. I had a go at making pulley blocks cut from slices of dowel but this did not go very well at all for me, which was disappointing, and considering I had to make over 60 of these items, was impossible. The alternative that I came up with was cheating, but from a distance again, once painted matt black, would not stand out - hopefully. So my fix was to cut two slices of dowel placed apart, the top one with a wire eye twisted on and three

11



pieces of wire laid on top between the two blocks, the centre wire being longer than the outside ones to represent the rope between the pulley blocks and just a touch of super glue to hold it all together. When dry, turn them over and glue on three more pieces of

wire, then do it 33 more times! These were epoxied on at the extended deck edges and black elastic cord used for the rigging shrouds. I needed elastic as the bottom booms squashed into the shrouds as they turned around the masts (**Photo 11**).



Anchor rope

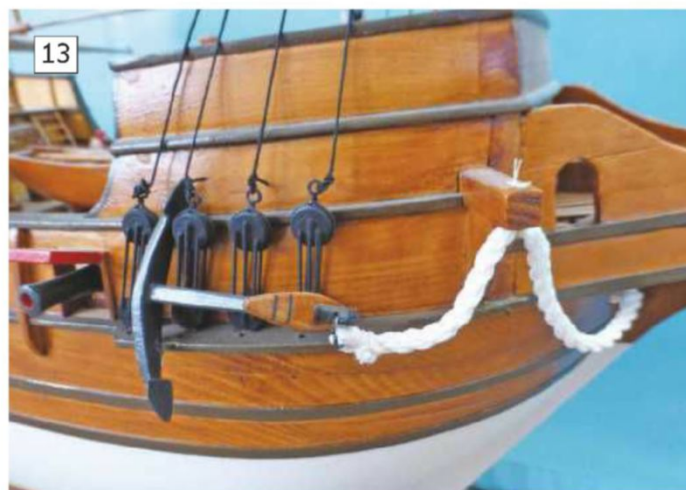
I have been to Chatham Historic Dockyard twice now and both times I visited the rope walk. In a room off to the side they give a small demonstration and accepting that they have the equipment, the process seems relatively simple. The anchor rope or cable as it is called

was something I thought I would like to have a go at. The usual place these days is to look on YouTube and there are lots of clips of film of how to do it. A couple of them used very simple jigs made from a few scraps of wood and bent coat hangers or in my case bicycle spokes bent to form three hooks with a crank handle on the other end. These went through a piece of wood held in the vice with another piece of wood with three holes to hold the three crank handles together so as to turn them around together. Apart from a weight to keep your work under tension and a simple dolly to keep the strands apart, that is all there is to it. Within 30 minutes of being in the workshop I was making rope, I was amazed how easy it was. I started experimenting with

a small numbers of strands to make three ply rope, gained confidence and gradually increase the number of strands used to produce thicker sizes of rope suitable for an anchor cable (**Photo 12 & 13**).

Crew

More and more I see pictures in Model Boat magazine of various crew or passengers on models and, although I have never done it before, I have to admit it does improve the look of the model. Therefore a set of six pirates were purchased, these were unpainted, so after a lick of paint and modifying their bases they were ready to stick on in various places on the deck (**Photo 14**).



Radio control

This was to be fitted right at the stern. I had a small piece of deck behind the main mast that was removable and the upper most rear section came off complete with the mizzen mast and sail, this gave me access to fit the radio control and servos for the control of the rudder and booms.

It was a bit cramped in there but after testing for rudder and boom movement I found that all had gone well. It was a delight to see all five sails/booms move together from one side to the other (**Photo 10**).

Sea trials

Finally, the model, taking approximately 18 months from start to finish, was complete. The dimensions of the model were 85cm LOA, 55cm length at the waterline, 19cm beam, 80cm from bottom of keel to mast top and a total weight of 4kg (9lbs).

The lake chosen for its maiden voyage was my local sailing club water and a small boat was readied just in case a rescue was required. The water was sheltered from the wind close to the bank but it was quite a bit gusty further out which made me wonder if I was doing the right thing on such an exposed piece of water. I told myself that I had built it to sail and not sit on a shelf, so I placed it in the water and immediately it heeled to a breeze, did I really want to let go! Anyway when released off, she went slowly at first until further out on the lake and surprise, surprise, she stood up to the wind admirably. What a picture it looked even if I say so myself. I have never sailed a square rigger before so it required a bit more thought as to the course sailed in relation to the wind direction, just a bit of a learning process (**Photo 15**).

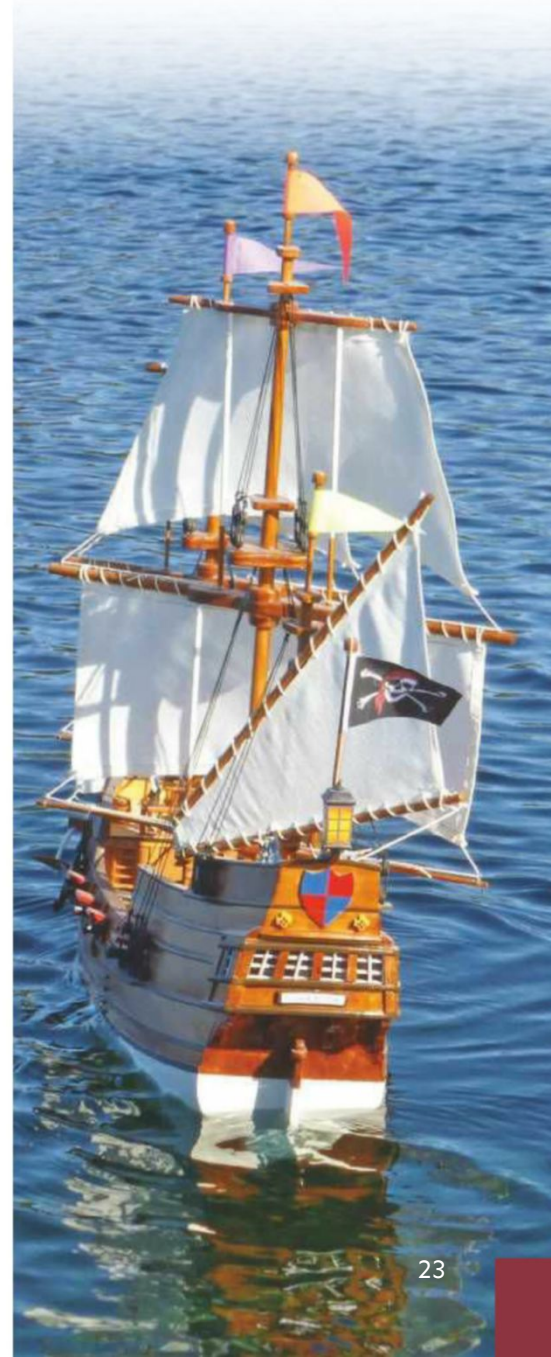
Conclusion and lessons learnt

This being my first attempt at a Galleon I feel the model has been a success. Each time my Grandson has visited our house he



has been delighted to watch the progress during the build to the finished article. I am now delighted to have a satisfactory model to give to my Grandson after all the work that has gone into it. The time spent has not been a chore and time spent modelling, while listening to the radio passes many a happy hour. When you build a model from scratch from your own drawings there is no guarantee that the model will have a happy ending and as I have no training in this sort of thing, only experience from making other models.

If I have anything to pass on to other modellers doing a similar project of a square rigger I would just say, do make sure your sails/booms travel a long way around the masts if you want to attempt at sailing to windward and do have a large rudder, if not permanently, have a means of extending it when on the water. Happy modelling. ●





1: A whistle is one of those classic projects that looks like it should be extremely simple to achieve but which includes one or two pitfalls along the way.

simply cannot be allowed to vent to inside of an enclosed model as, at the very least, you will wet the internal surfaces of the model with the condensed steam and possibly at the worst end of the possibilities the release of pressure may cause parts of the enclosed space to be ejected such as structure or fittings on the model. To vent the whistle externally you might consider fitting a flue however there is a good chance that condensation will form in that and run back into the model and, if you connect the whistle externally and feed it through a pipe you might have given yourself a few challenges with being able to remove the superstructure quickly in the event of an emergency. These are challenges that I would personally not want to get involved with so would generally only consider a whistle as a feasible option in an open hull model. That is of course not to say it cannot be done, I just like to try to keep things as easy as possible to operate and maintain.

The next main consideration and the one that a lot of modellers seem to forget, is the fact that to operate a whistle you are venting your boiler to atmosphere. This is going to lose you a significant amount of steam, particularly if you have chosen a particularly large size of whistle. Consequently the more often you operate the whistle the more you are reducing your steaming time on the water. This is of course effectively costing you gas, and if the gas cooling effect is an issue for you, as it is by varying degrees to most of us, this will almost certainly exacerbate it, as well as meaning that visits to the side of the pond will need to be more frequent. You therefore should be looking at smaller whistles on larger boilers wherever possible and bench tests to determine the effects on pressure are well worth conducting before you commit to the pond.

As regards planning the project, the first job is to select a whistle and that is where it soon becomes apparent that things might not be quite so straightforward as we were hoping. There are not large numbers of suppliers of such devices so we are a bit limited as regards what is available anyway but we of course have to combine this with just where we can mount the whistle and then how we might possibly be able to control it. Although not a rule, I would usually suggest, wherever possible, that you mount the whistle directly onto the boiler shell for a couple of good reasons. One is that the introduction of pipe work could lead to condensation forming in the pipe and an initial blast of water being blown all over your model before the dry steam ever gets to the whistle to operate it. Another reason is that in all the cases I have seen the operating valve is incorporated into the whistle casting. This means that the servo we are going to set up to open the valve will be pulling on the whistle itself and so has the tendency to distort any pipe that may be attached to it, unless it is very firmly secured.

So having decided we are going to mount the whistle on the boiler shell we then have to locate a suitable spare redundant mounting plug - hopefully. This may even require other

Boiler Room

Adding a Whistle

A collection of thoughts on Model Steam Plants

by Richard Simpson

I think after spending a few months now looking at rules and regulations and the challenges with burners it is about time we got back into the workshop and back to doing something a bit more practical with some of our projects. One interesting item that

came up in conversation recently was that of adding a whistle sound to a particular model steam boat. Something quite a few of us quite like the idea of and something which, initially might seem like a fairly simple addition to our plant, **Photo 1**. Interestingly the conversation in question was originally based on the idea of adding an electrically based whistle sound. After I mentioned the requirement for an additional channel on the radio set, possibly an additional battery but definitely some means of playing an electronic file through an amplifier and a speaker the whole idea soon turned to using a whistle mounted on the boiler, requiring really just the whistle unit, a servo and a spare channel. While this may initially seem to be a very simple project to undertake there are one or two pitfalls that are maybe worth looking at in an attempt to help others avoid them.

The initial thinking

Even before we start the process of thinking just where we can put a whistle it is worth considering the implications of the restrictions our model may put on the idea. What I am referring to mainly is of course fitting one in an enclosed model. Usually a whistle takes the form of a valve, operated by a lever rather than a wheel, which releases steam from the boiler into some form of resonating chamber. This is commonly a thin walled brass cylinder, mounted at one end only, which allows the cylinder to vibrate under the friction of the steam passing through it, **Photo 2**. When the valve is initially opened you may well get a bit of condensed water being ejected first before the full force of the steam is released. This



2: Most model boat whistles tend follow this basic layout in one way or another. At the bottom is a valve, which sits on a rubber seat and is held in place by a spring. The lever acts on the end of the valve spindle to lift the valve and let the steam into the resonating chamber, created by the brass cylinder.

shell mountings to be moved so we have to also remember such requirements as ensuring the safety valve is still on the top surface of the boiler, the steam supply pipe is not connected to a mounting that is likely to be below the water level or any other possible concerns we might be able to think of. If you haven't got a spare plug then a 'Y' fitting on the top to share a mounting with another fitting is a possibility but it must always be remembered that venting this line when you operate the whistle may well affect whatever else you are connected to. This is precisely why it should not share a connection with the safety valve and, unless you are happy for the boat to slow down every time you blow the whistle, I would also not share it with the steam outlet pipe to the engine. If it was my own boiler and I had no spare plug on the top surface of the boiler shell, to be honest, I think I would give up on the idea at this stage anyway. That is not to say there may not be ways of achieving your dream of hearing the shrill shriek of your live steam whistle drifting across the pond first thing on a quiet Sunday morning. I would probably have simply moved onto something easier to achieve by now.

So assuming we have a spare plug on the top surface and you have removed it. The next challenge is that we then need to identify the thread. I would love a pound for every time I have been asked 'Can you tell me what thread this is?' as an invariably grubby and usually slightly disfigured piece of brass is thrust into my hand with something that perhaps used to resemble a screw thread, but now appears to be made of some sort of toffee protruding out of one end of it. Threads used in model boiler manufacture is a whole subject in itself and one which I have quite deliberately avoided for the entire Boiler Room Series as it is such a difficult subject to study. You can measure an outside diameter and you can even come up with a good stab at the threads per inch but that will still only be a part of the story. Differing thread systems can actually have slightly different thread forms, i.e. the angles of the sides, the radius of the root and the tip etc. so even compatible sizes can sometimes be a challenge to screw together. While some boiler manufacturers have their own preferred thread systems more often than not items sourced from an outside supplier, such as safety valves, may well have their own specific threaded boss. Again, if it was myself, if I was able to clearly identify an outside diameter and a pitch that seemed compatible with normal sizes such as 40tpi or 26tpi then I would order accordingly. Bearing in mind also that some suppliers classify their threads in pipe size as opposed to actual measured outside diameter of a thread and some suppliers may also be more model railway orientated so you might find threads slightly different to the ones used normally by the boiler manufacturers we tend to deal with. If there was any doubt I would send the plug to the vendor, by some form of recorded delivery, and ask him to match the



3: I'll probably get comment again regarding the age of my thread tape reel. I have had it for over 40 years and it is still the best way to seal a steam thread.



4: The pulley must be in alignment with the cords on either side of it to prevent excessive wear. I mounted mine on a small beech block to give the screws something solid to hold on to.

thread with the whistle. Most will be happy to do this for you.

The final consideration for your whistle should be pressure. It is all well and good wanting a whistle to equal the level of sound generated by the ever increasing volume of the twin V8-turbo charged lifeboat engines thundering around the pond nowadays but the whistle will not do its job if the steam pressure is insufficient. Some vendors will be able to let you know what pressure a particular whistle requires to operate, but some simply will not know. Again it is better to go with a smaller whistle if possible to be on the safe side. My own Borkum has a fairly big whistle for the boiler size, which works very well but only when the boiler is at a good pressure and the whistle is well maintained. Consequently the whistle does occasionally require attention.

The fitting

Assuming we have now identified our whistle, received the item with the correct thread and are happy with where we are going to put it let's look into fitting it. First of all hopefully we have already considered the fitting location to be suitably accessible for the location of a servo of a convenient attitude. As usual I would use a

PTFE thread tape to seal the thread and would cut a small piece off with a sharp blade to wrap around the base thread following the direction of the thread, **Photo 3**. Most whistle valves can be operated from a small, even micro, servo so space is not a big issue but arrangements to link the two together might be a bit more of a challenge. You will need to decide whether you are going to use a fixed rod linkage or a flexible wire or cord but, either way the path of the wire or the linkages must be considered. Linkages may well need the fitting of bell cranks to change the direction but offer much more rigid and reliable connection. If you want some ideas study traditional railway mechanical points linkages for inspiration. If however you choose a wire or cord you will need to consider pulleys to change direction, **Photo 4**, as well as ways of maintaining tension. This could simply be adjustment of the servo arm position or the use of such devices as bottle screws. All this should dictate where the servo is going so that can be mounted on suitable bearers in its location and at a suitable attitude to allow easy removal of the arm and repositioning for tension adjustment. Don't forget as well that the servo cable has to be run to the receiver so you need a clear path and sufficient length of cable to be able to do that.



5: Simple is best. If you can use only a single pulley so much the better as there is less stress on everything and more chance of things working reliably. The cord should be always under a slight degree of tension to prevent it coming off the pulley and the brass thimble should help prevent chaffing.



6: Bench testing is always worthwhile and is why the plant should always be easily removable. This plant comes out of the boat, complete, in less than a minute so can be run on the bench to test anything you might want to have a play with. 7: Descaling tablets are easy to get from most hardware stores and a lot of places that sell coffee machines. I use them to clean boilers as well as most steam related fittings such as safety valves.



With the whistle in place and the servo in place the connections can be also put in place. I would ensure that you test the range of movement of the servo arm very carefully before finally connecting up as the valve arm movement is usually very little. Excessive servo arm movement could easily cause damage if it is not suitably adjusted first so I would not make the final connections until I am sure that any excessive movement has been removed. Once you are happy connect the linkages and test the operation with a cold boiler from your transmitter, **Photo 5**. Ensure the linkages are free to move and there does not appear to be any flexing as a result of stress in the linkages and there is a slight degree of remaining free movement in the valve lever to ensure that you are not putting strain on the valve body as well. In my own case I first of all fitted a shackle to the hole in the whistle valve arm then used a cord to attach it to the servo arm. The cord is of a fairly tight weave so should not stretch too much however if it does over time then you can simply tie a knot in it, at a location that is out of sight to reduce the length slightly. The pulley I used is a simple brass running rigging item, mounted carefully to ensure that it remains in the correct plane for the cord. To do this you need to study the angle the cord enters the pulley and the angle it leaves and ensure the pulley wheel is not at an angle to either of these. If you do the cord will try to rotate and will wear prematurely. Also worth noting is that if the cord is to pass through a bulkhead, as it does in this case, then I would fit some sort of thimble to keep the edges smooth. I used a brass thimble of the type used to connect wires in the older type of Scalextric cars, simply epoxied into a close

fitting hole drilled through the bulkhead. Great care must be taken to get this hole in exactly the correct location to prevent undue wear on the cord. The cord was then given a wipe of bees wax to minimise any potential friction as it passes through the thimble. Although mine does not appear to be in the perfect location when the servo is operated and the cord is under the maximum tension the cord is nice and free in the thimble.

Test run

I realise that there are a lot of modellers reading this who may feel that we have put an excessive amount of time and effort in discussing something as relatively simple as fitting a whistle to a model boiler. Conversations I have had in years gone by however would indicate that there are a lot who see such a project as so simple it doesn't merit such in depth thought as it cannot possibly be difficult. I then have to assist them in working out why they are losing steam pressure, which I have seen through a valve held off its seat by a poorly set up operating linkage. Then there was the case of why their burners are not working properly when in fact the gas cooling effect has effectively reduced the flame to almost nothing as a result of losing 50% of the available steam pressure through over enthusiastic blasts on the whistle.

I would run up the boiler on your workbench to working pressure and test the operation of the whistle, **Photo 6**. See how much effect it has on the steam pressure both with the engine running and with it idle. Don't forget to put some dust sheets around the area as you

may well get a fair bit of spray. If it all works all well and good. There is a certain degree of satisfaction from a 'toot' on the whistle which you know has been generated in a time honoured traditional fashion from your boiler. Obtaining that however is not always as straightforward as you might think.

Maintenance

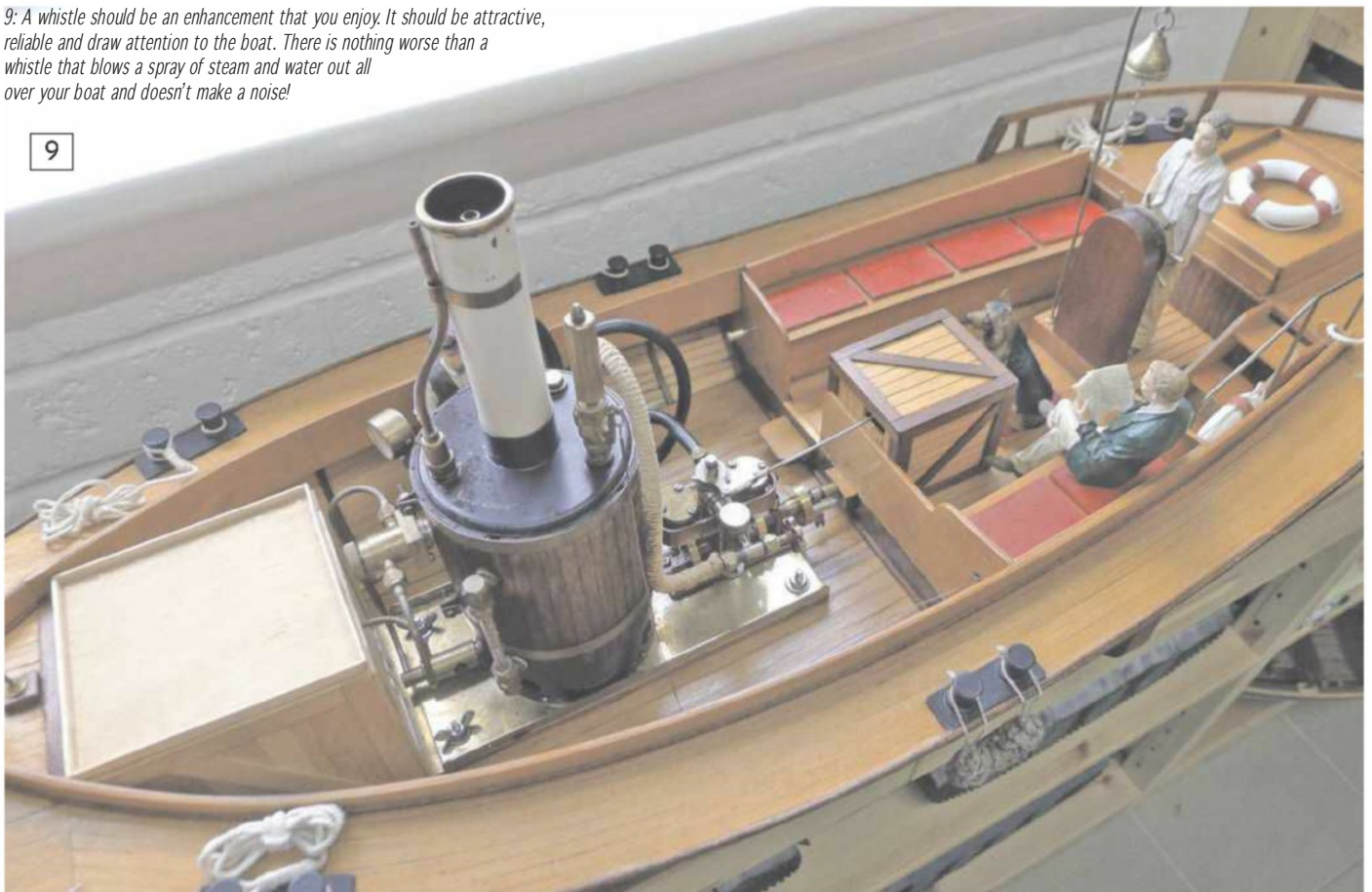
Finally I think it is worth just a brief word on maintenance. While the whistle is, on the surface a very simple device, it can be affected quite quickly by one or two things. Firstly, as we mentioned initially, the whistle creates its sound by the thin walled brass tube resonating as steam passes through it. The tone of the sound in some cases can be varied by adjusting the height of the brass tube but the resonance will be affected tremendously as soon as any build-up of scale occurs on the surface of the tube. The ports of the valve can also be affected by a build-up of scale so regular cleaning is well worth it, particularly if the whistle tone sounds dull. I use descaling tablets, of the kind used to descale coffee machines, **Photo 7**, and drop all the components of the whistle into the liquid for the prescribed amount of time. A good clean and polish is usually all that is required but, if you have a type that uses a thin walled brass cylinder the internal surfaces will need a good clean as well. It is not going to do the job to simply give the outside of the unit a wipe over with some polish and hope it will work again. Finally, when everything is in place in the boat, test the whistle again and adjust the height of the shroud to give you the desired tone, **Photo 8**.



8: With the boiler up to pressure the operating arm can be touched to test the whistle. Slackening off the top nut and screwing the brass cylinder up and down can vary the tone of the whistle to your preference. Always make sure there is enough thread left available for the nut to lock on to.

