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**No.1 For
Sail & Scale**

June 2019
Vol.69 No.823

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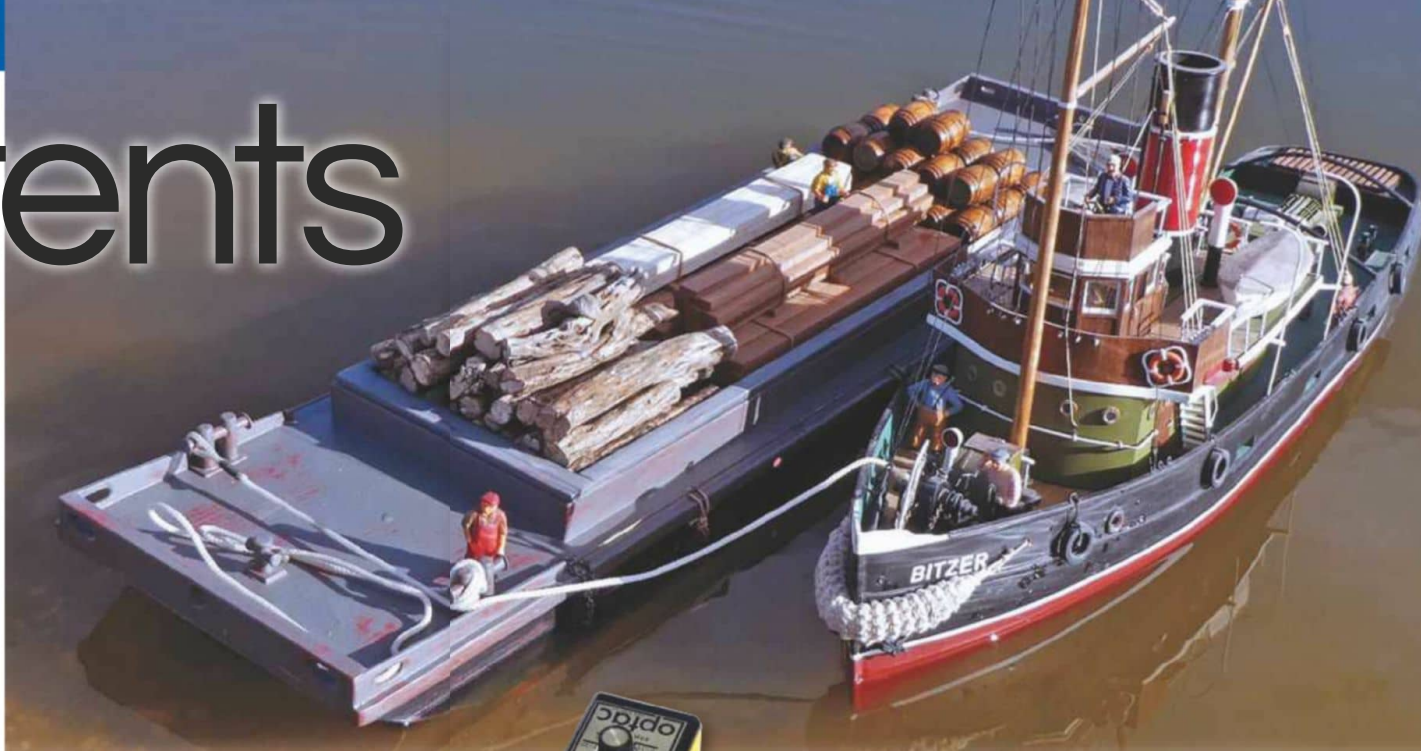


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Another busy month passes in the blink of eye and as I write these words, my travels are not quite over for April, as there will be another visit up the road to Ingham and the Mobile Marine's Spring Bonanza on the 27th. This month, I have already been invited over to my most local MBC at Spalding of which I am now a member (always support your local club!) and a couple of days later I spent the day at Thorpe Lake covering Electra Round 1 not to forget some testing at Wicksteed Park at the tail end of last month. It's suddenly all go and, this month, Diary Dates reflects that as event tops event and typically I have to make the decision as to which one of at least three events that are taking place on the same weekend I should go to, after receiving invitations to all of them!

We've also had some good news at Model Boats regarding subscriptions. I don't usually take a lot of notice of sales figures or subs numbers but, every month, I receive a message from an 'Angry Modeller' who has given me the impression that I have done nothing right since taking over last year, so I thought I would have a look, expecting nothing other than bad news. Well, the 'Angry Modeller' will be pleased to know that since May 2018 subscriptions have been on the rise and not just a quick burst; a consistent monthly rise of no mean number, so some of you at least must think I am doing something right. I have been subtly changing the magazine (some of you have already noticed) to encompass all genres of this great hobby and more changes are afoot so that we can fit in more material. A couple of those changes that were already in the pipeline were actually suggested by the 'Angry Modeller' in his latest critique, who will now, of course, take full credit for them.....well be my guest!

In the meantime, keep the material flowing in; don't be shy, all subjects are most welcome.

Martyn Chorlton

Compass 360

Our news round-up from the model boating world

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

Fred's Big Toephy, Footy weekend 13th April 2019

This Footy event was postponed from the snowy conditions in February planned for sailing at Guildford Model Yacht Club's water at Abbey Meads Lake. Subsequently this event and the Videlo Globe event were brought together to create a weekend of Footy sailing in what should have been better weather. Far from it, Saturday was freezing cold with variable north-easterly winds 3-8 mph and attracted a small, but high quality entry from the Abington Park and Birmingham clubs, as well as the local entries from Frensham Pond and the host club. Race Officers Martin Crysell and Peter



David Wilkinson '46' with his 3D printed hull running with Graham Whitehead '24'.

Dunne had a difficult job as the wind was so variable, but set a simple windward leeward course several times to get the best

ABOVE: Peter Shepherd '65' leading at the windward mark.

angle for the windward legs. The event started well with a win for Roger Stollery, but he was then beaten into 2nd and 3rd places by John Burgoine in the next two races. Peter Shepherd then headed the fleet to win Race 4, before letting John have a run of four consecutive wins only interrupted by Roger in Race 9. John's winning streak continued in the next race, but Peter took Race 11 and the last Race 14.

John sailed incredibly well with nine wins, having to discard a 3rd place as his second worst score! With a well setup rig and beautiful home-made sails, John looked invincible when combined with his clever strategy around the course. The powerful ICE design is resistant to nosediving and was able to manage the vicious gusts, which struck the course from several different angles.

Results:	Pos.	Skipper	Club	Boat	No
	1	John Burgoine	Birmingham	ICE	'15'
	2	Peter Shepherd	Abington Park	FAT BOY SLIM	'28'
	3	Roger Stollery	Guildford	ICE	'31'

Videlo Globe, Footy weekend 14th April 2019

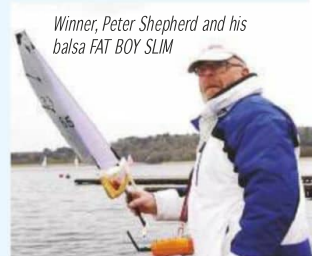
If Saturday felt cold, it was nothing to Sunday's exposure to the icy 4-12 mph north-easterly wind blowing onshore into the central area at Frensham Pond. Race Officer, Roger Stollery, set a simple windward leeward course, which had to be varied as the winds became more easterly during the afternoon. The Footys were sharing the pond with combined Lark/RS 200 dinghy open events, which provided an interesting background to the Footy racing. Whilst the dinghies had four races, Footys had 17 and despite the small size, more starts and more racing created more fun for the ten-boat Footy entry, which equalled the numbers in each of the dinghy classes.

With a pole on the bank to adjust the starting line angle

there were some very even starts and very good racing. The difference in the conditions compared with the Saturday was that the big waves created by the onshore wind suited the diagonally measured fine ended narrowboats better, as they were able to slice through the waves more easily than the more powerful, wider and bluff-bowed boats that had dominated the previous day. They won all but three races, which were won by the ICEs of Keith Parrott in Race 4, John Burgoine in Race 7 and Graham Whitehead in Race 9. Just as John had dominated the Saturday racing, so Peter Shepherd sailing his balsa FAT BOY SLIM, lead the fleet on ten occasions, often by a large margin as his boat was perfectly

suited to these wave conditions. The other races were won by the IBEX designs sailed by Sid Sims in Race 5 and the IBEX designer, Peter Jackson, in Races 12, 13 and 16. The Frensham Pond Sailing Club Commodore, Jeremy Hudson gave away the prizes and marvelled at the number of races sailed and gave his full backing to this form of sailing at the club. The race team of Roger, Nick Royle, Steve Hill and Bryan Stichbury were thanked for having to work in such cold conditions.

The large number of free hull designs and a full programme of Footy racing can be followed on www.sailfootyuk.com.



Winner, Peter Shepherd and his balsa FAT BOY SLIM

Results:	Pos.	Skipper	Club	Boat	No
	1	Peter Shepherd	Abington Park	FAT BOY SLIM	'19'
	2	Peter Jackson	Abington Park	IBEX	'30'
	3	Graham Whitehead	Frensham Pond	ICE	'57'

The Derek Norfolk Trophy Race for International IOM Yachts at Hove Lagoon, Sunday 21 April, 2019

The weather was very kind to us on Easter Sunday, no cloud, a bright sunny day, very light wind, at first a 3-5mph fluctuating during the day up to 5-7mph for a short time and then as wind veered from north east to south east it dropped to very light and almost none by our last two races.

Our Race Officer for the day was our chairman Peter Constable who set a course suitable for the low wind conditions, a leeward-windward course of some 150m with a 60m windward leg was set and following the briefing, racing commenced on time at 10:00. We had a good entry of twelve boats,

a good mixture of old and new, Graham Bantock represented well with a Red Wine a Topiko an Italiko and a Picanto all well in the hunt, the others, a mixture of all makes. Racing was very close and by our usual coffee break eight races in, there was only three points between the top three boats with Geoff D, Tony M and Peter H just leading the pack. After coffee at our good friends small cafe area at Hove Lagoon Waresports, we resumed for more racing, again very close with wins for Tony M, Peter H, Geoff D and John C we reached the final heats with the last two raced in nearly zero wind

condition the RO called a halt to the day's proceedings.

The RO/Chairman presented the awards and thanked everyone for attending, the Race Secretary for scoring and observing duties, and a good enjoyable days racing in almost perfect conditions on Hove Lagoon.

Les Baker

Tony Marshall's winning boat in the lead.



Results:	Pos.	Skipper	Boat	No	Points.
	1	Tony Marshall	Local Design	'474'	29pts
	2	Peter Hitchcock	Picanto	'15'	32pts
	3	Geoff Dean	Craker	'191'	33pts

DIARY DATES 2019

Sun 2nd June

Bournville Model Boat Club Submarine Day, open for all RC submarine enthusiasts. The event runs from 10:00 until 18:00.

Sun 2nd June

RNLI Open Day. Stevenage model boat club are holding a RNLI event at Fairlands valley park Stevenage, SG2 0BL. The event is to raise money for local RNLI branches. The event opens at 10:00 and closes at 16:00. 'Have a go' boats for anyone to try. Come along, you never know you might enjoy yourself. If you have a RNLI boat or not and wish to come along you can contact us by email at events@stevenagemodelboatclub.org.uk.

Sun 9th June

Balne Moor Model Boat Club Scale Sailing Challenge. Manoeuvre your scale boat around a challenging course and gauge your skill against other sailors; £1.50 per boat. If you prefer tug towing you can, in teams of two tuggers steering a vessel around the harbours; £1 per tug. 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.

Sun 16th June

The East Midlands Model Lifeboat Day 2019. Due to the success of the 2018 event, King Lear Model Boat Club will be hosting this event again. All Lifeboaters are most welcome; we have a jetty and slipway for ease of access to our lake so please bring your boats along. There is ample parking and picnic facilities at

Watermead Country Park, Leicestershire, LE7 1PD. There is a £2.50 entrance fee payable to an unmanned machine. There are no catering facilities on site. Further information from Marie Burdett, Tel: 0116 2613959 or email at kinglearmbc@ntlworld.com. For up to date information please visit our website at www.kinglearmmodelboatclub.co.uk.

Sun 23rd June

Alvaston Pirates Model Boat Club. As well as their programme of sailing days, the club will once again hold their annual regatta. This will take place from 10:00 to 16:00 and will comprise a display of models both on and off the water. Any visitors would be made most welcome. There is ample free parking near the lake and the Waterside Café is available for refreshments. Details of the normal club sailing days and times, together with the location of the park and its facilities may be found on the club website at www.alvastonpiratesmodelboatclub.co.uk.

Sun 23rd June

Bournville Model Boat Club Military Boat Day, open to all RC Warship/Military connected vessels. The event runs from 10:00 until 18:00.

Sun 30th June

In celebration of its 30th birthday, The Gloucester & District Model Boat Club will be holding an open day from 10:00 to 16:00 at our main sailing base at Over, the canal basin on the old Hereford to Gloucester Canal at Gloucester. Free sailing will be the main order of the day but there will be fun events for yachts and motor boats. All types of craft are welcome but no I.C. Food and drink will be available including a barbecue. For further details and information visit our website or contact either Derek our Event Organiser e-mail derek.young@hotmail.com or Bryan Evans Club Secretary e-mail bryan.evans2@blueyonder.co.uk.

Sun 30th June

Millbrook Model Mariners, (Millbrook MBC), will be holding their 2019 Open Day on Millbrook Lake in SE Cornwall from 1000 to 1600 hours. Situated on the club's sailing platform in the NE corner of the 13-acre weed free lake, sailing is open to all except I.C. or fast electrics. Following last year's sell out and popular successful event, there will be a duck race; local Devon and Cornwall Clubs will be attending and light refreshments will be available onsite. Lunches are available at Millbrook Football Club 50 metres away. Free sailing and light-hearted racing for IOM's. More information from Club Chairman Keith (Richie) Richmond on 01752 812898 or 07851 718447.

Sun 30th June

Balne Moor Model Boat Club Tug Towing Challenge. An opportunity to further hone your ship handling skills by towing a vessel in teams of two around a set course; £1 per tug. If you prefer you can sail your scale boat around the harbours; £1.50 per boat. Same info as 9th June event.

Sat/Sun 29/30th June

The Wings & Wheels Model Spectacular will be the 33rd annual show. There will be every type of model aircraft, big displays of Model boats in our main marquee and demonstrations of the boats in action in our large boat pool, also features trucks and tanks displays. Trade stands, huge Bring & Buy and refreshments. Camping for the weekend, which also includes free musical entertainment in the Marquee bar and Night Flying on Saturday evening. Tickets available from our website www.wingsnwheels.net and at the gate.

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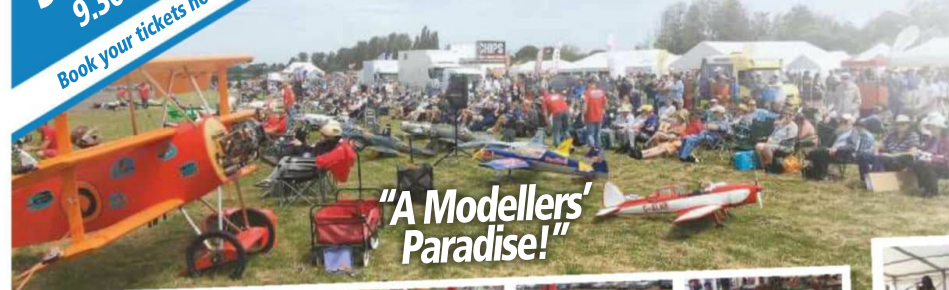
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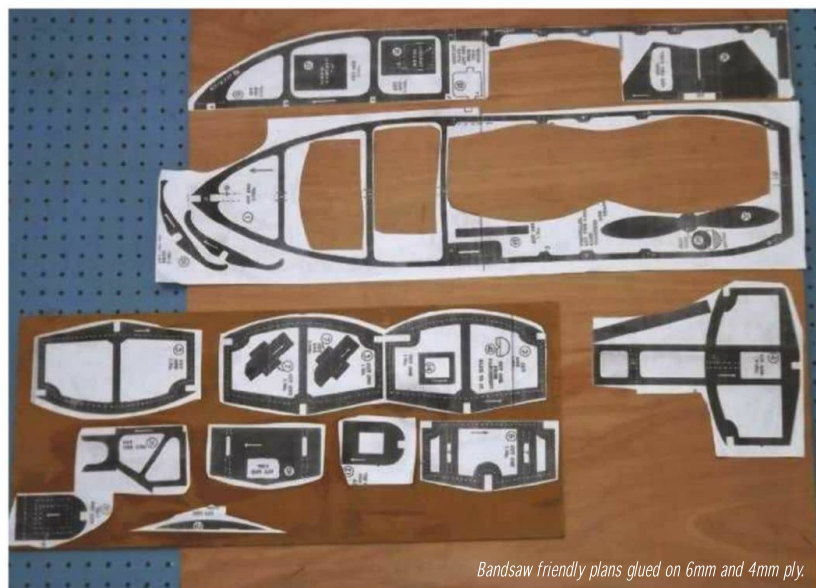
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Hydroplane

A 1948-vintage Hobbies Ltd. working model by **Ashley Needham**

Inspiration for this build of a 1948 vintage Hydroplane comes from no less a publication than our own Model Boats magazine, specifically the Flotsam and Jetsam series by John Parker in October 2016. This particular article was about Hobbies Ltd and in amongst the photos was a half-page illustration from a 1948 Hobbies magazine of a Hydroplane. Sometimes you know what the next project is going to be at the first glance, and so it was with this one, a Hobbies Hydroplane. Not a Hydroplane in the sense that we are used to nowadays and perhaps it is best described as an airboat. Propulsion was via two dry-batteries, a mismatched pair utilising a flat 4.5v battery and a cylindrical 1.5v type. The crowning glory was an 'Electrorotor' electric motor, likely a Type 240 (the most common) and measuring an impressive 24mm diameter by 15mm long. According to John, the motor delivered about 5000rpm on 6v, however the main failing of the item was its miserable efficiency which was in the order of, at best, 8% and then you had to make your own wooden propeller which would have been similarly inefficient. Dry batteries are incapable of supplying any meaningful current, even if the motor was capable of using it and so how great must the disappointment have been after all that hard work, to watch your pride and joy progressing feebly across the boating pond? Or perhaps there was great joy in seeing your own efforts move on their own and if you had built it just



Bandsaw friendly plans glued on 6mm and 4mm ply.

right, perhaps it did go along at a reasonable speed? We are all too used to being able to buy ready-made boats of great performance nowadays, but there was no choice back then; make your own or go without. I will add a health-and-safety notice on this craft: the prop is unguarded so you do have to be a bit careful when on the water.

The plans & aim

The boat is too small (350mm x 85mm) to be made at the original plan size. It is not the equipping of it that is the issue as modern gear will easily fit inside, the issue is that at the original's small size and very light weight, the boat could only be used on a very calm pond, as suggested by Hobbies themselves. I know

our boating lake and practically speaking, this means never! So, a visit to the copy shop provided me with a set of plans (original 1948 plan copies kindly sent by an MB online forum member) enlarged to 170% giving a new length of about 600mm and width of 160mm.

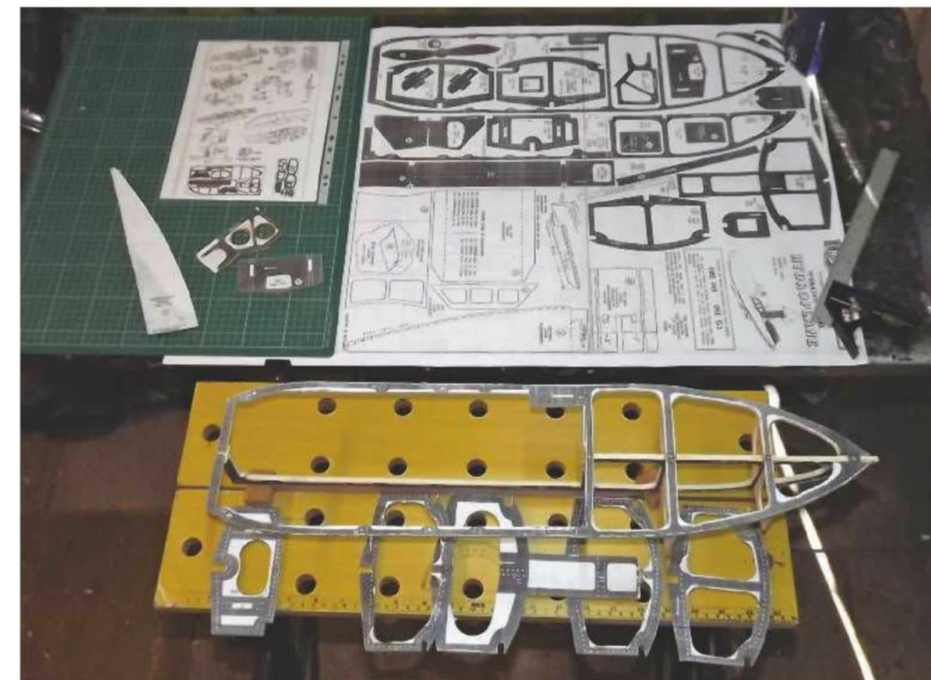
The aim of this build is simple; to make a Hobbies Hydro, but just a bit bigger! It should look as close as possible to a build direct from original plans. The inevitable modifications that will have to be made for equipment and operational reasons should be all internal and thus will not compromise this aim.

The method

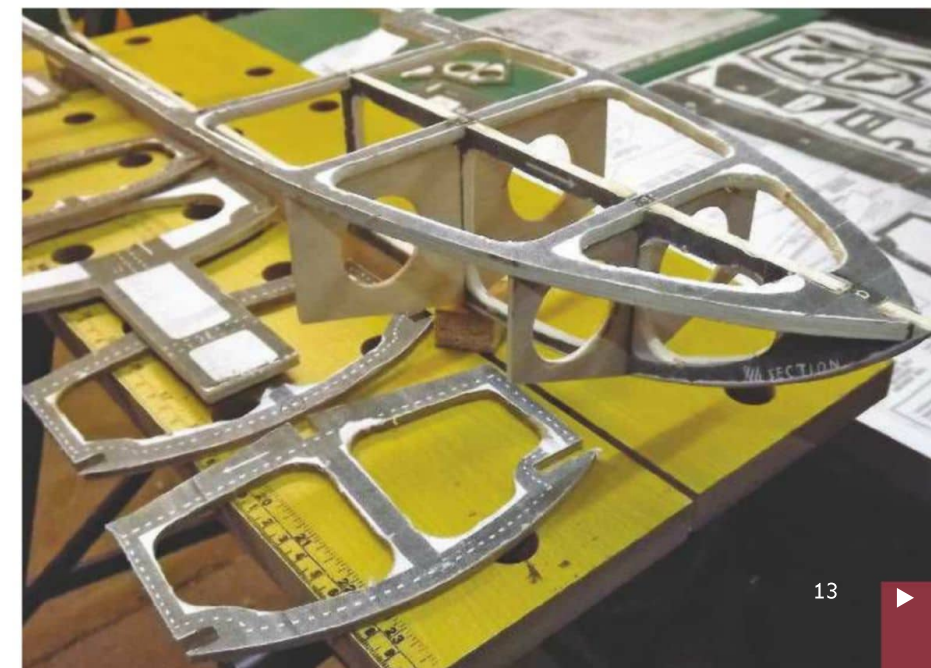
If I can quote John again regarding the Hydro, he said '...plans for the Hobbies Hydroplane look astonishingly complex for such a simple model' and he is right on this count, essentially it looks like a fretsaw exercise, the one thing Hobbies featured very heavily as a hobby. Having said this, I can scarcely believe it but having had a good look at the enlarged plans I decided that it was actually easier to just cut out the parts as drawn, rather than fiddle about trying to simplify things! Some sections have been altered so that there is a bit more wood left for strength, given the larger size. Hobbies specified that 'thin wood' was to be used for the frame, an imperial measurement roughly 6.8mm and 4mm for the different parts and they did not specify which wood you should use. In 1948 there would not have been much choice and in all likelihood a box or something similar was likely to have been the donor for the stock, but there was a wood pack of two sheets (probably Deal planks) available if required direct from Hobbies. Nowadays we are spoilt for choice and I have chosen to use 4mm and 6mm ply for the job as this is cheap and I happened to have some in the shed. I sectioned the enlarged plan and glued these pieces on to the specially selected ply sheets with water resistant PVA, as I will be leaving the paper permanently attached and headed for the shed and some work with the bandsaw. Hobbies included a cutting diagram in the plan so you could cut all the pieces out of the two planks in the wood-pack with minimal wastage when using a fretsaw, however this plan didn't work for bandsaw use, hence a slightly more random layout was used. At this large size, I realised I could use a hole cutter to cut 25mm holes in the corners of the frames and then use a hand-held electric jigsaw to complete the work. Both the jigsaw and bandsaw make short work of cutting plywood and to short order; I ended up with a set of parts which in some cases even looked a bit boat like. It does, I admit, look a bit tatty as the paper plan has frayed a bit around the edges and I have not followed the internal lines of the frames exactly in order to allow some extra thickness near the corners and along the long edges to make up for the ply delaminating at some places (just a bit) and becoming bendy. For the hull and deck skinning, Hobbies



ABOVE: Cutting holes before jigsaw work.