If you pay a bit of attention to the selection of your whistle, the design of the operating linkages and the maintenance of the unit it should provide a satisfying 'toot' for many years to come. It can soon fall foul however, of a poorly thought out linkages or a build-up of scale so get these bits correct and you will impress everyone, **Photo 9**.

9: A whistle should be an enhancement that you enjoy. It should be attractive, reliable and draw attention to the boat. There is nothing worse than a whistle that blows a spray of steam and water out all over your boat and doesn't make a noise!



Spares

By David J. Wiggins

I was going to call this second feature 'Odds and S...s' but thought better of it so I have settled on 'Spares'. Whenever one sets out to repair, restore, modernise or renovate pretty much anything old, a huge disincentive is searching for the appropriate spare part or parts needed to complete the job. I dislike the process I admit and have always been a big believer in holding adequate 'might come in useful one day' spares in-house. In my case, the name of the game has always been radio repair but it could just as well be vintage boats, model engine restoration or tinplate toy collecting – you'll still need to hold adequate spares if you are not willing to sit around 'just looking at' the job for months or even years and yes, I have been obliged to do both for want of a special item I did not have and just could not track down.

A big factor is the relative rarity of the item you wish to overhaul. Talking R/C, anything Japanese is going to be relatively easy to source parts for, as numbers made were high and not so long ago in the scheme of things. The most popular American sets (Kraft, Logictrol, Orbit or Micro Avionics), are not that tough to source parts for either; you can either find the right part or a suitable modern replacement on US auction sites. Much the same goes for a British Skyleader or a Sprengbrook; it's not too hard a job. The

problems arise when one delves into exotic or low production fare, say, an American Pro-Line or a British Flight-Link or Staveley radio. Like Pro-Line out in the states, FLC gear was largely hand built to order with some sets for British hobby retailers added on. There really are no spares about, even from the designer with whom I have contacted. Other 'British' sets, the Staveley range or an even older RCS 'Digifive', Guidance System or Inter-6/Competition 10 reed set for example, sometimes used some US sourced parts and one can then try to approach repairing these by going down the American route if necessary.

Spares for Orbit, Kraft and Pro-Line radios

My first item this month is a brand new ORBIT receiver case. This just 'appeared' as a buy-it-now item on US eBay one day and I bought it immediately. Manufactured, at Santa Ana California, in folded black vinyl clad aluminium, it's a great spare to have 'just in case' you need to replace a dented example, even the nice original label is worth having (not to say of modest monetary value on its own account), if one restores a lot of American electronics as I do.

My second piece is an invaluable spare part for anyone in either the USA or UK who is facing the complete overhaul and modernisation of a Pro-Line 'Competition' transmitter. By about 1975 Pro-Line Inc. had built up a Worldwide reputation as 'the best money could buy' if one was involved in serious R/C aerobatics or in pylon racing but Pro-Line also manufactured some simpler radios for boats and for ordinary club flyers. The reason that this part is so useful is that, should you be lucky enough to track down something like a 'competition six' today (be aware they still fetch high prices if clean), one is 99% sure to find that the radio has a 72MHz RF (Radio Frequency) deck fitted. The earlier 72 Meg VHF frequencies are now illegal, even in the USA, where the equipment was manufactured. By far the preferred option is to obtain and fit a 27AM board which is still legal Worldwide and fit that. As 27AM receivers (of various makes), can still be found it's a much easier option than an expensive 2.4GHz modernization.

My next component is again of Pro-Line origin being a replacement moving iron transmitter RF edge meter. This little meter was popular with many American makers which are mostly identical but a 'plus' is the P/L dial marking. These meters are mostly found damaged; this one is in especially nice order so it's desirable and surprisingly pricey to buy.

Next up is an RF transmitter plug-in 'module' made by Kraft Systems Inc. of Vista, California in an era when the, then very advanced, idea of instant frequency band change at the field was still a novelty. Prior to this, all radios were sold on one fixed frequency only. In the USA the FCC (Federal Communications Commission), prohibited



ABOVE: A brand new case for an Orbit 6-12 digital receiver c1970.



A new 27MHz RF deck (pcboard) for a mid-1970's Pro-Line radio transmitter.





A nice condition spare meter for a Pro-Line transmitter.

the use of 'plug-in' crystals (as used in Europe and Japan), so the US makers were obliged to go down the modular route. This Kraft module thus contains an entire transmitter RF section. A matching RF module for the receiver made sure that such units were sold only as 'matched pairs' thus assuring both the manufacturer and end user (as well as the FCC), of the best possible frequency stability and a solid RF communications link. In all fairness, the idea was vastly superior to just swapping a crystal but the reasons for that are beyond the scope of this feature. Because

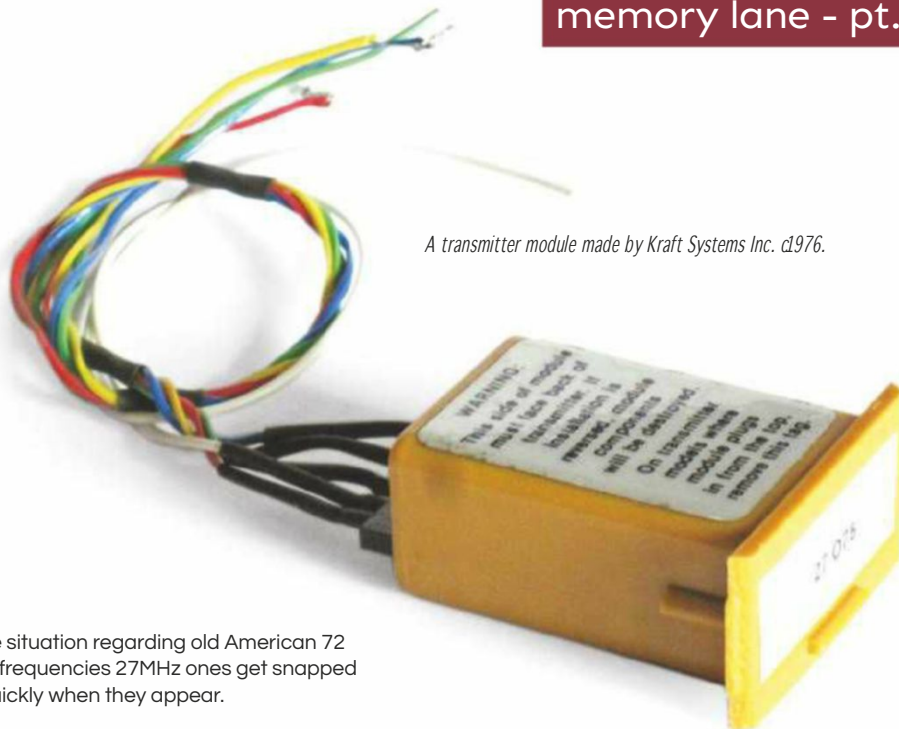
of the situation regarding old American 72 Meg frequencies 27MHz ones get snapped up quickly when they appear.

And some British parts too

From California let's fly home to Croydon airport where my next was designed and made. This is a complete, 'double deck', electronics package for a Skyleader 'Clubman' receiver in its least expensive 2-channel (boat or glider) configuration.

The bottom panel is the RF section, while the upper deck, is the digital decoder with an integrated circuit and SLM connector block; note all the spare space on the board which is

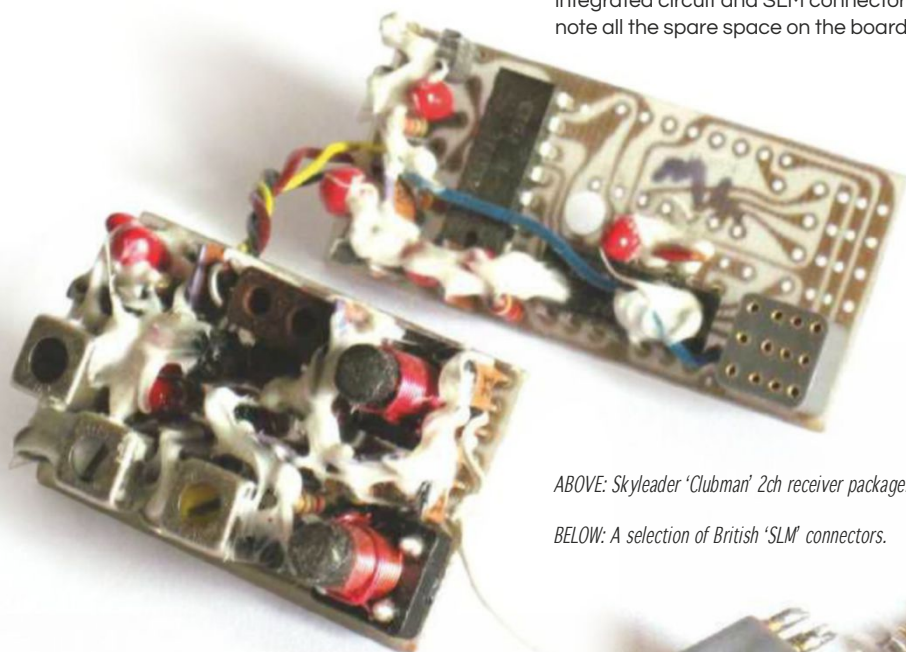
A transmitter module made by Kraft Systems Inc. c1976.



to allow for expansion up to six channels. It's a nicely made bit of kit and I bought this at an 'Ospreys' club race day some years back.

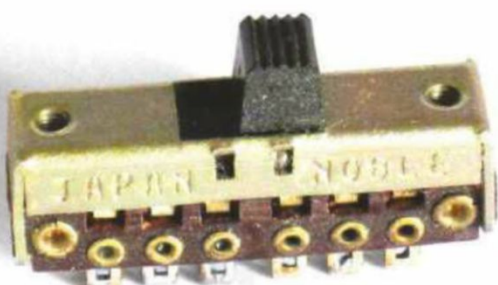
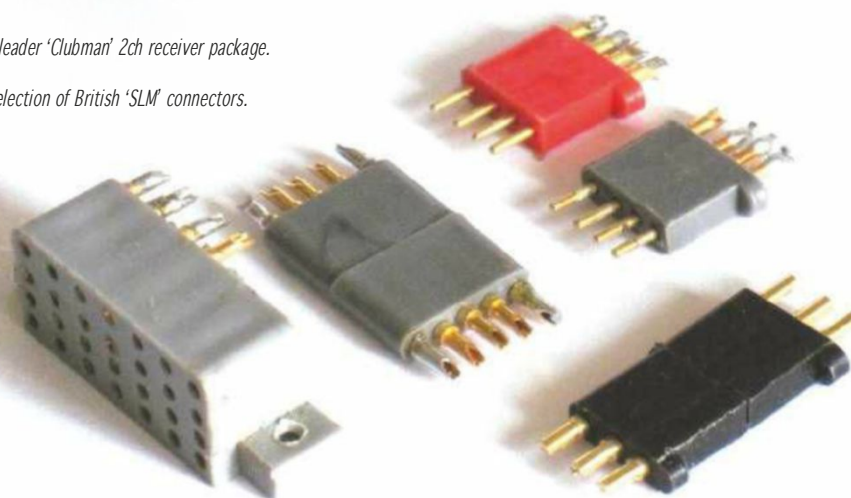
My last two pictures are of what were, during the 1970's, almost universal component parts. The Japanese 'Noble' 4-pole 'changeover' slide switch could be found in almost every transmitter and receiver sold (irrespective of country of origin), Worldwide it was such a superior object. I buy them in wherever I can find them, new or in clean, second-hand condition. When I look at the switches used in modern RC trannies and receivers I shudder, they are so 'rubbishy' in comparison.

Finally, here is a selection of the very popular connectors made by SLM Ltd in Cheltenham. For the mostly small British maker or home constructor these were a godsend of a product. Reliable, gold flashed and of nice quality they were the first choice of most freeing us from expensive US imports. As with other small items, I buy in new stock of these items wherever and whenever I can find them.



ABOVE: Skyleader 'Clubman' 2ch receiver package.

BELOW: A selection of British 'SLM' connectors.



ABOVE: A Japanese 'Noble' switch. Courtesy David Edge Esq.



‘Big Lizzie’ is

Colin Bishop sees the Royal Navy’s largest ship, HMS Queen Elizabeth, return to Portsmouth

In 2016 I reported on the first entry of HMS Queen Elizabeth, known as ‘Big Lizzie’ to Portsmouth. Things have moved on since then, with various trials and in August 2018 the ship departed to the American East coast for Operation Westlant18 which featured tests with various types of aircraft. These included two F-35 Lightning fighters equipped with special instrumentation to determine the operating procedures with which the ship will be equipped when she enters operational service in 2020. Her four month deployment included a New York stopover and I was there to see her return to Portsmouth on 10 December, 2018 in time for Christmas. There

were no aircraft on board, her helicopters having been flown ashore to their bases at RNAS Culdrose and Yeovilton the previous day.

On this occasion, I was on the Gosport side of the harbour where the light was better and which enabled photos of ships port sides to be taken. As on my previous visit, the entry of the huge vessel through the narrow entrance with her accompanying tugs and small craft was a stunning sight as the photos show. The icing on the cake was that the ship was turned to face back towards the harbour mouth which was accomplished smoothly with the aid of seven tugs. I managed to catch much of this last manoeuvre with

an unrestricted view from the deck of the Gosport ferry midway across the harbour.

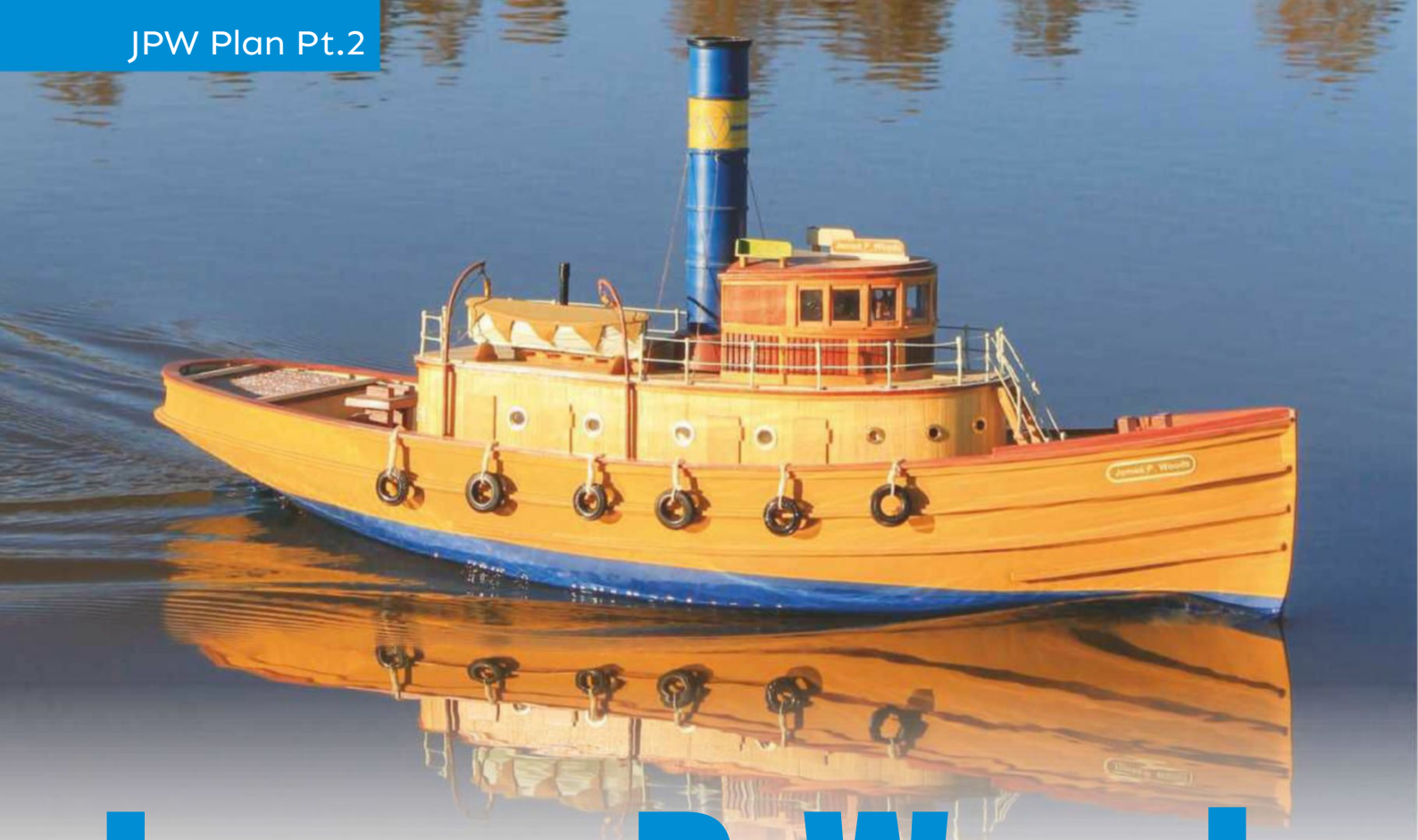
At the time of writing, models of the ship are thin on the ground to say the least. There are as yet no construction kits at the popular scales, despite on and off rumours that Airfix will produce one. At the smaller scale of 1/1250, Albatros do list the vessel which retails for £183 or 169 Euros depending on supplier and availability of stock. Neither do there appear to be any readily available drawings which might be used to produce a scratch built model, so it looks as if for the foreseeable future, we shall just have to make do with the real thing!





back in town!





James P. Woods

A typical US harbour-type tug by Dermot Curnyn (Part 2 of 5)

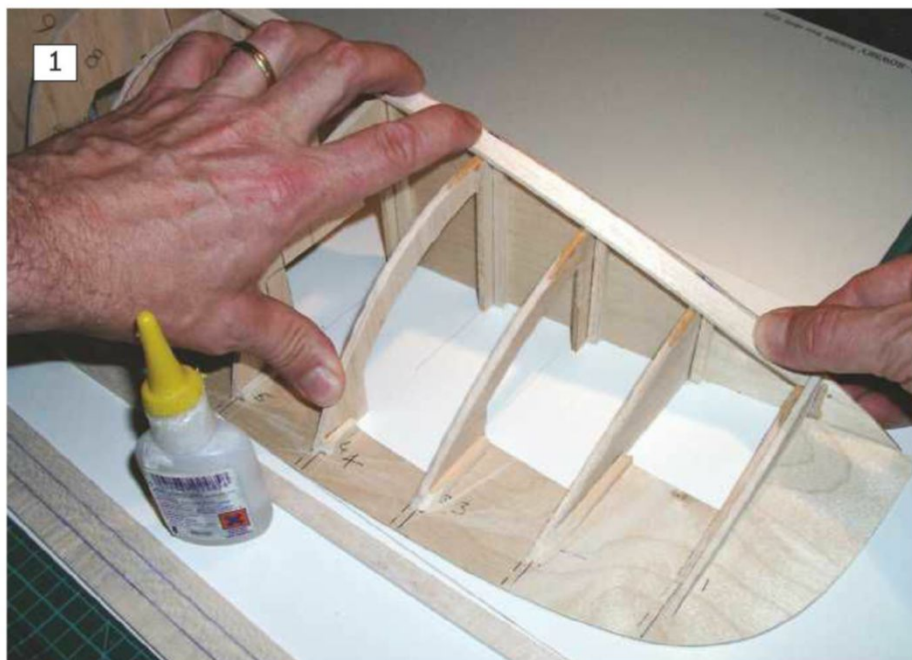
Planking the hull halves

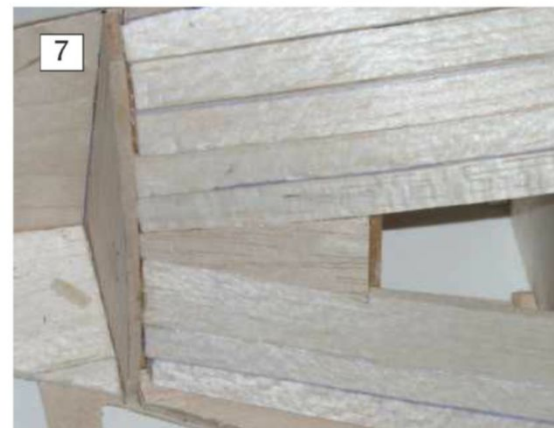
Returning to the model making, I cut the main planking from 3mm balsa sheet. A soft whiter grade of balsa was used for this purpose. Each plank was cut to a 1cm width. Using a cutting mat with a grid provided a 1cm guide for plank width and made measuring out each plank width unnecessary. It also made cutting straight planks easier and safer.

Working from bow to stern, I began planking using a thick type of superglue with slightly slower drying properties. This gave a bit more time to position the planks correctly. I applied a small amount of glue to three or four frames at a time holding the plank in position for a few seconds until set (**Photo 1**).

The planking always had to be carefully eased around the frames. Although the balsa is soft, easily formed and not too springy, it did snap at times. When a break occurred this was repaired by filling with an additional piece of balsa glued in position behind the break which was then left to set and sanded back into shape (**Photo 2**).

I chamfered the edges of subsequent planks with fine sand paper to ensure no v-groove was left between planks. I continued adding planks from stern to stern, trimming them off to fit neatly against the notch made by frames 16/16a (**Photo 3**).



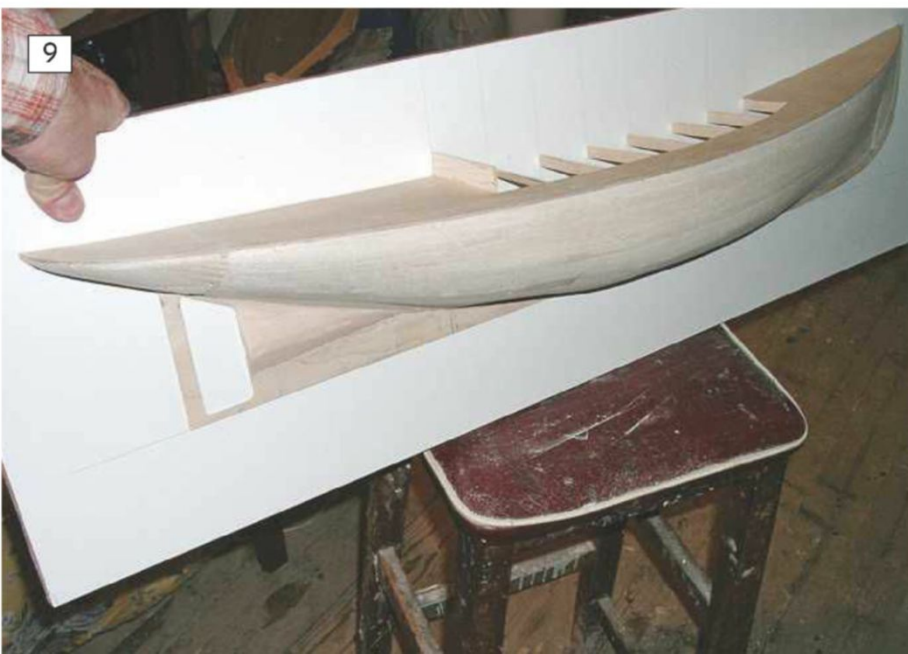


After fitting the first five planks I switched to planking from the keel up and from the stern forwards. The first plank had to be cut to fit against the blocks glued over the prop shaft channel (**Photo 4**). This plank and subsequent ones also needed to be shaved down to a thin taper towards the bow before final fitting (**Photo 5**). I continued planking until I reached a point where the regular straight parallel sided planks would not fit the narrow tapering gaps towards bow and stern (**Photo 6**).

A triangular fillet of balsa was shaped and glued in the space between the rear frames 16 and 15, (**Photo 7**), leaving a gap wide enough to continue planking with straight lengths.

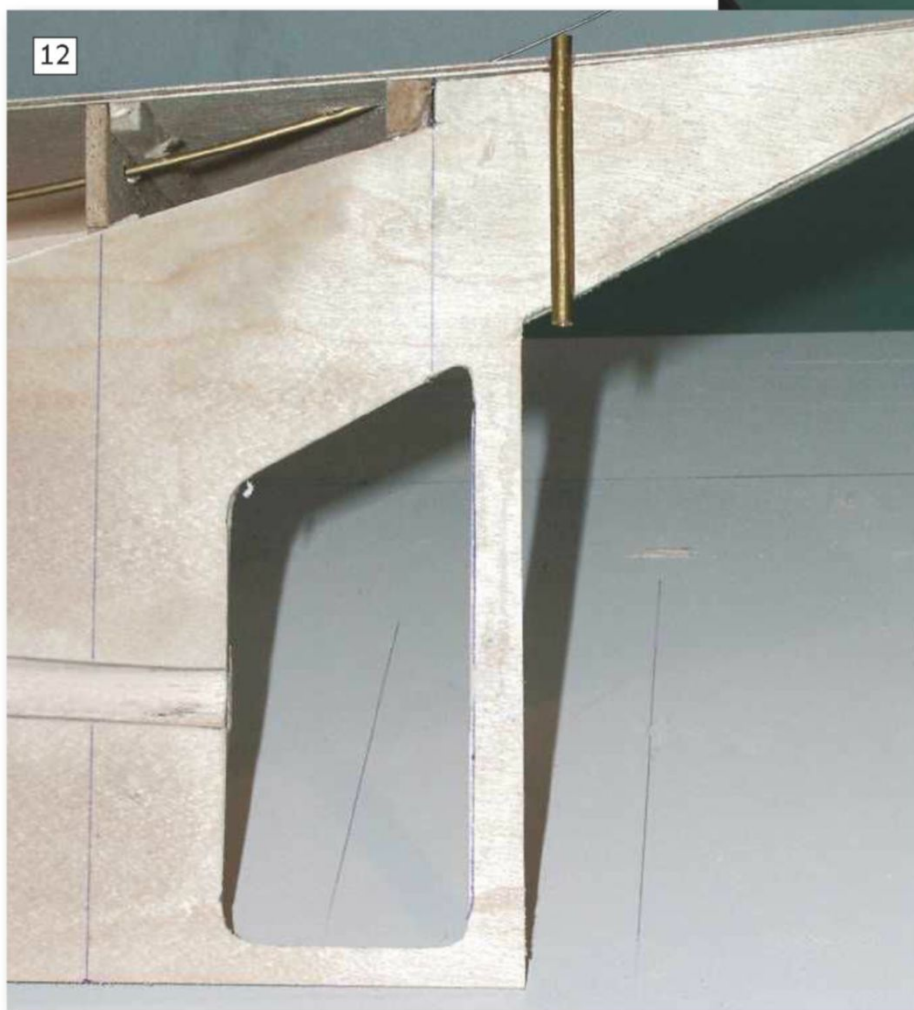
After fitting two more planks, the next triangular piece was fitted and so on until all gaps were filled with balsa triangles and additional planks.

Having completed all the planking, the area around the prop shaft was shaped with a small power sander and then finished with fine sand paper (**Photo 8**).



Stern blocks

The stern and bow areas were built up in solid soft balsa blocks then carved and sanded to shape. Before the completed hull halves, (**Photo 9**), were removed from the supporting board, lime wood strips 10mm wide by 1.0mm thick were glued around the deck edge. This protected the delicate balsa edge and formed a support for the bulwarks to be added later. I first marked a row of points 6mm down from the deck



edge and drew a line to give a guide for applying superglue and attaching the lime strip (**Photo 10**).

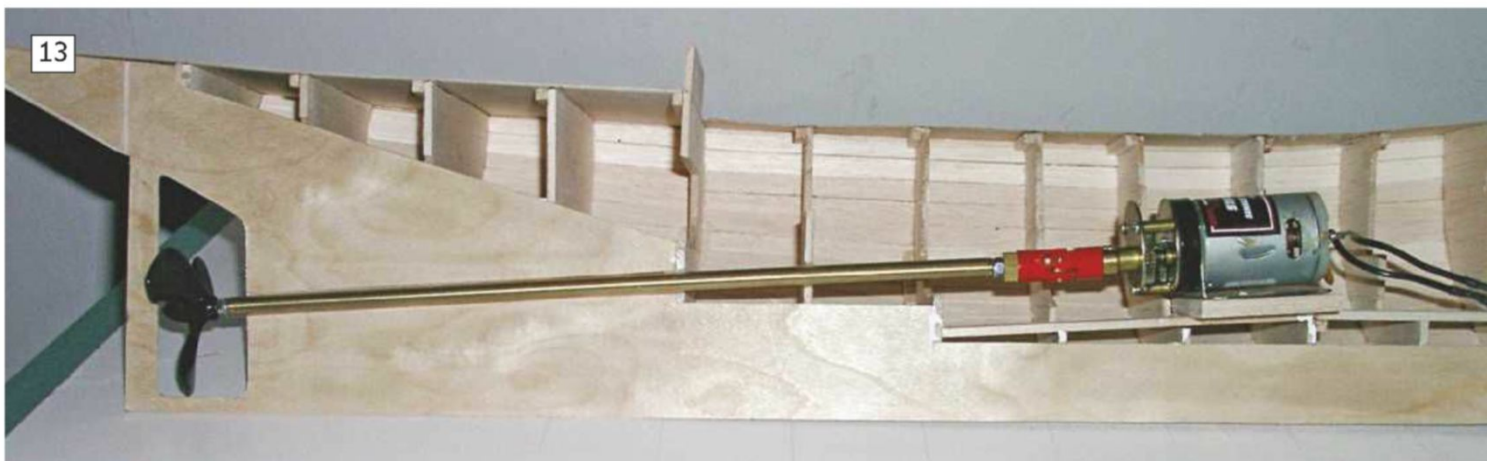
Next the additional frame support pieces were cut away, leaving a clear opening for the deck hatch, (**Photo 11**). Using a fish slice, the hull half was gently eased away from the supporting board and the excess dry Copydex was easily peeled away leaving a clean surface ready to glue the two hull halves together.

Rudder control tube

At this point a curved brass rudder control rod tube was fitted through pre-drilled holes in the hull frames. The holes were made slightly oversize to ease fitting of the tube. These were back-filled with epoxy to hold the tube firmly in place. The rudder tube was from scrap brass tubing with a piano wire rudder control rod pushed through (**Photo 12**).

Prop shaft fitting

A piece of medium grade sandpaper wrapped around the prop tube was used to hollow out the channel for the shaft and prop assembly. A fine file was used for finishing. The prop shaft assembly, coupling and engine mount were temporarily fitted and checked for alignment (**Photo 13**). Alignment of the prop shaft and motor mount was made much easier by building the hull in two halves. The prop shaft was glued in place with epoxy.



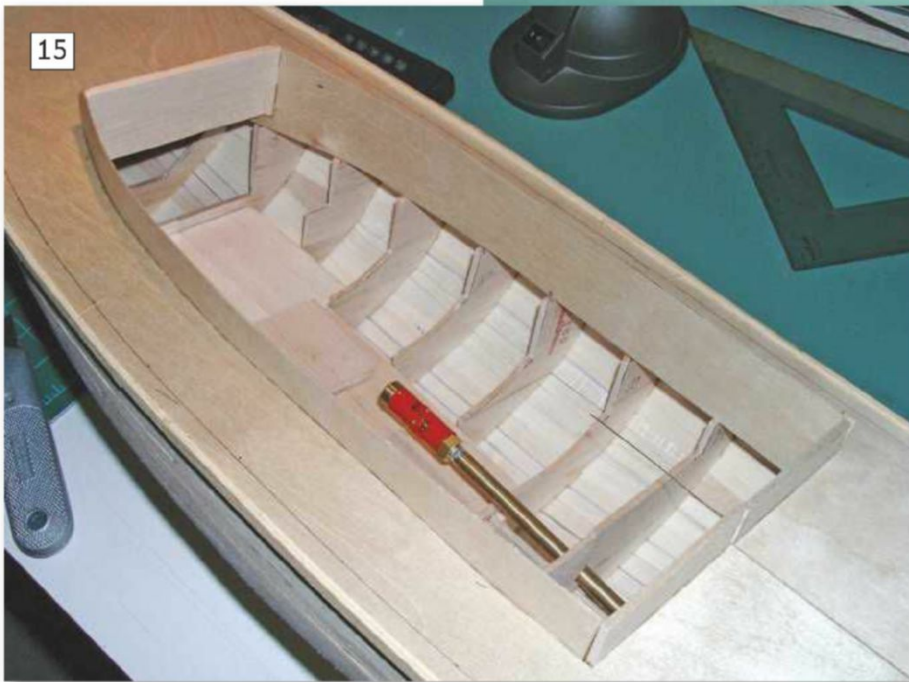
Putting it all together

The interior of the two halves were given additional coats of varnish to seal them well before assembly.

These were checked for fit before bonding them together with contact adhesive. This was done soon after removal from the building board and before the interior varnish dried fully, in order to avoid distortion of the hull halves as the varnish continued to cure (**Photo 14**).

Deck and deckhouse combing

After a bit of trial and error I managed to fashion a template from thin card for the inner deckhouse combing. This shape was transferred to 0.5 mm marine ply four times. These were then cut out and glued to the inside edge of the deck opening against the



rear bulkhead with contact adhesive, two on each side, to give a rigid laminated structure. An additional bulkhead was fashioned from 3mm Balsa and added for'ard to complete the structure (**Photo 15**).

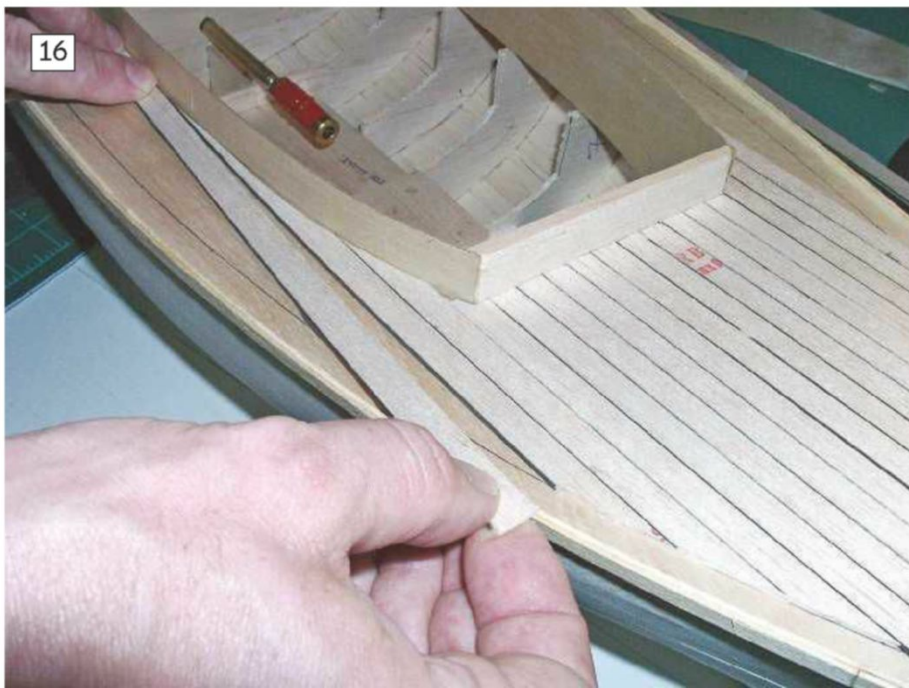
Deck planking

Now the process of detailing could commence. Strips of 3mm balsa were cut in 8mm wide lengths to approximate the scale plank width and made slightly longer than the overall hull length. These were gathered together and pressed onto black paper which had been evenly coated with PVA. The whole assembly was turned over and the paper burnished well into the wood.

After this was left to harden for several hours, I used a craft knife with a fresh blade to cut down between each plank in turn producing a set of planks with the black paper providing a ready-made caulking effect along one edge.

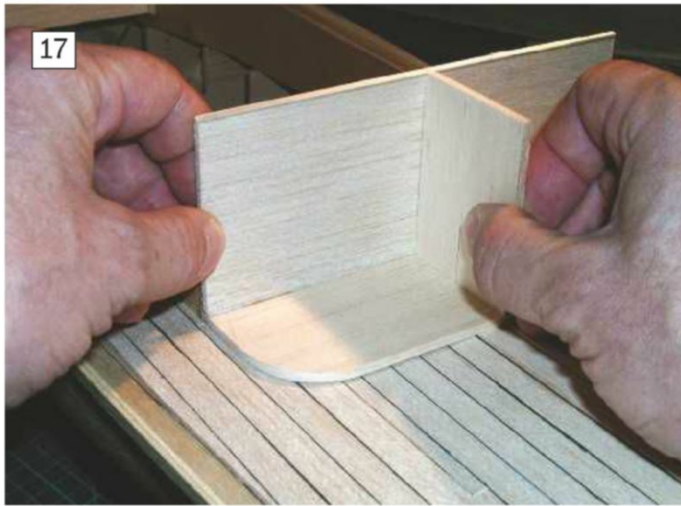
Starting from the centre of the deck using the join line between the two hull halves as a guide, I superglued each plank in turn to the ply sub-deck (**Photo 16**).

I had previously drawn a pencil guide line around the deck about 10mm in from the edge. Where the planks crossed the guideline I marked them in pencil and trimmed them off.



Deck house construction

The deck house was built up directly on top of the deck. This would ensure a tight fit between deck house and deck. I used balsa wood for the main framework and cladding of the structure, working out the form and shape of each component with a card mock-up of the assembly - exactly the same process



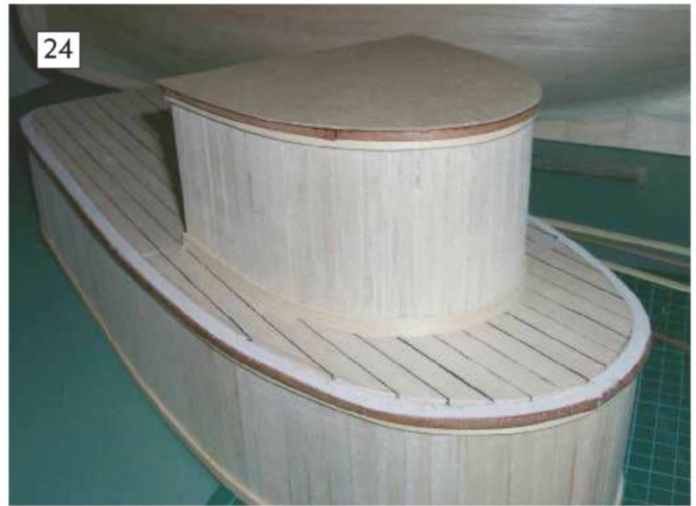
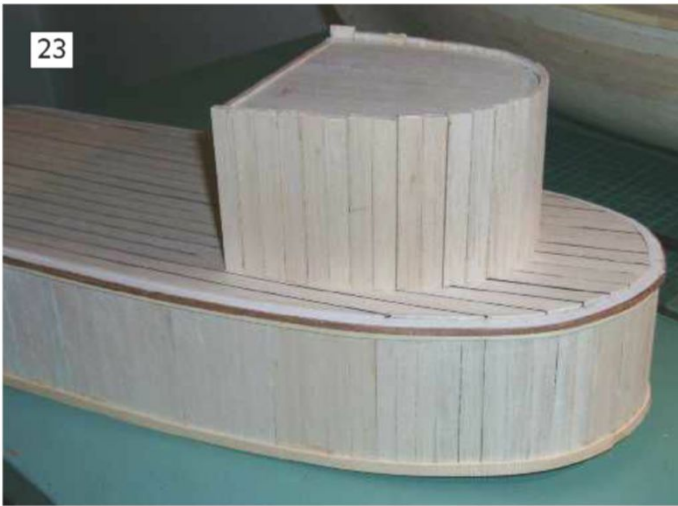
as for the hull construction. This was time consuming but worth the effort.

I first positioned a piece of 3mm balsa cut to the contour of the rear of the deck house and held it in position with pins (**Photo 17**). The upper components of this area were then glued in position. The process was repeated for the front portion of the deck house.

Building up of the deck house continued with the addition of fillets of balsa to support the long pieces of sheet 3mm balsa which were glued between the front and rear of the deck house frame with thick-type superglue. These long pieces were cut in profile to match the deck sheer (**Photo 18**). The basic framework with additional cross bracing pieces glued in place giving a rigid box structure (**Photo 19**).

The structure was now solid enough to remove from the deck. To complete the basic structure two identical pieces of 3mm balsa sheet were cut to form the sub-deck of the deckhouse. These were superglued to the frame, ensuring they followed the profile of the deck sheer (**Photo 20**).





Cladding the deck house sides

Strips of 3mm balsa sheet were cut in approximately 6mm widths and to slightly over the deckhouse height. The deckhouse frame was positioned back on the boat hull so that the strips of balsa could superglued in place to the deckhouse sides. It was important to get the first piece absolutely vertical. After this the cladding was a simple repetitive process. The strip vertical edges were slightly chamfered to ease them around the bends and prevent obvious gaps (**Photo 21**).

I added thin mahogany strip around the top edge of the deckhouse to widen the overlap. A small amount of filling and sanding was needed to complete the job (**Photo 22**). Planking of the deckhouse top surface was achieved in the same manner as the main hull deck.

Wheelhouse construction

I had chosen not to show any internal wheelhouse detail, so I built the wheel house up using the same basic technique as the deck house and clad it with strips of balsa (**Photo 23**).

After adding further hardwood strips around the wheelhouse top edges, the completed structure was turned upside down and positioned on a piece of 0.5mm plywood. I traced a pencil line on to the plywood around the wheel house. This roof shape was then cut out and glued to the top of the wheelhouse roof (**Photo 24**).



Roof light construction

I used a simple bread and butter method to build up the roof light and vents for the top of the deckhouse. 2cm wide strips of 3mm balsa were evenly spaced and sandwiched between two identical sheets of 3mm balsa. This simple structure gives a passable representation of the deckhouse vents (**Photo 25**).

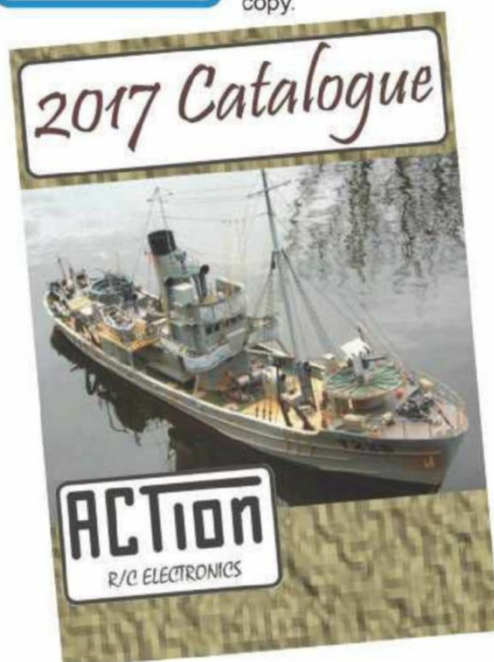
Curved end pieces were added to complete the basic structure. A length of 0.8mm ply was superglued across the top to give the curved roof line and mahogany strips were added to finish around the edges (**Photo 26**). Deckhouse doors were cut from 0.5mm ply and glued directly to the deckhouse sides (**Photo 27**).

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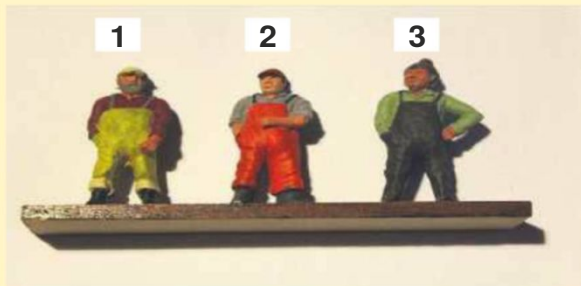


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SS Christiaan Brunings

Deans Marine icebreaker built by **Allan Miller**

This is not a review build it is just an article on how I went about constructing this kit. Having purchased and received this kit, I eagerly checked the box contents before studying the scale plan and reading the instruction book several times. After all the studying and familiarisation had been completed, I started to plan the build. On page 2 of the instruction book there are a few paragraphs about the history of this vessel, which is held in the National Scheepvaartmuseum in Amsterdam.

Steam or electric?

The kit itself was originally designed to be propelled by a steam plant, but I decided to have mine fitted with an electric motor. The motor, coupling and brass propeller were purchased from the same source as the kit.

After preparing the hull, I started sanding the top edge down to the capping rail using coarse then fine alloxide paper. When finished, I wiped the hull down with a damp rag to remove all the dust that had been

created. Next, before fitting the running gear, I constructed a stand for the hull to sit upon. Drawings for the cradles are supplied in the instruction book and having cut these out they were placed onto some 9mm thick plywood. Using a bandsaw, both these cradles were removed from the plywood sheet and fastened to the base that I had made ready. Draught excluder was stuck to the top edge of the cradles to protect the hull. Placing the hull onto the stand showed it was an excellent fit. The rudder was assembled next. This item is made up of plastic card parts cut from one of the printed plastic sheets. After all parts had been glued together using superglue and plastic weld, I added some extra detail on both sides of the finished rudder. Both holes required to fit the rudder tube and propeller tube, were drilled out then finished to the correct size with a round file. While I had the drill set up, all the portholes were drilled and filed out. The prop tube was fitted with the help of the motor and coupling, which were connected and when all was aligned it was glued into place firstly

using two-part epoxy glue and then later, made more rigid by using car body filler. A cast model skeg was glued and screwed in place to rest the rudder upon.

The rudder was fitted next and while waiting for the epoxy glue to set I held the rudder in place. A piece of 4mm thick plywood was made to fit into the interior base of the hull to place motor and radio gear upon. I used two-part epoxy glue to fix this plywood base in place and once the glue had set, the motor and coupling were attached to it. A shot of oil was inserted into the prop tube then the brass propeller was attached and then the motor was run. Two pieces of balsa wood were cut and shaped; they were glued across the hull so the rudder servo could be fitted on them. Prior to finally fitting this servo, a line was drawn around the interior top edge of the hull for assistance in fitting the balsa deck supports. I used thick superglue to fix the balsa lengths to the hull and they were clamped in place while the glue dried. After this job had been completed, cross beams were attached in the positions shown in



Fibreglass hull.



ABOVE: Stand. BELOW: Hull and stand.



the instruction book. A lot of car body filler was mixed as the last job to be done before finally fitting the rudder servo. I applied this to the underside of the deck supports and also around the propeller and rudder tubes interior joints. All this was done to make the joints extra strong. At this point I realised that this was going to be a heavy model to sail so I decided to have as much of the ballast made to be removable. So with this in mind I decided to use a 7lb scale weight and a 12v 7 amp rechargeable battery as the majority of the ballast.



ABOVE: Rudder fitted.

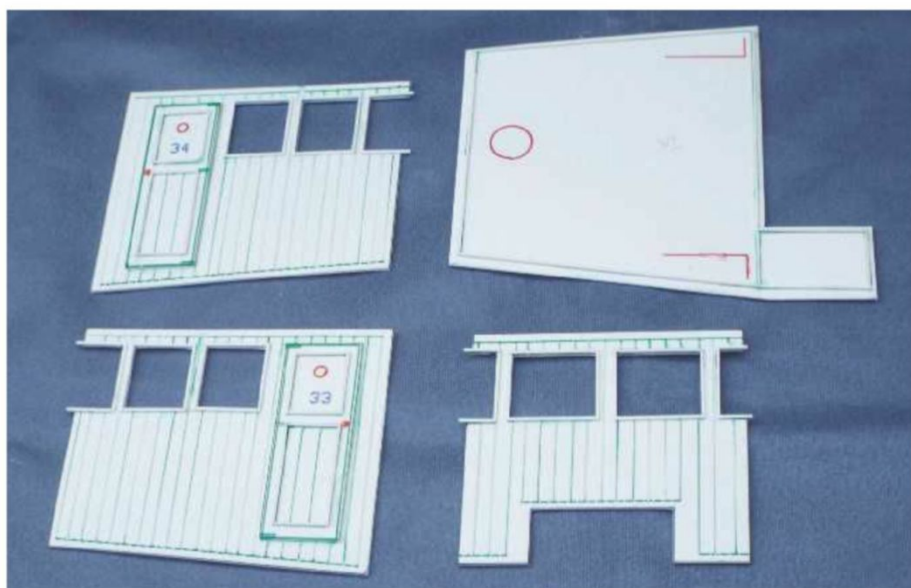
LEFT: Propeller shaft fitted.