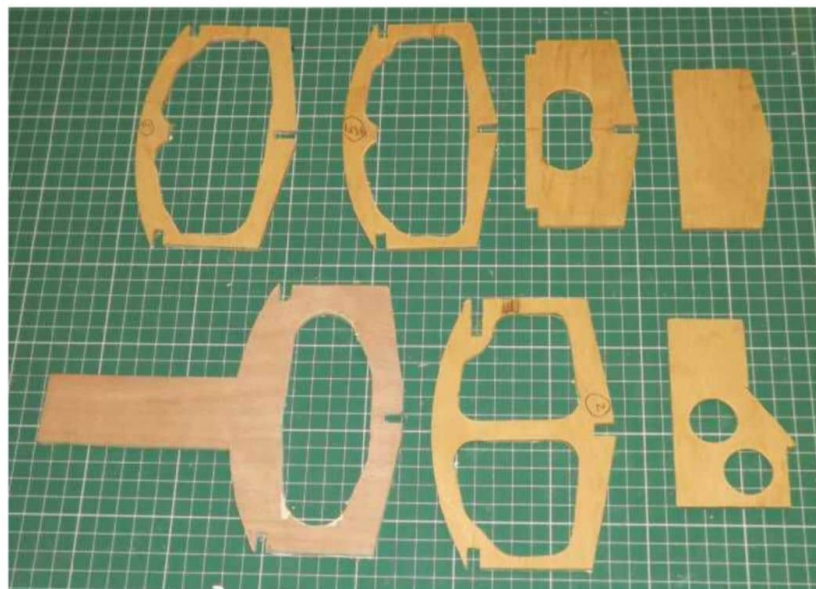


ABOVE: Work in progress. BELOW: Additional support in bow.





ABOVE: The frames; paper side. BELOW: The frames; wood side. RIGHT: The frame drying in garden.



specified that parchment paper was to be used, stiffened with paint but this would be a bit weak for a model this size and so I will be using 0.8mm ply instead.

The build

As proposed by Hobbies, the sequence of the build was given in a write-up and details to assist the interpretation of the writing was supported by small drawings. Basically, the deck had the frames inserted, then the base piece (Hobbies parlance), followed by the rest of the bits and finally parchment paper to cover the carcass (Hobbies parlance) sides and bottom. Hobbies recommended Durofix glue. Cotton covered thin wires were to be

laid in place before the deck was covered in paper and a manual on/off switch also made and wired in at this time. The magnificent Electrorotor motor sat in a box at the top of the tower. Upon starting the build, it occurred to me that I had a ready-made boat builder's clamp in the form of a portable work-bench and so the keel was clamped into a work-bench to hold the spine nice and straight (see later), the deck piece dry-fitted, followed by the bulkhead frames. I will not bore you with a blow-by-blow account of the hull construction, other than to say that I followed the Hobbies sequence as detailed, but there was considerable fettling involved to match the tab cut-outs to the plywood, a fair bit of sanding on the bench sander to get the outer



edges of the frames to line up (against each other using a steel ruler) and additional jigsaw work to remove some internal struts to enable a standard 6-cell Nimh battery to be fitted. I realised half way through the process that the original bow section had no formers to hold the sides and bottom in place, originally, one simply tabbed and glued the parchment paper together. This may have been fine for the small boat, but it is difficult without formers at this larger size and therefore I have made additional support pieces glued in under the cross-struts in the bow, which have the added benefit of helping to keep the bow section square. One-piece sides from 0.8mm ply were fitted, sanded to shape and then the bottom pieces were glued in place, two parts per side, as trimming a smaller piece to fit the curves at the bow was easier than dealing with a single long length. Additional runners of balsa were glued in to strengthen this joint, using copious amounts of PVA after the frame glue had dried.

Hobbies indicated that the rear hatch was a rectangle of parchment slid onto the back and held by unglued parchment 'flaps' either side. Unfortunately ply is not as flexible as parchment paper, so I have opted for a more conventional approach, by using Styrofoam, fitted between two frames, then sanding to profile and finally, covering the top of this with 0.8mm ply. Two lengths of Styrofoam



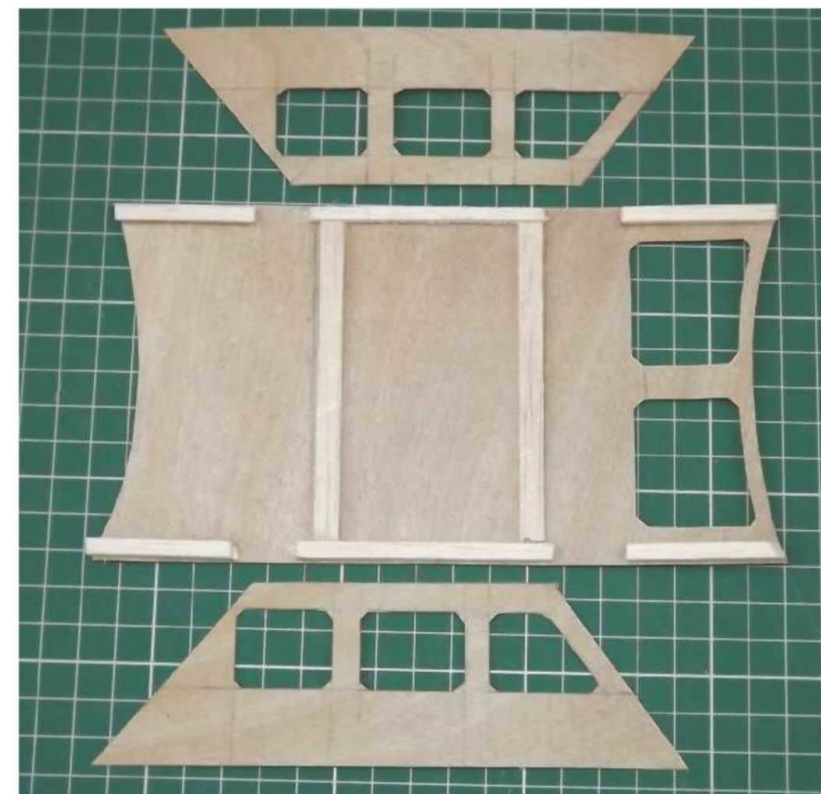
at the edges underneath stop the piece from sliding out and the coat hanger wire (for authenticity!) filler arm does a nice job of lightly holding this in place once bent, sorry, tensioned correctly. At the stern, and despite the curves at the very back, a piece of 0.8mm ply, to my astonishment, fitted around the top formers and touched the hull sides all round and was held in place with a classic combination of rubber bands and sticky tape while the 5-minute epoxy set and the same went for the front curved deck. Visually the only difference this makes compared to the plan is that the hatch split lines run side to side rather than front to rear.

Upper works

I realised when tackling the cabin that the drawing of the boat is an artist's impression only, a sketch and not particularly accurate. This was a bit of a puzzle as the cabin would not fit between the first two frames as I

supposed, but sat above them leaving a gap underneath and in this position it looks more like the drawing. Hobbies mentions sliding the cabin in place, so did they mean you to use parchment at the side again (similar to that at the stern) and leave unglued edges to channel the cabin into? You would need additional security if this was the case, but there is no mention of anything else so I have filled in these gaps with a bit of plywood to stop water sloshing in.

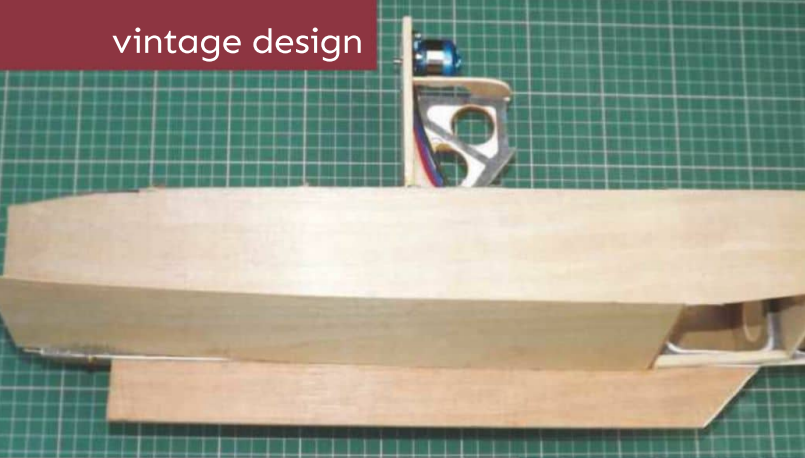
BELOW: Constructing the cabin; note stiffeners. RIGHT: Attaching the sides.



LEFT: An instant boat builder's stand.

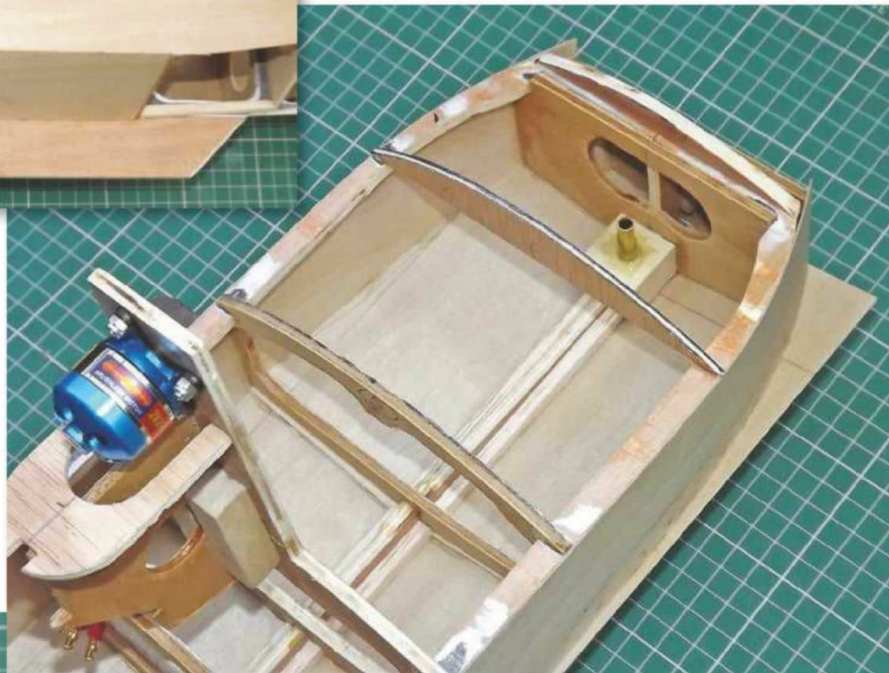
BELOW: The frame now tacked together with superglue.





LEFT: A substantial keel.

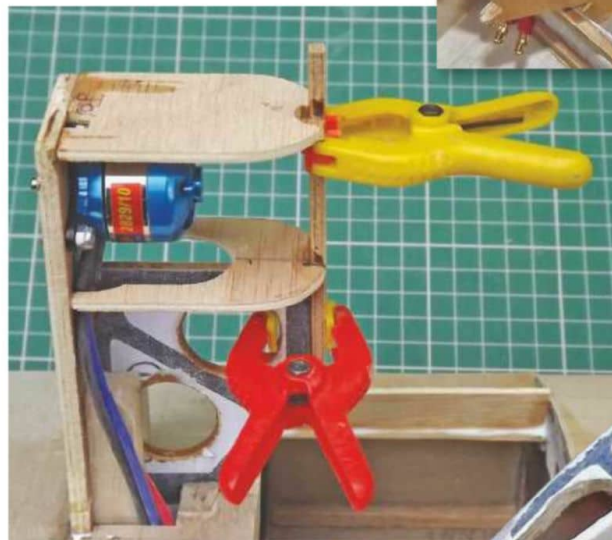
The front cabin was the access for the 1.5v battery originally fitted and latterly, it provides alternative hull access for my modern battery. Plans state that the cabin should be made from parchment, but I have made mine from 0.8mm ply, as it is somewhat larger than originally designed and was stiffened with balsa struts underneath to hold shape. Glazing of the windows was achieved by using epoxy glue and thin clear plastic sheet of some sort (unknown) from the spares box. No attempt has been made to shield the inner workings of the boat through the window view as the inside was visible in the original and this made



ABOVE: The rear bottom skin.

LEFT: The Electrorotor motor in position atop the tower.

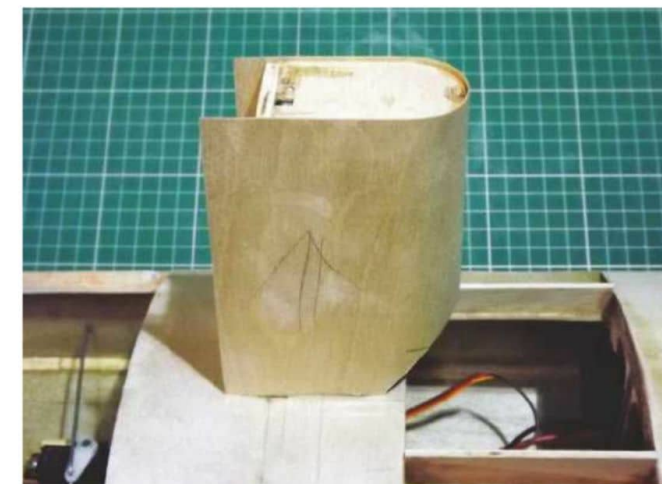
BELOW: The rib to support ply.



ABOVE: The cabin in primer. RIGHT: Attaching the focsle with traditional rubber bands and tape.



Clamping ply onto the tower.



The tower plated in 0.8 ply.

the task of holding the cabin in place difficult (hiding a catch or magnet) so, in true vintage fashion I have resorted to using a dressmakers pin for this job on the starboard side.

Stability worries

Motor mounting could not have been easier as one of the centre frames has a solid extension that forms the rear of the motor tower and this simply needed to be drilled appropriately at the top and the motor screwed in place. There is no access to the motor once the covering is glued on, so I fitted nyloc nuts to the screws to prevent loosening. I had envisaged using a traditional brushed motor (but see later!) for this build, in keeping with the 1940's brief, but to actually see the height of the completed tower and to feel the hefty weight of a suitable brushed motor perched on top gave me some doubts over the likely effect of this mass on stability. Having mentioned how high the tower is, as it transpired it was not high enough! I checked the plans and my cutting in this department was correct, however if I fitted a 7in prop (the correct scaled-up size) centred at the motor shaft height, the tip of this would be below the level of the curved rear decking.

Not wanting to reduce the efficiency of this setup any further, I have had to cut and extend the tower by 20mm and glued in two chunks of balsa to ensure things stay solid. Now is also the right time to mention the keel which is a whopping 350mm long by 35mm deep and when I first realised how big it was, I thought it was ridiculous but having now seen where the motor sits on top of the hull, I suddenly changed my mind. Hobbies gave their Hydro a parchment paper keel, of no weight but considerable area to resist the torque effect of the Electrorotor and wooden prop - what a good idea! I incorporated the keel as an extension of the base piece so it is strong and this was handy as it is what I clamped in the workbench! You will have seen that I have not made my own prop. I had doubts about my ability to make a prop to turn at 9000rpm in complete safety and wisely opted for a shop-bought item, if one was available.



ABOVE: Some remedial work; keel weight. BELOW: A fake on/off switch.





The modern fittings

Wiring, and I hasten to add, I used modern plastic covered stuff, was laid in and a fake on/off switch lever was arranged on the port side of the cabin, as per the plan. Rudder operation in the original was, well, there was no rudder operation, the rudder was fixed on a setting and the boat would have been shoved off and left to its own devices. Hobbies also had the rudder pivot tube in a separate box at the stern, at first glance an odd feature, but this must have been to prevent any water ingress to the main hull. Given that the builder was likely to be using anything that came to hand to construct the boat; this is quite a good idea.

No such fears nowadays regarding flooding when using purpose-bought material, however, I am using some sleight-of-hand as the actual rudder has been located inside the main hull in order to give me adequate room for the servo, tiller and linkage. To maintain originality, I have built the stern compartment and this holds the dummy steel wire tiller which does not move, as per the original. There is loads of room in the hull to mount the R/C gear but the floor area has been left clear (internal frame modifications as mentioned previously) to allow the battery to be moved about for best trim when running. A box for the servo was fixed at the stern, the servo was secured in place, linkages arranged and the receiver attached to the hatch with Velcro.

The Electrorotor

What a great name for a motor, back in the old days they used to give their products names and it is a shame this has generally fallen from use, how much better to be able to say 'I have an ELECTROROTOR motor fitted!' rather than a Zang industries 2315/16 brushless? As I was building to a larger scale I would need an alternative power unit and was split between using a traditional brushed motor, in keeping with the spirit of the thing, or a modern brushless one. Having mentioned earlier my fears of using a weighty 540 can motor (152gm) which would have been needed to turn a 7in prop, I looked in the spares box and saw a small and light (59gm) 28mm brushless motor of 1210Kv. There was no contest really, this motor will turn the 7in prop easily and was therefore dragged from its comfy spot in the box, fitted into the tower, connected up, tested and finally the tower was plated with thin ply.

Talking of the tower, this is 40mm wide, all the way from top to bottom and the flat rear face of it not only obscures a fair proportion of the propeller arc, but the prop runs very close to it which simply cannot be good for the propulsive efficiency and makes it very noisy. My modern motor only has a short output shaft, even allowing for the prop adaptor, so there is no way round this, we are building from a 1940's plan and that is that. Several prop adaptors later, I have managed to move the prop away from the tower by

an additional 5mm and this does make it a bit quieter, although there was no visible performance benefit. In preparation for its first outing the boat was painted with white undercoat to waterproof everything and the insides liberally splashed with clear varnish. It was pond time at last!

Testing moments

Almost pond time; you cannot try anything on a pond without having first tested it in the home test tank and once again, the bath was cleared of yellow ducks and the hydro was placed in the water. There were no leaks, the waterline was acceptably low and my fears over any instability were allayed with a manual stability test, it was an effort to get the boat to wobble, let alone capsize, but see later!

Reassured, there was only one thing to do now and that was to try it out on our pond. On an unusually calm and windless day our normal crew of modellers was gathered by the jetty, Kodak cameras and fishing nets at the ready and the Hydro was placed in the water, controls tested and the white craft was motored out under its own steam into the Bushy Park pond. Well, not what we were expecting I must say! There was no drama, no capsizing, the boat was acceptably manoeuvrable, it went along at a really very brisk pace just about on the plane and there appeared to be only moderate torque-steer

when the throttle was fully advanced! We cracked open the lemonade and munched upon our jam sandwiches to analyse the showing. Hobbies seem to have got it spot on. The oversized keel indeed appears to dampen down the torque reaction and although no doubt the length of it must have a detrimental effect on the rate of turn, it is still manages a full circle in about four boat lengths. My faux Electrorotor motor draws a mere 5amp on a 7x3 prop and, for the performance achieved, that is quite a modest draw and will give me a good run time. Fitting a lighter 3s Lipo battery (about 12v) was a disaster though, even with the unfeasibly large keel the massive increase in torque that this produced instantly flipped the boat a full 360° when the throttle was bashed open, fortunately landing upright. I shan't be trying that again!

Jumping to conclusions

Perhaps I spoke too soon, as a second test on a very blustery day did reveal the latent instability of the design (and the hydro actually works quite well upside down) especially when on a windward turn. A third try on another breezy morning, having moved the 7.2V Stick Nimh battery from its side-side position where it was nestling nicely between two convenient frames and placing it lengthways down the centre, slightly to starboard, to counter torque reaction, seemed to have mostly cured this. Mostly, but not completely! Some months down the line I have had several more capsizes and finally resorted to fitting a steel rod (found in the garage) of about 9mm diameter and 110gm in weight along the bottom of the keel to provide a counterbalance and this has made a marked improvement to the stability of the boat and the extra weight seems to have had a negligible effect on performance. Normally, for an airboat, I would have tried other props with the boat on the water to optimise the performance and current consumption but in this case I was building for the right scale look and so only the one prop was fitted. In point of fact, even with the slight improvement on clearance, the prop is almost the only one which would fit as props of any greater pitch fouled the tower and smaller ones would not provide sufficient thrust. There is no reverse.

After testing, paint was applied to the boat in the traditional manner using a brush, thinned household white undercoat and a selection of colours from tins found hiding in the garage or loft. Stair bannister white, garage door red, bathroom blue and skirting board magnolia mixed with side-gate brown.

Finale

I take my hat off to all those hobbyists who at some time in the distant past covered the living room carpet with sawdust and beavered away with the hand fretsaw and the side panels from an orange box to produce



items like this and probably to a much better standard (the cutting out!). It is not often that I follow a plan, even mine, let alone someone else's, but surprisingly this did seem to be the way forward for this boat, and yes, after having said I followed the plan, I have made some modifications. In my defence, these have been minor, some of them inevitable given the larger size, but mostly unseen. When I used the words 'considerable fettling', this is an understatement, as very little seemed to line up at all and plywood gets rather bendy when cut fairly thin. Perhaps it was my lack of skill, or perhaps the errors, small as they may have been in the original plan, were made worse by having been blown up or I just lost the precision at the edges and did not cut at the correct line. So saying, the boat is true to within a few millimetres and this is down to the remedial trimming. There is some uneven-ness along the sides and underneath as the thin ply bows in and out the frame positions. It is not bad mind you, but I am claiming it to be an authentic touch, as surely the parchment paper would have been a lot worse.

Amazingly not a single drop of filler has been used on this boat, all the joints were smothered with lashings of either waterproof PVA or epoxy glue to ensure any gaps were self-filling and the thin ply which covers the entire boat has an extremely fine grain, easily taken care of by the undercoat giving a good smooth finish with little effort. It is not possible to draw any conclusions from this build as to the effectiveness of the original plan (at the proper size) because of the changes to

material, equipment and so on. Unfortunately, I had to make do with modern alternatives to 'Durofix' glue and 'Varnene' varnish which were advertised at the same period in the magazine, but managed despite this! I believe all the Hobbies plans were constructed by the Hobbies team before publication and so there is no reason to doubt that the parts went together satisfactorily, but did the boat perform as advertised, namely 'The motor should lift the model to skim the water at a steady speed', I am not so sure.

My boat is now stable enough, if you avoid excessively windy days, and performance is more than acceptable. Indeed I look upon my efforts 'skimming the water at a steady speed' with boyish pride, the true test of any build.

At the end of the day then, did we succeed in producing a model boat from original vintage plans and actually make it look like a vintage boat? Of course we did. It may be almost twice as big as the original, but not at a distance on the water!

Dimensions and equipment

My enlarged plan gives a hull length of 610mm, width 165mm and hull depth (deck to base) of 125mm, plus 35mm of keel. The tower looms 120mm above the deck edge, is 40mm wide and the equipped but battery-less boat weighs a mere 775g. Running gear comprises a 7.2v Nimh battery pack, 20A JP pro EnErG ESC and a Fusion 28mm 1210Kv brushless motor.

Dumb Barge

Easy Scratch build dumb barge for the financially challenged boat builder by **Jim Forrester**



Like many other guys, I find the week between Xmas and New Year a very dangerous time, sitting around chatting to folk you don't see for the rest of the year that have no interest in the serious matters of life, such as boat building, thoughts inevitably turn to 'good ideas' and 'projects' which usually end up costing several arms and legs to complete, and once the alcohol induced good idea mode is a thing of the past, you find yourself still soldiering on trying to complete said good idea weeks after the imagined completion date, just like the full-sized version, I'm sure you know where I'm coming from.

Combine this with the 'If you can't afford, i.e. won't pay for or if you can't find what you want, make it yourself' philosophy, you enter a whole world of exciting possibilities and true to form, this year I came up with the brilliant idea of building a large dumb barge, completely from scratch using just basic DIY hand tools for my 1/32 tug boat. Electric saws and drills etc. would obviously make the job a lot easier and quicker, but would not be necessary.

I belong to the Solent Radio Control MBC, sailing at Setley Pond in the New Forest, Hampshire, and quite a few members have tug boats of various sizes and scales, but cannot find suitably sized barges at a reasonable price. A few very good commercially made ones are available, but they do seem to cost a lot.

The thought behind this build being that it had to be of such a size as to appear near enough scale to suit various sizes and scales of tugboats, be of a very simple yet robust construction requiring no plans or jigs, but still be capable of having more detail and bits and bobs added at a later date to suit the individual builders requirements and financial state. The idea being that modellers with very little or no experience will be tempted

into 'having a go' and not be frightened off by worrying that they might make something that won't look quite right.

I was always told that anyone who has never made a mistake has never made anything; I've made lots of both, so what, what's the worst thing that could happen? If the local club 'experts' (every club has its fair share) don't like it, then they can do something else, fill in the blanks to suit your own thoughts on what when and where to complete the sentence! It's quite surprising, when you look inside many wonderful looking highly detailed models, that they owe their existence to quite considerable quantities of Mr Halford's mistake covering and modifying products, out of sight, out of mind, seems to be a common mantra, so don't be fooled by exterior appearances. The finished model quality depends on the accuracy of the panel cutting and the care taken in the final rubbing down, filling and painting, so it's all down to how much care and time you decide to spend on the finished article. The good news is that it's going to be a bashed about scruffy looking old barge at the end of the day so it can be left with as much 'character' as the builder wants.