RIGHT: Portholes removed.

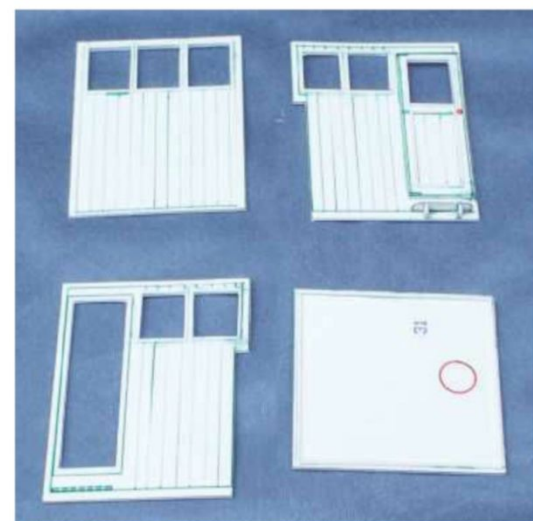
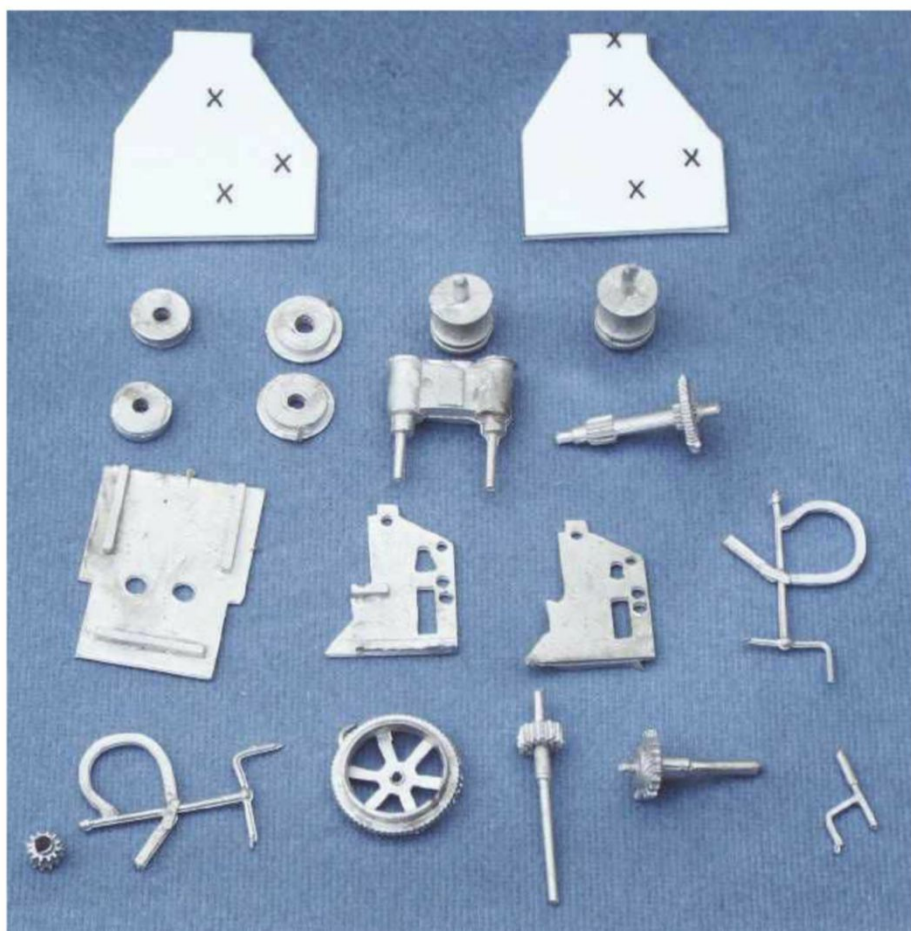




ABOVE: Fibreglass parts.



ABOVE: Parts for forward cabin. BELOW: Parts to assemble anchor winch.



ABOVE: Parts for wheelhouse.

Red below, beige above

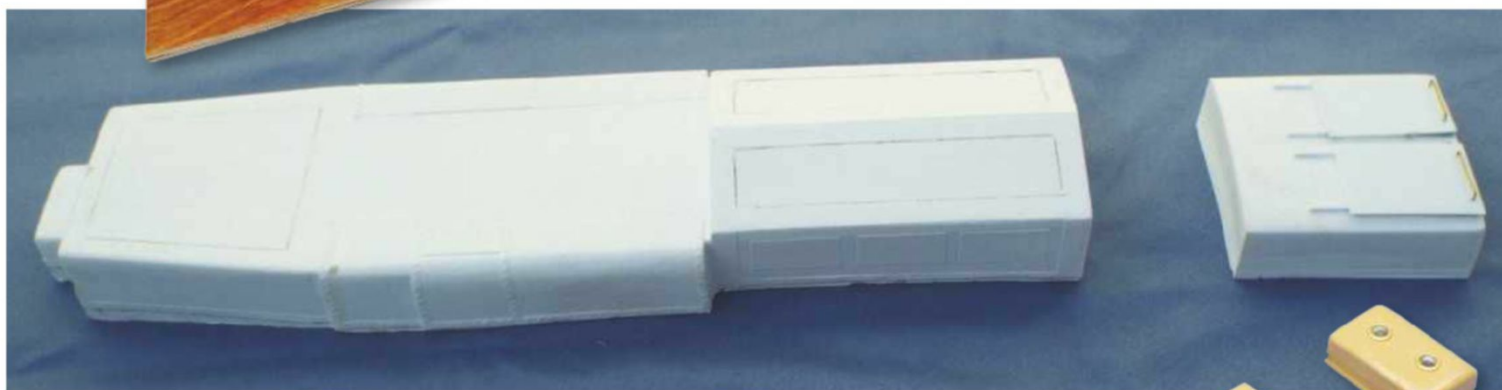
Prior to fitting the printed plywood deck, which is in two parts, I decided to paint the hull exterior and the bulwarks. Red primer was painted below the water line and a Sahara beige colour was used both above and the bulwark area. The bulwark supports were cut from the printed plastic sheet, placed on cardboard securing them in situ with double-sided tape. After painting the supports they were placed to one side after the deck had been fitted. A small amount of sanding was needed to be done to create a good fit for the decks and a two-part epoxy was used to glue both deck parts in place. All the plastic coamings supplied in the kit were substituted



ABOVE: Running gear fitted.



ABOVE: Hull painted. BELOW: Fibreglass mouldings.



for ones made from thin plywood. Having marked their positions, the bulwark supports were super glued in place. All the portholes were painted a brass colour and when the paint had dried, they were glued in situ then Krystal Klear was used for glazing.

All the parts needed to assemble the forward cabin were cut from the plastic sheets, including the two doors. The front and side parts have green lines marked on them so with a 'p' cutter and a rule, I cut down each one of these lines so that when it is painted, it would simulate being built from wood. Around each window I glued lengths of thin square plastic to highlight the areas. Before assembling the cabin, all the parts for the wheelhouse were cut out and the same method was applied to these.

A fibreglass moulding is the base for both cabin and wheelhouse and this was firstly



ABOVE: Funnel ready for painting.



Hatches complete.

made to be a good fit to the deck. Using both superglue and plastic weld, both cabin and wheelhouse were attached to the base. Both roofs were not attached until the window glazing had been done. The engine room skylight windows and forward skylight window had to be painted, varnished and glazed before later fixing to the model. A plastic tube was cut to length, then fastened to a fibreglass moulding to make the funnel. To this assembly are fixed the parts to make up the counter balance weight and when completed, all were ready for painting. The



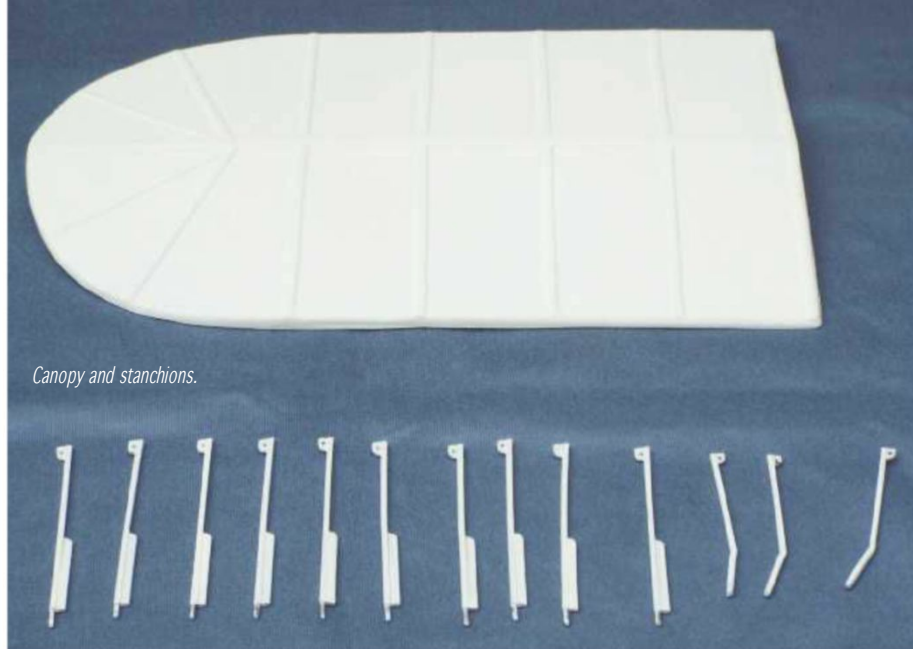
Centre superstructure painted and glazed.

middle section of the base moulding was painted black as well as the funnel and the remaining area of the base was done a Tuscan beige colour.

Glazing and painting

There are two trays of fittings and these were checked and then made ready for painting. Each part was attached to a piece of cardboard with double-sided tape on and once the part had been fixed to the tape, I pencilled its tray number to the underside of the cardboard directly beneath it so the part could be identified after painting. A grey undercoat was applied before finishing them in their correct chosen colours and then finished off with two coats of satin varnish.

Canopy and stanchions.



Weights and battery.



Details from a completed example in the Deans Marine Showroom.



ABOVE: Mast fitted. BELOW: Fittings added.



Radio and speed controller.



When all was dry it was time to apply the glazing to the windows. I decided not to use clear acetate, so a trip to the local hobby shop saw me purchase an A4 sheet of light blue acetate. Having cut the glazing to shape they were glued in place using Krystal Klear glue and then the final job was to fix both roofs in place using two-part epoxy.

All the hatches were painted the same colour as the wheelhouse and when dry, all the detail was attached to them before being fitted in their respective places on the deck. One of the last jobs to be done before gluing all the fittings in place was to build the mast. Firstly, the mast base was assembled using parts cut from a plastic sheet. Once built it was painted the same colour as the wheelhouse. The mast



itself is made from a strip of dowel supplied in the kit, which was firstly cut to length, then shaped. When the mast was completed it was painted white then, when dry, it was fixed to the base using a 12ba nut and bolt and before locking them together, I gave the mast a slight aft rake.

Starting from the bow and working aft I applied each fitting in its correct position using thick super glue.

There is a canopy to be fitted to the aft section to the model. This is a vac formed piece of plastic, although it was trimmed and painted white along with the stanchions, I decided not to fit it to the model. So minus the canopy the model was ready for the installation of my chosen radio gear. A two-channel radio system was used together with a 20amp speed controller. After it was installed, it was tested and all was working well.

A joy to build

A few days past before the weather became acceptable for sailing and there was a slight breeze. A small folding table was taken to the water's edge to place the model on while the weight and battery were installed then everything was tested. When happy with the testing it was placed on the water where it was found to be leaning slightly to port. It was retrieved and placed back on the table and the large weight was moved slightly to starboard. After placing back on the water it seemed to be lying quite true so the radio gear was fired into life and all worked well. The model's large rudder helped it to manoeuvre well and sailing was enjoyable. With all the photography done the model was retrieved, wiped down, radio switched off and it was placed back in the car. Even though there was a slight breeze I thought it was an excellent sail and the model was a joy to build.



Note from Deans Marine

'Just to give you an update, the kit has now been redesigned and all the parts for the superstructure are now laser cut, plus the deck is laser cut and all the planking is laser engraved in to the surface, saves a lot of planking and cutting - Regards Ron Dean'



Crusader

Kroker-power for a
Chris Craft Runabout
by **Russell Tate**

Skills to the next level

A few years back I was lucky enough to be acquire a very rare, 1970's 6v electric boat motor called a Kroker. Back in the day it had won racing awards like 'Best in British 100Watt class' and 'Gold medal - European Championships 500Watt class'. It was an odd looking thing but would run smoothly, even from the power of a single battery from the



TV remote and I was curious to see it actually running in a model boat.

I had built a 1/8 scale model of a Chris Craft utility once before and thought I could build another, maybe a bit longer that would be able to take what was currently just a large paper weight sitting on my desk. I did have a kit for a Chris Craft Hydroplane kit by Dumas in the USA. But after doing some measurements it was too small to shoehorn the motor in, I opted to try a 1949 19in Chris Craft Racing Runabout (**Photo 1**).

I decided that while I was at it, I might try and take my model building skills to the next level and purchase a Dumas kit, but



use nothing from the kit apart from looking at the plans. The only concession was that I purchased separately a bag of deck hardware (I requested un-plated) and some styrene strips for the deck caulking.

I had lots of encouragement from the members of RadioControlGoup (RCG) and some great tips in the book 'Mahogany in scale' so I decided if I built the boat I was also going to:- Make my own cutwater and flagpole base out of brass and plate them; have an illuminated dash showing the dials and a removable illuminated flagpole; change the deck hatch to have opening French doors; make the steering wheel turn in unison with the rudder; modify the dumas bow light to illuminate in red and green; create my own graphics and decals; install water cooling with a pickup; make leather seats instead of painting balsa; cover all the deck hardware with tiny screws and tie some knots.

Starting the mods

I didn't make a list of what I was doing at the time, it was more like, I might do this when I get to a certain part of the build or, I might modify that, so I didn't really appreciate how much I was over

reaching myself! I followed the build instructions with the frames and stringers to get the basic shape then started on the mods.

I realized that the Kroger was very long, especially the spindle, so I moved it as far back as I could and cemented in some angled blocks to hold its position and then installed a water pickup tube approximately 1mm away from the 25mm rudder I had on the shaft. The Kroger has internal water-cooling channels, so all you have to do is attach one plastic tube for water coming on one side and water coming out on the other. Before I attached the sub-planking and maple decking strips I did drill holes in the frame sides and run conduit channels to feed wires up and down the boat for lighting and comms etc.

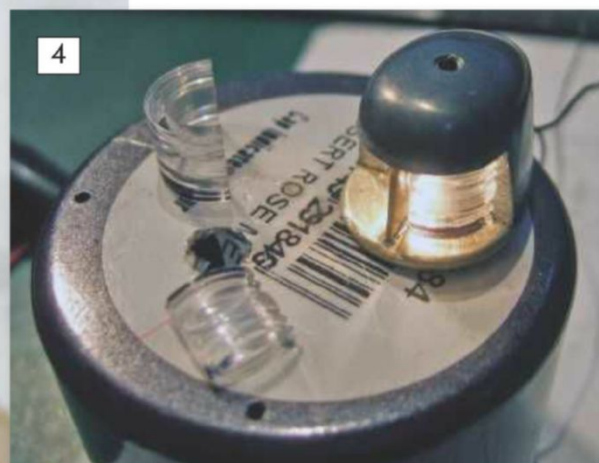
One of the things I picked up from RCG was the Glynn Guest-type hints and tips. Always look out for household items that could be used in another way!

So I found my first modification was making a dashboard with, chrome plated rings as bezels, children's 'googly eye' toys as domed glass covers and semi-transparent milk bottle material with decals attached. I have a decal printing machine and work as a graphic designer, so making the decals was no problem.

What was a problem was the cutwater. I realized that joining the three halves was going to be tricky as each part was a double compound path. I cast the nose of the boat in plaster of Paris to make a mould and bent some soft brass shapes into the desired position, so I could solder them properly and not set fire to the boat.

I held pieces in place with copper wire and used lots of silver solder, but it looked a complete mess and did not join up neatly. After trial and error I worked out that holding the parts together with small pins works best and adding small serrated teeth one side, would help give the solder something to hook onto.

I was moving up and down the boat in no particular order, working on various parts but at some stage I realized I had accessed all I needed to internally and I could finally complete the outer covering of the boat in maple, with white styrene strips between the deck planks to simulate caulking lines. I could not afford to use real mahogany, but I did have some water based stain that gave a deep rich finish that was just as pleasing to look at. The stain being water-based was important, as thin strips of wood stuck on



a boat will over time, start to contract and expand, so I had to cover the all sides with fibreglass and oil-based stain would react badly with the resin (**Photo 2**).

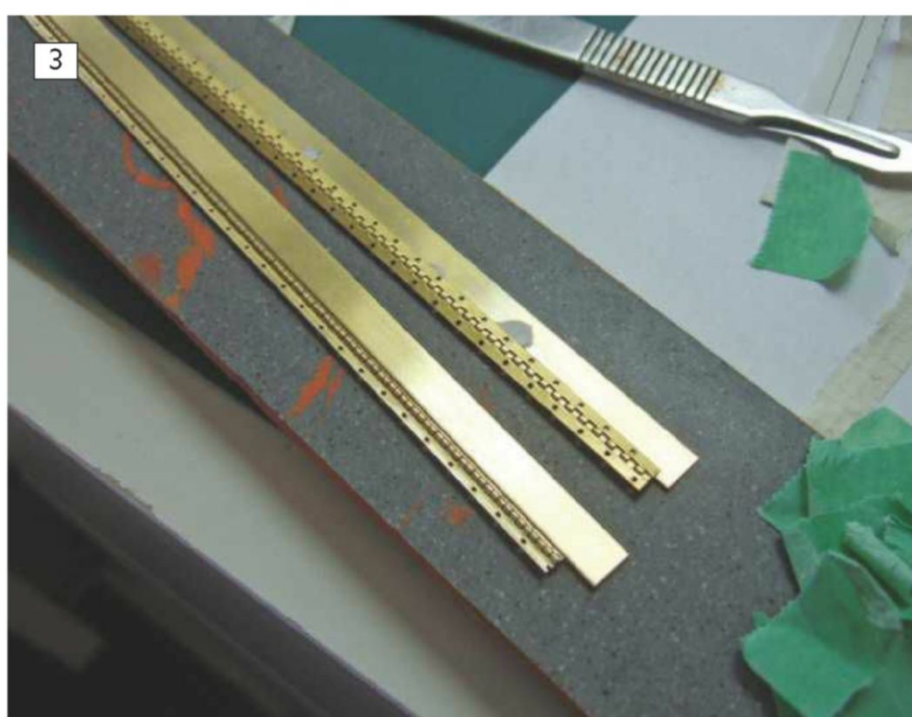
I covered the boat in three coats of resin, the first on top of fibrecloth to help get a thick starter layer then two more, rubbed smooth between each coat, to build up the thickness. I left the fine sandpapering, top coating and polishing till right to the end as I had a lot of manhandling to in the meantime and did not want to add scratches and dents to a nice glassy finish!

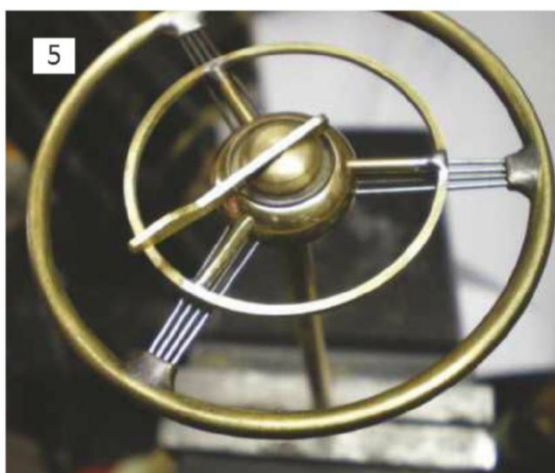
Deviating from Dumas

With the deck completed, I deviated from the Dumas plans showing a single lift out panel for the hatch and decided to make twin, doors and working hinges. Pat Kenly, a very helpful guy in the US, suggested using dolls house hinges, the smallest he'd found were only 4.5mm wide, so they looked very authentic on a scale boat, especially with deck screws. The drill holes in the hinges were offset, not adjacent to each other, so to avoid ruining the ordered look of the screw pattern I soldered a piece of brass shim (2mm wide) over the holes and re-drilled all holes from scratch (**Photo 3**).

The bow light was a modification of an existing Dumas casting. It originally came in two parts with bottom part being a cast rendition of the light. I discarded that and made a new base in brass, that married up to the top section and soldered a partition that allowed two whittled down pieces of clear plastic tube to fit between them. Inserting a grain of wheat bulb inside the housing and painting the inside of the lens translucent red and green, allowed for a fully functioning navigation light (**Photo 4**).

These modifications seem tame compared to the next upgrade, which was a working banjo-style steering wheel. Unfortunately, what I wanted was beyond the skill set of what I could achieve, but a helpful craftsman called Kip Catanese took pity on me and helped me build one. I'd worked out the gearing under the dash, that split from the 'Y' connector, which operated the rudder





and had the angles and dimensions, all worked. Working from original steering wheel photographs, this was enough for him to make a miniature copy of a steering wheel out of brass. He even managed to replicate the finger grooves under the steering wheel called 'crenellations' (**Photo 5 & 6**).

All of the brass work from Kip, Dumas castings and brass modifications of my own, benefited from being Nickel-plated using an inexpensive Caswell 'Copy Chrome' plating kit. I plated all the parts in copper first to get a uniform colour and finish, then plated with Nickel on top. The dipping of parts into a small jar of chemical with electrodes was quite easy, it was the endless hours polishing and erasing of scratches that made it a task not for the faint hearted.

With the end in sight, I used increasing finer grades of sandpaper on the resin finish to give it a nice satin finish. At this point, I started spraying polyurethane as my top coat, using a fine (400 grit) sandpaper in-between coats.

A fine black line

I know some folks like to put dozens of coats on at this stage, but I was happy with just two. The graphics for the boat was something I had worked out in my head pretty early on in the build. I knew Chris Craft boats were known for their lovely mahogany finishes but immediately after the Second World War, the Chris Craft-grade Philippine mahogany was in short supply, so they built some boats out of lesser materials and opted to paint them, rather than varnish the inferior wood. With this in mind, I decided I wanted white sides to the boat and a mahogany panel on the transom; red below the water and a fine black line dividing the two.

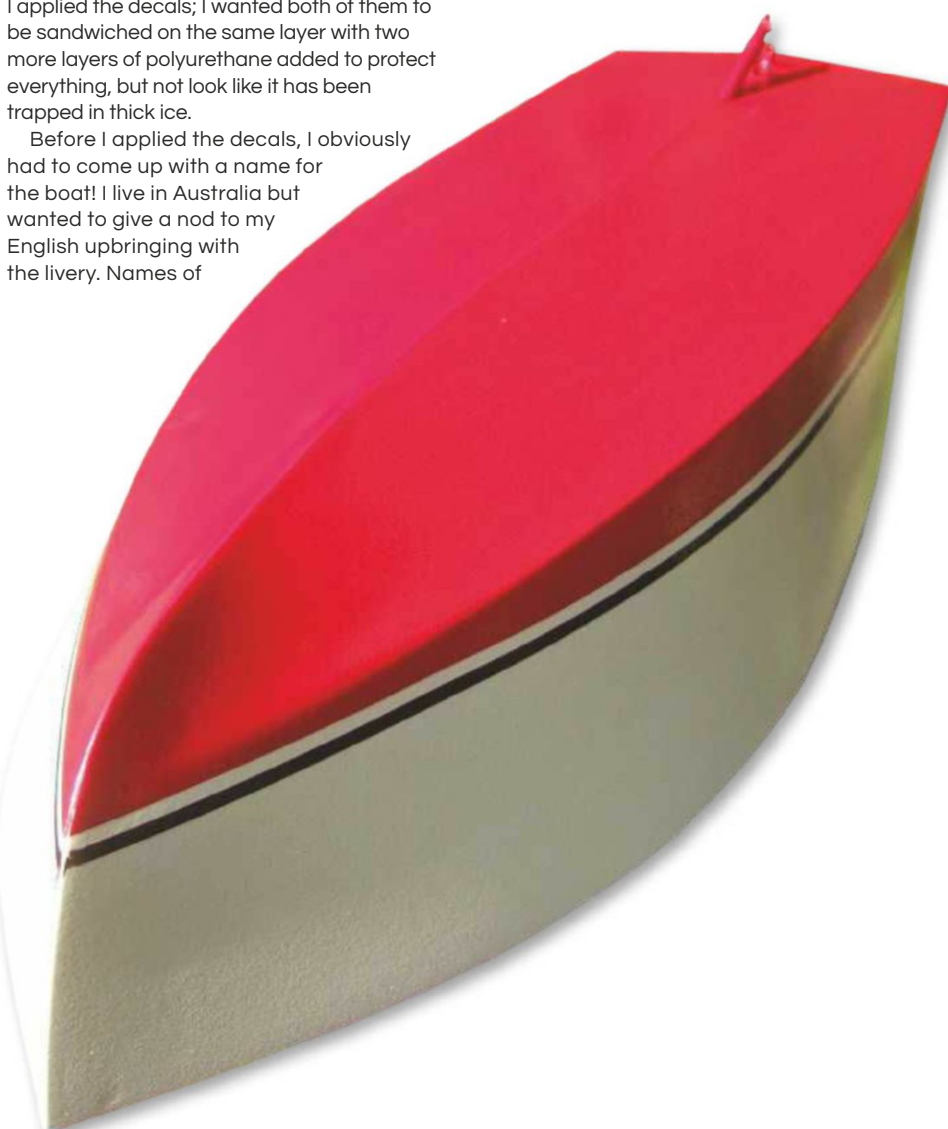
The paints were just car touch-up spray cans from a local hardware store, nothing special. The only point I really wanted to keep an eye on was that the red should not be a bright red, but a deep heavy red and the white should not be pure white, but an off-white creamy colour. This could mean the difference between the boat looking like a cheap kid's toy or something mid-century with a certain warmth and charm about it.

Painter's masking tape was used to separate the white from the red and then a fine 4mm striping tape used to mark of the fine black line. I did toy with the idea of using black tape and just leaving it on the boat, but I thought the slightly raised surface might be noticeable, so I did it the hard way (**Photo 7**).

I only gave the paint a light sanding before I applied the decals; I wanted both of them to be sandwiched on the same layer with two more layers of polyurethane added to protect everything, but not look like it has been trapped in thick ice.

Before I applied the decals, I obviously had to come up with a name for the boat! I live in Australia but wanted to give a nod to my English upbringing with the livery. Names of

wartime airplanes, royal pageantry and English rivers were all considerations for a name, but I decided that the Timpo soldiers 'Crusaders' I played with as a kid seemed to fit the bill, being both very British and suiting the boat. A quirky flowing script with a slight black shadow gave it a semi-hand





painted look and had a certain flair that ordinary lettering lacked.

My decal machine can print in solid colours including white and gold. I kept the Crusader logo on the side just in black so it was not too showy, and as a nod to Donald Campbell and his little Union Jack on the side of his Bluebird K7, I also added a small Union Jack on the side of mine with the words 'Jack the lad'. As the transom was mainly maple, I added Crusader there in gold so it would contrast well with the wood (**Photo 8 & 9**).

With two more coats of polyurethane covering the decals, the hull was sanded down to 800 grit, then fine-sanded using micro-mesh surface restoration polishing cloths, taken up to a high gloss and finished off with 3M's 'Finesse-it' polishing compound (**Photo 10**).

Six years later

At this point, I was starting to think about the hardware on the deck and came to the conclusion that the tiny screws I had lined up to hold the tin ware in place were over

scale, but I did not want to make and drill all the brass fittings again. So I thought I would leave the boat build for a while and figure out what I was going to do. That was in 2012. In April 2018, after six years of unhurried consideration, I decided I would not use screws, but sewing pin heads instead. So it was game on again.

Just before I started with the pins, I wanted to make some realistic seats in red leather. Kip suggested faux leather items on eBay, and sure enough, various garments from China are available for as little as £10. The fact they are thin, fake and stretchy was actually a good thing when it came to covering tiny seats.

I modelled the bench seats and seat backs in balsa first and then used waterproof adhesive glue to stretch and pull the fabric over the seat shapes. To add some realism I used some red thread and stitched seams on the seat back and simulated piping running around the cushions. I tried to do this myself with an Ikea sewing machine but made a mess and then my daughter had a go, then

my wife, all rubbish. So I paid a lady in a sewing repair shop to do it properly and it looked great!

I noticed in the real photos of this boat, the drivers cushion was always very deflated after having so many bums in the driving seat over the years. So I made an extra drivers cushion that had the same thing. I could not create realistic crease marks in the balsa, so I opted to build a tray, pour in some resin and when it was nearly set squash down an 8in Mego action figure wrapped in cling film. This did the trick and when the resin was hard, I loosely covered the seat with fabric, leaving enough slack to allow it to sag down in the middle. The saggy seat also allowed the driver to sit more naturally in the seat and not just perched on top of it (**Photo 11 & 12**).

So finally the tin ware and the pins! To make the pin heads would be less obtrusive; I countersunk all 345 holes on various pieces of metal, then cut them down to just 4mm in length with a sharp point on the end. To avoid scratching or damaging the chrome when hammering them home, I laid strips of low



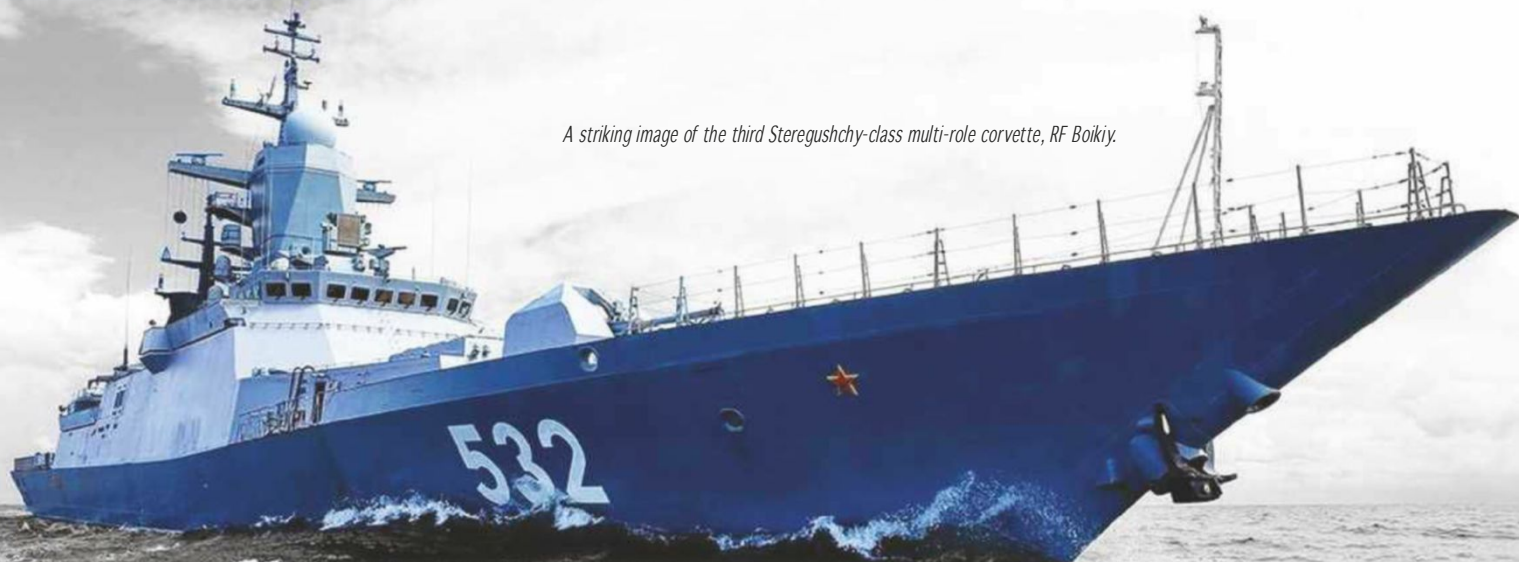


tack painters tape either side of each hole to allow for any hammer blows that were off target and damage the metal (**Photo 13**).

With everything in place and all electrics working it was time to see that Kroker motor finally working on the water. A video of the boat in action is on YouTube. Search: 'crusader boat R:C'.



A striking image of the third Steregushchy-class multi-role corvette, RF Boikriy.



1: The outer cladding for the sloping sides and top of the deck housing. 2: Each side is worked to suit the deck sheer.

Soobrazitelnyy-Russian Corvette

Building the new Russian multi-purpose corvette
RFS Soobrazitelnyy by **Dave Wooley**

Building in the superstructure

For those looking to build the Soobrazitelnyy, it is essential that all of the deck housing is kept as light as possible, preferably under one kilogram. Now that the egg box inner support frame work is completed, the next step was to cut from 1mm styrene sheet, the sloping sides of the deck housing, ensuring the bottom edge follows the sheer of the deck forward. Also, the top of the deck housing onto which will rest the bridge is cut to fit within the slightly raised top edge of the sloping sides (Photo 1-3).

Preparing the openings in the sides

When viewing the drawings and images of the full size vessel, it is clear that there are several openings with covers over (Photo 4). These are the starboard torpedo door ringed in yellow, air intake vent ringed in red and the missile gas exhaust door ringed in blue.

Also, it is noticeable that the centre section, or SSM bay, is separated from both the fore and after section of the sloping side. Referencing the drawing, the sides are divided as per the drawing/image on the SSM bay.

Each of the various openings in the sides are carefully marked and cut to size, the engine air intake is cut undersize as a PE fret, will be fitted over this opening (Photo 5).

All of the openings in the sloping sides of the superstructure are lifted from the drawing marked and cut to size as shown in Photo 6. With the sides in place, the hanger and funnel can be added; this will allow the fitting of the decks that will accommodate the ships boats, adjacent to the hanger and AK630 CIWS, adjacent to the funnel on either side (Photo 7). Included in this image is the SSM, showing the vent arrangement under the funnel overhang and over to port the engine air intake vent? (As mentioned, this will also be covered by a PE fret specially made for the Soobrazitelnyy/Steregushchy-class).



3: The bottom edge of the sloping sides is slightly chamfered to achieve a close fit along the deck edge.

5

4: The sheer of the deck edge is clearly visible along with the various openings in the sloping side of the superstructure.

5: Here, the sloping side is separated, all be it, by expansion joints.

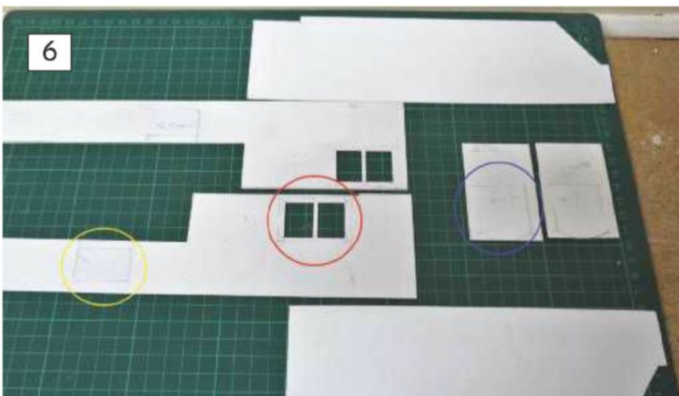


Forward VLS deck housing

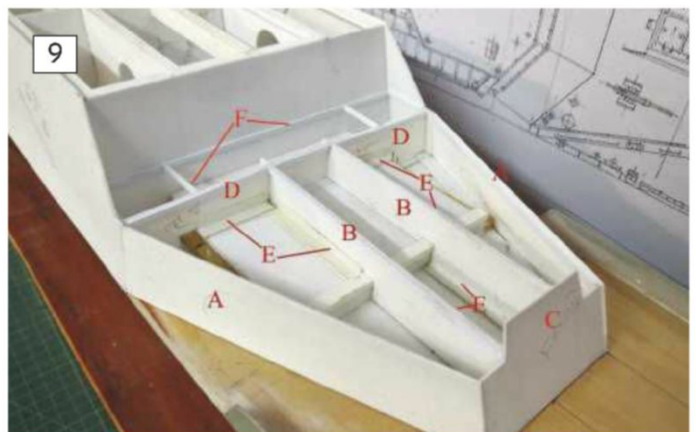
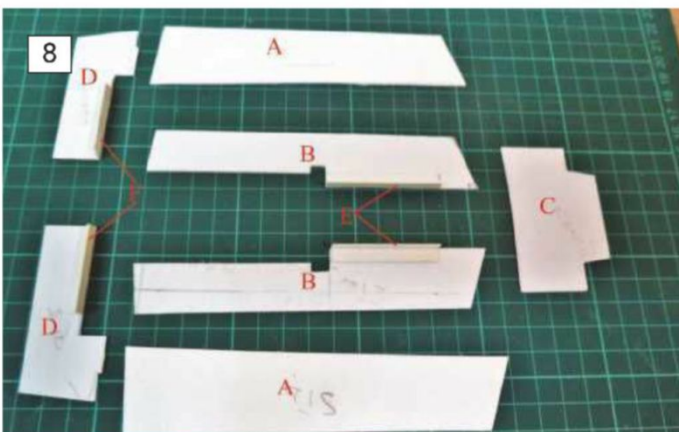
The housing forward of the bridge is required to be fitted at this stage to allow the bridge area, when added, to be blended in with a sloping frontage. The basic support for the housing is formed from 1mm styrene sheet (**Photo 8**). A) Outside sloping sides of the VLS deck; B) Inner supports; C) Frontage plus upper VLS housing frontage; D) After supports; E) Evergreen angle 294, 3.2mm; F) Additional support Evergreen angle.

This how parts 'A'-F' fit together to form the VLS deck housing shown in **Photo 9**. Part of this forward housing fits over and is joined to the hatch cover. The method being, that the two separate hatch covers are linked in with the completed superstructure.

Next step is to measure, mark and cut the deck housing top. Care needs to be taken

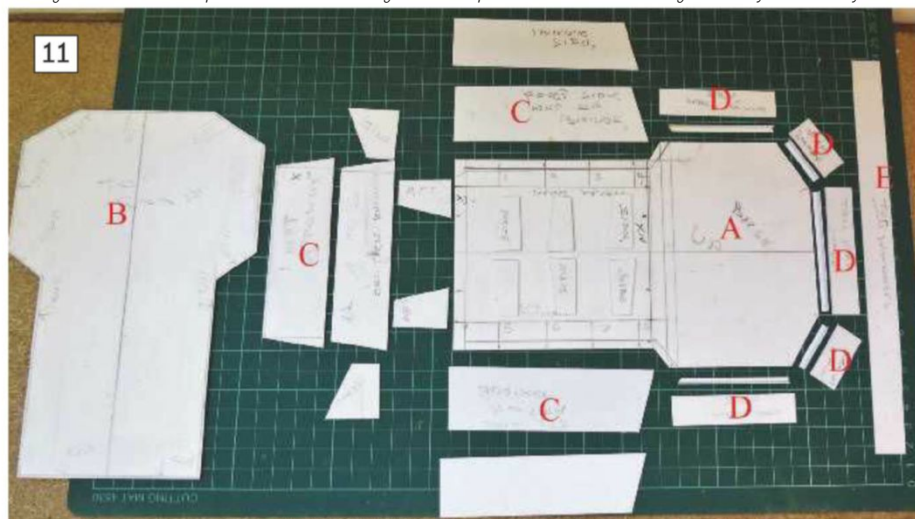


6: Each side is divided into two and the various openings marked and cut to size. Only the centre section containing the missile exhaust flap actually divides the two halves. 7: With the sides permanently fixed the upper deck levels can also be fitted. 8: The main sections that form the forward VLS deck housing. 9: The forward VLS deck housing sections fixed into place.





10: A good fit within the top of the VSL deck housing. 11: All the parts that will form the bridge are ready for assembly.



12: Using 1mm thickness styrene sheet, the assembly of the after part of the bridge is underway. 13: Here the roof over the after section is located into position and will be fixed permanently, but the forward bridge roof will remain removable, until the inside detail/airbrushing and all-important glazing is completed.



as the top will finish flush with the two sides. When in place, measurements can be lifted from the drawing as to the position of the sloping bridge frontage (**Photo 10**).

Constructing the bridge

From previous experience, if it's your intention to fit out the interior of the bridge with lighting, bridge fittings, glazing or just for airbrushing, then access into the bridge becomes essential. With that in mind, the method adopted allows part of the roof to be completely removable, without sacrificing strength. Referencing the drawing, each of the parts that form the total bridge area, top, sides, frontage and importantly the angles, are marked and cut to size from 1mm styrene sheet. Once again, expediency dictates that this arrangement, were by the bridge area can be easily lifted clear, allows for airbrushing the top of the superstructure (mainly bridge wings) in the traditional Russian deck red, without having to mask off a fixed bridge.

For ease of identification, each of the basic parts that make up the entire bridge is shown here, with additional images that illustrate the method of construction.

All material indicated here is cut from 1mm styrene sheet (**Photo 11**); A) Bridge bases; B) Roof before dividing; C) Sides inner and outer; D) Lower half of bridge frontage and E) Material for windows.

Shown here in **Photo 12** is the after part of the bridge using an egg box method of assembly. This allows the outer sides to slope inwards, whilst providing a good key and support for the top onto which will rest the forward sensor tower and foremast. Added to the bridge are a series of Evergreen 294 right angle supports onto which will be fixed the lower section of the bridge frontage (**Photo 13**).

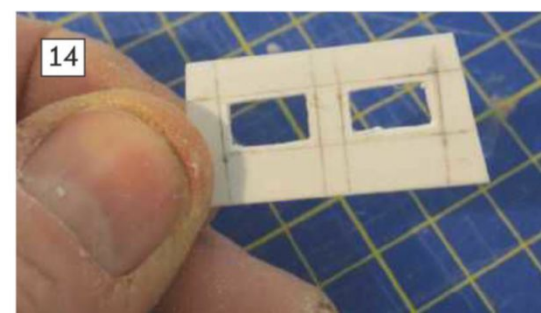
Forming the window opening

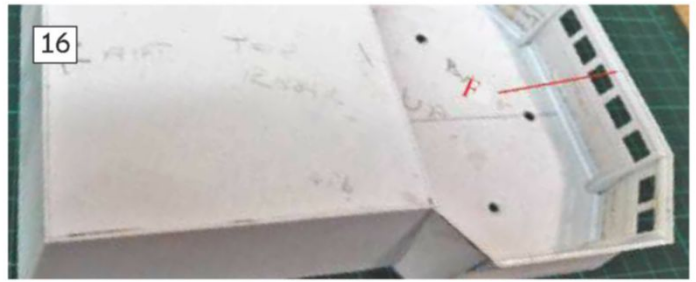
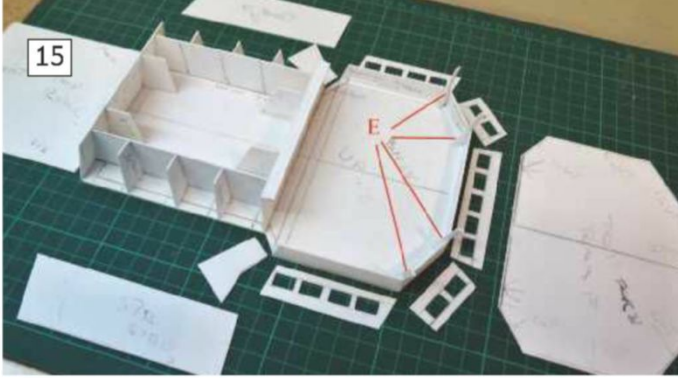
When forming the windows, apart from getting the marking for the position and size of the opening correct, the next step is to cut each opening so that they are all symmetrical. The simple trick is to cut inside the marks and using a sanding stick, carefully sanding back to the marks (**Photo 14**).

As the window openings slope outward, and in order to maintain symmetry, plus a fixing point to each joint, an angle section E is added (**Photo 15**).

With all the sloping windows fixed, an Evergreen strip 144, 1x2mm is added to the top edge and positioned 1mm down

14: Preparing the opening for the bridge windows; I always undercut and taking a sanding stick careful trim back to the marks.



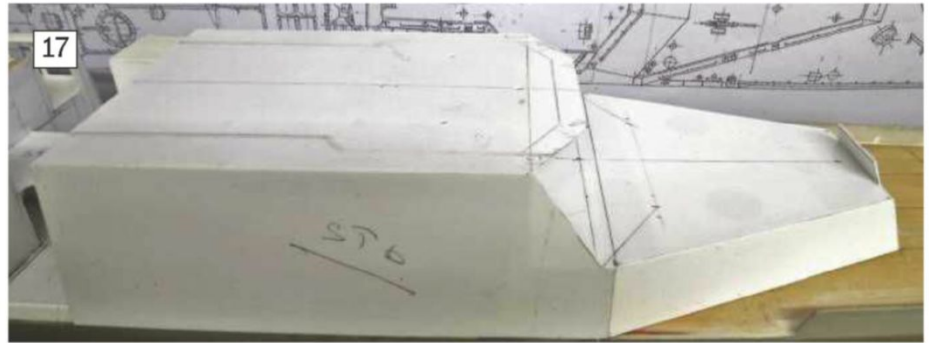


15: All the lengths of window openings are cut and prepared ready to be fixed into place. 16: The open area within the bridge is ready to be fitted out but will be deferred until other more pressing jobs are completed.

to ensure the roof fits flush with the outer walls 'F' in **Photo 16**. The next stage is to mark the position of the prepared bridge area onto the top of the superstructure. This top is to remain removable until later in the build (**Photo 17**). The bridge is then added and locating pins fitted to the underside of the bridge (**Photo 18**).

The sloping bridge frontage

One of the most noticeable features of the Soobrazitelnyy is the sloping frontage, from forward of the bridge, down towards the VLS deck housing, and is divided into three sections. When seen on the full-size vessel, this slope butts into where the window surrounds slopes forward. This geometric form is deliberate, and not cosmetic, as it reduces considerably the radar return (**Photo 19**). Measurements and angles of the sloping frontage are lifted from the



17: With the top of the superstructure temporarily fitted positioning of the bridge housing can be undertaken.

drawing and compared to the actual positions on the model. The frontage is divided into three sections, the centre, port and starboard sides. Both port and starboard sections are unusual, as the top outer part is flared outwards to conform to the outward facing bridge surround

and incorporates the navigation light housing (**Photo 20**). At this stage it is helpful to review the positioning of all that has been discussed thus far and the quiet satisfaction that this part of the build has moved along successfully (**Photo 21-22**).