The build

In modern day terms this build could best be described as 'organic', it develops as it goes along, changing as the builder sees fit and depending to quite an extent on the materials at hand at the time, and what the builder can beg borrow or liberate from fellow club members or sympathetic neighbours. For example, all the 10x10mm strips used throughout this construction were sawn up from old bed base slats donated by a neighbour who was upgrading his daughter's bedroom, but similar sized strips are available from your local DIY superstore if all else fails.

The finished dimensions can be determined by all sorts of reasons, the overall sizes of the barge are 970x250x100mm, as these measurements seem to give reasonable proportions and the length is about the maximum size to fit into the back of my car and also the available storage space in the garage, all important considerations when building and transporting a boat of any size.

Staying with the minimum cost and ease of construction theme, the whole of the hull apart from the fore and aft sub decks is built from two 1200x600x3.5mm thick hardwood faced exterior grade plywood sheets and 10x10 mm batons. Exterior grade UPVA glue and tester sized pots of water based shed paint and a final finish coat of matt varnish, all from the previously mentioned source completes the build materials, but to speed up the construction process I also used five minute and thirty minute epoxy resin glue, and small wire panel pins help to keep everything in place until the glue set properly.

If the barge was built a little bit smaller, it could all fit on to one plywood sheet, and if the bottom was cut from old floor boards or similar, this would also help with reducing the amount of plywood used. Weight is not really a key issue in this build whereas robustness is more in keeping with the real vessel.

The hull

At the start of the article I said that this build would not require frames, a building jig or anything technical like that. There are two reasons for this, one, it keeps things very simple and low tech, and two, what this barge amounts to is a big rectangular box with the ends shaped identically, so all you need to get everything square enough to fool a blind man at thirty paces (no offence intended to all our

General view of barge and tug under way, commissioning and sea trials day, Setley Pond, New Forest, Hampshire.

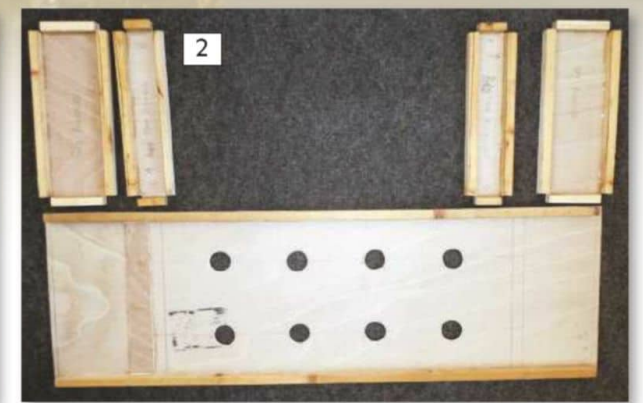


visually challenged friends out there), are a steel rule/straight edge, a decent set square or two, a sharp pointed pencil, some basic DIY tools and all the clamps and weights you can lay your hands on, plus lots of care and attention, the golden rule as usual, measure twice and cut once.

If you use the prepared edges and corners of your plywood sheet as base lines to start with, you should be able to keep all your shapes to accurate right angled corners, which is the secret of this build.

Start things off by choosing a long edge of the plywood sheet to use as a base line for all your measurements, measure up perpendicularly from this base 100mm and draw a line parallel to the base, giving you the depth of one side. Next, if you measure the 970mm length of the hull from one end of the sheet and draw another perpendicular line as before, you should up with a 970x100mm rectangle.

Then, mark points approximately 120mm in from each end of the base line and join them to the ends of the top line giving the sloping front



and rear shape of the hull called the 'swim head' at the front and the 'budget stern' at the rear, as I was reliably informed by a fellow club member who has spent all his working life around sailing barges and all sorts of river and deep sea craft, you learn something new every day, that's another thing I enjoy about this wonderful hobby of ours.

Next cut out the 970x100mm rectangle to free it from the main plywood sheet, cut out a further identical rectangle and stick them both together, with your measurements to the outside, with double sided tape, trim the front and rear shaped sections off and sand all edges down. At the end of this exercise you should end up with two identically shaped barge sides. Repeat this process with the ends, bottom, deck and interior bulkheads, and if you take care and measure everything to suit your decided measurements making sure all your edges are at right angles to each other, you should end up with a pile of firewood vaguely resembling **Photo 1 & 2**. If this all sounds a bit basic to some of the more experienced

readers out there, well I'm sorry but this article is aimed at the great number of readers who are at the start of their model making 'journey', and having a go at building something on their own maybe for the first time.

I have constructed the barge with a flooding ballast tank which enables it to sink to an appropriate 'loaded' level without having to be loaded up with tons of scrap iron or lead, making it easier to transport and launch something else to keep in mind especially when advancing years start to diminish your capabilities. It can of course be built in the traditional manner with a proper bottom and ballasted up in the usual way with scrap metal, coal or sand, appropriate loads for this type of craft after all. The ballast tank bulkheads should still be fitted as they will add to the builds' structural strength and rigidity.

Drill drainage holes in the bottom using a 16mm spade drill or similar, any size holes will do, the bigger the better, not forgetting to drill four small holes, two on each side, just under the lid of the tank, to allow trapped air to

escape, or the ballast tank won't flood or drain when your pond session comes to an end.

Here are a selection of clamps used, showing double length clamps constructed from two normal ones with opposite ends removed, through drilling the stems and bolting them together again, ideal for extra wide across hull clamping operations (**Photo 3**).

Assembly

Start by gluing the fore and aft bulkheads and ballast tank ends into place. Mounting the bottom on a solid level base and fitting the bulkheads perpendicular to the bottom should ensure that you end up with a vertical sided rectangular starting point for the rest of the build, so a little extra time spent getting this part of the construction fitting together as accurately as possible will be well spent.

Having allowed the glued up bulkheads to set up properly clamp the bottom firmly in a bench vice and glue and clamp one barge side to the bottom (**Photo 4**). When the glue is properly set, repeat the process with the other side and one of the ends (**Photo 5**). When all this gluing is thoroughly set, preferably overnight, coat all tank inside surfaces with varnish to water proof them and when this coating has thoroughly dried slide the ballast



tank top into position. Sealing all joints with mastic sealant and fitting the top down with wood screws should ensure a good watertight fit; we don't want any 'surprise' leaks springing up in mid pond! Next, fit the remaining end and set aside once more allowing all construction glue to be thoroughly dry.

At this stage of the build, all surfaces should be filled, smoothed down and coated with at least two coats of varnish or paint sealant, suitably thinned and rubbed down between coats. I use water based exterior varnish from

the same suppliers as before, it's easy to use and dilute, dries very quickly and brushes can be easily cleaned with soapy water.

When the varnish has fully dried it is now time for the first leak test in the test tank, aka the bath, carrying out this test whilst 'senior management' is off out shopping simplifies everything and avoids the possibility of 'wet floor' high volume discussions during and after tests! Time spent testing at this stage is priceless as you will have great difficulty rectifying any leaks once the deck is fitted.



The next task is to cut and fit polystyrene roof insulation blocks to the front and rear bulkhead voids and glue in mounting blocks for the fitting of the fore and aft sub decks (**Photo 6**). The fore and aft sub decks are then glued and sealed into place, the two ballast tank air holes are checked for blockages and cleared if necessary (**Photo 7 & 8**). The main deck is then glued, clamped, weighted down and set aside to let the glue completely dry yet again (**Photo 9**). The sides and bottom are then primed, side and bottom rubbing strips and rear skeg are fitted, which helps the barge maintain a straight line

when being towed (**Photo 10**). Front and rear bulwarks, deck coaming and mooring bollards can be installed (**Photo 11**).

The cargo hold was modified to one large space instead of two smaller spaces as in previous pics for easier build reasons can now be fitted out with a removable shallow cargo tray (**Photo 12**). This enables the builder to change loads as and when he fancies a new look to the barge, the number of loads depending on the number of spare trays made, and the shallow tray means that the whole hold does not have to be filled and emptied which would take for

ever. If the inside of the tray is painted matt black before the cargo is glued into place it gives quite a convincing effect when seen from regular viewing distance.

The completed hull is then rubbed down, filled, sanded and painted with red lead primer/undercoat, garden shed exterior matt paint, from previously mentioned source (**Photo 13**). When top coats are applied and then abraded with wire brush and wet and dry paper to the builder's requirements, a well-worn weathered look can be created with primer showing through as per the full sized barge.



The deck fittings build

Details of the side toe rail construction (**Photo 14 & 15**). Brass rod was threaded through cut to length split pins, holes drilled into the side decks and the rails epoxied into position with brass washers fitted to each pin at deck level.

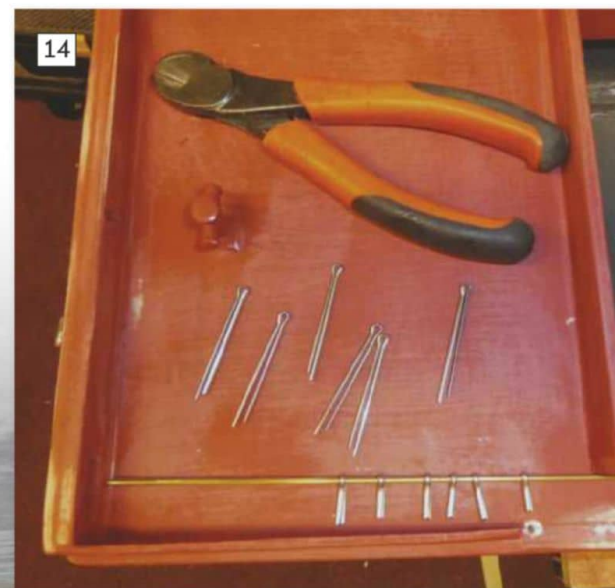
Next, four towing bollards were built from a suitably sized spare length of dowel, copper tube and roof felting nails (**Photo 16**). Four 1.5mm plywood bases were all identically cut out, ensuring that the bollard legs were all the same distance apart, rigid and the same height. Cut down 50mm nails were then inserted into the base of each bollard leg, decks were drilled to suit in correct locations and the bollards were then firmly epoxied in position. The barge can actually



be picked up by the bollards, painful some might say! Fender tyres were then fitted to the toe rails, the cargo made up and glued to the hold tray. The logs are dead gorse bush branches, debarked and cut to suitable hold space lengths, and the barrels were a find at a woodworking craft show. If the rough cut lumber seems vaguely familiar, it's just off cuts

from the side and bottom rubbing strips, and the crew were press ganged from a paddler which is at present laid up awaiting re-fit.

Well that just about finished the build for the mean time. No doubt lots of 'experts' will appear saying that the bollards are wrong, in the wrong position, not enough fairleads etc., but the point of all this is leave all that up



to the individual builder to complete as and when he finds appropriate. If you look at the endless pictures of dumb barges on 'internet, you won't find two the same, and the object of the exercise is to get the barge sailing instead of being work in progress. That can be completed during winter months or when more funds become available.

Launching and test sail day

A suitable test day finally arrived in late January, with bright sunshine and a flat calm surface after two weeks of heavy rain and high winds, ideal test conditions well timed for the middle of the week. No one else was around as it was a bit chilly to say the least, so barge and tug were carefully launched and set off very slowly around the edge of the pond, keeping within wading depth just in case, gradually gaining speed and after a few steering checks it was off 'deep sea' around the buoys on the lake.

Everything went exactly to plan and the barge behaved better than I could have hoped for, a little trimming ballast could be added to make her sit completely level in the water, but other than that, perfect. More adventurous

speed trials followed and I spent a further hour or so enjoying the day and photographing the event, my only companion being a large Newfoundland dog that appeared from somewhere and thought my camera might be something to eat. We had a good old chat and he sat and watched my sea trials for quite some time, luckily he didn't decide that my tug and barge needed rescuing!

Conclusion

The project more than exceeded my expectations, an easy quick and inexpensive build which could be adapted to suit any builders skills and requirements. From start to finish took about three weeks, working a few hours each day allowing for paint and glue drying times etc. and fitting in everyday life, so if you've been thinking of having a go at a project like this, and you haven't quite got round to it yet, now's the time to set too. With a bit of imagination this basic concept could be used to build all manner of different craft, the sky, or the pond's the limit and if it all goes wrong you can always blame me, chuck it in the bin and start all over again.

Good luck and happy building!



1

Boiler Room

Out of Hibernation

A collection of thoughts on Model Steam Plants
by Richard Simpson

I think it is fair to say that a number of model steam boat enthusiasts tend to bring their steam models out only in the summer months and avoid the trials and tribulations we can sometimes experience in the winter season. Apart from the obvious weather concerns, steam modellers also have the challenges of the gas cooling effect to take into consideration as well as the complete changes we experience as a result of the lower temperatures. Some of us are happy to take on these challenges for the great pleasure we get from seeing a large plume of vapour emitting from the exhaust hanging attractively over the water, as clearly demonstrated by this early sea trial shot of the Ben Ain, **Photo 1**, however some of us simply opt for the relative convenience of an electric motor, battery and a speed

2: I would always recommend that you arrange the design of the model to allow the plant to be removed in one piece.

controller to get us through winter. The challenges then are what to consider when the time comes to get the steam boat off the shelf, dust it off and throw it into the back of the car for its first outing of the year. Doing that I would suggest will almost certainly end in disappointment so to ensure a summer season of reliable, rewarding and enjoyable steam boat operation,

1: There is something very satisfying in seeing real steam hanging on the water during a winter's day sail. Even such things as sea trials make it all seem worthwhile and renew the enthusiasm to continue the project.

I thought it might be a good idea to go through some of the basic checks on the workbench prior to the first outing.

Initial preparation

Although we looked at a possible basic Maintenance Schedule in Boiler Room 55 some of us may well opt for a more annual approach and simply do everything once a year, prior to the main operating season. Either way, it is at times like this when the ease of maintenance comes into its own, most importantly as regards the ease in which the plant can be removed from the model. I would always advocate that this is a prime consideration in the design of a model, but it is frequently apparent that this does not get enough attention. Continuing this thinking through, if you are forced into a build that has a challenging plant to remove, then I would suggest a planned approach to maintenance might be worth considering as well as ensuring that you use the best possible quality water at all times. I will assume for now that you are either able to remove the plant easily on its own tray, as with this Clyde Plant from Miniature Steam, **Photo 2**, or you are happy to work on it in the model. Either way, let's start by considering the main components

3



3: Pickling a boiler is surprisingly quick and easy with coffee machine descaling tablets. You could even do it in place if you could arrange a pump to do the flushing but it is a lot easier if you can submerge it in the sink.

separately, namely the boiler, the engine, the remaining auxiliary plant and finally the rest of the model as a whole.

The boiler

The big question here is does it need a clean? That is clearly defined by the quality of water you use in the boiler and only you can make that determination. For me, I use water collected from the distillate in a tumble drier and would therefore consider pickling the boiler every five years. If I used tap water from a soft water area, such as Yorkshire, I might think about every other year but if the tap water was from a very hard water area such as Lincolnshire, or the water was of a lower quality than that, such as pond water, then an annual pickling would probably be more appropriate. I described pickling a boiler in Boiler Room 61 so won't go into detail again, however suffice to say that using descaling tablets designed for coffee machines the process is very quick, easy and effective so shouldn't be shied away from, **Photo 3**. Done properly you will remove all the gunge and muck that has precipitated out of the water you have been putting through the boiler which has now dried out into a hard scale on the inside surfaces of the boiler. I suspect you will be surprised at the amount of sludge you get out, I know I usually am.

After the boiler has been pickled, a good visual check of all the remaining fixtures and fittings would be worthwhile and possibly dismantling the safety valve for a clean and running a pipe cleaner through the sight glass. Check the condition of the burner and the furnace space for soot, **Photo 4** and, if

4



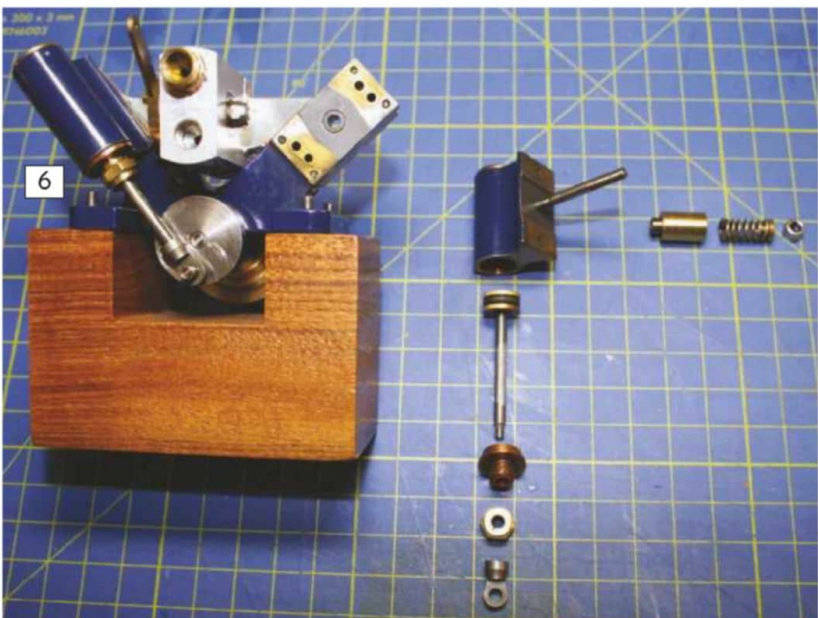
4: If the furnace space is as nice and clean as this one, I wouldn't worry about the burner. It may have black soot deposits on it though, indicating that the combustion could be better and prompting further investigation of the burner.

dirty, consider a new jet or just a clean-up and set the flame outside of the boiler to start with. If you cannot get a nice clean light blue flame by adjusting the jet position in the air holes then a new jet might be a good idea, or even blowing the jet through with compressed air to clear it out. I would strongly advise against any form of mechanical intervention as the slightest scratch inside the jet hole can affect its performance. If you use a liquid fuel then a good clean-up will be enough and make sure you have a suitable length of wick exposed. If you use a solid fuel you are obviously enough of a diehard enthusiast to not require any further advice.

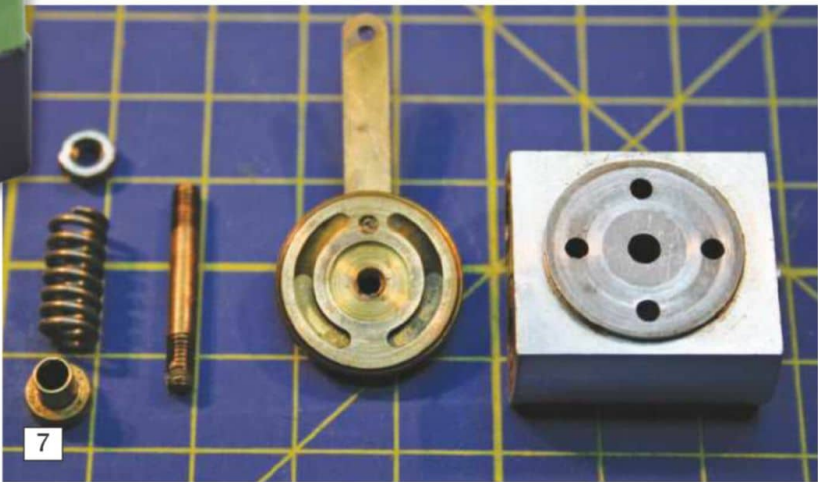
The engine

The biggest challenge with the engine is the one thing that ensures smooth and reliable operation throughout the season and that

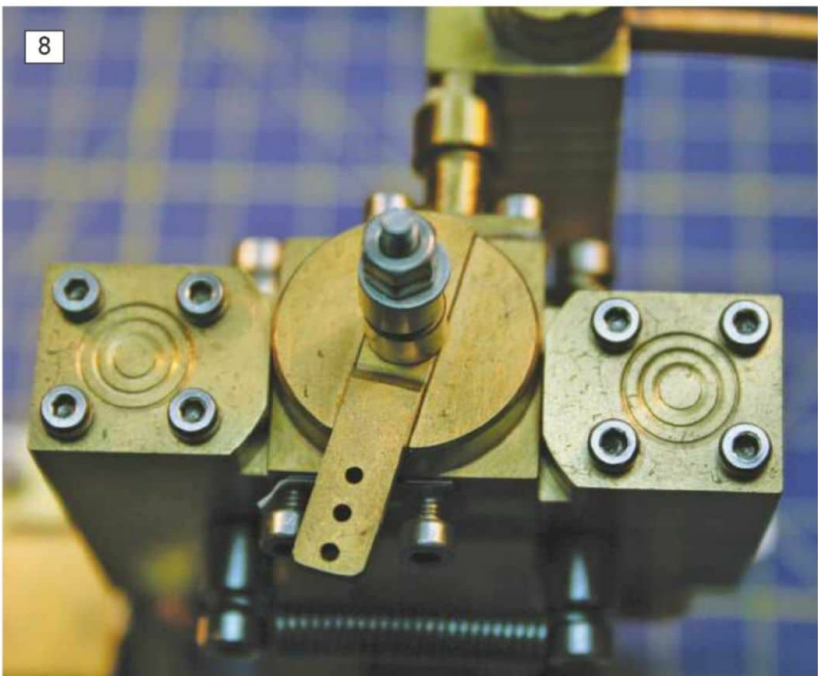
is the steam oil. Steam oil is designed to be of such a viscosity that it provides a suitable film of oil when it is heated up to steam temperatures. Consequently, as we have all seen, when handling the stuff at room temperature, it is like treacle. A fine smear of that on every running surface of an engine is more than enough to seize the whole thing solid when stone cold and left for a few months. Heating gently might do the trick but you are heating from the outside and you might then over stress the engine as you try to force it to rotate when the cylinder surfaces are still not up to temperature. For more complex engines, such as a TVR1A, or any engine with valve gear a combination of gentle heating in hot water, an application of a release oil, such as WD40 in the inlet and careful turning might be enough to free it up. I would then apply normal engine oil to keep it suitably lubricated before its first outing,



5: If I was looking over a slide valve engine, such as this Stuart 10V then I would want to have a look inside the valve chest. If you cannot see the port face clearly it might also be worth considering removing the valve chest itself for a better look.
6: Most oscillators are designed to come apart quickly and easily. This Hemmens engine allows you to remove a cylinder with a single nut and then the piston by simply prising off the push fit lower cylinder cover.

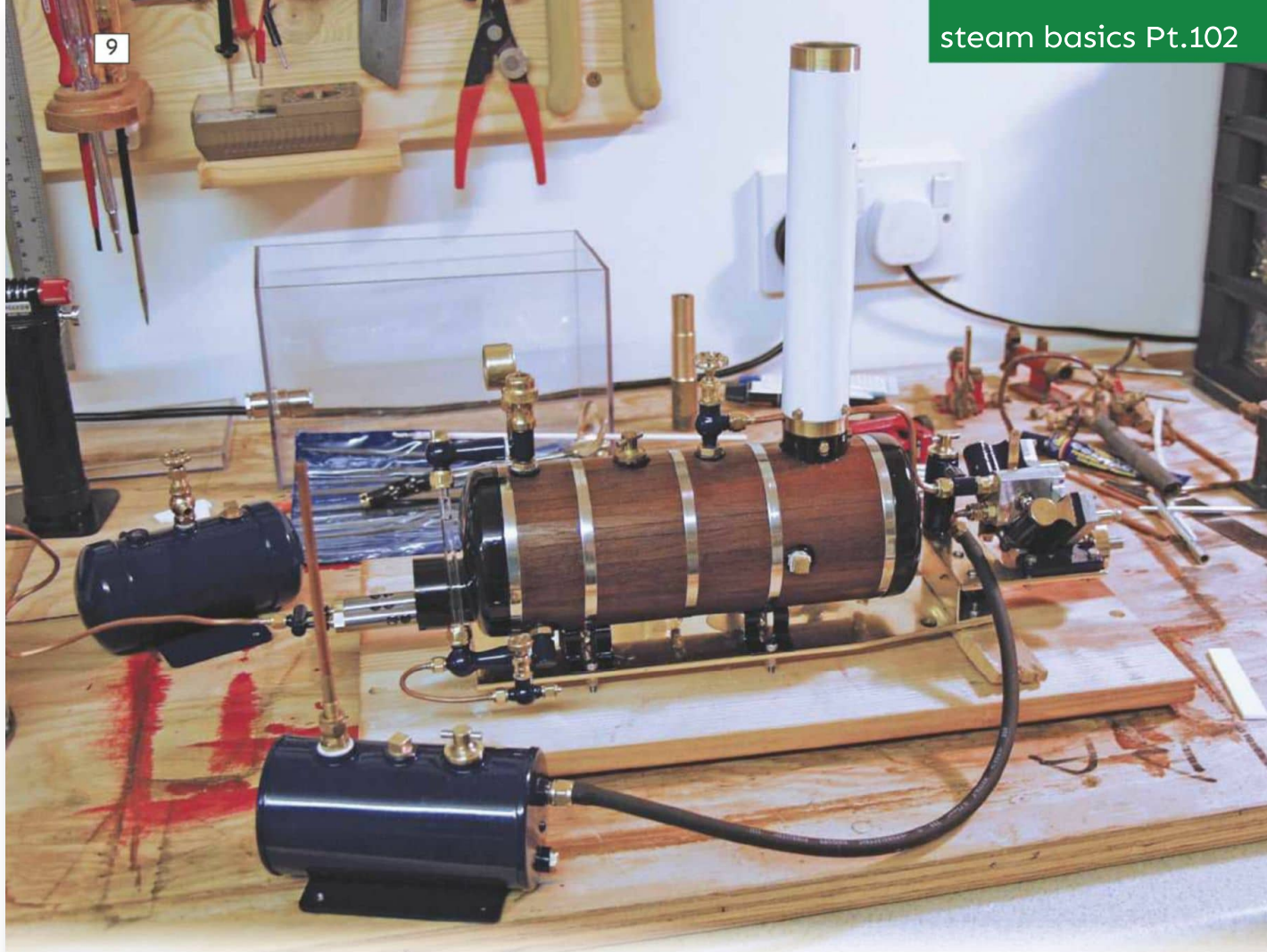


7: Most oscillating engine control valves consist of a disc running against a port face, usually held in place by a sprung spindle.
8: Most control valves are fitted to the engine entablature and so are subjected to high temperatures.



when it will get its first coat of fresh steam oil. I would also have a quick look inside the valve chest to make sure the valve and its operating rod are in good condition and, hopefully, get a look at the port face, **Photo 5**. This will almost certainly require a new joint making so have some suitable material to hand before removing the cover.