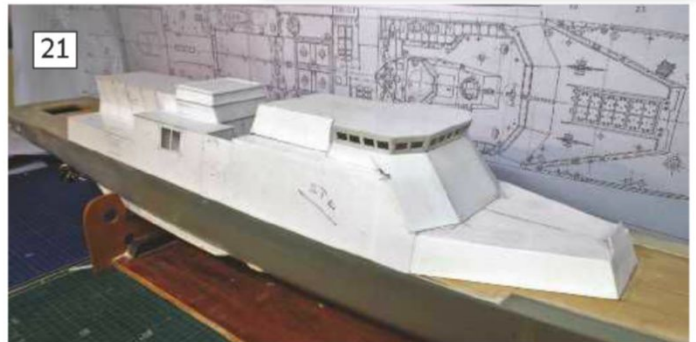
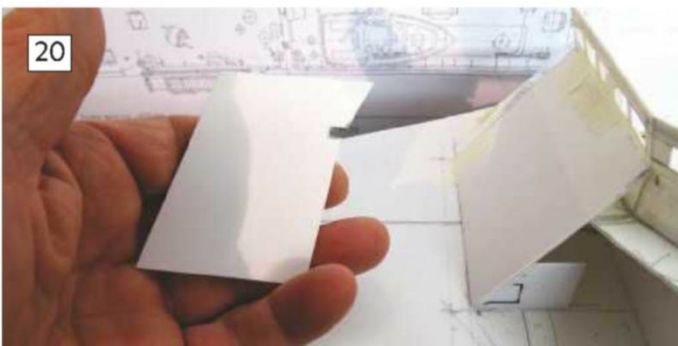
Next month the construction of the tower, foremast, main mast, all of which follow the same pattern of reduced radar cross section. ●



18: Here the bridge housing is located. It's worth noting that the bridge is set back from the edge of the top of the superstructure.



19: Seen on the full-size ship is how the sloping frontage butts up against the lower half of the bridge window surround. 20: This section of the sloping side fits to port but measurements are critical. 21: With the bridge frontage in place the rest of the deck housings thus far prepared are temporarily fitted into place. 22: A view along the starboard side of the prepared deck housings; in the background is the drawing used for the construction of this model.



References and acknowledgements

My thanks to Mark Findler for the use of his images of the Soobrazitelnyy; Kurt Grainer Warships Underway (USA) and to Peter Brown, naval architect (Rtd.) Vosper Thornycroft for his help and assistance. A GRP hull is available from FleetScale www.fleetScale.com and detailed plans are also available from Jacobin at www.jacobinplans.com.



ABOVE LEFT: A fine display of boats and engineering by the Halliford School, Shepperton. ABOVE RIGHT: The Model Hydroplane Club of Great Britain had an impressive stand and a video running demonstrating how quick these beasts are! I'm hoping to see more on this subject in the magazine in the near future.

The London Model Engineering Exhibition

Friday 18 January to Sunday 20 January 2019,
the Great Hall, Alexandra Place by **Martyn Chorlton**

The Alexandra Palace is one of those iconic British buildings, which many of us have seen from afar. Personally, I had never visited before, so was doubly excited to be actually going inside the building, let alone the event itself - the London Model Engineering Exhibition. Unlike many events I have now been to, this exhibition was

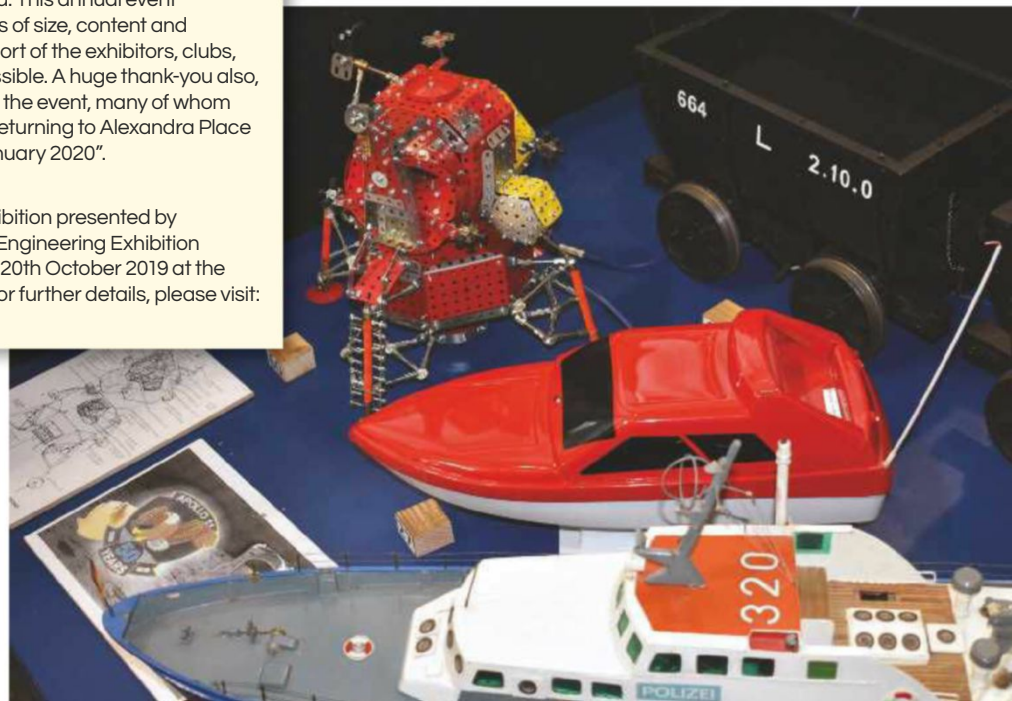
contained within one area - the Great Hall. I had no idea how 'great' this area was until I entered, this hustling, bustling place, packed with more than 50 traders and nearly as many clubs and societies, each being run by passionate, enthusiastic members and owners. I was not visiting with my 'Model Boats' head on; more my 'modelling' head, as

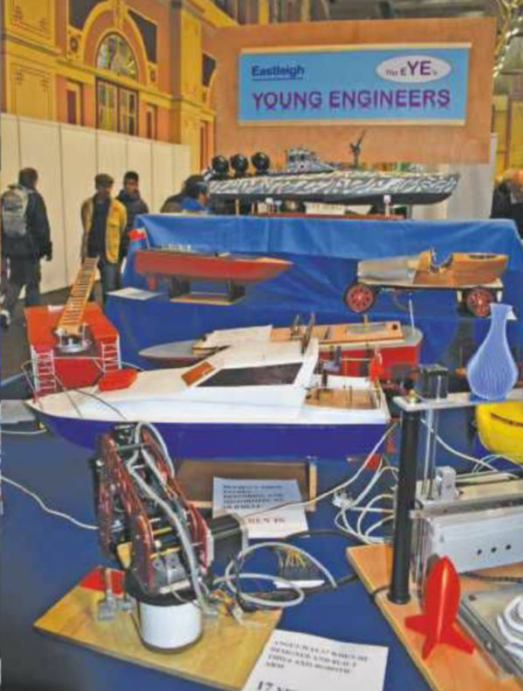
I'm one of those individuals who is interested in the whole genre which can be potentially very expensive! The main 'act' was the traditional model engineering brigade; those incredible engineers who can produce a fully working steam locomotive from some scraps of metal lying at the back of the shed. There were also traction engines, some impressive rail layouts which appeared to be running not-stop, remote-control trucks and even aircraft that were being flown safely behind nets which were hung from

Exhibition Manager, Avril Spence commented "This year we wanted to celebrate the past, present and future of modelling and with all of our exhibitors' efforts that is exactly what we achieved. This annual event is regarded as the leading show of its kind in terms of size, content and attendance and it's thanks to the continued support of the exhibitors, clubs, societies and specialist suppliers that make it possible. A huge thank-you also, to all the visitors who travel far and wide to attend the event, many of whom return year after year. We are looking forward to returning to Alexandra Place next year from the Friday 17th to Sunday 19th January 2020".

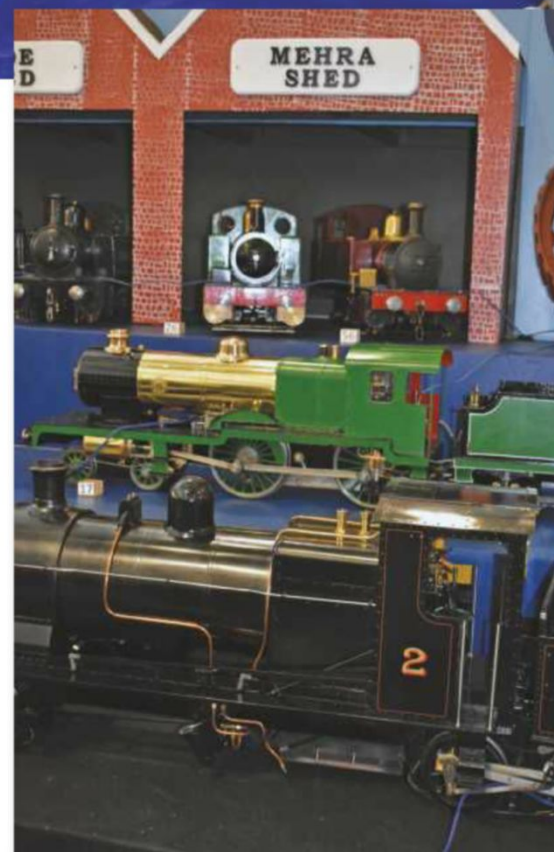
In the meantime, the next Model Engineering Exhibition presented by Meridienne Exhibition will be the Midlands Model Engineering Exhibition which takes place from Thursday 17th to Sunday 20th October 2019 at the Warwickshire Event Centre in Leamington Spa. For further details, please visit: www.midlandsmodeleengineering.co.uk

RIGHT: Even a Club 500 boat made a showing in company with a Meccano Apollo 11 Lunar Module and some big scale rail.





ABOVE: Eastleigh Young Engineers made a mockery of the idea that the 'youngsters of today' are not interested in modelling!
 ABOVE RIGHT: The Surface Warship Association had a large stand in the Great Hall; a long chat was had and much was learned.
 INSET RIGHT: The winning stand at the London Model Engineering Exhibition 2019 belonged to Chelmsford Society of Model Engineers.
 BELOW: 1st Eastleigh Scouts Model Club certainly like their boats and build them well.



the roof. The model boat fraternity was well presented by a number of clubs including the Blackheath Model Power Boat Club, the Model Hydroplane Club, Moorhen MBC, Royal Spithead Review & Keel Historic Harbour, Victoria Model Steam Boat Club and the Surface Warship Association. There were many more clubs and societies which also featured boats as part of their display – it was very encouraging!

The event was great excuse to put some faces to names and a large chunk of my time was spent chatting with people at the various model clubs. As always the hours just flew by, which would be the one of the reasons for the event being held over three days because you have little chance of achieving everything you want to do in one day. There is something for everyone here and it is a great place to bring your children, or grandchildren, especially if you think there is a spark of interest in modelling; it will shine bright here!



ABOVE: A prize winner on the Eastleigh Young Engineers stand titled "Duckie". Built by Zhara when she was 12. R/C and Motorized. Note Zhara is now 13, correction 14!
 RIGHT: Blackheath Model Power Boat Club dispelling the myth that all straight runners are wedge-shaped!



The Ketch-rigged Sloop *Speedwell* of 1752

VOLUME I

By Greg Herbert and David Antscherl

Introducing volume I of *SPEEDWELL*, a ketch rigged sloop of 1752. Her rig was designed to be able to sail close to the wind to be able to go after her main prey, privateers and smugglers. She had light scantlings and was armed with 8 three pounders and 10 swivels.

She was a member of the Cruiser class and had a long life, being converted into a fire ship in 1779.

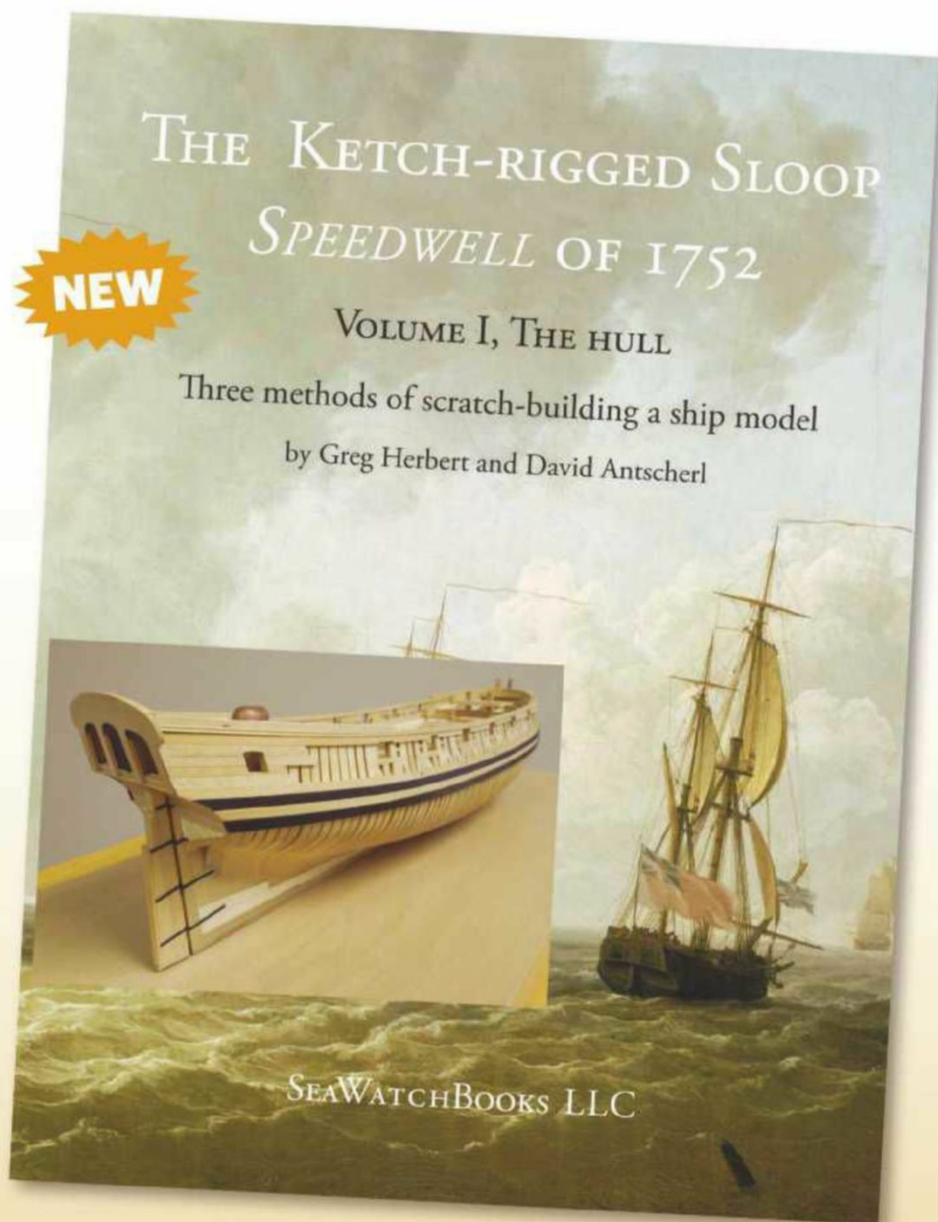
Greg Herbert and David Antscherl have teamed up again after their efforts in the very successful Swan series to produce a new series on *SPEEDWELL*. Book I will cover building the hull using three methods: plank on frame, plank on bulkhead and solid hull using the lift method.

The book is 8 1/2" x 11" format with 238 pages, bound in hard cover with a dust jacket. An eight page color section is included along with 5 sheets of plans.

Book II covering masting and rigging should be published in late 2019.

FEATURES

- 8.5"x 11" format
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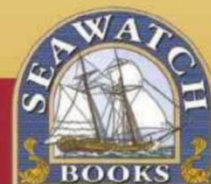
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HMS Edinburgh (D97) entering the River Mersey in June 2013.



Range Finder

A look at HMS Edinburgh, a stretched Type 42 destroyer by **Dave Wooley** (Part 1 of 2)



The crest of HMS Edinburgh.

From a personal point of view, I have always considered the Type 42 stretched, as the most attractive of all Royal Navy destroyers. I have been fortunate to have visited almost all of the Type 42s over the years, some more than once, with the exception of HMS Edinburgh.

My chance arrived in the summer of 2013 when HMS Edinburgh was berthed at Cammell Laird ship yard, just prior to decommissioning. Yet this visit was tinged with both pleasure and sadness as this was my first and last visit to this truly handsome warship.

The basic concept of the design was to support the GWS30, better known as the Sea Dart missile system, which was initially intended for frigate-sized warships like the Leander-class. The first of Type 42s or Batch 1s, was HMS Sheffield (D80), commissioned on 16 February, 1975. Fast forward ten years and the final incarnation of the Batch 3s, HMS Edinburgh (D97), was commissioned on 17 December, 1985.

Apart from the need to lengthen the hull, the Batch 3s remained similar in weapons fit, machinery, and sensors to the Batch 1s and 2s. The additional 16m in length and a slightly increased beam provided better

seaworthiness, endurance, habitability and additional Sea Dart capacity. Although this design move was desirable for the reasons mentioned above, there was a penalty for the increase in weight forward, which resulted in structural cracks amidships. These became apparent when the Batch 3s were pushed hard in rough conditions. The remedy was to fit strengthening strakes running along the top edge amidships.

Weapons fit

Although the weapons fit was broadly the same as the Batch 1s, 2s and 3s, D97 in particular, benefited from the experiences of the Falklands campaign of 1982. The Corvus decoy system was replaced by Sea Gnat and a GAM-B01 20mm gun fit was installed either side of the bridge, but more importantly, the Batch 3s received the Phalanx close-in weapons system, with HMS Edinburgh experimenting with this bolt-on system fitted right forward.

Add to a number of structural changes, which included a raised bulwark forward and additional height added to each breakwater. In the late 1980, it was even considered viable to install a light weight Sea Wolf system on the hanger roof.

Radars and sensors

HMS Edinburgh was fitted with the Type 996 surface search radar mounted atop of the mainmast, whilst forward of the foremast, the ubiquitous Type 1022 air warning array and the Type 909 fire control radar for both Sea Dart and 4.5in gun housed in radomes, one forward on the bridge roof, the other immediately aft of the main mast. Navigation radars consisted of the Type 1007 mounted on the bridge roof and the Type 1008 on the foremast.

For ASW, there is a Type 2050 hull-mounted sonar coupled with a Type 162m Cockchafer bottom target classification with transducers mounted horizontally flush with the hull and integrated with two triple 324mm STWS-3 anti-submarine torpedo tubes.

All the Type 42s were fitted with a hanger capable of supporting the Lynx HAS.3 ASW helicopter.

Machinery

All Type 42s were configured in COGAG, a combination of Olympus TM3B gas turbine for high speed and for cruising the Tyne RM1C gas turbine, these were coupled to two shafts each fitted with a five-bladed CP propeller developing around 54000shp.

A few years ago, I was fortunate enough to go out into The Channel with HMS Mersey in close company with HMS Liverpool. Certain drills were carried out with the assistance of the RAF. However, one of the most striking features was having the opportunity to witness the raw power of the Olympus gas turbines. The bow came up, the stern dug in, quickly developing an uncharacteristic rooster tail of water from the stern with HMS Liverpool moving at some considerable speed. The Batch 3s were reputed to perform even better.

Ships tour

The prime focus of these images is to provide some references for the model builder wishing to build the Batch 3 Type 42s and HMS Edinburgh in particular. Given that there is limited space, only so many images can be accommodated even over two issues.

As is customary, we'll commence from the forecastle area. Seen clearly in **Photo 1** is the raised bulwark, an afterthought installed



1: The forecastle with the raised bulwark. 2: Looking towards the first breakwater and the raised section above the original level.



3: The inboard arrangement of the forward breakwater. 4: Affectionately referred to as Kryton, this is the reduced radar cross section turret housing for the Vickers Mk8 dual purpose 4.5in naval gun.



5: Immediately abaft of the second breakwater and, in the foreground of this image, is the RAS (Replenishment at Sea) arm. 6: A shot of the Sea Dart launcher revealing plenty of detail.

in 1990 when a single Phalanx CIWS was mounted right forward. Also, it's worth noting the type of non-slip surface on the forecastle. Turning through 180° we have a view of the breakwater which has been raised from its original level marked by the weld line. Once again, this was a later addition and trialled on HMS Edinburgh (Photo 2).

Moving around the breakwater we can gain a more detailed view of the raised section and the various openings; the two on either side are vents whilst the one in the centre is an escape hatch (Photo 3).

Immediately abaft of the raised breakwater is the Vickers Mk 8 114/55 calibre lightweight automatic naval gun. This gun first entered service aboard the Type 82 destroyer, HMS Bristol in March 1973. The operation depends on a hydraulically operated loading system, employing four transfer points between the ready use magazine and the gun. A selection of ammunition may be accommodated at the mounting and fired remotely from the operations room. The barrel length is 55 calibres with a range of 22km and is fitted with a muzzle brake and fume extractor. The turret housing, as fitted to HMS Edinburgh, is GRP and shaped to reduce its RCS (radar cross section) (Photo 4).

Sea Dart missile launcher

Sea Dart was the principle area defence missile system fitted to all Type 42s. Development began in 1962 and relies on semi-active radar homing, using a combination of a solid propellant rocket booster and ram-jet. Using the Type 909 tracker illuminating radar, the effective

range is 40nm/60000ft, but with various improvements over the years in guidance and motors, performance has been improved.

Such improvements allowed the Sea Dart to be fired before a target had been acquired and to shift targets once the missile was in flight. Missiles are loaded in two stages; first by chain hoist to an intermediate position, with each missile being warmed up and finned. Then, with the aid of a hydraulic ram, the missile is loaded onto the vertically positioned launch rails (Photos 6 & 7). The system is capable of launching six missiles in 2mins (one-two missile salvo every 40secs) (Photo 8).



7: These flash doors open out to allow the Sea Dart Missile to engage with the launcher arm.

8: HMS Edinburgh launching a Sea Dart missile.



9: Bridge frontage. 10: Spare AC14 holding-type stockless anchor. 11: Bridge front over to port. 12: A general view along the starboard side.



13: Starboard side looking forward on the bridge wing. 14: Port side bridge wing aft; in the frame is the Pelorus ringed in yellow with the rudder angle indicator ringed in red. 15: Of its time, analogue instrumentation. 16: Starboard bridge wing.



Bridge area

Moving further aft we approach the prominent bridge frontage. As stated previously, it is hoped that these images will aid those wishing to build any of the Batch 3 Type 42s, but HMS Edinburgh in particular (**Photos 9-11**) with **Photo 12** providing a general view of the bridge/starboard side. Moving up onto the bridge wings, we can glean some of the fittings that are located over to starboard and port respectively (**Photos 13 & 14**).

I always enjoy visiting the bridge, and over the years I've seen how this area has evolved from ship to ship, but particularly the

differences between the Type 42s and the Type 45s, both of which are destroyers and have an air defence role. **Photo 15** shows an analogue bridge whilst later warships have adopted a digital management system, where much of the information is downloaded to displays. Yet when this image of the bridge on Edinburgh is compared to that of, say a Type 12 Frigate of the 1950s, the differences are equally as stark, especially in the space within the bridge.

Remaining within the bridge area, here are several images that show the starboard bridge wing and the surrounding fittings, in

particular the navigation lights recess and the positioning of the quick release rack for the life buoy and, for those wanting to include working bulkhead lighting, these are also clearly visible, mounted on the side of the bridge (**Photos 16-18**).

Further along the starboard side is the platform arrangement for one of two Scott 1C antennas linked to the Skynet SATCOM system. I always like to highlight the underside of these platforms, as they show clearly the structural arrangements which, although not clearly visible, are all part of the model building process and really



17: A detailed view of the starboard navigation lights. 18: A life buoy chute might be considered vintage technology, but even the Type 45 has them fitted.



19: The SCOTT dome platforms for satellite communication. 20: A view around the foremast which included the signalling platform. 22: Surveillance and target indication radar was the 1022. A challenging array to make from scratch but a photo etch fret is available. Mounted on the top of the array, is the Mk10 IFF interrogator.



should be included in the build (**Photo 19**). To the rear of the foremast is the signalling position, including the flag locker (**Photo 20**). Immediately below that the intake filters.

Compared with the Type 45 the 42s has no RCS reduction features. Interestingly when I was aboard, a number of the more sensitive fittings had been removed in preparation for decommissioning. To the rear of the bridge, and one of the noticeable features, is the material wrapped round the lower half of the foremast, the purpose of which is to absorb the signals from the Type 1022 air search radar so as not to create misleading echoes.

The Type 1022 Air Search Radar

This type of radar is officially known as STIR, a combined surveillance and illuminating radar and was first installed in 1979 on the carrier HMS Invincible. It has an array of 40 feed horns and a single curvature reflector, scanning between 6-8rpm; range is 225nm. Interestingly, the Type 42 HMS Gloucester using the 1022 and had no difficulty detecting and tracking the stealth F-117 Nighthawk at various ranges, varying from 40-80 to 120nm, using the reflection off the sea surface in the calm and humid conditions of the Gulf (**Photo 22**).

The GAM-B01 20mm

HMS Edinburgh was fitted with two GAM-B01 20mm/ 90calibre naval guns, a more advance version of the ubiquitous Oerlikon WW2 20mm

and mounted on either side to the rear of the bridge wings. Viewing the image in **Photo 23**, it's interesting to note that the trunnions do not adjust for height and so the gunner needs to be strapped in so as not to fall over when firing even at modest elevations. The GAM-B01 is fitted for 200 rounds of stowed ammunition, with a rate of fire of 1000rpm out to a range of 2000m for surface targets or 1500m for air targets.

25: Control position for the LDS.



21: The foremast. 23: Mounted on either side on 01 deck is the manually-operated CAM-B01 20mm gun.



24: This is the first occasion I have seen under the covers of the DEC LDS.

DEC LDS system

Installed on either beam on 01 deck beneath the Scott domes, is the DEC outfit or LDS (Laser Dazzle System), originally designed to disable EO surveillance and tracking equipment but could be used in three operating modes, aircraft, EO weapons and boats having an effective range of 5km (**Photos 24-25**).

References and acknowledgements

Type 42 Destroyers ref - Janes Fighting Ships 1974-75 edition, Pg.337
 Type 42 Destroyers Batch 3 stretched ref-Royal Navy Destroyers since 1945 Leo Marriot, Pgs.116-122
 British Warship Design since 1906, Pgs.102-106
 Vickers Mk8 Naval Gun ref - The Naval Institutes Guide to World Naval Weapons Systems, Pgs.458-459
 Naval Armament by Doug Richardson, Pg.88
 Sea Dart Missile System ref - World Naval Weapons Systems, Pg.410
 Type 1022 Air Search Radar ref - World Naval Weapons Systems, Pg.354
 DEC - LDS ref - World Naval Weapons Systems page 362
 My thanks to Peter Brown Naval Architect formally of VT for his help and assistance.

Reader's Letters

Your feedback and comments



An amazing sight! An image from Roger Stollery's 2018 Marblehead Championship event report. One of several articles featuring sail!

Good morning Martyn,
Thank you for a great Model Boats magazine.
Please would you forward the question below to Dave Wooley. Thank you, Paul S Harmer

Good morning Dave,
I enjoyed reading your recent article in the Model Boats magazine about building the Russian Corvette, Soobrazitelnyy.

I am currently scratch building a model of the RMS Windsor Castle. I sailed in this ship from Cape Town to Southampton in 1977, one of its last sailings before being sold off. I was planning a twin screw as in your Corvette. However, I noticed in the photographs that you had wired the speed controllers in series and used a 12v battery – I have planned for two LiPos and running them as two independent drive trains. But with the option to run them as 'twin' screws together, controlled by one Tx stick, or 'tank track' control, using two Tx sticks for manoeuvring. I am aware that I will need to be careful of the BECs and to isolate one of them. Strangely, I

have installed the identical motors and ESCs as you have in the Corvette.

How did the series wiring of the ESCs behave? Does the voltage and current to the individual ESCs fluctuate when using, say only one ESC in a turn? It is a long time since I did any electronic working but it doesn't look quite right to me.

The ESCs are rated up to 12 volts so should be ok straight onto the battery. I was also planning on fitting a bow thruster, which was not actually present on the original vessel; but there is a very useful article in the same issue about bow thrusters, so I thought it would be a good thing to try.

I look forward to your reply and comments.
Many thanks for your contributions to the magazine and attention to this enquiry.

Regards
Paul

Reply to the above from DW

Dear Paul - Many thanks for your e-mail regarding the electrical installation on the Soobrazitelnyy. Just to clarify the battery shown in Part 2 is a 12v gell cell battery of 7.5AH capacity more for ballast than capacity and two Mtronics ESCs. However, the system is wired in series using two ESCs controlling each motor independently in a simple tank drive configuration. Question, do you want to have the system whereby you can control your two motors independently using two sticks yet be able to control two motors from a single stick?

I'll try to answer your question as best I can. Question - How did the series wiring of the ESCs behave? Answer, perfectly as I followed the wiring diagrams that come with the ESC.

Question - Does the voltage and current to the individual ESCs fluctuate when using, say only one ESC in a turn? Answer - to be clear, I really can't answer that one as I have no way of measuring the results.

Question - It is a long time since I did any electronic working but it doesn't look quite right to me. Answer - All I can say is the installation as shown is one I have used for a number of years especially in models with twin drives all with positive results. If it's any help you can install a mixer unit which does provide for a single stick control and give varying proportional drive to each motors. For example, if you put the rudder over to starboard whilst the propeller is doing X revs than the port propeller will slow thus increasing the rate of turn all on a single stick. I trust the above information has been of helpful and best of luck with your Windsor Castle and thank you for your e-mail

Regards - Dave Wooley

PS. The builders 1/48 model of the RMS Windsor Castle was housed, until recently, at the entrance to the Birkenhead Museum, Hamilton Square. I have been told that it has been moved back to the Cammell Laird main office as it was only on loan from the company. Having seen this model many times, I always considered it to be one of the finest of the period.

Good morning Martyn Chorlton, I write as a returning subscriber, I did not renew my subscription mid-last year as I found the content sadly lacking in any model yacht racing content as has been the norm for many years, with the sad demise of Marine Modelling who did try with yachting, I returned to Model Boats, as it turned out a poor decision, this month's March edition apart from dear friend Roger Stollery saving us yet again with just half a page out of seventy.

Sailing being the oldest form of marine wind-powered transport known to man, wanting to travel from one place to another, it seems strange that our now only model boats magazine fails to cover the racing of model yachts in any way, there are over 100 Model Yachting Association affiliated clubs in the UK with some 2500 plus members, I am sure that the MYA would be more than pleased to provide you with a copy of the 2019 year book,

just Google MYA, full of interesting information about clubs, classes sailed and competitions around the country.

I will at present continue my subscription in the hope that things may improve, but not holding my breath. Go on, get yourself a Year Book buy a DF95 and come sailing I promise you will be hooked.

Best Wishes Les Baker

Editor's reply - Currently we only have one regular contributor to Compass 360 with regard to model yacht racing event reports and he is published every month - this is already looking like it has doubled since this message was received. With that in mind, Model Boats is currently publishing everything it is being sent on this subject. The answer - if you are building a model yacht, running an event at a model yacht club or just have a good tale to tell, contribute it! We can only publish what we receive - and we do!

Hello Martyn, I am writing to say how much I am enjoying the series of articles on the RAF high speed launches. Whilst I won't be tempted to build one myself, I feel it's important to shed light on the work these craft and their crews did. There's an excellent film 'For Those in Peril' available on DVD, made in 1944 showing these craft in action - well worth watching. I look forward to further articles in the series.

Best wishes, Peter Smith.

Ten Tips for Stress-free Model Boating

1. Remember model boating is a hobby.
2. Be respectful to fellow modellers, treat them as you would like to be treated.
3. When you are building, don't rush or cut corners, rectifying the mistake will take longer than doing it right in the first place.
4. Don't worry if things don't work out as you wanted, scrap it and start again, I often make two of everything, one in reality and the other in the scrap bin!
5. Don't throw anything away, that small screw, widget or whatever will come in useful at some time.
6. If you charge batteries and your charging system has a fuse, make sure it is in place and always fix a power fuse in your model.
7. Check that you have the correct transmitter with you before you depart for the pond and test it before you leave. 'Been there done that!'
8. When at the pond side, always check radio functions before you put the boat in the water.
9. Offer help to newcomers and those who are struggling, but always ask first.
10. Remember, when it all goes wrong there is always another day.

Steve Whitelock

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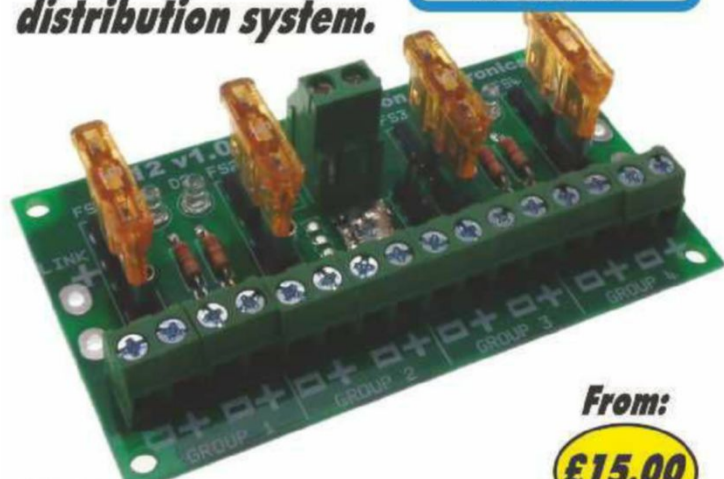
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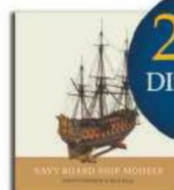
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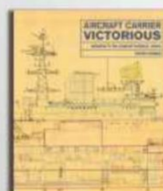
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Test Bench

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 products. 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.



JSC USS Arizona Memorial

Card modelling is one of the oldest forms of the hobby and the subjects, especially ships, are unlimited. However, some 'outside the box' thinking presents us with a subject often overlooked and I think, especially with anyone connected

with the USS Arizona tragedy, a popular one. The Polish Company, JSC have come up trumps with this excellent rendition of the USS Arizona Memorial, located above the wreck of the ship which

succumbed to the Japanese onslaught at Pearl Harbor.

The model comes as an A4 sized booklet, fronted by dual language instructions (and some good history) in Polish and English, the model parts being printed on six A4 sheets. The instructions are easy to follow and once complete you will have a good representation of the

memorial in 1/200 scale, which equates to 285mm long, 135mm wide and 75mm high. If you want a 'very' good version of the model, I would highly recommend purchasing the supporting lasercut parts package (219-L). This pack

replaces the sides and roof of the memorial and all of the hand rails, transforming the original package into a very crisp piece of work. The lasercut parts are provided on a single sheet protected by a sturdy piece of plywood which will prove useful for other projects I'm sure.

This is a very satisfying way of making models and for a little over £13 plus postage, it is not going to break the bank compared to the average cost of the 1/200 scale plastic equivalents. A very highly recommended product and hopefully we will be seeing a lot more card modelling in the magazine and more from JSC too.

Thanks very much to Kasia at JSC for supplying Model Boats with this sample. Visit www.jsc.pl for the full range of card models.

MC

Product: Card Model

Ref: No.219 & 219-L

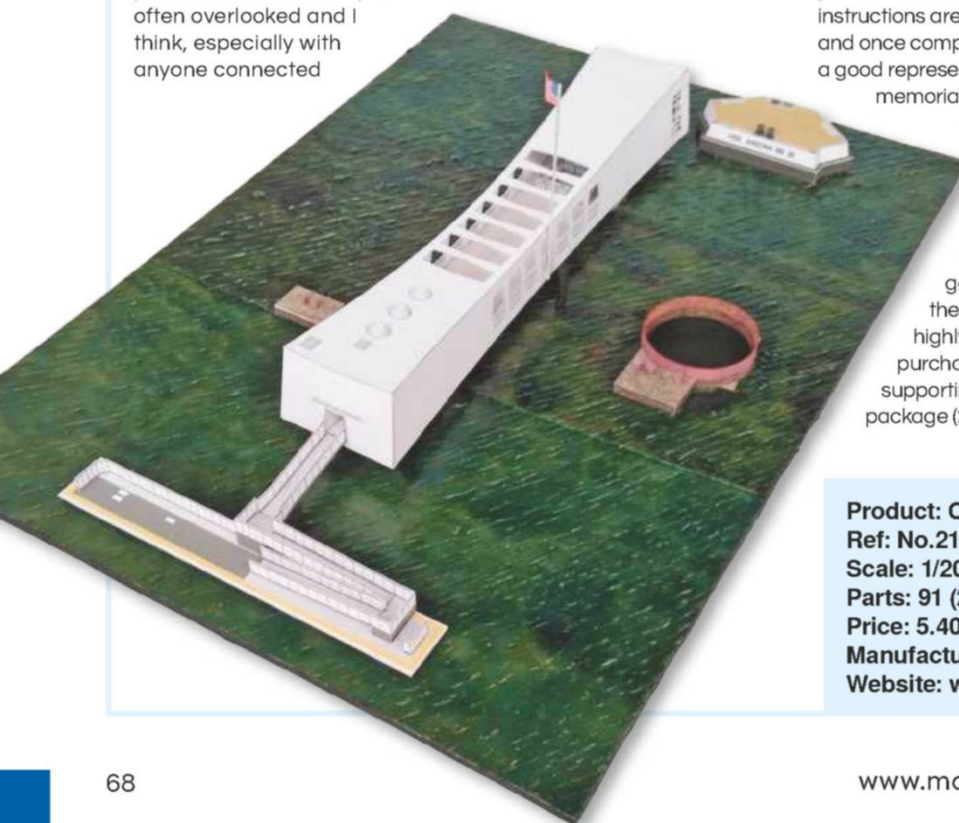
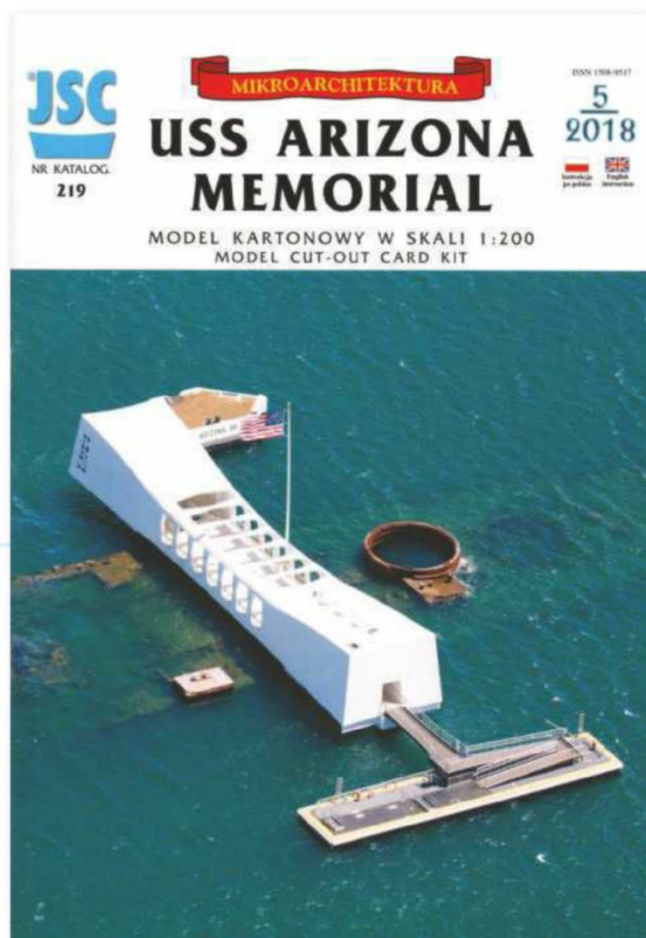
Scale: 1/200

Parts: 91 (219) & 22 (219-L)

Price: 5.40 Euro (£4.63) (219) & 10 Euro (£8.57) (219-L)

Manufacturer: JSC

Website: www.jsc.pl



STEVE R DUNN SOUTHERN THUNDER

The Royal Navy and the Scandinavian Trade
in World War One



Southern Thunder – The Royal Navy and the Scandinavian Trade in World War One by Steve R Dunn

During World War One the Scandinavian countries played a dangerous and sometimes questionable game; they proclaimed their neutrality but at the same time pitched the two warring sides against one another to protect their import and export trades. Germany relied on Sweden, Norway and Denmark for food and raw materials, while Britain needed to restrict the flow of these goods and claim them for herself. So the battle for the North Sea began. The campaign was ferociously fought, with the Royal Navy forced to develop new tactical thinking, including convoys, to combat the U-boat threat.

In this new book maritime historian, Steve Dunn, tells the little known, and often ignored, story from both a naval and a political standpoint, revealing how each country, including the USA, tried to balance the

needs of diplomacy with the necessities of naval warfare.

Starting from the declaration of a British blockade, the narrative progresses to cover the struggle to prevent supplies reaching Germany, the negotiations to gain preferential British access to Scandinavian trade and the work of sailors, of the Merchant Navy and Royal Navy, who had to make the system function.

Two years later, the Germans, desperate to break the tightening stranglehold, even brought out their big-gun ships to hunt and disrupt the Scandinavian convoys.

Detailed analysis and first-hand accounts of the fighting from those who took part create a vivid narrative that demonstrates how the Royal Navy helped to bring about Germany's downfall and protect Britain's vital Scandinavian supply lines.

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

John Deamer

ISBN: 978-1-5267-2663-6

Pages: 304

Price: £25.00 (RRP)

Format: Hardback - 241x164mm

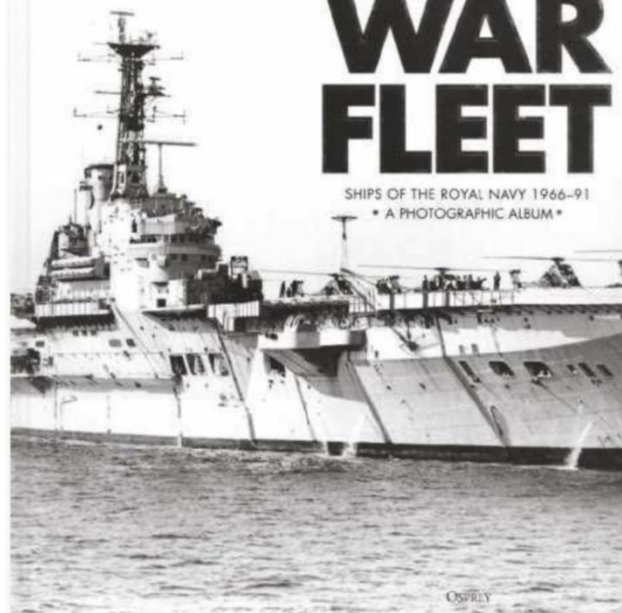
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• CLIVE & SUE TAYLOR •

COLD WAR FLEET

SHIPS OF THE ROYAL NAVY 1966-91
• A PHOTOGRAPHIC ALBUM •



Cold War Fleet by Clive & Sue Taylor

Every now and then something a 'bit good' comes along and this is a great example. Subtitled 'Ships of the Royal Navy 1966-91 – A Photographic Album', this lump of a book is worth every penny of its £50 retail price. The combination of superb, unrestricted black and white photography and the Cold War make this a book a winner for those who appreciate how strong and diverse our navy used to be.

Thanks to its very large format, each image is given the space it deserves, complete with an informative extended caption for every one of the 600 plus photographs. All of those photographs were captured by husband and wife team Clive and Sue Taylor, specialists in naval photography and boy it shows! The subjects are broken down into their respective

types beginning with Aircraft Carriers; Cruisers; Destroyers; Frigates; Submarines; Patrol Craft; Mine Warfare Vessels; Amphibious Warfare Vessels; Survey Ships; Tankers and Stores Ships; Depot, Experimental and other Support Vessels; Tugs and finally, Harbour Craft and Tenders! The book is topped and tail with sections about the Cold War Fleet, a great essential glossary, a super index and finished with a very useful list of Pennant numbers.

High quality, superb layout, carefully selected photography and great supporting text make this one of the best books I've seen on this subject in a while.

Thanks go to Minty Stokes-Rhys at Osprey Publishing for this review copy which is available at www.ospreypublishing.com. The official publication date for this title is 21 March, 2019.

MC

ISBN: 978-1-472-83371-6

Pages: 304

Price: £50 (RRP)

Format: Hardback - 306x240mm

Publisher: Osprey Publishing

Website: www.ospreypublishing.com



Revell 1/200 Kruzenshtern

Launched as the Padua in Bremerhaven in 1926, this four-masted barque was surrendered to the USSR in 1946 and renamed the Kruzenshtern. Initially built as a cargo ship, she later served as a survey and training ship between 1961 and 1965 and today, remains as a training ship on the strength of the Russian Navy.

Our model was first released in 2016 by Zvezda, this version being a rebox by Revell in late 2018. The first thing that strikes you on opening the box is that it fills it. In 1/200 scale, the ship is 57.5cm long so you immediately feel like you are getting a lot for your money, and you are; 474 parts on twelve sprues, plus a stand, decal sheet, two reels of rigging cotton and the now-standard A4 full-colour instruction booklet with 40 pages clearly laying out a comprehensive 114-stage build. This is a straightforward build,

which will keep you quiet for many nights as these types of tall ships always do. The supplied sails are OK but as always, I think what would really set this model off would be some made of cloth rather than the usual moulded plastic – nothing more than a personal choice. She is presented in her current-day configuration, complete with a couple of modern RIBs and life raft containers on her deck which are enough for her 250 plus crew.

A great subject and a great kit; would make a good introduction to tall ship building.

Thanks very much to Revell for sending Model Boats this kit.

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en.

Owen Cooper

Product: Construction kit
Ref: 05159
Scale: 1/200
Parts: 474
Price: £49.99
Manufacturer: Revell
Website: www.revell.de/en

and the introduction a mere page and a quarter. Inside you will find 33 black and white photographs, eight colour postcards and a trio of black and white illustrations. Each image does have a decent caption, on average three lines long, while reproduction of the images is pretty good, thanks to some good quality glossy paper.

There are some great images for the modeller and the historian alike of a ship that looked like a liner should, and not one of those modern floating hotels!

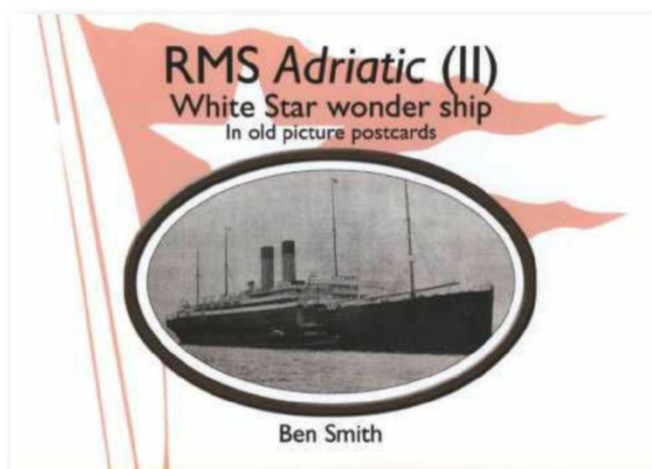
Thanks to Connor at Casemate UK for this review copy which is available at www.casematepublishing.co.uk.