If it is an oscillator, it may well be worth simply removing the pistons or the piston and cylinder assemblies, **Photo 6**, for a wipe around with WD40 and then a smear of fresh engine oil when reassembling. At this point it would be well worth also dismantling the control valve for a clean-up, **Photo 7**, especially, as most are, it is attached to the engine and subjected to high temperatures in operation, **Photo 8**. If the control valve faces are in bad condition, you might want to consider re-lapping them and also bear in mind that you might want to consider improving the lubrication to it. If you are removing the pistons from an oscillator, take the opportunity to study the sealing rings both on the con rod and the piston. You would expect to see a slight flattening of the surface where it rubs against the metal but, most importantly, you need to be able to feel that it is still soft. If it has hardened or even cracked with age then a new ring might well be necessary. Most oscillators will allow you to remove the pistons without disturbing any other part of the engine however, pushing



9: A good bench test is the best time to find anything that is not working as it should.

the cylinders off their port face against the spring and applying a spot of engine oil is worth doing if you have decided to leave the cylinders in place. I would finish with a good wipe down with an oily rag and apply some fresh engine oil to the running gear.

Auxiliaries

All other parts of the plant need a good looking at and checking for correct operation. I would go through pipework with a spanner and check that all fittings are tight, ensure that all external connections to the plant such as servo linkages are secure, safe and any securing arrangement is in place correctly. The sort of thing I would check is that such things as a clevis is not attached to the end of a threaded rod by the last two threads! The plant can be returned to the model and reconnected and, as much as possible, checked manually to see if they are doing what they should. Slack in whistle linkages is available, attenuator valves are free to operate, pressure gauges look to be in good condition and are reading zero etc. All obvious stuff, but all things that can get missed and cause you a challenge on the first day. I have seen a model getting prepared on the side of the pond for its first outing of the year when the owner asked me if I had a pair of pliers. He

could not remove the top of the displacement oiler as it was seized up with solidified steam oil. What this showed was not just a lack of preparation on the day but also the fact that the model had not be prepared at home prior to its first outing of the year and the batteries had been sat rotting away through the winter.

The rest of the model

I really don't think I can say anything here that we do not all know about and we can all agree needs doing but we, for some reason or another, simply put it off until next week. How many of us leave the receiver batteries in over winter? Then, when things do not work at the pond side, come to the conclusion that the batteries are dead, so you put new batteries in without realising that the corroded terminals will give you a bad connection that will fail in the middle of the pond. When was the last time most of us put some fresh grease on the rudder stock? Now is the time to drop the rudder, check everything is in good condition, clean it up and put a spot of grease on it. Use the opportunity to remove the propeller and shaft, clean up the shaft, clean out the tube and apply some fresh oil to it and a spot of grease or Vaseline on the thrust faces. All simple stuff and all things we put off because it hasn't given us any problems, yet!

Once everything you can think of has been checked, cleaned, lubricated, painted or polished then it is time to give the whole plant a good bench test. This is not just a quick run up to pressure then shut it down again but a thorough run up to test the pressure gauge, the safety valve, the smooth operation of the engine in both directions and any other piece of auxiliary equipment you can think of. Give everything a thorough test on the workbench, **Photo 9**. After that I would replace everything into the hull and give the whole plant another test run, just to be sure.

Conclusion

It can sometimes seem a bit of a pain to start pulling things off the plant when it doesn't seem like two minutes since it was last running perfectly. Time sat on a shelf though in adverse conditions can soon have a detrimental effect on the model and dormant failures can be sat there waiting for the unwary to commit to the water, usually at the most inconvenient time of the year and almost guaranteed to be when you are surrounded by the most people. I do think it is well worth a couple of hours in the workshop before committing to the pond for, what we hope will be a reliable and trouble free season of enjoyable operation.

James P. Woods

A typical US harbour-type tug by Dermot Curnyn (Part 4 of 5)

Sealing the hull

After completing the hull assembly it was sealed with two layers of glass fibre cloth and resin, which was then given a fine coat of filler paste before sanding smooth and priming prior to final painting. I used a regular polyester resin, common in boat building and car body repair work. Great care needs to be taken when mixing the component parts of the glass fibre resin.

If the catalyst and resin are not mixed in the correct proportion or not thoroughly mixed then the resin will not cure correctly. This can result in areas not setting hard, leaving sticky areas which will not take painting. Too much catalyst can result in a brittle cured compound resulting in cracking or crazing of the resin surface. The usual method of repair, should these things occur, involves cutting away the affected area and attempting to re-apply fresh resin; messy and time-consuming.

Method

I began by carefully cutting out shaped pieces of newspaper to cover the deck area in order to prevent the resin from running under the inverted hull. These were secured to the hull with masking tape. The odour of resin is rather sweet and sickly as well as potentially hazardous to health in enclosed areas. It is also quite flammable so I did the job outdoors on a warm dry day in a bit of a breeze. I found several small polythene plastic containers to hold the resin. The polythene is flexible and the hardened resin residue can be easily 'popped' off the container, making the container re-usable. I cut several pieces of glass-fibre cloth about 100mm square and set these aside clear of any resin drips.

As mentioned before, the mixing is really key to the success of laminating resin and glass cloth. Improper mixing can result in de-lamination of the layers at some point in the future letting water penetrate (osmosis) further compromising the integrity of the hull.



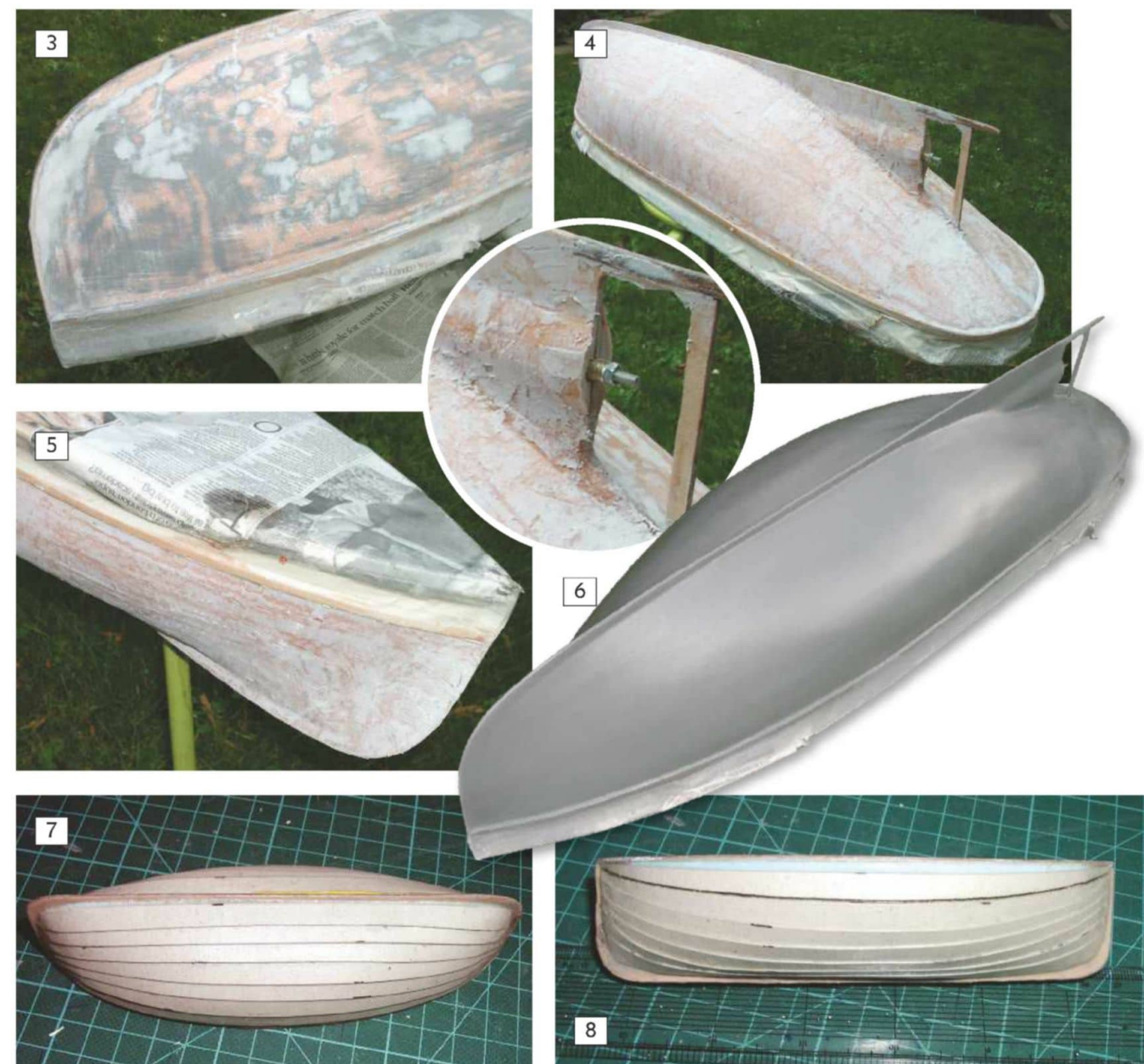
I poured sufficient resin into the polythene container to cover the hull with a reasonably thin coat. With mixing stick in hand, I added the required amount of hardener catalyst as per the instructions. I started mixing immediately, carefully stirring to avoid the introduction of too much air into the mixture. The particular hardener I used contains a reddish dye which makes it easier to judge when the mixture is thoroughly combined.

I swiftly began coating the hull and continued working the resin into the grain of the wood until I could feel the resin firming up. This particular resin changes colour from a pinkish hue to a grey/green tinge as the catalyst takes effect. This is where initial careful and accurate shaping and positioning of the hull planking paid off, ensuring that the liquid resin didn't run through gaps to

the hull interior. I mixed up a second batch of resin and prepared to apply the next layer. It is important to begin the second application before the first one has completely cured in order to achieve a good bond. The surface of the first layer should be tacky to the touch as the second layer is applied (Photo 1).

After applying the second coat of resin over the whole hull, I then placed the first piece of glass cloth towards the bow allowing it to overlap the edge of the bow. I worked it into the resin with a stabbing motion forcing out any trapped air. Air bubbles introduce a weakness in the laminations so need to be prevented from forming at this stage (Photo 2).

The resin has the action of dissolving the bonding agent which holds the glass cloth together; making it quite easy to mould it around the contours of the hull. I carefully shaped the cloth around the bow edge and over the keel. I continued along the length of the hull adding overlapping pieces of glass cloth as I went. Towards the stern the cloth needed to be cut into more accurate shapes to fit around the rudder and prop shaft areas. This process was repeated along the other half of the hull, carefully blending



the overlapping pieces together. I tried to apply the resin and glass cloth as evenly as possible over the whole hull to ensure an even thickness and strength as well as uniform distribution of weight, avoiding instability when the boat was on the water.

Hull finishing & priming

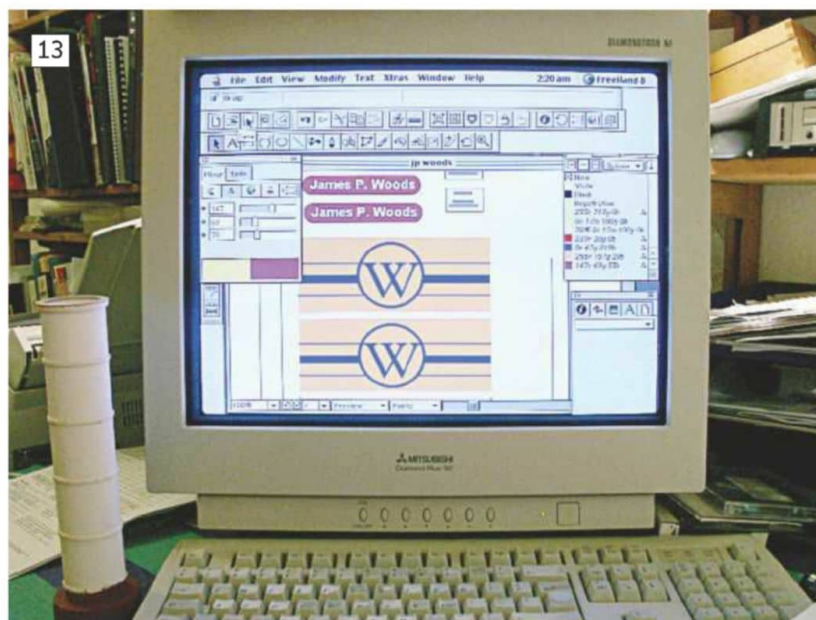
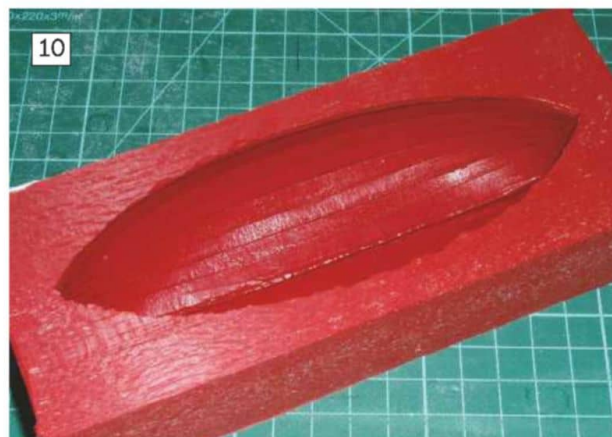
I mixed up a batch of car body filler paste and applied it over the whole hull to even up the surface. This too was applied when the resin coated hull had become tacky to the touch. I left the lot to cure properly over a period of several days, then sanded to a smooth finish using finer and finer grades of sand paper, completing the job with wet and dry paper (Photo 3-5).

I used a grey primer to seal the porous filler surface. This showed up any irregularities in the surface and I applied more filler where necessary, allowing it to cure before sanding back and applying more primer. I prefer to brush the first couple of coats on rather than give lots of coats of spray paint. It makes for a thicker, tougher, less porous finish and it's a lot less expensive. Thick primer itself can be sufficient to fill small scratches and low points in the surface. The final coats of primer were worked over with wet and dry paper to give a silky smooth finish ready to receive the main colour (Photo 6).

Lifeboat construction

I decided to cast the lifeboat in resin. This would involve some additional work in mould

making but I knew I could use this mould in other model making projects. I started by cutting the keel profile from 1mm birch ply. This was sandwiched between two blocks of blue polystyrene foam. These were shaped with sandpaper to form a slightly undersized version of the lifeboat. Strips of thin card were glued to this former with PVA, working from the gunwale down towards the keel, overlapping them to give the effect of the clinker planking. Each strip of card had to be cut to a slightly different shape and duplicated for each side. Much trial and error was employed in determining the correct shape of each piece and a lot of card ended up in the (re-cycle) bin. The completed 'plug' was given several coats of PVA to seal the porous surface ready for mould making (Photo 7 & 8).



Off-cuts of balsa were used to form a box around the boat 'plug' to contain the RTV silicon mould rubber (Photo 9 & 10).

I used a fast setting casting resin to make the lifeboat, pouring it into the mould quickly after mixing and slowly rotating and tipping the mould to allow the resin to run around

the inside of the mould as it set producing an evenly thin walled little hull free from air bubbles. After a few minutes the casting was 'popped' out of the mould. The sides were cut down to the correct curvature and a few air bubbles had to be filled and sanded, before paper was used to form the canvas

cover over an internal spine of thin ply which was glued between bow and stern. The hull casting itself really needed very little finishing prior to painting (Photo 11).

After painting with matt white, the boat was completed by the addition of triangles of paper along the sides of the lifeboat, together with some fine rigging twine for grab lines. The paper covering gave a good representation of the traditional canvas tarpaulin used on this kind of lifeboat (Photo 12).

Digital transfers

I made my own water-slide transfers for the signage on the model. I purchased a kit comprising special inkjet paper and a spray can of sealing lacquer. All the symbols, signage and name plates for the boat were made on a 'Vector' program. I used what is by today's standards a pretty ancient program called 'Freehand'. A Vector rather than a bitmap program works best. Bitmap programs such as Adobe Photoshop don't have the crispness of edge associated with Vector software and as some of the text is quite small it would not have reproduced well with a bitmap program (Photo 13). I set up the various bits of signage to fit on an A4 size page.

Using the transfer paper provided in the kit, I printed it out on my desktop inkjet printer. The quality can vary depending on ink/paper settings and the just how good your printer is so some experimentation was required to achieve the highest image quality and colour



density. After leaving the print-outs to dry for a few minutes, I applied several coats of the spray lacquer which turned the printed images into water slide transfers. This was allowed to set hard for several hours before use - just to be sure (Photo 14).

I cut the images from the printed sheet carefully with a craft knife and after immersing them in warm water for a few seconds the images slid easily off the backing paper into position on the model. The centre section of the funnel was left white so that the transfer colour could be clearly seen. A damp cloth was used to dab away any excess water and smooth the transfers into position without air bubbles. Once in position, I applied a

couple more coats of clear lacquer to seal and toughen the surface (Photo 15-17).

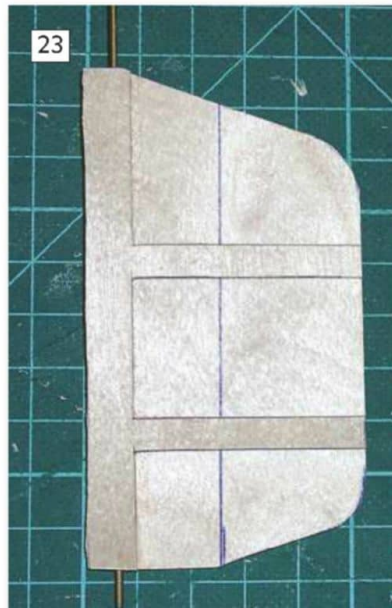
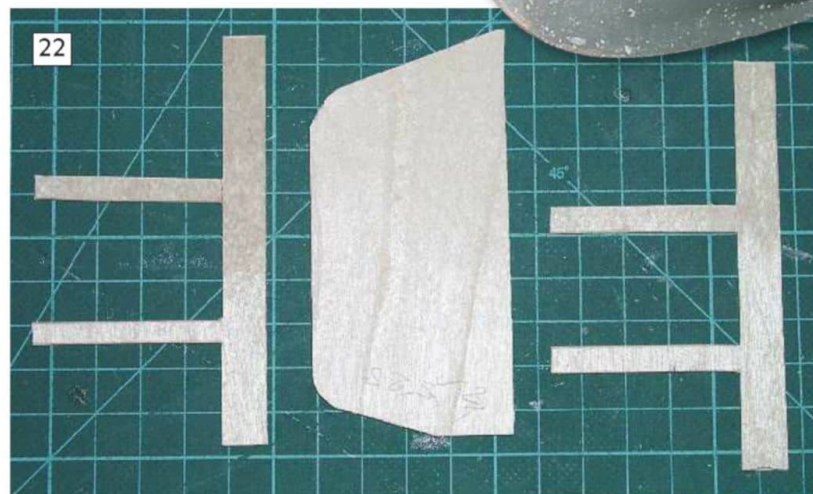
Other small signs were similarly transferred to thin plastic card and glued in place with epoxy adhesive (Photo 18).

Photo 19 shows the completed, detailed deck house with the addition of brass portholes, navigation light holders made from scrap wood and the forward mast from tapered dowel with thin picture hanging wire for rigging. The name plate was fashioned from white plastic card so that the transfer letters of the name would show clearly.

Final hull details

The rubbing strips were made from lime and spruce strip glued to the hull with contact adhesive. It was necessary to bend these wooden strips in quite tight curves towards





the bow, so I scored across the width of each strip with a craft knife to make bending easier. Using a fast grabbing contact adhesive meant there was no need to hold these tightly in position while the glue set (**Photo 20**).

I decided early in the build not to include deck wash ports in the bulwarks. I reckoned that they might let more water in than out. I would add this detail superficially later in the same way as the deckhouse doors.

Below the waterline

To determine the positioning of the line of the boot topping, I used a technique I had seen in an old model making magazine – can't remember when or where. I filled the domestic bath with about a 200mm depth of water. When the ripples had subsided I sprinkled the surface with talcum powder.

Adding sufficient ballast to the boat to mimic the actual running displacement, I lowered it gently into the water on an even keel.



On lifting it out of the water sufficient talcum powder had adhered to the hull to give me an accurate water line. When dry, I drew around this with a sharp soft pencil and this gave me a guideline for painting (**Photo 21**).

Rudder

The rudder construction was the simplest part of the build. I cut the components from 1.5 mm ply and glued them with Araldite, sandwiching a length of brass rod in between for the rudder post (**Photo 22-24**). Once the rudder was in place, the tiller arm and control wire was attached (**Photo 25**).



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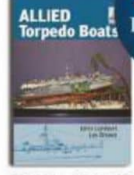
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Electra

Round 1 of the season hosted by the Elmbridge Model Boat Club at Thorpe Lake by the editor

ABOVE: Some close racing at Electra Round 1; David Parker's Mono 1 '2' doing battle with Mark Shipman's '8' in the background.

RIGHT: Peter Lockhart tinkers with his Mono 2 '4' while his Hydro 1 '1' sits under the table and to his right, his Mini Mono '6'. The latter would later take a longer than normal trip to the bottom of the lake only to resurface some time later!

Brian Woolcott's pit; a pair of Hydro 1s on the left and his Mono 1 '6' on the right.



Early start

There was no lie in for me on the morning of Saturday 6, April 2019 as I had been invited to cover the first round of Electra. I must confess from the outset that I had not heard of Electra before Martin Machen, Chairman and PRO contacted me in mid-February. On top of that, I had little knowledge of fast-electric racing of any kind, having never attended a racing event before, so I was utterly clueless with regard to etiquette, rules and classes – by the end of the day I would certainly know a lot more! I do now know that Electra covers all fast electric model power boat racing in the South East of England and is open to all members from all clubs within the region to compete. Electra's northern equivalent is The Northern Amp Draggers which hold their



Race control on the edge of Thorpe Lake and a dozen manual lap counters ready for some action.



ABOVE: David Parker's fleet which gave him a race in three out of four of the classes present. From left to right; Mono 2 '10', Mono 1 '2' and his Mini Mono '3'.

own series that is also open to their southern counterparts.

Setting out early from Lincolnshire, my only break in the journey would be to pick-up my friend and colleague Richard Dyer, who like me, needed a day out in the fresh air watching model boats which, as usual, was thinly disguised as work. The venue at Thorpe Lake, off the B388 between Thorpe Lea and Thorpe, was only half an hour from Richard's pad, so I aimed to be there at the start of the event which was billed at 10am. After overshooting the entrance to the lake twice, we rolled in at exactly 10am just as the driver's brief was taking place. Being good at lip reading, there were a few unimpressed comments as we approached and I introduced myself to Martin M (there were a few Martins!) and immediately asked where can I get a coffee and where is the toilet! Clearly my needs were more important than the briefing; apologies gentlemen, not a great start! As you may have already detected, I really had no idea what to expect and it was quickly apparent that we should have at worst brought a couple of chairs and at best, a flask and some food to keep us going throughout the day, as racing was planned until 4pm. While the weather was not perfect, it was bearable but sadly a number of competitors who were coming down from the north chose to stay put, which in hindsight was a shame, as the field and the general turnout would now be a little thinner than planned.

So, the racing began quickly and it was now time to start learning and soaking in what was going on. With the first race over, and my knowledge still lacking as to what exactly had just occurred I started to 'mingle' and learn. It was quickly apparent that a number of the competitors had still travelled quite a distance to get to Thorpe Lake including the guys from Eastbourne who were my first port of call. There were four classes running that day, Mini Mono, Mono 1, Mono 2 and Hydro 1 and with the exception of the latter, the vast majority of competitors had a boat in nearly every race. Some of these were painted in similar schemes and to the untrained eye looked very similar, especially at speed on the water.



ABOVE: The first race of the day was the Mini Monos with the youngest competitor of the day (no offence – by some margin) Jie Wei about to launch his Mini Mono '12'. Richard Dyer



ABOVE: Mark Shipman's nicely turned out Mini Mono '8'.

The classes

There are two types of courses run by Electra; Triangular and Oval – it was the latter which was being run at Thorpe Lake. Six classes of boat can run the oval course; these are Mini Mono, Mono 1, Mono 2, Mini Hydro, Hydro 1 and Hydro 2. What separates the two course designs, is that the two classes that run the triangular course are the submerged drive Mini ECO and ECO Expert (racing anti-clockwise) while the oval classes have surface drives (racing clockwise).

So as mentioned, four classes were running, the first being the Mini Mono. The criteria for this boat is that it should have a mono hull, be a maximum length of 450mm (including the trim tabs) and weigh no more than 450g. Any motor can be installed, powered by a 2S Lipo with a maximum capacity of 2700mAh or a 3S Lipo with a maximum capacity of 1800mAh. Next up is the Mono 1, again with a mono hull, any motor with more poke provided by a 2S Lipo up to 6600mAh or a 3S Lipo up to 4500mAh. The Mono 2 is as per the Mono 1 but could be powered by a 4S Lipo or a 6S Lipo with the maximum capacities as per the Mono 1 batteries. Finally the Hydro 1 class, once again any motor can be installed, powered by the same criteria as the Mono 1 class. There are further rules with regard

to batteries that should be noted for all three classes; more details can be found in the 2019 Electra Handbook.

A couple of other things all of the boats have in common is the racing number; 80mm square for all with a black on white number, the latter being 10mm thick and a minimum height of 70mm. Also all boats will have an external circuit breaker (aka a Safety Isolation Loop) which can be detached to isolate the drive batteries from the motor. This is an essential feature especially when recovering a stranded boat from the middle of the lake.

Race rules in a nutshell!

There are a number of General Rules which all can be extracted from the Electra Handbook but one of them worth mentioning is that you need to be affiliated to the MPBA (Model Power Boat Association) in order to compete. There are also several General Competition Rules (again in the Handbook) which cover several subjects including numbers, buoys, dangerous driving and even hull colouring; not every colour works well when on the water!

All races were run in the same way regardless of the class competing, beginning with the starting procedure which began with



LEFT: As well as competing in three classes, Martin Harvey also served in the recovery roll; there were very few races that did not require a trip out in the boat.

BELOW: The first corner of every new race was always impressive as the calm still water was carved up by the passing boats. Peter Lockhart and his Hydro 1 '1' is a good example.



clearing the pit area alongside the water of 'non-race personnel' one minute before the race start. It is at this point that the competitors carry out a final check of the boat, including the correct frequency and the number is checked off by race control. Competitors will then be asked to switch on their radios, place their boats in the water and position themselves one metre back from the edge of the lake. The Caller/Time Keeper (that's two jobs) will call words to the effect of 'prepare to start within the next ten seconds'. The race will then be started with a simple 'go'. At this point, a mill time period of ten seconds (unique to surface drive classes) will begin counting down as the boats join the oval circuit on the far side of the course and turn clockwise towards the start line. The object of the mill time is that all

six boats should be up to speed and crossing the start line at a similar time but not before the ten second mill time is up.

Then follows six minutes of racing with Caller/Time Keeper shouting out the number of boat every time it crosses the line and lap counter recording the number manually on

a small counter; one of many mounted on a board in an area which is effectively race control. There is also a Race Controller who keeps an eye out for dangerous driving and dead boats, the latter's position being called out as soon as it is apparent that it is no longer moving. At either end of the course, a marshal is also positioned so as you can see it is quite labour intensive running a race and at one point in the day a lack of bodies resulted in Richard taking over as the lap counter, which doubled as a well-earned sit down.

At the conclusion of the six minutes, a second's count will begin and all boats will complete the last lap they have begun, some of them at steady pace as the final remnants of battery life slip away. The Caller/Time Keeper then announces the boat number and the time in seconds for every boat, as they cross the start/finish line, to the Race Controller



ABOVE: Just a fraction of a second before a Mono 1 race begins; David Parker '2' and Martin Machen '3' are poised. BELOW LEFT: The start of a Mono 2 race with John Croyden in the foreground and Martin Harvey beyond.



ABOVE: A tidy pit and a collection of very smart fast electric boats, as presented by Mark Shipman. Richard Dyer



ABOVE: David Harvey '7' and Martin Harvey '8' get close up and personal in a Mono 2 race. BELOW LEFT: Despite spending most of my day viewing proceedings through a lens, it would always be that split second when you drop the camera down that something would occur. I did manage to capture John Croyden's Mono 2 '3' take to the air though! BELOW RIGHT: Brian Woolcott's Hydro 1 '4' was impressive on the water and comfortably won the Hydro 1 class that day.



who records it. If the elapsed time exceeds 60 seconds the last lap will be deducted which will result in a DNF (Did Not Finish).

The racing

Weather wise, the light was favourable in the morning with regard to photography and we soon got into the routine of events which involved three races of each class competing that day, so that made twelve races in total. Some races were closely fought while others were a case of survival of the fittest and at least one Mini Mono race resulted in only two of six entered finishing and one of the 'missing' took quite some time to resurface, after apparently spearing itself into the mud at the bottom of the lake. It was agonising wait for Peter Lockhart!

A few spectators came and went but it was clear that all the fun was being had by

the competitors but even spending a day watching left me thinking that I fancy a crack myself. Not realising what even Mono 1 meant before I arrived at Thorpe Lake, the penny dropped when I snatched a quick test drive around the oval circuit with the Angry Shark; as mentioned in the review, it would not take much to make her competitive in that class.

The Mini Monos, despite being the slowest of the group were no less entertaining while the Mono 1s and 2s raised the bar from a performance point of view. My favourites were the Hydro 1s even though only four were entered. I just liked the look of them and I think an example would make a good free plan and/or build feature in the magazine.

After briefly experiencing what it is like to drive a Mono 1 around the circuit with only one boat as company, it came as quite a surprise to me how few collisions took place. Only two

resulted in damage when one boat accidentally rode over the back of another and finally when a Hydro 1 cut it to fine and a buoy stopped it in its tracks resulting in a damaged sponson.

All in all it was an interesting day for me and Richard and it is a part of the Model Boats hobby that I would be interested in joining. As you can tell, I have written this article from the perspective of the complete novice (which I am) and hope my terminology will not upset to many fast-electric people. A race event like this is not the best environment to learn as everyone, understandably, is busy either running the event or preparing their boat for the next race (or both). That said, I managed it without upsetting too many people (I think!). ●

More info

Electra – Fast Electric Radio Controlled Model Powerboat Racing Club;
www.electrafying.com (The Electra 2019 Handbook can be downloaded via the Membership tab)

MPBA; www.mpba-fes.org.uk

Northern Amp Draggers (NADS);
www.ampdraggers.co.uk



Schnellboot

1/35 Italeri Type S-38 by Gary Radford (Part 1 of 4)



Korvettenkapitän Bernd Klug Commander of 5. Schnellbootflottille 15 July, 1941 - 1 June, 1944.

History

In the wake of the of the scuttling of the German High Seas Fleet by the Allies at the end of World War One, the Kriegsmarine were forced in to creating a new ship building program. This program would lay the

foundations for some of the most technically advanced warships the world had ever seen, a classic example being the mighty Bismarck. However, not all the early German success was down to its capital ships, smaller craft such as the dreaded U-Boats and the S-Boats (Schnellboot) which were known to the allies as E-Boats (the 'E' meaning Enemy) caused mass destruction wherever they carried out their missions. The most popular of the boats was the S-38 class, these were very seaworthy craft which were heavily armed and could sustain a speed of 43.5kts (50.1mph).

In 1929 Reich marine ordered a similar boat but fitted with two torpedo tubes; this became known as the S-1 and was the basis for all subsequent E-boats. After experimenting with the S-1, the Germans made several upgrades to the design, one being the addition of small rudders added on either side of the main rudder. These could be angled outwards to 30° creating what would become known as the Lürssen Effect. This effect basically created an air pocket to the rear of the three propellers which increased efficiency and helped reduce the wake of boat as well as keeping the boat almost horizontal. This increased speed and made the E-Boat difficult to see, especially at night.

Probably one of the most devastating attacks on allied shipping took place during Exercise Tiger, the rehearsals for the D-Day invasion of Normandy, which was taking place at Slapton Sands in Lyme Bay, Devon. Early on 28 April, 1944 Convoy T-4, which consisted of eight U.S. LSTs, was attacked by nine German E-boats which had left Cherbourg on their patrol the previous evening under the command of Korvettenkapitän Bernd Klug. Two Royal Navy ships HMS Azalea, a Flower-class corvette and HMS Scimitar, an old WWI destroyer, had been allocated the task of escorting the convoy, but Scimitar had been damaged earlier in a collision with an LST and was making its way to Plymouth. The American forces knew nothing about this, as the British Naval HQ was operating on different radio frequency; as a result, two LST's were sunk after being torpedoed, one was set on fire but managed to get to shore and the fourth, LST-511, was damaged by friendly fire. The remaining LSTs, along with HMS Azalea, fired back and the E-boats withdrew and made no more attacks. In total 749 servicemen were killed, but it is believed the number was actually over 1,000. As a consequence of the action, there was concern over possible leaks about the real invasion which was made even more distressing, because ten officers all with BIGOT (British Invasion of German Occupied Territory) clearance were missing, if any of these officers had been taken alive, then Operation Overlord would be put in jeopardy. The invasion was nearly called off until the bodies of all ten victims were found. The remaining survivors of the attack were sworn to secrecy by their commanders.

The subject of this article is the Italeri 1/35 S-38 E-Boat which is fitted with a 40mm Bofors at the stern and a 20mm Flak 37 in the bow. It was also fitted with two 21in torpedo tubes and could carry four G7a torpedoes. Later versions of the S-38 class were fitted with an armoured bridge known as Kalotte (skullcap). This type of bridge was fitted to the S-100 Class from 1943 and is the topic of this Italeri kit (No.5603).

TOP & BELOW: The Italeri box art depicting an S38 Schnellboot travelling at speed.



ABOVE: Here we have the four cross braces that fit inside the hull to help re-enforce it.

LEFT: 3. The hatched area needs to be removed as described.

RIGHT: The cross brace in position, held in place with the 3mm screws which are provided.

Construction of the hull

Before any construction can be started, there is a minor bit of surgery needed to both sides of the S-38's hull; two areas need to be removed as they are part of the S-100 kits hull. I have shaded the areas to be removed in the accompanying picture. It was a simple task of making multiple passes with a new Swann Morton #10A blade until the part was removed, then gently sanded smooth and made to look tidy. Assembly starts with the four cross braces that support the hull sides each one has two nuts placed inside before the two halves are cemented together. I usually use Tamiya Thin Liquid Cement for this job but due to the size of things on the boat I used Revell Contacta Professional Cement. The parts were then clamped together and left overnight as I wanted to make certain the joints had fully cured. Next day I cleaned up

the hull sides and fitted the cross members in place on one side of the hull then ran a fillet of Revell cement around the joint area and offered the two halves together securing the cross members with the screws. There are also five self-tapping screws which fasten the keel together but these didn't fit in the holes so I decided to leave them out and fill the holes with Deluxe Perfect Plastic Filler. The stern of the boat is added next this consists of a lower section of the hull which the propeller shaft supports fix to and the rudders. The second part is the stern itself as you can see a small amount of filler was needed to help eliminate the joints.

The S-38 could quite easily be adapted for radio control as there is plenty of space in the hull and the rear portion of the superstructure could be left removable. The two propeller shaft fairings which both come in two parts have a groove cut in them to accommodate the plastic shaft, but this could very easily be extended to the full length to house the

metal prop shafts. I made up the two fairings and attached them to the underside of the hull taking care to get the correct A frame in the right place a small amount of filler was needed around the joint. The screws that fit into the cross braces are covered by plastic panels each one is a different shape although they are clearly marked. These were fixed in place and filler applied, when it had fully dried it was sanded down to a smooth finish.

My attention now turned to the bow of the boat the two halves of each torpedo tube were glued together and offered up to the fixing points inside the hull. I decided to use the Eduard Brass Photo-etched Detail set 53 212 before the tubes are fitted the outer skin of brass must be fixed in place. To do this



ABOVE: A view of the full hull placed on the stand which is also supplied.

BELOW: The stern section is added along with the rudder plate to the underside of the hull. As can be seen, a small amount of filler will be needed to eliminate the joints.



BELOW: Here the propeller shafts have been fitted and all joints filled and sanded smooth.





ABOVE: The two halves of the torpedo tubes have been glued together; the two lugs on the side, fit these assemblies to the inner side of the hull.



ABOVE: Here we have the rear of the tubes showing how the moulded detail had to be removed.

RIGHT: Brass overlay and steps added to the rear section of the tubes.



remove the brass section from the fret and clean up then clamp into place put a small amount of thin superglue on a scrap piece of plastic card and pass an old Swann Morton #10 blade through it then gently run the blade

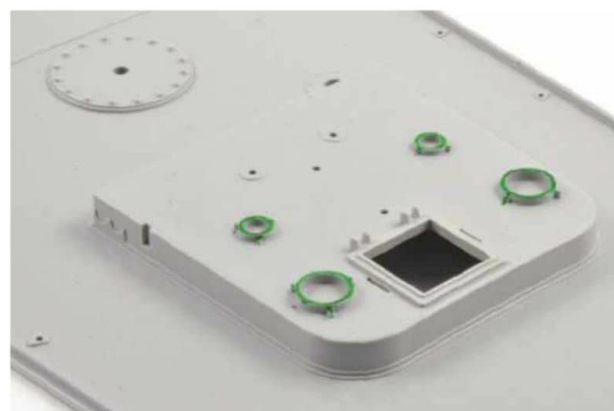
along the joint capillary action will allow the super glue to flow around the joint fixing it in place. At the same time add the skins to the rear door surrounds in the same way. The Eduard instructions call for you to remove part of the moulding in order for the skins to fit as can be seen.

Construction now moves to the rear deck section before this is fitted a number of holes need to be opened up which are clearly marked on the under surface. There is also a touch of surgery needed to remove some moulded detail from the deck to make way for the 40mm Bofors gun. After these had been removed the resulting indentations in

the deck were filled and sanded smooth as the picture indicates. Once this was done the deck was screwed in place and fixed with Tamiya Thin Liquid cement. With this done the front portion of the deck assembly can commence, again there are a number of holes which will need opening up. The well of the gun pit has a hole in the side to give crew access in reality there was a door fitted. Eduard supplies this door and all its fixings etc. In order to get the door to conform to the curve of the well annealed the part this entailed heating it up over the gas cooker hob until Cherry red and then letting it cool, this process makes the brass



ABOVE: Detailed overlays from the Eduard photo-etched sheet were added. The deck section was taped in place to protect the delicate edges of the PE parts.



ABOVE: As the boat is fitted with a 40mm Bofors gun the marked detail on the rear deck section has to be removed.

ABOVE RIGHT: The resulting holes filled and sanded smooth.

BELOW: The section of deck has been fitted and the rear parts of the torpedo tubes have been installed.



ABOVE: The gun pit well with the brass photo-etched door fitted in place.



ABOVE: Here we have the three stages involved in making the spare magazine holders.

soft and malleable. It was just a simple case of gently curving the door around the outside of the well before fixing it in place. The gun pit well was then attached to the underside of the front deck. The spare magazines for the 20mm Rheinmetall MG C/38 gun are placed in containers around the lip of the gun pit. As you can see in the picture I added the Eduard offerings after removing the moulded detail from the magazines. These were then fixed in place with superglue and the magazines removed for painting.

If like there is a hatch that fits just behind the gun pit that can be cut open but as you can see I chose to leave the one on my kit closed. While on the subject of the hatch the instructions call for part 65D which is the door the correct part should be 66D. At the same time two triangular photo-etched parts (20PE) should be attached to the top of both hatch covers, however one cover is smaller than the other and as a result the photo-etched part is too large.

Around both decks there are a number of small mouldings which represent the deck fixings for the hand rail stanchions. There are eighteen around the front deck and forty around the rear making a total of fifty-eight. Eduard supplies a detailed overlay for these but unfortunately only provide you with fifty-five. After a few e-mails were exchange with the folks at Eduard they agreed to send me

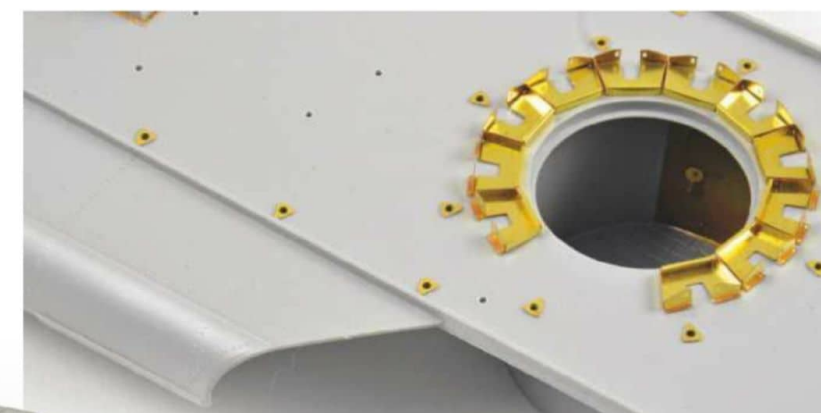
the additional parts needed. As most of the parts that fix to the deck are a different shade of grey I chose to leave them off until the basic painting had been carried out as this would be a much easier method than having to mask so many parts. I was now at the stage where I could fit the front deck portion in place at first I thought I had a problem as I had a good 3mm gap around the bow and no matter what I did I was unable to close it. In the end I applied quite a lot of pressure to the deck and with a solid click the part went in to position with no gap remaining at all. The deck was then fixed in place with the

BELOW: The magazine holders fixed in place around the lip of the gun pit. You can see to the rear of the pit the hatch mentioned in the text, if the builder wishes, this hatch can be left in the open position.



self-tapping screws provided and Tamiya Thin cement was applied to the joint.

In the next instalment I will be assembling the bridge and superstructure.



ABOVE: Some of the small detailed brass over-lays for the hand rail stanchions fitted to the deck mouldings.



ABOVE: The hull and deck now firmly as one part.

RIGHT: A view of the hull taken from the bow.



A transport problem solved!

By Denis Pitcher



A part from a few decals, I have recently finished scratch building a 48" North Sea Drifter. Weighing in at 21lbs, I didn't fancy the idea of carrying her too far. Fortunately I had a lightweight sack barrow with pneumatic tyres, so I bolted on a square of 1/2" ply as an end plate. I then cut out two hull shapes and screwed them to it with pipe lagging as a cushion; that solved the problem of transport.

Having visited Swansea Marine on a number of occasions I remembered seeing

a portable crane with large webbing straps lifting boats in and out of the water. My version of that was two lengths of nylon rope, each passed through a length of plastic pipe and tied off. To allow the rope to sink down in the water I crimped two pieces of lead on either side of the two loops. That solved another problem.

Hopefully these photos will show how it was done. The boat has had its sea trials on the local pond in Abington Park, Northampton and performed really well.



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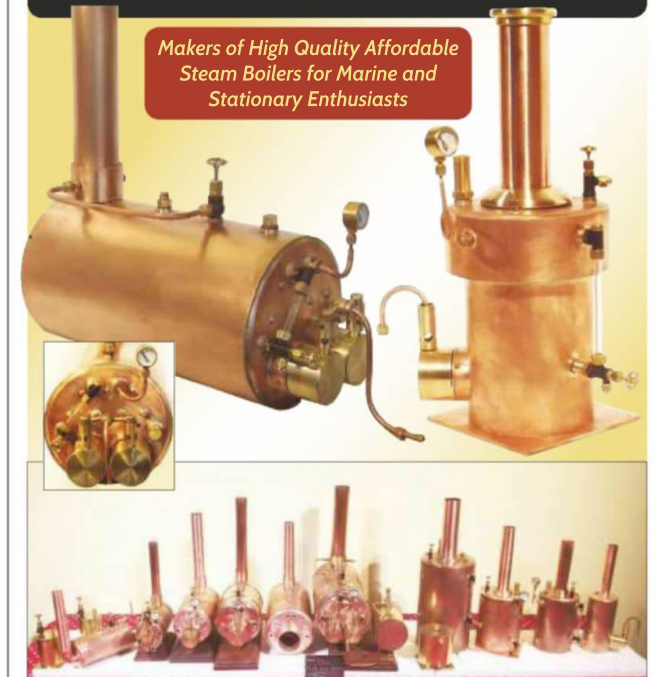
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A Skyleader 'Optac' electronic tachometer still 'new in box'.

The 'Optac'

By David J. Wiggins

I finished up last month with a couple of minor items from British radio manufacturer Skyleader of Croydon. The Skyleader factory, headed up by their popular owner Stuart Uwins, became, very probably, our largest domestic R/C manufacturer once earlier birds like ED (Electronic Developments), REP (Radio & Electronic Products) and R.C.S. (Radio Control Specialists), had flown off or moved on from our hobby to explore the professional electronic engineering and defence markets and, certainly, they lead the British r/c design effort during the 1970s with big selling sets like the SL and SLX, Clubman and Clubmate, the TSX and Courier R/C.

Introduction

This month's smart little item is not a Skyleader radio per-se, but an electronic r/c accessory and a most useful adjunct to either the 1970's / 1980's flyer or boater and it's still brand new in its box.

As 2-stroke glow plug engines, in particular, began to increase in size, revolutions and sheer brute power during the 1970's and r/c models – both on the water and in the air – began to increase in speed, size and power accordingly it became necessary to have a ready means of monitoring rpm on the flying field and by the lake. Until electronic instruments like this one began to appear the only means of doing this had been to use a mechanical 'clock' or a vibrating reed tachometer both of which were products

of the 1950's and before. The former was accurate enough but the latter woeful.

The very best mechanical tachometer of its time was the famous 'Smiths', professional laboratory standard, dial instrument which was both very expensive and hard to find even by the late 1960's. This instrument was applied to the rotating spinner or prop' shaft of the aero engine or motor under test and the revs read directly off the dial as one adjusted the needle for peak rpm. They were all but impossible to use on any water-screw propelled marine model although I have seen this attempted by brave and somewhat foolhardy model hydroplaners risking the loss of a fingertip for 'an edge'. The Smiths instrument itself was just a high quality and very smooth running gearbox driving an



RIGHT: The photo-electric cell that measured light reflected from a 2 bladed airscrew.

LEFT & BELOW: Inside and out - Skyleaders 'Optac' was a valuable piece of kit at the field.

indicator needle and it was 'the' precision instrument of its time (literally looking like a clock in appearance), although I doubt that accuracy bettered 20% and that's not counting reading (parallax), error. Mostly, the amateur model engine guy, being of



A small review of American Heathkits 'Thumb Tach' from Aeromodeller Sept 1970.

limited means as ever, used one of many vibrating reed model rev' readers which were of indeterminate accuracy such being held against the cylinder wall with engine rev's being judged optically by observing which reed seemed to be trembling (resonating) the strongest! And then, the electronic engineer entered the fray.

Enter instruments like the 'Optac'

To those of us who were attempting to judge relative RPM of various model engines or motors 'back then' modern instruments like this month's electronic, photo-optical instrument designed by British firm Skyleader Radio Control were nothing less than a miracle product. For a start, physical contact with a dangerous, high speed, revolving shaft was no longer necessary. Such instruments (and there were many including a few build it yourself kits like the reliable American Heathkit thumb-tach pictured), computed RPM by electronically counting off the revolutions from a two bladed prop' operated in daylight and presenting the reading on a small moving coil meter (as here), or (even

better though more costly), on a digital LED or LCD display. Accuracy was about 10% / better on the digital displays and multiple ranges available on the more expensive brands / and all Optical Tachos were easily calibration checked using an ordinary household 50 Hertz filament type light bulb.

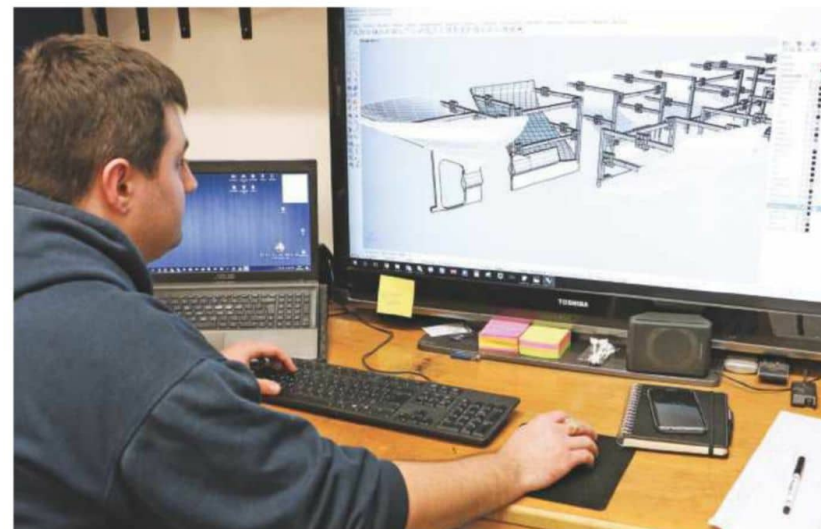
The less expensive model tach's using a small moving coil meter (like this 'Optac'), usually offered 'expanded' dial ranges to compensate a bit and thus further improve their readout accuracy and my Skyleader 'A' model (there was another coded B plus you could order specials for hot Pylon Racing engines like the American K8B40), offers 10-15,000 and 15-20,000rpm alternative scales both giving a claimed accuracy of +/-50rpm within an overall range of up to 25,000 maximum. Compared to an old time reed rev' reader this sort of accuracy was sheer dreamland and at an affordable price too especially bearing in mind the very nice standard of construction achieved by Skyleader's staff.