David H. Smith

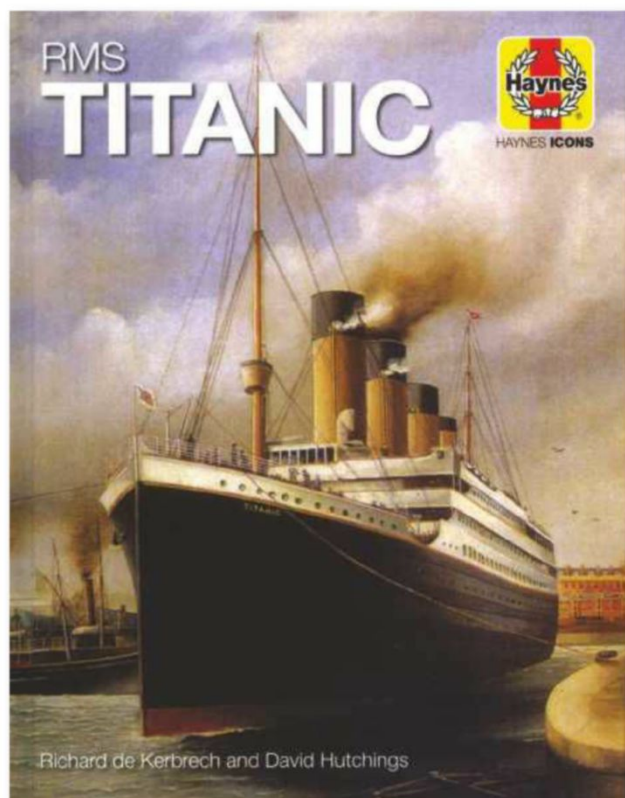
RMS Adriatic (II) by Ben Smith

The last of what were famously known at the as 'The Big Four', the RMS Adriatic was the last of these liners to be built, the others being the RMS Celtic, Cedric and Baltic. Operated by the White Star Line, these liners which averaged between 21,000 and 24,000 tons in weight and were between 700 and 730ft long, cross the Atlantic for more than a quarter of a century from 1901.

This little book subtitled 'White Star wonder ship – In old postcards' is just that, so do not expect much text; even the forward is only a few lines deep



ISBN: 978-1-912390557
Pages: 40
Price: £9.95 (RRP)
Format: Softback - 210x148mm
Publisher: Helion & Co.
Website: www.helion.co.uk



RMS Titanic by Richard de Kerbrech & David Hutchings

This smaller than usual Haynes manual covers the RMS Titanic (1909-12 'Olympic-Class') and is presented as one of five 'new' titles under the series header 'Haynes Icons'. However, this book first came out in 2011 and has been printed in both hard and paperback versions ever since. If you don't possess any of these examples, this is good opportunity to add this title to your collection in the current hardback format for a bargain price, because despite coming out a couple of months ago, RMS Titanic is already heavily discounted if you buy through the Haynes website.

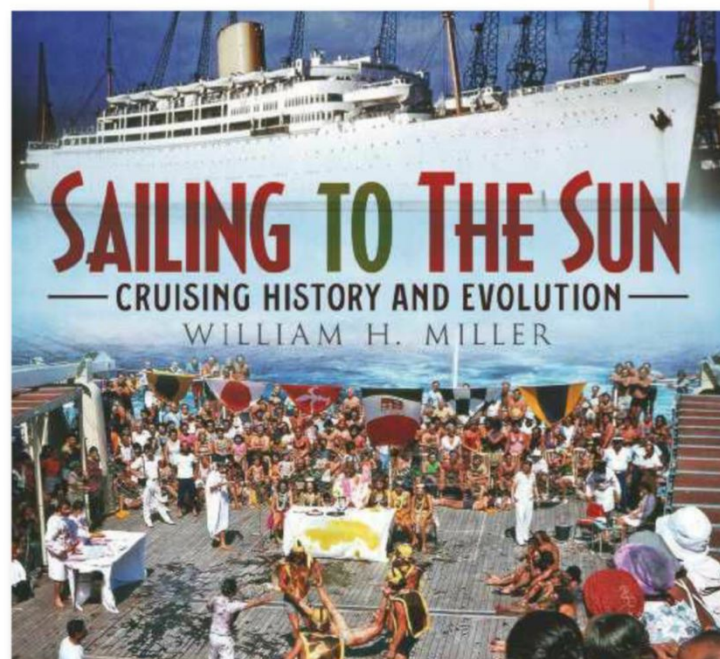
The book itself is excellent, and even after all this time

the photography gives the impression that it has never been seen before, all backed up technical diagrams and artwork which I'm sure has not. No part of the 160 pages are wasted; the story begins with a good introduction followed by The Titanic Story; Anatomy of the Titanic; Propulsion; Lifeboats; View From The Bridge; Engineer's View; Postscript and Appendices. While predominantly about the Titanic, the White Star Line and her sister ships also feature to highlight the same structure and fittings used on the ill-fated liner.

Thanks go to Anna Vitsentzatou at McCann PR for the review copy of the book which is available at www.haynes.com (for a discount!).

MC

ISBN: 978-1-785-215759
Pages: 160
Price: £12.99 (RRP)
Format: Hardback - 222x174mm
Publisher: Haynes
Website: www.haynes.com



Sailing to the Sun by William H. Miller

Subtitled, 'Cruising History and Evolution', this is the latest from American author William H. Miller, a specialist in cruise liners, described by Fonthill Media as 'Maritime's biggest star!'. The latter maybe true if you are regular with unlimited finances, as Mr Miller is one of many speakers who earns his living giving talks on cruise liners. The cruise industry is booming today; there seems to be no shortage of customers for these giants of the sea, 100 of which were being built or, have been ordered in 2017 alone. This is both encouraging and potentially worrying at the same time, as more cruise ships head to those unspoilt areas of our planet which I personally think should be off limits to the wealthy 'teeth and hairspray' brigade!

Comprising 28 short chapters, Sailing to the Sun is very easy on the eye thanks

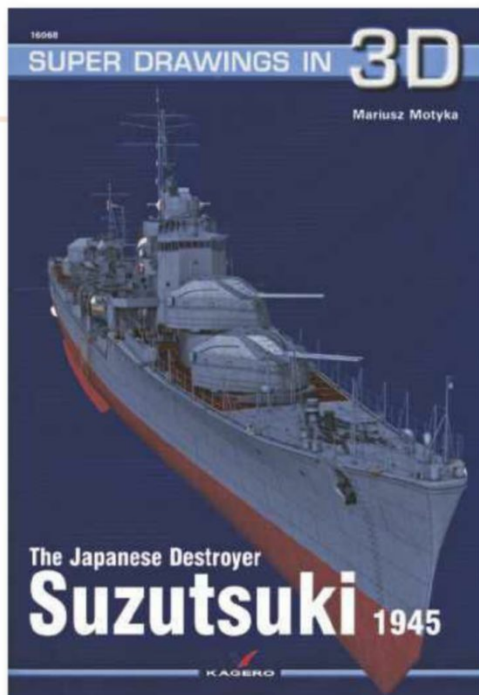
to 185 colour images and a further 31 in black and white. The book gives a light history of cruise ships from the early days through to the monsters that sail the sea today. There is not a huge amount of text, and what there is, is in quite large font; it's really all about the images. A number of the latter appear to have come from brochures and reproduction varies throughout the book.

Not a bad book, and not a bad price considering that Fonthill have already discounted Sailing to the Sun down to £16. However, it only really skims the surface of potentially great subject and just like the American market, the majority of these ships are aimed at. The book feels a little 'Have a Nice Day', which no American (that I've met anyway!) really means!

Many thanks to Jay Slater at Fonthill for the review copy of the book which is available at www.fonthill.media.

David H. Smith

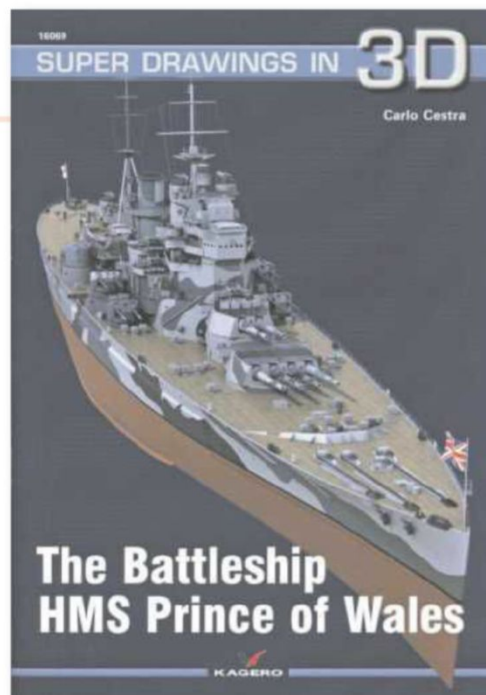
ISBN: 978-1-78155-703-7
Pages: 128
Price: £22.99 (RRP)
Format: Softback - 248x224mm
Publisher: Fonthill Media Ltd.
Website: www.fonthill.media



Super Drawings 3D Suzutsuki (16068) & Prince of Wales (16069)

Another pair in the excellent Kagero Super Drawings 3D series which were released at the tail end of 2018. Our first example covers the Akizuki-class Japanese Destroyer Suzutsuki (1945) produced by Mariusz Motyka. Suzutsuki had an eventful war which began in early 1943, the destroyer being at the receiving end of American

torpedoes on at least two occasions and finally from above in April 1945. She still managed to survive the war, briefly serving as a breakwater at Takamatsu before being scrapped in late 1945. Packed with 120 outstanding 3D colour profiles, which make you feel like you are walking around the ship, this is another great example of a book which opens all kinds of doors with regarding to building a ship you would never have thought of considering before. As well as a short, but comprehensive, history



of the ship at the front, there is also a loose A1 sheet filled with 1/200 scale line drawings of the ship general.

Our second book covers the King George V-class Battleship, HMS Prince of Wales, faithfully

produced by Carlo Cestra. Her premature loss on 10 December, 1941 by air power alone marked a turning point in the role of the battleship in naval warfare. This Kagero Super Drawings in 3D contains 96 pages and as a result, is crammed with 160 colour profiles, everyone of them produced in exquisite detail which will attract those with an eye for every rivet being in the right place, also those who appreciate the images from an artistic point of view. As usual the first ten pages present a very good history of this ill-fated battleship and an A1 sheet provides quality line drawings in both 1/200 and 1/350 scale.

These are a pair of superb reference books which I highly recommend. Thanks very much to Connor at Casemate for supplying these samples – please visit www.casematepublishing.co.uk to view these and many other titles.

MC

ISBN: 978-8-366148154(Suzutsuki) & 978-8-366148116 (Prince of Wales)

Pages: 72 (Suzutsuki) & 96 (Prince of Wales)

Price: £28.95

Format: Softback – 297 x 210mm

Publisher: Kagero Publishing

Website: www.kagero.pl/



Revell 1/1200 HMS King George V

The first of five battleships of the King George V-class, HMS King George V served the Royal Navy from 1939 until 1949. During the Second World War she served

in the Atlantic, Mediterranean and Pacific and one of her more glorious moments was when, along with HMS Rodney, she chased down the Bismarck in May 1941, inflicting enough damage to bring about the German warships demise.

This kit from Revell first came out in 1977 as part of

their 'Miniships' range and this 2018 version, only differs by having a new box. Considering its age, this little kit has stood the test of time quite well and while you should not expect a huge amount of detail for a kit moulded over 40 years ago, you will not be disappointed. With only 45 parts, the hull, as expected, is a single piece while the deck incorporates a number of fittings, including the bulk of the superstructure. So basically, you are left with all the 'fun' parts of building a

battleship and because of the scale, only have to build the main and secondary armament; the demoralising anti-aircraft guns are already moulded to the deck. One of several now available in 1/1200 scale, these kits are very appealing and will not hurt your bank balance or take over your display cabinet.

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

MC

Product: Construction kit

Ref: 05161

Scale: 1/1200

Parts: 45

Price: £8.55 (Wonderland Models)

Manufacturer: Revell

Website: www.revell.de/en

'Plastic Static' **NEW & FUTURE** Releases**Old Model Kits SS Normandie Ocean Liner**

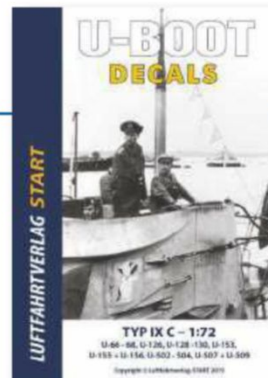
Ref: N/A
 Parts: 1100+
 Size: L600mm
 Scale: 1/350
 Price: \$950 (£713)
 Released: Feb 2019
 Notes: Resin, wood & PE - New Tool

**IBG Models ORP Garland 1944**

Ref: 70007
 Scale: 1/700
 Price: £TBA
 Released: Future
 Notes: New Tool

**Trumpeter Russian Destroyer Tazkient 1940**

Ref: 05356
 Scale: 1/350
 Price: £TBA
 Released: Future
 Notes: New Tool

**Luftfahrtverlag Start U-Boot Decals Type IXc**

Ref: u/k
 Scale: 1/72
 Price: 19.50 Euro (£16.72)
 Released: Feb 2019
 Notes: U-66-68, 126, 128-130, 153, 155, 156, 502-504, 507 & 509 - New tool

INFINI Model 20mm Oerlikon Cannon Mk.IV

Ref: IMP-35012R1
 Scale: 1/350
 Price: £18.50
 (Sovereign Hobbies)
 Released: Feb 2019
 Notes: Mount Set B
 (Inc. 25 brass barrels & 25 brass pedestal mounts) - New tool

**35029F1**

1/350 IJN NAGATO 1941 DETAIL UP SET
 1/350 日本海軍戦艦長門1941ディテールアップセット

- < Contents >
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 2. Scribed Brass : 236 Pcs.
 3. Photo Etching : 6 Sheets
 4. Resin Parts : 34+150 Pcs.

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 1. 木製甲板(着色)
 2. CNC真鍮加工部品236個
 3. エッチング部品6枚
 4. レジン部品34+150個

(Veteran Models Resin 150parts included)
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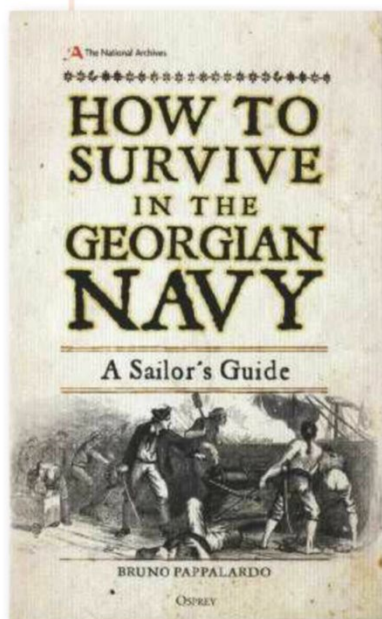
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 Email: help@pontosmodel.com

**Pontos Model IJN Nagato (40024) 1941 Detail Up Set**

Ref: 35029F1
 Parts: 237 Scribed Brass/6 PE Sheets/34+150 Resin/
 Stained wood deck
 Scale: 1/350
 Price: £204 (Sovereign Hobbies)
 Released: Future
 Notes: New Tool

**Trumpeter SMS Viribus Unitis**

Ref: 05364
 Scale: 1/350
 Price: £TBA
 Released: Future -2019
 Notes: New Tool



How to Survive in the Georgian Navy by Bruno Pappalardo

Covering a period from 1714 through to 1820 (George I to IV), this small, but very attractive little book takes a close look at what life was like in the Georgian Navy. Subtitled 'A Sailor's Guide', this book has been written by Bruno Pappalardo, who conveniently is the Principal Naval Records Specialist at The National Archives, so, unlike the rest of us, does not have to travel too far to access his research material.

This book comprises ten main chapters covering, officers and ratings; joining

the Navy; crimes and punishments; victuals; keeping healthy; survival; venturing into the unknown; a Navy at war; mutiny and women at sea. A good introduction covers the foundations of the Georgian Navy and at the back is a good timeline covering all major battles and events from the War for Sicily (1718-20) through to bombardment of Algiers in 1816. There are number of illustrations

throughout to break up the text. Packed with great facts and a multitude of figures this is a very engaging little book and wherever you dip into, you will find it very hard to put it down.

Thanks go to Minty Stokes-Rhys at Osprey Publishing for this review copy which is available at www.ospreypublishing.com.

David H. Smith

ISBN: 978-1-472830876

Pages: 144

Price: £8.99 (RRP)

Format: Hardback - 187x127mm

Publisher: Osprey Publishing

Website: www.ospreypublishing.com

MOORING POST

Glynn Guest with advice and tips for modellers

Taking the heat?

My sojourns into the world of steam powered models have tended to be infrequent, but nonetheless pleasurable experiences. Compared to an electrically propelled model boat, a steam engine adds another dimension to this hobby. The extra preparation before and during a sailing session is rewarded with what can perhaps best be described as a feeling that the model is in some way 'alive'. The only downside to steam power I have found, apart from the expense that is, is the need to clean the model after each sailing session.

No matter how careful you are when operating a steam plant, water, oil or the messy emulsion they combine to make always seems to coat the inner surfaces of the hull. There may be some therapeutic benefit from the

chore of having to clean out the model but so far it's escaped me.

It was quickly realised that lining the inner hull surfaces with aluminium foil would act as both a barrier to heat and the water/oil emulsion. Luckily my wife always has a roll of aluminium cooking foil in the kitchen from which I can surreptitiously borrow suitable lengths. This foil does work well but tends to be rather weak making the installation inside the hull a tricky operation if any tears are to be avoided. Likewise, it is all too easy to scratch and damage the foil when attempting to clean out the model.

Slightly thicker and hence tougher aluminium sheet would be better; lithographic plates might be ideal if you can get them but I couldn't, and so resigned myself to treating the foil with extra care but still having



The oven liner from ALDI.

to replace it fairly frequently. Well that is until I spotted something in a local ALDI store.

This was an oven liner made from PTFE coated plastic which claimed to withstand temperatures up to 260°C. The sheet was 50x40cm in size and about 0.2mm thick making it easy to cut and shape. A sheet was examined and appeared to have potential for lining the inside of my steam powered models and duly purchased for £?? Well, I am sorry but I can't remember the price.

To be honest I have yet to install this oven liner into a model, but I cannot see any problems with it. Its 260°C operating limit ought to cope with a model steam engine unless something catches fire that is. If it can withstand hot oil and fats inside a cooker then the oil and water thrown around inside my models should not represent any challenge to it. Being plastic, the oven liner ought to be a better insulator than the aluminium foil. So, this item is waiting for the next time I have to reline the inside of a steam powered model, which might be some time with all the jobs my dear wife (payback for all the cooking foil I have used perhaps?) is dropping hints about!

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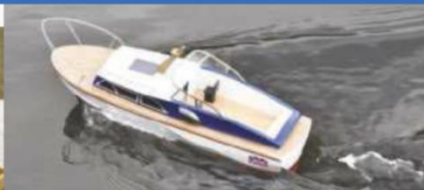
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Model Boats No.822 May 2019 on sale 12th March

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1/48 scale version of the Huntsman 31 Sport

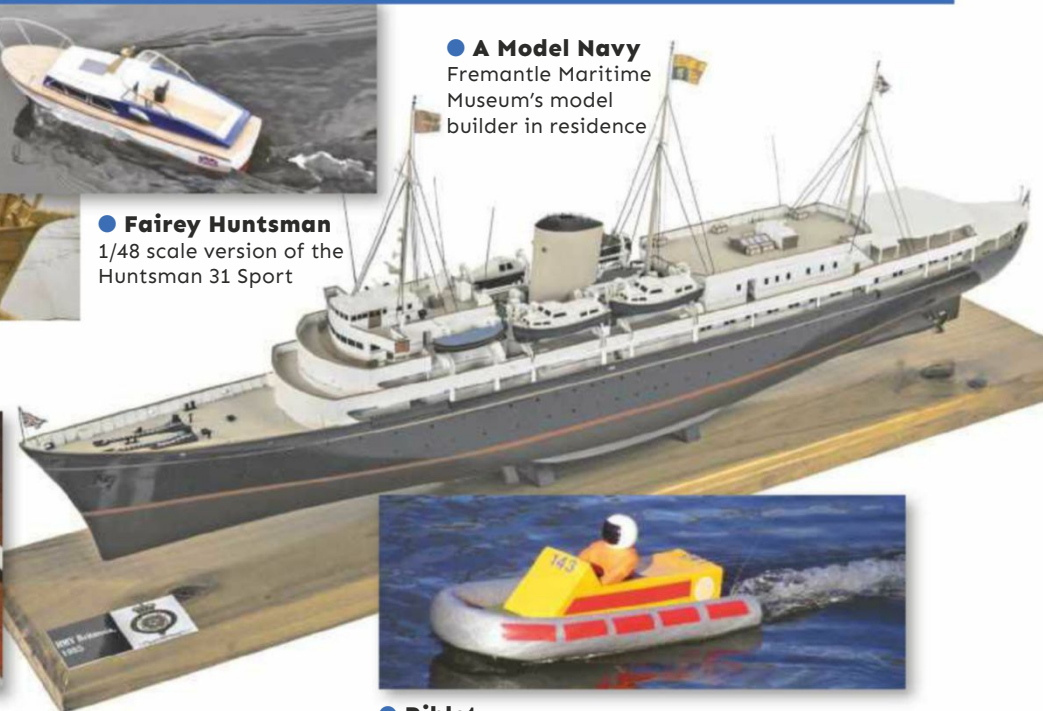
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The annual Grange Modellers Show



● **Evergreen**

A green boat powered by a Stirling engine (Free Plan)



● **Riblet**

Semi-scale RC RIB-based model (Free Plan)



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Don't forget! The May issue of Model Boats will be published on 12th March 2019 price £5.40 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to magazine?

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RTR 1/48 PS TALISMAN; HMS Cavalier 1/48; Moygannon Sentinel 42in; TID TUGS Fishing Boat; Eileen cabin cruiser; Cynette cargoship; Capsandiego PS Albion hull; Branern coaster; 1/72 HMS Leander for resto; Shenking +plan, part-built; full list available – also 1/32 Flying Phantom Tug. Contact 07936703571 (Edinburgh)

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



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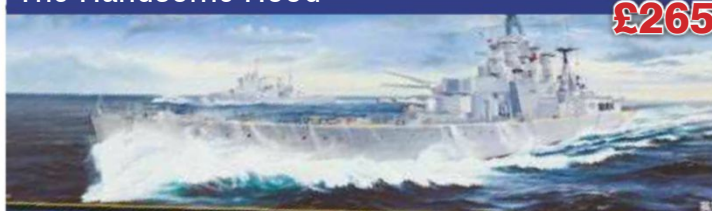


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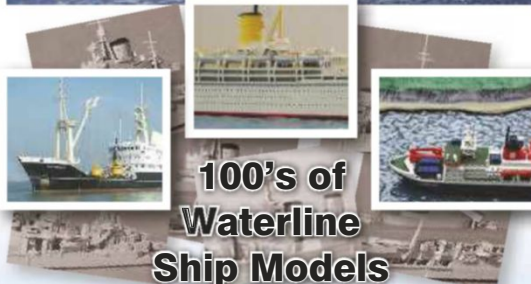


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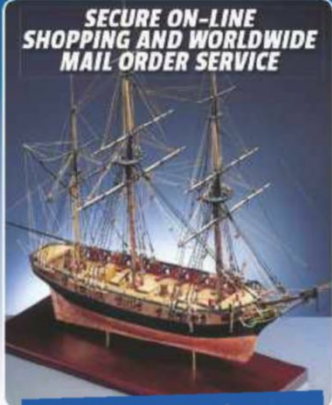
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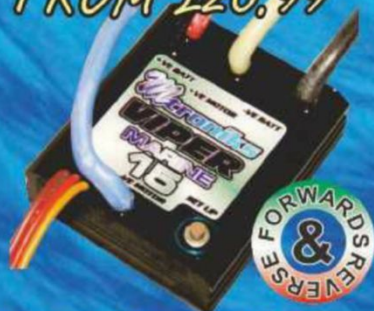
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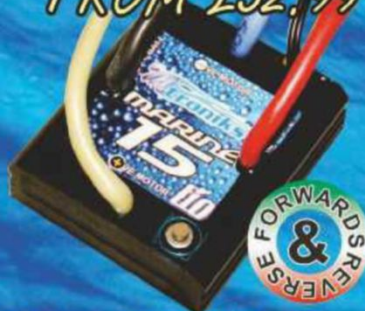


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