Premier League

Establishing a new company in the model boating world has never been easy, but with good business acumen, an untapped niche and a propensity for making things happen, from humble beginnings a small global empire can grow as related by **Graham Ashby**

Who remembers The Fall and Rise of Reginald Perrin? Well, right now, I'm reminded of that particular 1970s sitcom. If you recall, middle-aged middle-manager Perrin (Played by Leonard Rossiter) tries to escape his life and the pointlessness of his dreary job at Sunshine Deserts. Living in a south London suburb, commuting by train to the office every morning to face the same humdrum occupation is a slightly dated, stereotypical image of a life drained of energy and excitement; middle-class, comfortable and bored. Oh dear... But why, you may ask, am I reminded of old Reggie? Perhaps because there's just the faintest glimmer of his struggle in all of us but also in the story of Rashid Laloo, one-time accountant turned founder and Managing Director of Premier Ship Models? Now, don't get me wrong,



I'm not suggesting for a minute that in his accountancy occupation Rashid shared any those 'life drained of excitement' parallels (having met him, I suspect not), however one thing's for sure, he wasn't happy with his number-crunching lot. But here's where Reggie and Rashid's paths separate. You see, unlike dear Perrin, who never quite managed to escape the bonds of city life, Rashid did something about it, something quite bold.

Breaking the mould

Accountancy is a good game to be in if you're thinking of striking out and making a go of a new business, a fact played out by the almost



TOP LEFT: Premier's founder and MD, Rashid Laloo (left) with Sales Manager Aytac Cemal and a certain 104-gun ship of the line.

ABOVE: The workshop, as you can imagine, is an Aladdin's Cave of tools and materials.

BELOW: 3D modelling and printing is one of the ways in which the company is developing how it tackles certain custom projects.

exponential growth of Rashid's new venture, importing ready-made ship models from Mauritius. Nothing fancy to start with, these were what you might call 'cartoon scale' replicas of historic vessels such as Victory and the Cutty Sark – the kind of thing that appeals to folk who believe that anything with a hull, three masts and a few squares of fabric is, unquestionably, that 104-gun first-rate ship of the line or, from a different angle, the famous Tetley transporter. There were plenty of them around for at the London Boat Show back in 2001/2002; these rather nicely built 'tourist models' selling exceedingly well. So well, in fact, that what had started as a tentative dip into the murky waters of selling



A restoration job that's nearing completion. "It was in quite a mess when it arrived", says Kaloyan.

model ships, quickly turned into a head-first Olympic dive, detailed, we can only assume, by a closed Pike, a couple of twists and the perfect rip entry. Nice.

And so it began. The creation of a website turned the business into a worldwide endeavour and as orders began to stack up, Rashid set about improving the quality and presentation of the products on offer. It was a cunning move for it revealed a market of customers with a far greater knowledge of our seafaring past, people who knew one end of a bowsprit from the other and desired models that were far more representative of the real thing. These, then, were folk who would insist on counting the guns, in case there were a few missing. As new markets and new customer profiles were established, three distinct ranges were created to serve them: Standard, Superior and Premier, the latter offering the painstakingly detailed museum-quality models that most of us, well, me at least, can only dream of making in our retirement. Visit the Premier Models website, select the 'Ready-Made Model Ships' drop-down menu and marvel at the mind-boggling array of maritime history that presents itself. Don't count 'em, I'll save you the trouble –

Kits & Bits

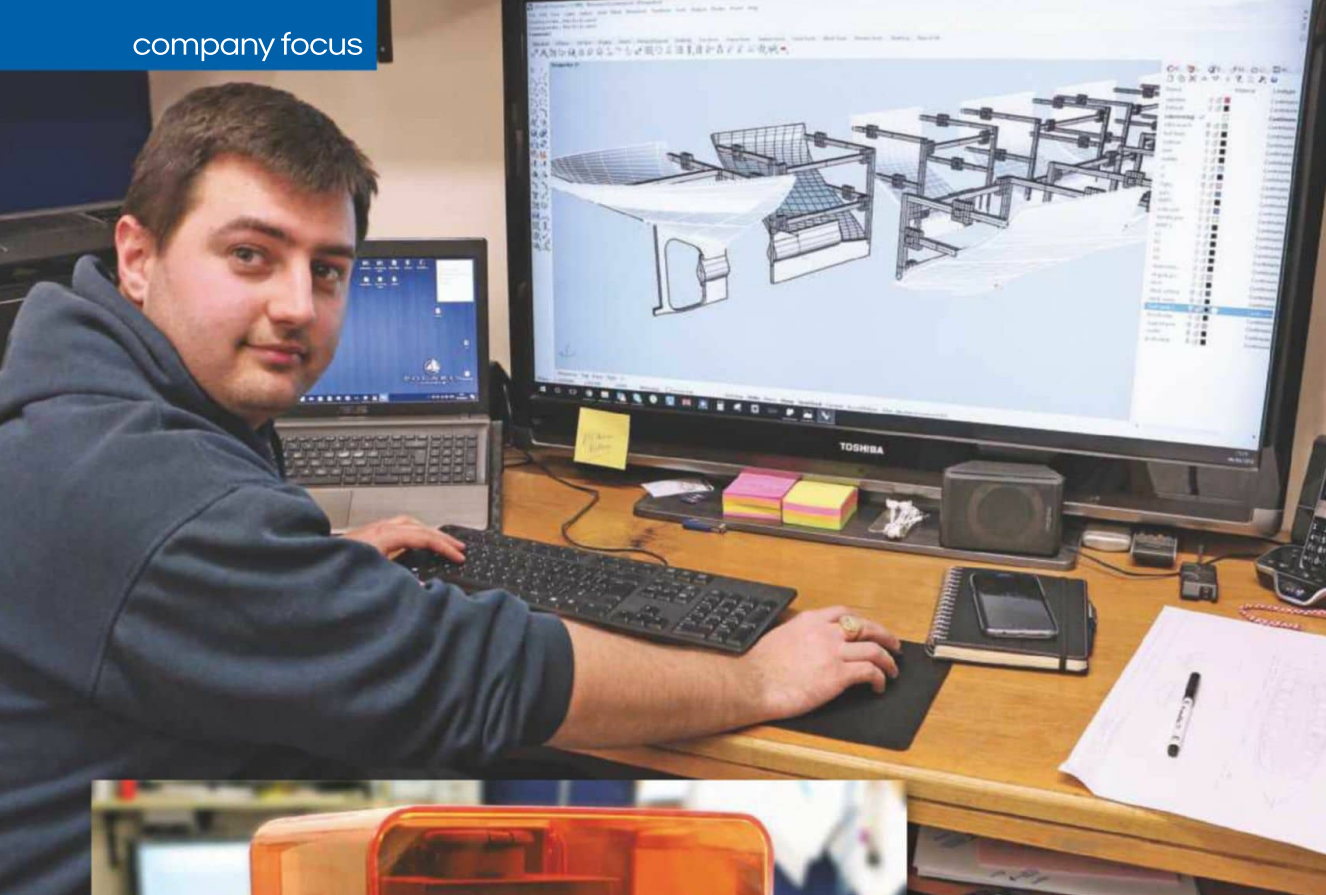
There's no end, it seems, to Rashid's desire to offer a service or fill a gap in the market. Recent expansion plans have seen a few new options appear on the menu bar of the company's slick website at www.premiershipmodels.co.uk. "We were constantly being asked if we sold traditional model boat kits, so now we do both R/C and static, along with all the popular brands of ready-built models, oh and a handy range of tools and materials, too." Rashid's not joking. Take a look when you get a minute and, nestled on the menu bar amongst Ready-made Model Ships, Restoration, Model Cases, and Gifts are Model Boat Kits, R/C Models, and Tools. Trust me, you'll find all your favourites in the kits section, plus a few you may not have seen before.

over 450 sea-going treasures of all shapes and sizes from rowing boats to bulk carriers and everything in-between. Quite honestly, if you can't find something for your mantelpiece in that little lot, we need a serious chat.

It had to happen

Time passed and with business gathering pace, 27 suppliers signed up and with models being sent to 110 countries around the world, it wasn't long before someone popped the question, 'Can you make me a model of my Colvic Victor please?' Now, Rashid, I've learned, is not the sort of chap to let an opportunity like this slip through

his fingers. The yacht was made and, 15 years on, the custom side of the business has grown beyond all expectation, the company's clientele covering all from private owners to museums, shipping companies to port authorities. Staggeringly, Premier has now built upwards of 100 custom-made models, most notable, being the largest ship in a bottle that's ever been built. Visitors to Trafalgar Square between May 2010 and January 2012 will have noticed the piece adorning the famous Fourth Plinth which regularly hosts a rolling programme of temporary artworks under the auspices of the Mayor of London's 'Fourth Plinth Commission'. A paltry six weeks was the time-frame given for

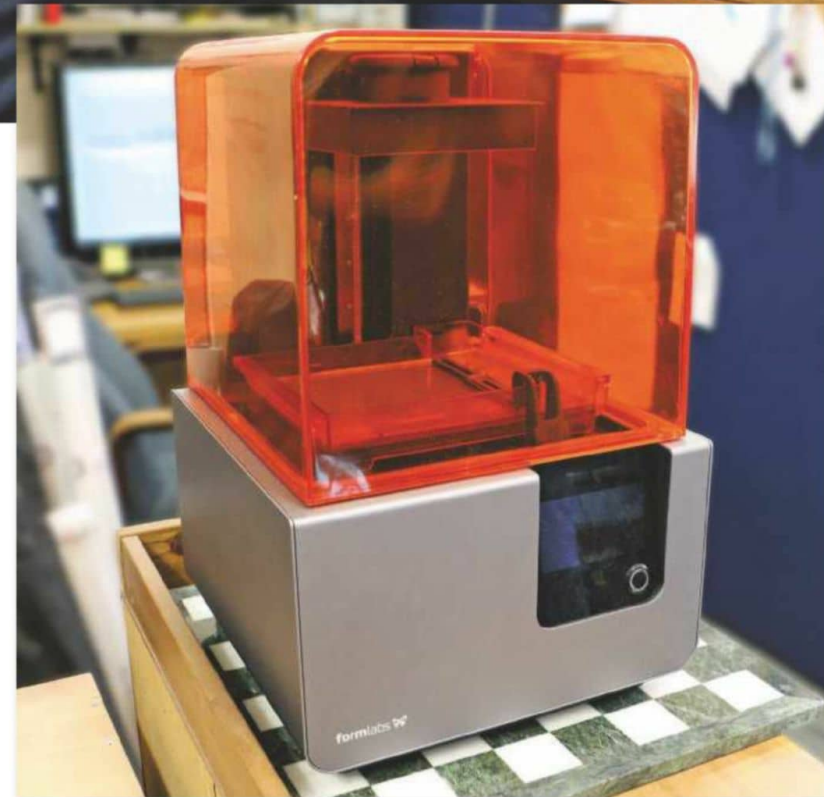


ABOVE: But, of course, the clever bit is also in the computer modelling. Multi-skilled Kaloyan, at work on the launch.

allowed to be used. So it continued, a 2.7m model of the Queen Mary for the Mondrian Hotel (Southwark), two 4m long merchant vessels (an oil tanker and bulk carrier) for the Denmark Maritime Museum and numerous examples for customers of Discovery Yachts Southampton; and these to name but a few.

Like father like son

Like a Yorkshire terrier with a craving for ankle, once a museum finds a use for your skills and gets its teeth into you, it can be reluctant to let go. Maritime museums are a magnet for ship models, indeed vast collections are often amassed and held in storage for display as and when required. But they're not always in good order and, like historic works of art, restoring them to former glory is task that can't be undertaken lightly. Priceless best describes many, which meant that historic restoration was something Premier Ship Models could only comfortably undertake when it had the right skills aboard. Quite by chance, those skills were introduced by the deft and meticulous hands of one Bill Crane who turned up out of the blue and offered his services in the evenings. A life-long boat modeller Bill (who had travelled from the US) arrived in the UK as a specialist trainer for the UK Police Force and, to balance the day job, was looking for something creative to do with his free evenings. Restoring model boats was the perfect antidote, indeed with Bill's exceptional ability a roaring fire was raised from the kindling of the restoration business. Alas, Bill's return to the States was always on the cards, but all was not lost. Shortly after, Chris



By mixing 3D printing with traditional construction techniques the company is able to turn its hand to just about any job whether it be restoring a priceless museum artefact or producing a grand foyer centrepiece for an oil company HQ.

completion of the job and, having been delivered on time and been widely regarded as the most iconic of all the 'commissions', Premier's Victory Bottle now resides at the National Maritime Museum in Greenwich Park.

Of course, that's not the half of it and with orders coming from the Hong Kong Maritime Museum, plus the Portugal and Madeira Museums, numerous hotels, corporate

receptions, Middle East royalty and countless others, Premier's model makers began to properly earn their crust. Knowing how fussy I am about having details absolutely right, I can only imagine the complex client discussions that lie behind each and every custom job, a hint of which was revealed when Rashid recounted that in the building of a model for Greenpeace (MV Arctic Sunrise) only sustainable wood was



ABOVE: Edwardian bow thruster? Alas no; a modern and rather cunning addition to the real vessel.

LEFT: Image 4 - Just how many pairs of tweezers and hemostats do you need?

Ellmers (Curator of the Docklands Museum) joined the team for a period, closely followed by Bulgarian master builder Plamen Krustev who grew the company's restorative and custom work to levels anew. With restorations becoming an increasingly prominent part of the portfolio, Plamen's son Kaloyan joined the firm and quickly proved to be a chip off the old block. I couldn't help chuckling at Rashid's observation that Plamen (who has now sadly passed away) would always put craftsmanship before all else and that Kaloyan was just the same, "if not a little worse!" he quipped, with a wry smile. "It can make life quite interesting when deadlines are tight, but we always get there in the end and our testimonials speak for themselves." I met Kaloyan later that day and, scribbled in my notes, double underlined, are three words: 'quality, no compromise.' It was a characteristic, an obsession almost, that I could see ran deep. A tour of the workshop, a sniff at the technology that's on hand, not least 3D modelling and printing, and a gander at two or three on-going projects left me with little doubt about the company's ability to deliver on its promise. It also left me slightly humbled and embarrassed about my own scruffy, snail-pace boat building skills. One thing was clear, ask me to build model ships for a living and I'd soon starve.

BELOW: Naval architect, marine engineer and professional model maker, Kaloyan Kolev leads the workshop in the UK and, like his father before him, knows of only one way to get the job done - the right way, however slow or laborious.

More than meets the eye

I arrived at Premier Ship Models not really knowing what to expect. It's an operation managed from an outbuilding office in a suburban street in Potters Bar, a town which, to be perfectly honest, is probably more famous for its motorway service area. The office is not glitzy, it's certainly not pretentious and, from first impressions, you could be forgiven for thinking that the firm has rather oversold itself. Nothing could be further from the truth. When you meet the people, look at the portfolio, browse the list of satisfied and prestigious customers and view the UK workshop facility (in downtown Potters Bar),

you instantly warm to what's going on. But there's more, when you realise the extent of the company's worldwide connections, not least in design and manufacturing and get a feel for the drive and enthusiasm that shadows every new order from start to finish, you're reminded that, in this game, glass-fronted showrooms and plush receptions, the very places that Premier Ship Models helps to furnish, are no substitute for professionalism and old-fashioned craftsmanship. Increasingly rare in this modern cash-rich time-poor age of ours, these are attributes that will, undoubtedly, keep PSM's order book comfortably full for many years to come.

BELOW: 3D printed in sections which are 'welded' together, you can clearly see how the hull of this river launch has been fabricated.



Join the team

Ordinarily, if you were confronted with the offer to turn your hobby into cash you might treat it with a little scepticism and rightly so. However, at Premier Ship Models there's an opportunity to do just that, particularly on the restoration and repair side. Skilled model makers is what the company needs so if you're the sort of person who constantly seeks perfection at every stage of a project, can work with a range of materials and finishes and you live within an hour's drive of Potters Bar, Rashid would very much like to hear from you - email: rashid@premiershipmodels.com.

Peter Funnell's paddler utilised the tray and the lid.



A triumph of re-purposing!

Eastbourne Model Powerboat Club -
Chicken Tray Challenge 2 February, 2019
by Richard Bosly

While helping Mrs Chairman with the lunch chores, our chairman's (Dave Hedges) attention was drawn to the oven ready chicken that was destined to be their Sunday lunch. Being a typical model mariner, he was not so interested in the cadaver but more in its packaging! The plastic tray was almost boat-shaped and its conforming lid seemed to have similar properties. Later that day, in the place from where all ideas (good and fowl) are hatched, the concept of the 'Chicken Tray Challenge' was born. After a period of incubation, our chairman, like Moses put onto stone some basic commandments, although unlike Moses, he used his PC and inkjet and, as he was unable to think of Ten Commandments, he formulated just four basic rules for a competition to be held within our club.

Meanwhile Mrs Chairman thought 'This is good! Plastic recycling is a hot topic in these times'. In due course, a supply of trays and lids was obtained for us via the local manager of a well-known supermarket who had kindly agreed to supply them and also to provide a judge for the models, and the club committee agreed to award a cash prize for the winner. The members of the tribe (club) were guided by their leader (sorry, that is to say instructed by their chairman) thus:-



1: Peter L's economical and efficient speedboat workings.

Chicken Tray Challenge Rules

You can build any model of your choice, but you must use the black part of the container provided for the hull of your craft; You may use the clear part of the container, although this is not compulsory; The craft must be radio controlled and it will be tested (on water) on the day of the competition which will be Saturday 2 February, 2019. And finally, good luck to you all and I am sure your modelling skills will produce some interesting results.

Creative juices

Over the ensuing couple of months, a veil of secrecy descended on our club members while they got their creative juices into action. At last, on what turned out to be the very cold afternoon of our regular meeting in February 2019, the great reveal occurred. At the event, which was attended by some 34 of our members, almost a dozen craft were entered for judging.

Preparation for this triumph of re-purposing had been no pushover! Everybody experienced problems, not least of which was the nature of the plastic oven trays, because they were admirably non-stick from a kitchen point of view, but their resistance to adhesives was a major problem in construction. Anyway, we modellers always find a way - don't we? The other issue was keeping weight down whilst maintaining an acceptable level of stability.



2: Chris Rigglesford's superb Dr Who rowing boat which also struggled with the small pool size.



3: Peter Funnell's paddle steamer performed very well and was the eventual winner.

Some people built up the freeboard of the craft, whilst others light-weighted by whatever means they could (Photo 1), in fact, the writer's model nearly sunk under the weight of its own 3600mA rechargeable battery pack, although a last minute change to dry batteries eventually saved the day, but several others also struggled under the weight of their batteries.

Judging had to be based on creative use of the oven ready chicken packaging, build quality and performance on the water. Craft had to be fully manoeuvrable, but at the time and location of the competition we only had room for a 4ft diameter paddling pool (Photos 2 & 3). Because the competition was held at our



4: Peter Lockhart's very tidy chicken tray racer.

5: Martin Lesley's Buoy vessel showing off its navigation lights.



6: Roger Lumley's 'Toby' tug. Ha! Play on words eh!



7: Richard Bosly's Rooster Salvage boat with rotating radar.

normal monthly meeting, we did not have the facility of using our regular boating lake (not a popular venue in the winter!).

Notable performers were Peter Lockhart's extremely manoeuvrable racing boat which excelled due to his helmsmanship with high speed electric boats (Photo 4) and a number of the craft featured working navigation lights (Photos 5 & 6) and one model even had a revolving radar scanner (Photo 7). Notable for their fine finish were Chris Rigglesford's rowing boat (Photo 8), Roger Lumley's logging tug and



8

8: The Dr Who rowing boat even had a laptop computer on board!

9: An imaginative and immaculate Wallace & Grommet boat by Ray Marshall.

9



10

10: A Tea Pot boat with immaculate canal art decoration by Gerald Bishop.

11: Dave Marchant's 'Fowl Play' boat.

11



12

12: Paul Guy's 'Swimmin' Chicken. The pod motors could be eggs!



14

14: Members eagerly waiting while our judge deliberates.

Ray Marshall's 'Asda' (Photo 9). Gerald Bishop's Tea Pot boat was also beautifully finished with canal boat style artwork (Photo 10). Peter Funnells use of the tray and lid to make a paddle boat performed well and eventually was declared winner of the challenge. As can be

seen, imagination ran wild with our members and the novelty boats pictured proved the point (Photos 11, 12 & 13).

The sailing test was very severe because our boats had to demonstrate full control in forward and reverse as well as an effective rudder response. In fact a couple of us failed in the latter because their rudders were too small and had insufficient throw; ah well, lesson learnt for next time!

ASDA's Community Champion Athena Putland was invited to undertake the unenviable task of judging the twelve entrants and she was accompanied by her two very discerning children, Ethan and Isla (Photo 14). Athena presented the prize to our much-surprised winner Peter Funnell (Photo 15) after which all members were thawed out with tea, coffee and cakes. Well done to everybody who entered. We plan to have another meeting of these boats in the summer at the Hailsham Pond where we can really see their capabilities. Our club had not held an event like this before, but judging by the enthusiastic response of competitors and members present, a similar meeting is very likely to be repeated in 2020.

13



13: Reg's Puddle-duck Cottage boat was neat and different!

15: The winner with Judge Athena.....Well Done!

15



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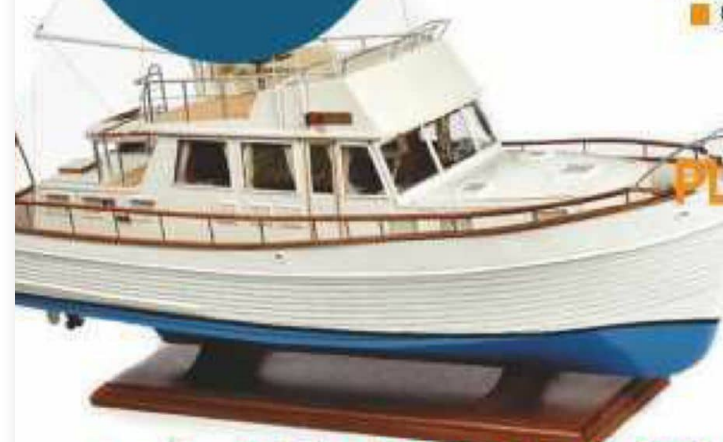
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The Angry Shark at 'full chat' at Wicksteed.

Just go steady boy!

Testing the Volantex Racent Angry Shark 81cm brushless ready to set boat by the editor

It was a beautiful Saturday morning at the Wicksteed model boating lake when I met Nick Brown and his Dad, Steve, for a chat about future projects and the task of testing a fancy electric boat which I had been sent by CML Distribution before Christmas. I had already had a dabble with this attractive and lively racing boat a couple of times before but, this time, I really needed a 'pilot' so that I could grab some half decent shots of the 'Angry Shark' in action; I was not to be disappointed!

Made by a company called Volantex, a Google search revealed little about this outfit who clearly specialise in producing performance 'out-of-the-box-type' craft of the fast electric ilk, performance sail and the odd aircraft, not to mention a wide range of R/C related equipment. The RRP of our 'Angry Shark' is £209.99 and for that you get an impressive, brightly coloured, racing boat with Unibody ABS hull, a 720/1800kv brushless water-cooled motor, 60amp brushless speed controller and a 40g servo (both of which are waterproof), all metal hardware and adjustable trim tabs plus a 2.4ghz radio

system with R/C car style hand controller. The latter will definitely appeal to the younger generations; I find myself in the middle of that group and can 'take it or leave it'; it does not take a lot of getting used to, even for the most devout 'stick' man. There is very little prep work involved; just attach the rudder and you are ready to go, however, this bundle does not include a battery or charger. I opted for a pair of Voltz 2200mah 14.8v 30C 4S Lipos (VZO422004S), an Etronix Powerpal EZ-4 50W Lipo 2-4S AC charger, a Female XT-60 to Male Dean plug connector adaptor and a pair of XT-60 connectors. With regard to competition, the boat is designed for the 'Mono-1' class which I only found out more about during our visit to Elmbridge MBC a few weeks ago.

It is worth spending a little time looking at the Exmitter EX2; there is a lot more going on with it than initially meets the eye. The obvious functions are a trigger throttle and a round steering wheel on the right-hand side of the unit. You also have a steering and throttle

trim button, a steering rate knob, a throttle reverse switch, a steering reverse switch a battery LED monitor (Red = battery not connected; Solid Green = battery is in good condition & Flashing Green = battery is at low voltage) and a bind button. On the top of the controller is a proportional throttle switch with two settings; 7:3 and 5:5, the former is recommended but the latter was trialled by Nick who quickly discovered how effective a proportional forward/reverse setting was.

A light touch

On the water, the Angry Shark only needs the lightest of touches to make it progress across the lake at a good pace and, after uttering the infamous words 'Just go steady boy', Nick was handed the controller. Before I had chance to grab my camera there was an ominous clattering noise as the Angry Shark took an instant dislike to being on the water

and tried to exit the pond. Words to the effect of 'it's quite quick' were heard and after being put back in the water, the bright yellow boat continued apparently without having suffered a scratch. The driver's confidence was quickly building and it was not long before the Shark was going up and down the near 280ft-long lake at some speed. The speed was difficult to gauge but it was well short of the 80kmh (50mph) claimed by the manufacturers, but this was in part due to the chosen battery, which I now realise was a conservative choice, especially from a competition point of view. That said, and to those like ourselves who are not used to high-speed antics and, up to this point, got a thrill from a larger than normal bow-wave from our scale vessels, the Angry Shark impressed us all and the many who passed by the lake that morning. The handling was impeccable and no amount of high-speed turning could trip her up although, when I took over, a well-placed buoy gave

no ground and the opportunity to test the boat's self-righting ability could be veiled as planned. After some high-speed turning, the Angry Shark also departed the lake at high-speed in my hands and, by the end of the session, only a few minor scars were incurred despite the unforgiving concrete around the edge. At speed, she was perfectly balanced, the boat rarely pitching any great distance above or below the horizon with full power applied, although the only choppy conditions the Angry Shark had to contend with were created by itself. That said, I cannot see why she would not ride the more turbulent waters of a Mono-1 race and, with the right battery, could be competitive; she can certainly handle the knocks!

From the viewpoint of the fast-electric beginner, this boat does take some handling but you quickly get the hang of the pace and the controls in the time it takes to run a battery down. She was briefly run at Elmbridge MBC during a break in Electra Round 1, generating quite a lot of interest and some very rapid advice; all of which was very useful I hasten to add. The general consensus

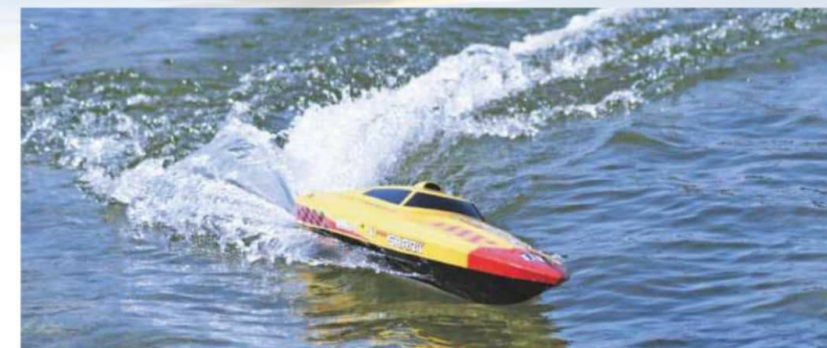


Technical Specifications

Length:	81cm
Hull Width:	21cm
Weight:	1400g with 2200mah 30C 4S
Power:	3720/1800kv Brushless
ESC:	60Amp Brushless
Battery:	Any 2S to 4S
RRP:	£209.99



LEFT: The bundle in the box; one boat, one transmitter and a detachable safety isolation loop for competition.



ABOVE: All very neat and tidy inside; note the water-cooled brushless motor and ESC. BELOW: Most useful extras purchased separately; named a pair of Voltz 2200mah batteries and an Etronix Powerpal EZ-4 charger.



ABOVE: A purposeful stern complete with the usual array of attachments associated with a performance fast-electric boat.

was that she could be competitive with a better battery and a better prop – so, not much to do at all.

Thanks very much to CML Distribution (www.cmldistribution.co.uk) for supplying the Angry Shark, to Boston, Elmbridge, St Neots and Wicksteed Park MBCs for their 'water' and to Nick Brown, my 'test pilot' for the morning. I think he was impressed, I certainly was!

This month the construction of the fore and main masts and the forward gun mounting

A close in shot of the Soobrazitelnyy with a clear view of the fore and main mast.

Soobrazitelnyy- Russian Corvette

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

The foremast

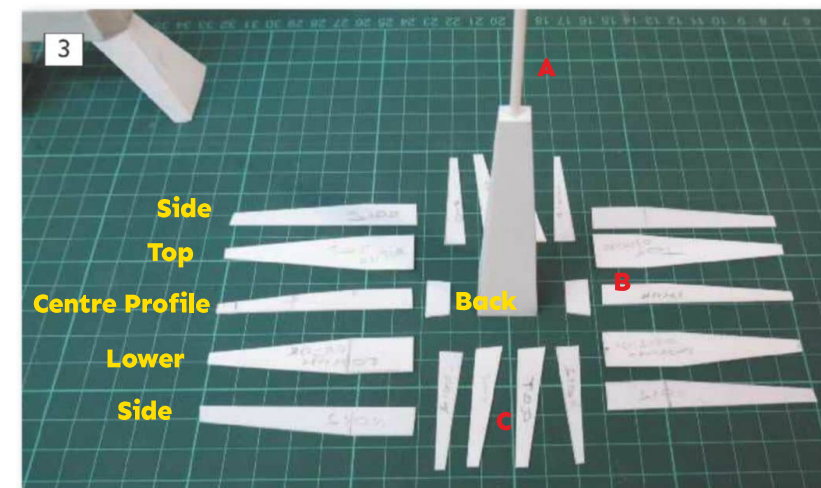
Last month the angle design of the tower was completed. This structural feature is continued to include both the foremast and the main mast the latter being sited on the hanger roof. Both structures use a box section form with swept back features included on the foremast the purpose of which is to reduce further the radar cross section of the ship (**Photo 1**).

Constructing the foremast and spars

The first consideration is to form the foremast from .50 styrene sheet. Lifting the measurements from the profile GA, the base and top are cut to size and each side added as shown in **Photo 2**. The next stage is to fix to the top of the mast an extended pole marked **A**, which will support

2: Referencing the drawing when forming the foremast.

1: The foremast on Soobrazitelnyy is designed to reduce its radar cross section but has many other elements attached that perhaps compromise its RCS.



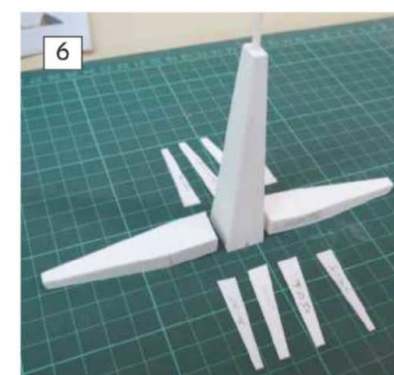
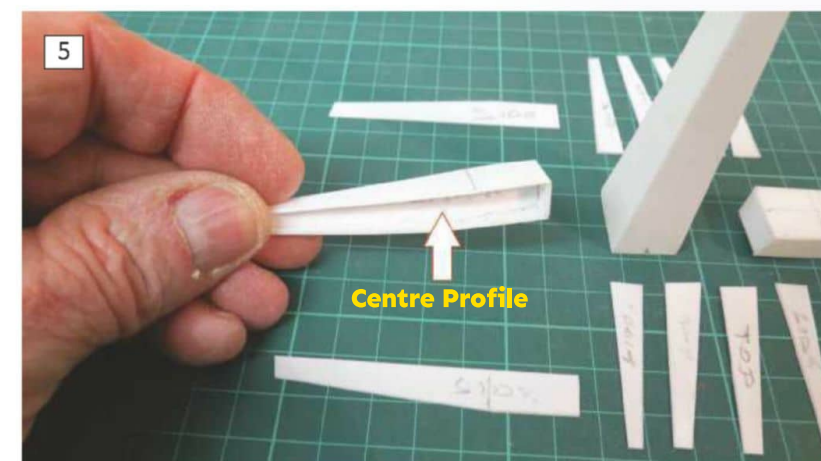
3: The shaped box section spars are laid out ready for assembly.

4: Each of the lower spars being assembled.

the upper spars also each of the lower and middle spars **B** & **C** are measured from the GA and cut to size **photo 3**

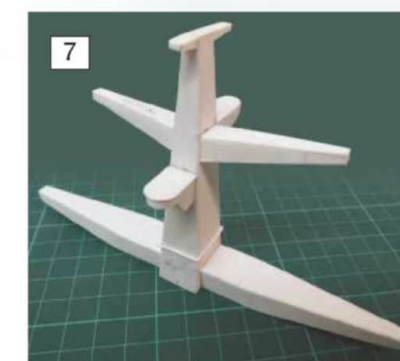
The larger lower spar is the first to be assembled using a centre shape onto which will rest the top and underside the latter slightly angled upwards towards each end. The spar is completed by adding the sides as shown in **Photo 4 & 5**. With the lower spar prepared the middle spar is made ready by applying the same constructional method, bearing in mind that the middle spars are set at a slight angle backwards (**Photo 6 & 7**).

5: Here is the lower spar onto which is fixed the upper and lower sections to a centre profile.



6: The lower, larger of the two sets of spars is ready to be fixed to the mast.

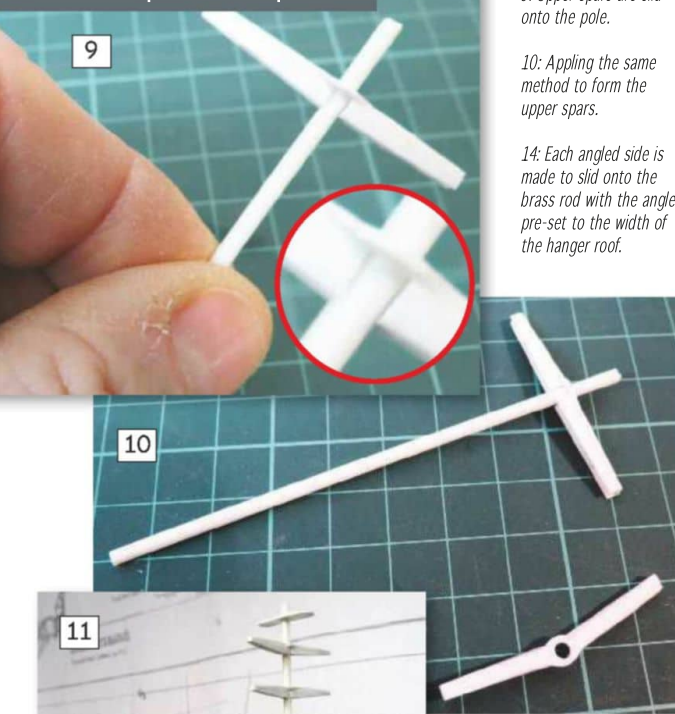
7: Each of the assembled spars are in place and fixed to the mast along with the two EW platforms located fore and aft.



8: Mast, spars and fittings on the full size Soobrazitelnyy.

Upper spars

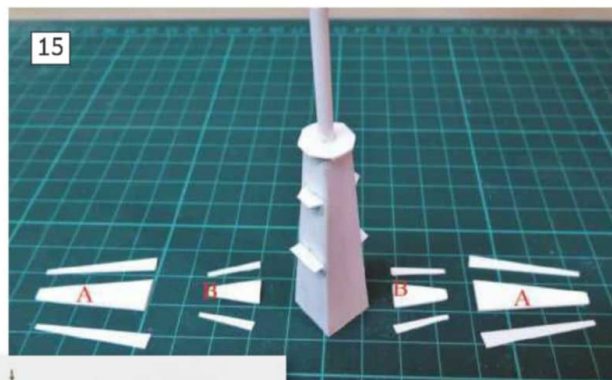
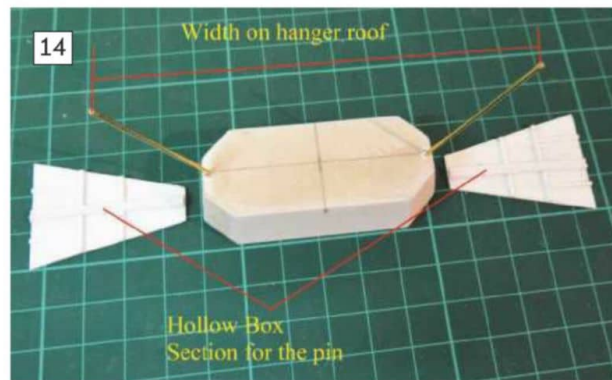
Akin to the middle spars the two sets of smaller upper spars fitted to the pole are also slightly angled backwards supporting navigation lights and EW (Early Warning) arrays seen here in **Photo 8**. Each spar is



9: Upper spars are slid onto the pole.

10: Applying the same method to form the upper spars.

14: Each angled side is made to slid onto the brass rod with the angle pre-set to the width of the hanger roof.



11: The foremast in its preliminary stage mounted atop of the tower.

12: The main or comms mast using a goal post configuration.

13: Part of the template for the goal post main comms mast.



Main mast

Akin to just about all the superstructure and larger fittings the main mast takes on a geometric form. At first glance this may appear challenging but it's really quite straight forward. Once again reference to the drawings and pictures is essential (**Photo 12**). The construction of the mast can be divided into three main parts the goal post support, mast and yards. Here ancillary drawings are available from Jacobin showing the mainmast in sectional detail (**Photo 13**).

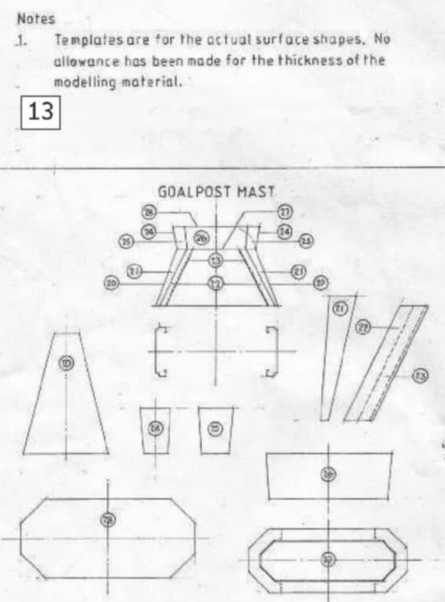
15: With the comms mast cladded work can begin on assembling each of the prepared spars.

16: Combining both the goal post with the comms mast.



made to fit directly as one piece around the pole as shown in **Photos 9 & 10**.

With these completed both the rear and forward ECM platforms can be added to the mast and the basic form placed in position atop of the tower. There remains plenty of work yet to do as the pictures of the full-size mast would indicate. The same applies to the tower as shown in Part 5 but the geometric build of both tower and mast is over only the detail work remains. This could be considered as almost 50% of the build and to be covered at a later stage (**Photo 11**).



17: Starting to take shape with the fore and main mast temporarily positioned onto the model. 18: Gun mounting and gun ring as fitted to the Soobrazitelnyy A-190 100mm/59calibre naval gun.



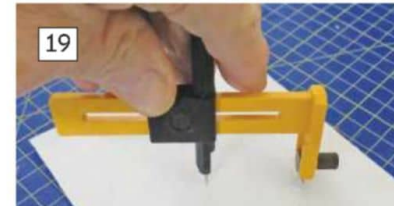
Each of the parts can be cut to size commencing with the sides/No.26 as per the drawing. Once assembled the follow on is the development of the angled supports particularly No.20 on the drawing as this also has internal framing. Part of that framing is a hollow box section used to secure the sides firmly to the underside of the goal post support. This can be seen in **Photo 14** here the two sides slid onto the angled pins. These are actually concealed within the box section down the centre of the sides.

Mounted above the goal post is the sensor mast. This is made up by a series of styrene tubes to form a centre core onto which the sides are fixed. With the mast prepared the spars are formed following the same method as applied to the foremast. The only difference is each spar has a hollow underside **A** is the lower spar **B** the upper spar as in **Photo 15**. When completed a small locating pin is fixed to the underside of the sensor mast with a corresponding hole made onto the top of the goal post. This will ensure that the mast can be returned to its exact location when all of the fittings and airbrushing is done (**Photo 18**). On completion both the foremast and main mast are temporarily located into their eventual position on both the main tower and atop of the hanger (**Photo 17**).

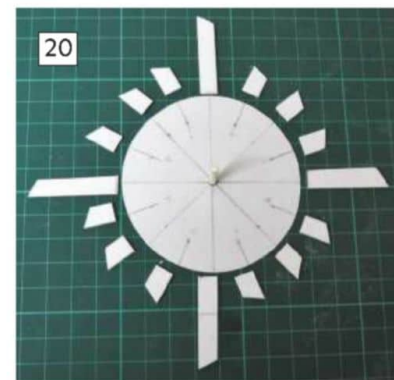
The mounting for the A-190 dual purpose naval gun

Prior to the construction of the 100mm naval gun, first fitting on the list within the forecabin area was the gun mounting. There were two factors to be taken into consideration when constructing this part of the gun; 1: the deck sheer forward and 2: the deck camber (**Photo 18**). As the gun mounting will be level with a sloping surround consideration was given as to how this was to be presented. Referencing the drawing for both sheer and camber at the point where the mounting is located. The method chosen to ensure these factors are allowed for whilst maintaining a sloping side and a level gun ring involved creating a series of internal formers. However, the task using a compass cutter was to cut the circular base (**Photo 19**).

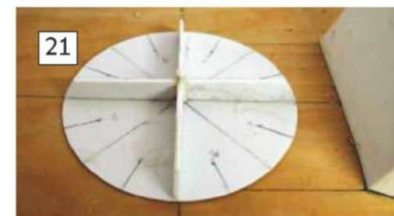
The base was then marked out like a compass card and the centre drilled out (the latter gives a centre fixing point for locating to the deck and gun). Referencing the drawings formers were cut so as to line up with various points around the compass. The larger sections where cut to give the underside shape fore and aft in the sheer, port and starboard in the camber. Using compass phraseology North and South formed the camber, whilst East and West formed the sheer or as it is referred to when pertaining to the full-size vessel spiling.



19: Preparing the parts for the gun mounting by commencing with the circular base.



20: Adopting the markings of the compass to develop the shape of the gun mounting.



21: These four sections as fitted to the base are shaped to follow the contours of the deck in sheer and camber but remain level for the gun ring.



22: Developing the basic shape of the mounting including the sloping sides.

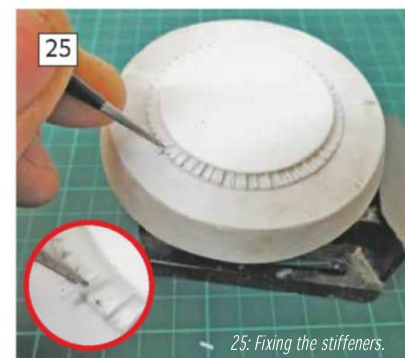
23: Incorporating sheer and camber into the mounting.



The depth of the remaining formers coincided in depth as to which part of the camber or sheer it was on the compass/circle (**Photo 20**). Assembly commenced with the sheer and camber formers. These are deliberately extended to the centre in order to form a shelf onto which will fit the top and gun ring (**Photo 21**). The remaining formers are set around the edge and the top added as in **Photo 22 & 23**. The space between the top and bottom can be filled with P38 or covered with styrene and when set sanded down to conform to the sloping surround (**Photo 24**). Referencing the drawings circles are cut to size to form the gun ring. The lower gun ring is marked at 3mm intervals to indicate the location of the strengthening bars. These are formed using Evergreen 112, 0.38x1mm strip as in **Photo 25**. Next month constructing the 100mm/59 calibre naval gun and its stealthy shaped turret housing.



24: A good fit to the deck and level to support the gun.



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 at 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, www.jecobinplans.com.



This striking official Chilean Navy image shows the LM37 Teniente Orella, formally the German Type 148 P6154 Elster.

Range Finder

This month, a study of a smaller type of warship, the Lürssen/Combattante IIa Type 148 Fast Attack Craft of the German Navy by **Dave Wooley** (Part 1 of 2)



1: A dramatic image of one of the earlier Lürssen S-boats c1934.

The origins of the Type 148 Tiger class

The 148 Tiger-class has a very long pedigree and goes back to 1875 with the establishment of a boat building yard by Friedrich Lürssen at Aumund, Bremen, Germany. Vessels built by Lürssen were renowned for their innovative design, sea worthiness and performance. This three-way combination was to prove a game changer, especially the famed Lürssen-designed S-boats deployed in large numbers during

the Second World War; considered to be the deadliest of adversaries for allied coastal forces.

The Kriegsmarine commissioned 249 S-boats, all built by Lürssen-Vegesack with the earlier pre-1933 Reich marine/Lürssen designs being fitted with Daimler-Benz petrol engines to three shafts (**Photo 1**). Later builds had the Daimler-Benz Diesel engines fitted, whilst the S-14 group of 1936-38 used MAN diesels, these proving to be somewhat disappointing in both reliability

and performance. The later S-100 group of 1943-45 had a much-improved performance and was capable of 45kts. Fitted with silent running motors and an overall white colour scheme, the night activities of the S-boats became legendary or ominous depending on your viewpoint.

After the close of hostilities, many of the 92 surviving S-boats was distributed amongst the Western Allies, which in turn, became stock war surplus and where sold off. In 1957, two boats, S130 and S208 were handed back to the Federal German Navy for training purposes. It is in this period of the mid-1950s that Lürssen-Vegesack was to receive their first large post-war order to build torpedo boats of the Plejad-class for the Swedish Navy. This was followed by an order from the West German Navy to construct a similar design which became known as the Jaguar-class Type 140-141. These post-war Fast Attack Craft (FAC) were equipped with torpedo tubes and two 40mm Bofors.

With the need to get relatively close to a target to engage with torpedo's and the threat of air power, the concept of offence and defence changed with the introduction by the Soviets of the Komar-class missile boat, equipped with two long-range Styx anti-ship missiles. To counter the Soviet threat in the Baltic, orders (for political reasons) were placed in December 1970 with the CMN (Constructions Mécaniques de Normandie) shipyard in Cherbourg for 20 Lürssen-designed Combattante IIa missile boats. These were known as the Type 148 Tiger-class; a 36kt mine and missile-equipped FAC.

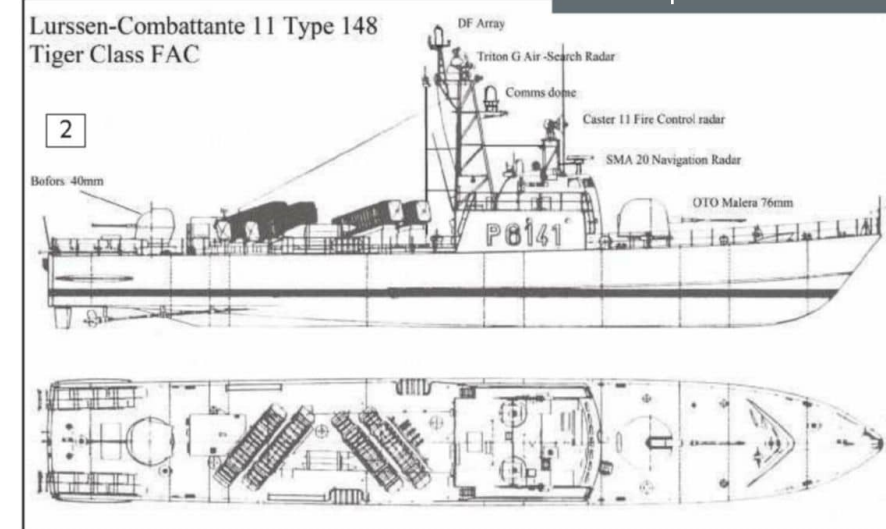
Ship tour of the Type 148 Tiger-class

A few years back, a squadron of six German Type 148s entered the River Mersey with three accommodated in Canning half tide dock Liverpool and three in the dock system. This was the first and last time these small warships would visit the UK, as all have either been transferred to other navies or scrapped. However, from a modelling perspective they are an interesting design and would perform well on the water.

As we shall see on our tour, the 148 is fitted with an array of sensors which included the SMA 3RM 20 Navigation radar, the Caster 11 fire control radar and the Triton G air-surface search radar fitted to the top of the mast as illustrated in **Photo 2**. My impression when first viewing these 265ton missile armed FACs was the shape of their displacement hulls. These are built for speed and seakeeping, using hulls 47m long with a 7m beam, powered by four 11,800hp MTU (Motoren und Turbinen Union) Turbo Diesel engines driving four propeller shafts and with a capability of covering 1,600nm at a speed of 15kts (**Photo 3**).

Going aboard

As mentioned, the squadron of 148s were split into two groups and distributed within the dock system, allowing a rare opportunity to view three of these craft together. Moving aboard and commencing



2: A small scale drawing of the Type 148 highlighting some of the weapons and sensors.

right forward, with a purpose of providing close in detailed images that may help any perspective modeller with an interest in this type of warship. In this image you can see the type of stanchions and rails used, the type shape and positioning of the forward hatch and vent providing access down to the accommodation (**Photo 4**).

Turning through 180°, we have a clear glimpse of the breakwater and to the rear of that another round hatch, the spare plough anchor, called as such because of its shape and its suitability for smaller vessels, along with a series of vents. It's also worth noting the extensive use of perforated rubber matting



4: Fitting detail on the forecastle.



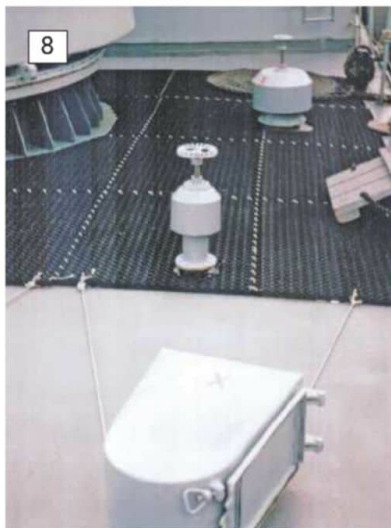
3: Three Type 148s Tiger-class lined up in one of the Liverpool docks.



5: A view inboard of the breakwater showing the type of hatches and deck vents fitted to the Type 148.



6: The 148s are fitted with plough anchors.



8: A slightly different arrangement for deck fittings forward of the bridge over to port.

as a non-slip material surrounding the gun mounting, which is a common feature aboard German Naval vessels (**Photos 5-8**).

The 76mm/62calibre OTO Malera Naval gun

Within the same area is the main gun; the ubiquitous OTO (Odero Terni Orlando) Malera 76mm/62 compact Mk.75 lightweight, 7.35ton



7: Looking towards the bridge along the starboard side. Note the non-slip rubber matting.



9: This OTO Malera 76mm/62calibre automatic light weight naval gun is in use by many navies around the world.



10: Access into the GRP gun house is through this hatch in the rear of the turret.

naval gun first introduced 50 years ago. It is fully automatic and suitable for small vessels and much larger warships. The gun is fitted with a small hole muzzle brake and fume extractor, with a rate of fire of 85rpm to a maximum range of 9nm with a gun house turret formed from GRP (Glass Reinforced Plastic) (**Photo 9 & 10**).

Remaining in the same area, but moving over to port, we can see more of the detail which includes the ladder arrangement allowing access along the side of the superstructure to amidships and aft (**Photo 11**). In the foreground, mounted on top of the bridge, is the navigation radar array and on a lattice platform the Caster 2 fire control radar, whilst atop of the mast is the Triton G air surface search radar. Other domes are associated with DF, EW and systems for data sharing (**Photo 12**). Mounted on the bridge roof forward is the SMA 3RM 20 navigation radar with



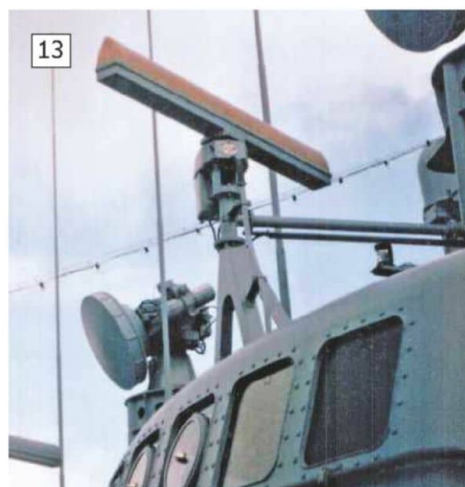
11: Access along the side of the bridge is via these ladders fitted to both port and starboard.



12: The various radar arrays fitted to the Type 148.

images like this allowing more of the detail to be exposed. It's also worth noting the arrangement around the bridge windows (**Photo 13**).

13: Forward of the bridge roof the navigation radar.



14: Mounted on the bridge roof close to the upper helm position is the Caster 11 fire control radar.

Radars

Immediately to the rear of the navigation radar is the Caster 11 Fire control radar. These pulse Doppler Cassegrain antenna have a stabilised maximum acquisition and tracking range of approximately 30km, acquiring an anti-ship missile out to a range of 15km and an aircraft at 25km with a sea clutter rejection mode. The tube-like fitting on the left-hand side is an IR-optical camera (**Photo 14**). Continuing along the side of the bridge, the following image reveals the ships name plate, but also a host of other fittings including the navigation light box, windscreens detail and to the right of the picture, a life preserver; note how the nylon pendant attached to the preserver is neatly stowed. All of these fittings, whilst small if not innocuous, the inclusion of which makes a good model build even better (**Photo 15**).

At this point moving aft, I was unable to gain access on to the upper bridge as it was cordoned off, but again a wealth of detail comes into view, especially the construction of the raised platform for the Caster 11. Also, the ships bell is clear to the left of the picture (**Photo 16**).

Moving slightly further aft the lower portion of the foremast becomes visible. This type of tubular lattice mast can be considered complex but there are some simple methods that can be applied that will make construction straight forward. Such methods and tips can be found in the publication Warships and Warship Modelling. At the foot of the mast, ringed in red, is the small six-tube decoy and flare launchers known officially as Hot Dog/Silver Dog (**Photo 17**).

Remaining within the area of the foremast, we can see in **Photo 18** when viewing the mast in its entirety all the various elements. Apart from the Triton air search radar, other fittings are associated with DF, EW, passive and active. Our final two images focus on the area at the foot

20: The arrangement at the rear of the bridge/deck housing.



15: Name plate and fittings as seen on the port side of the bridge.



17: Mounted on either side close to the base of the foremast are the six pack decoy launcher.



16: Looking towards the upper bridge control position.



19: The foremast is constructed of a tubular frame with a ladder inside the mast for access to each of the platforms.

of the mast and the WT door leading into the deck housing. For reference it's worth noting the method used for opening and closing the mushroom vent (**Photo 19 & 20**).

In Part Two we'll continue our tour amidships with a close look at the Exocet launchers and the remainder of the detail aft.

References and acknowledgements

Early Lürssen S-boats ref- Profile Warship 31 by Dr G Hummelchen; Type 148 Tiger Class Ref - Small Craft Navies, Pgs.82-83 by Christopher Chant; Combattante 11 Type 148, Ref Brassey's Fast Attack Craft edited by John Marriot pages 77-78; Combat Fleets of The World 1993, Pg.204; Combat Fleets 15th edition Type 148 as part of the Chilean Navy, Pg.101; Coastal Forces, Edited by Professor G Till. All aspect of coastal forces - An authoritative Study as part of the Sea Power series; Naval Fast Strike Craft and Patrol Boats by Roy McLeavy and Sensors and Radars, Ref World Naval Weapons Systems by Norman Freidman.

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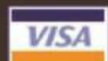
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- Hi Frank, cotton sails just arrived, they are stunning! Thanks. **Ron, Nottinghamshire.**
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Reader's Letters

Your feedback and comments

Dear Martyn,

As a regular reader of the wonderful Model Boats magazine, I was delighted and surprised to see a photo of my model of a three-masted barquentine, exhibited as a 'work in progress'. This model was part of the Selsey Model Boat Club display in squash court No.2 at the Midhurst Modellers show in February 2019. Our club is regular supporters of the show and this year's was our best ever. Visitors to our display were the most numerous yet and all our members spent hours engaged in discussion with the many interested visitors.

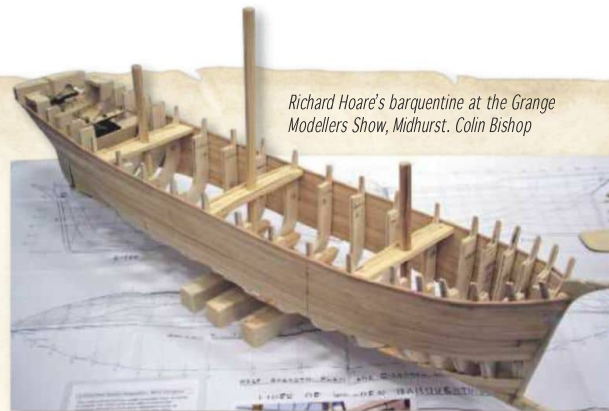
Our display covered the many facets of the club's interest and these included scale sail, racing yachts (Victorias), scale power, warships and racing power boats (Scamps). We always hold a competition open to all the public, who are asked to vote for their favourite model in our display. My own model of the Deans Marine Liberty ship, Robert E Peary won the vote, although the selection was spread across more than 20 models.

It's great to see the magazine developing into new areas of our hobby, so keep up the good work. Incidentally, it was the recent series by Neville Wade who described his many projects of scale square riggers that inspired me to scratch build the barquentine featured in your pages; my first venture into square rigger models. Proof, if you ever needed it, that the world of a published magazine is still entirely relevant in today's digital age.

Richard Hoare

Hi Martyn,

I was recently lent a couple of your new look Model Boat magazine for December and February and am really impressed with your broader format and more kit builds. A couple of friends and I had stopped buying Model Boats as it seemed to cater more to scratch builders with endless monthly episodes which were rather tedious.



Richard Hoare's barquentine at the Grange Modellers Show, Midhurst. Colin Bishop

However, I am going to the paper shop today to request they bring in the all new MB mag starting right away. I and a friend are both building Odra's HMS Terror, he is a bit ahead of me right now, purchased from the excellent Cornwall Model Boats. Keep up the good work! Michael Page (Richmond, BC, Canada)

Hi Martyn,

Just to say that I bought the latest issue today and despite being a plastic aircraft modeller (although I love American stern wheelers) I thoroughly enjoyed the various articles, in particular the painting of the submarine in various shades of black. I have a 1/35 kit of the Confederate submersible C.S.S. Hunley to complete and this article will be really helpful.

Can I suggest a possible subject for an article? How do you use the hull sections that are given on plans to draw up more sections? The article/build of the tug by J P Woods in the magazine makes reference to this being done but does not go into it. All the best for the magazine.

Alf Small

Hello Martyn,

Belated thanks for sending me the complimentary copy. I enjoyed reading it. The magazine has the feel of a good old hobby mag with readers' letters and a 'for sale' page. The content is varied and supports all aspects of the hobby. Unfortunately all the model armour magazines now seem to follow a regular format of build articles with little variety. It reminded me of Military Modelling. That's praise indeed! Congratulations on a great mag and I look forward to providing further contributions.

David Garden (France)



CADMA
Conisborough & District Modelling Association

Northern Model Boat Show DONCASTER 2019

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07990 828201



Bournville All Comers

Welcome to The Bournville All Comers Vane Race Grand Prix. All Comers Vane Event to be held at Bournville Radio and Model Boat Club, sponsored by **Ian Cooke**

I have been a long-term member of the Bournville Radio Sailing and Model Boat Club since the 1960's. When I started sailing none of the boats used RC as it was not available, so we used a number of different systems to control the boats to maintain the course that can be grouped under the term Vane gear.

I am organising a social free sailing event at Bournville on the 8 June, 2019 that will be open to all classes of Vane boats to promote 'The Vane System'. This involves using an upright aerofoil called a feather which through linkages controls the rudder to maintain a course relative to the wind. If the wind direction changes, the rudder is turned to make sure the wind continues to fill the sails. This promoted the skill of sail setting; if you did not get the sails set right they will not fill effectively. The boats are sailed competitively using a match racing format

where two boats would sail both directions of the lake against each other before being matched with another boat for the next set of runs.

As the boats sail free, they could (and do) go wherever the wind sends them. This means that the 'skipper' needs a 'mate' to catch and reset the boat if it comes into the bank. Generally, the skipper trims the sails and vane at the start of the race and releases it when the run starts, they will then run one bank with the mate running the other. If the boat comes into the bank, they will either 'pole' the boat off the bank or stop the boat and re-set the sails and feather before releasing back into the race. The pole is a piece of hi-tech equipment, usually a wooden or aluminium pole with padding at one end to protect the boat!

The winner of the pair is the first to pass within the poles at the other end of the

lake. Compared with RC sailing this form of competition is far more relaxed and inclusive and in many respects is more of a social event where the family can take part and enjoy what we, the sailor, love. So why not come on the 8 June and give it a try. Please do not leave me on my own; I have spare boats if you do not have one.

Background

I started sailing at Valley Parkway with my brother in 1961 using two small Star yachts carrying them to the pond in bags. One Sunday afternoon in the boathouse a member, Ron Harris, asked us if we would like to sail a big yacht; we jumped at the chance. This was our first chance to sail a free sailing yacht called Gretel that was a modified Little John hull. This led to my brother buying a 10 Rater called Chancellor from another member, George Leeds that he sailed for many years – George's last boat.

In those days I was a teenager and had no transport, so my dad used to transfer boats from one boat house to another during the week, I would then take the bus to Witton on Saturday and get a lift on Sunday so that I



M Class Gretel - This is a modified Elusive that was produced by Albert Sinar and Ron Harris from the original Gretel that my brother George and I sailed that first time. I have restored it from deck level retaining some of the original fittings. The mast and booms are completely new from my own design. The mast height is 80in (2032mm) in top rig.



Rules

Visitors (Public?) can join in

MYA (Model Yachting Association) rules - Only MYA members competing

Course - As standard, two flags and two buoys at either end
Start between the buoys
Finish between the flags
No call cards
Boats may sail against a variety of boats or restrict themselves to the same pairing

Scoring - None
Linesman to verify that a boat has completed the course in order to receive a certificate

Trophies - None
All competitors are deemed to be winners and all will receive a certificate for either a half or full day attendance

Log book - Bournville Radio Sailing and Model Boat Club
Vintage Model Boat Group
There will be a cup that will be retained by BRSMBC

could sail. When I finally got a car, I would pick up a friend, Clem Edwards every Sunday and meet my brother at the boathouse for the day's racing before giving George a lift home. Both Clem, who was a wood machinist and George, who worked at Daimler making the walnut dashboards before the war, taught me many of the skills I use today to maintain and make the yachts I sail today. Many boats have come and gone but I still have my first boat, Bolero that I purchased for the expensive price of £28 in 1965. I still free sail my vane boats and store some in the boathouse so that I have one on hand if there are no other boats on the water.

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.

Revell 1/72 German Submarine Type VII C/41 (Platinum) Limited Edition

Hailing back to the mid-1930s as the first of a new generation of attack U-Boats, over 700 Type VIIIs were built in seven sub-variants from 'A' to 'F', the 'C' being the most prolific. From the 'C' was developed the VIIC/41 of which only 91 were built; this variant was stronger and could attain a greater crush depth than the standard boat. Even in wartime, the VIIC/41 was a rarity and today there is only one survivor, U-995 which can be visited at the Laboe Naval Memorial near Kiel, Germany.

This latest kit from Revell, which was released in March 2019, hails back to 2003 in its original form. New parts and box art were added in 2006 and that same box art remains with this 2019 version, which has been given the 'Platinum' treatment. This means that the kit will contain a good array of PE, turned metal parts and wooden decking and all the extra instructions needed to construct and apply these parts to turn this from a standard kit into something a bit special.

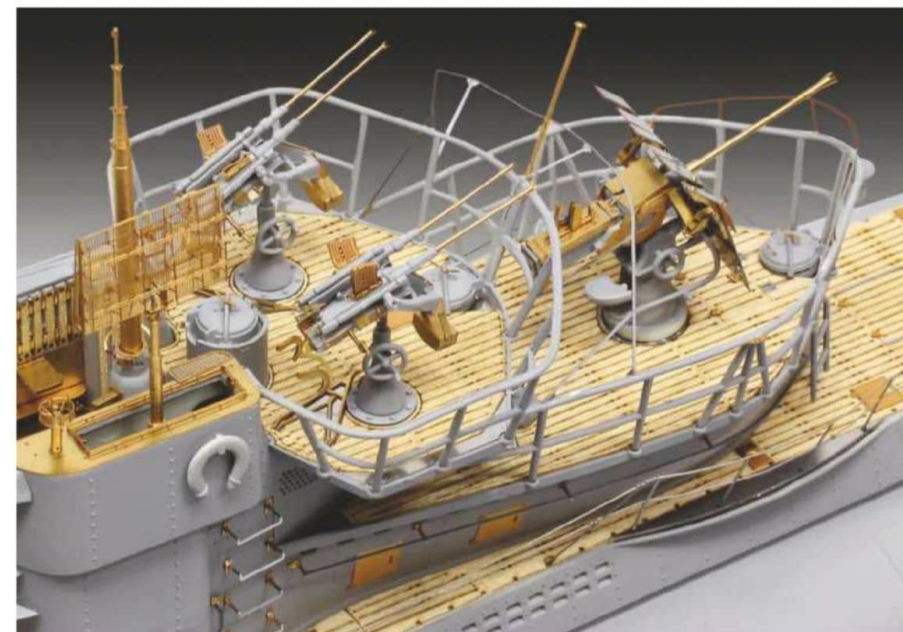
Setting the 'Platinum' part aside for the moment, the core

kit contains approximately 200 parts held on six main sprues, plus two hull halves, some cotton rigging and a full colour instruction booklet, A4 in size with 32 pages covering in good detail a 53-stage build. I now hasten to add that the 'Platinum' element raises the part count to 832; the PE parts being held on two separate Revell-produced sheets (PE01 & PE02) (measuring 193mm x 97mm), one in brass and the other in nickel. The quality, Ponto turned metal parts are the control room periscope; attack periscope; FuMO 61 radar

base; FuMB antenna; conning tower hatch spring; capstan; stern navigation light; ensign staff; 3.7cm Flak 42 and 2cm Flak C/38 gun barrels; 3.7cm Flak 42 and 2cm Flak C/38 gun handles and wire support booms. On top of that, you get a self-adhesive wooden deck made up of twelve sections, a paper Kriegsmarine flag and finally an impressive set of decals giving you options for eight boats; these are U-295, U-307, U-324, U-995, U-997, U-1002, U-1023 and U-1105.

Finally, all of the 'Platinum' package has its own set of instructions, again in full colour, laid out on four A3 sheets. This adds another 31 stages to the build, although each stage, just like those in the original booklet, contain a number of tasks, which now justifies the kit being a 'Level 5' as without the extra PE etc. I would class this as nothing more than a Level 3 to maybe 4 at the very worst with the extras.

As with all sub builds, initial progress is rapid and by Stage 7 the hull is together, perched on its stand, most likely over hanging your work area. Just like a warship, the superstructure is reached very quickly, although in the case of a submarine there is



usually considerably less of it to deal with. By Stage 22 the decks (made up of three sections) are in place and it is from Stage 23 onwards (Periscopes) that you will have to start thinking about how you are going to integrate the metal, PE and the wooden deck into the build. This is possibly where some confusion may reign as you will now find yourself with quite a spread of instructions; the original booklet spread wide accompanied by one or maybe two of the A3 'Platinum' sheets now lying on top of a myriad of parts. You can do a lot of dry runs with the turned metal parts but if you do that with the PE, make sure you don't leave said part on top of the instructions, otherwise I can guarantee it will go flying as you turn the sheet over to see what's coming next! The wooden deck has a self-adhesive backing and does not run the full length as the bow and stern deck sections will be nicely etched in nickel. With regard to this particular sheet, the detailing is excellent and you can feel the extra weight of the nickel despite the entire sheet only being two grams heavier than the brass.

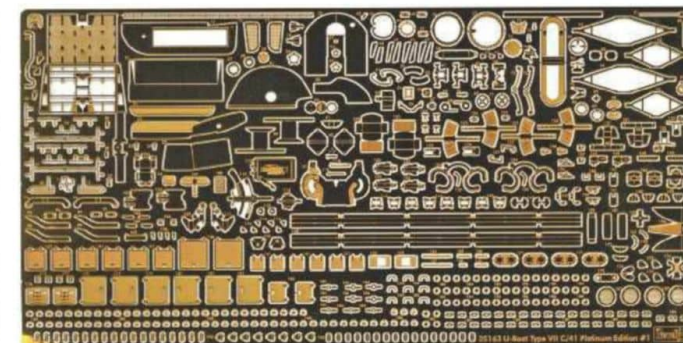
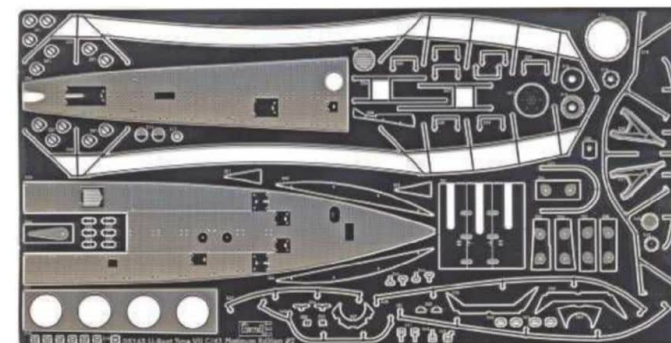
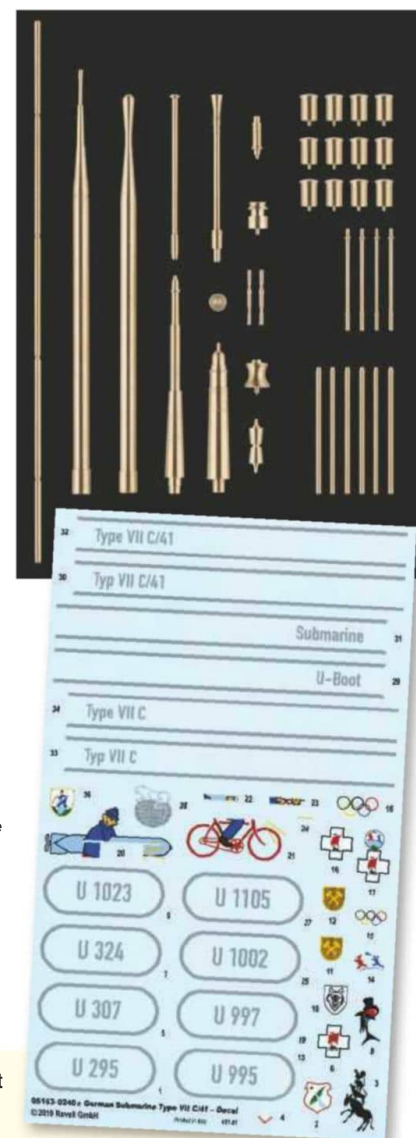
These big Revell U-boats have been impressive kits since they first came on the scene and if you have got room, make for a great collection in 1/72 scale. The RRP for this particular 'Limited Edition' kit may initially seem high but you've got to ask yourself how much can I get these aftermarket 'Platinum' items for if I was to just purchase the standard kit. To give you an idea, Eduard produced a couple of PE packs for the original model and these retailed around the £40-45 mark for the two while, on average, a wooden deck kit (admittedly for the whole length) retailed around £30. I should think you could also pick up an improved decal sheet as well for around £10 which comes to a grand total of £80-85; I think that is the case made in favour of bagging a 'Platinum' kit, although if they really are a 'Limited Edition' kit you better pull your finger out!

As with all big, complex builds, planning is essential and you cannot read the instructions to many times before committing to the glue; Revell recommending its own Contacta Quick for the PE and

metal work. As a biased U-boat builder of many years standing, I would not hesitate purchased this kit, but it's not for the faint-hearted; PE is not every ones cup of tea, especially for those with old tired eyes and fat fingers. However, that moment when it's all in place in gleaming gold and silver, contrasting the yellow of the deck and the grey of the plastic, you will think all that effort has been worth it. Saver that moment longer than you should before you apply the grey paint and start weathering like your life depends on it!

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.

Product: Construction kit
Ref: 05163
Scale: 1/74
Size: L, 934mm; W, 90mm & H, 213mm
Parts: 832
Price: RRP. £139.99
Manufacturer: Revell
Website: www.revell.de/en





Billing Boats Royal Navy Lifeboat 101

An American design, the Waveney-class lifeboat were the first to serve the RNLI that were capable of exceeding 10kts; in fact it was capable of a respectable (at the time) maximum speed of 15.4kts. The first of 22 Waveney's entered service in 1964, the class serving until 1999, although a number (nearly all of them) were sold on to other countries lifeboat services. This particular kit is based on 44-006 named Arthur

and Blanche Harris which served at Barry Dock from 1968 to 1974 and from Donaghadee in Northern Ireland from 1979 to 1996.

This is the first time I have hung my nose over a Billing Boats kit and, first impressions are an interesting mix of parts made from plastic, wood, metal and brass which will combine to produce a very nice scale model. However, the model boater in me quickly realized that with some care and some lightweight R/C gear that this will make a great little project

panels, brass rod, dowel (for a stand) and a bag full of metal and plastic fittings for all the detail work. There is also some very nice scale rope while the instructions are simplistic, yet effectively printed landscape on A3 sheets in black and white; they work a treat!

Try not to be distracted by the 'Royal Navy' on the outside of the box, obviously Billings got their RN's mixed up. This is very nice way to build a model boat if you have already built one for the water but fancy trying a static model out instead. You will find it difficult not to put it together with the water in mind, not that that is a bad thing, she will look as good in the display case as she will on the pond.

Thanks to the guys and gals and Hobbies; visit www.always hobbies.com to view this kit and many others!

Owen Cooper

Product: Construction kit

Ref: B101

Scale: 1/40

Size: L, 363mm; W107mm & H, 236mm

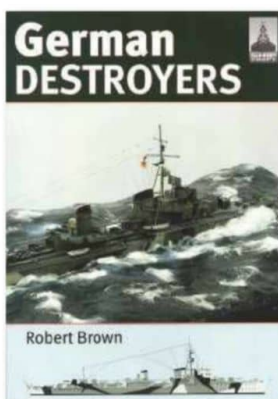
Price: Sale price £49.95 (Hobbies)

Manufacturer: Billing Boats

Website: www.billingboats.com

ShipCraft 25 – German Destroyers by Robert Brown – Plans and Colour Artwork by George Richardson

This is the latest in the series that aims to provide modellers with all they need to know about a famous class or type of warship and the associated model kits. This volume covers all of the 40 or so German destroyers that served in the Second World War. Driven by some of the most advanced machinery available, they were among the largest and most powerfully armed destroyers of their day. Although generically similar, there were many differences between classes, and even between sister ships, which this book describes in detail.



With sections on design, armament, building data and fates, together with a large number of highly detailed line drawings, scale plans, photographs of ships, fittings,

weapons and equipment, this book offers the modeller an unparalleled level of information, including paint schemes and camouflage, featuring coded profiles. The modelling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super detailing and provides hints on modifying and improving the basic kit. This is followed by an extensive, full colour, photographic gallery of selected high quality models in a variety of scales. The book

concludes with a section on 'selected references', including books, large scale plans and relevant websites.

In short, this book is, without a doubt, the essential reference source for anyone contemplating, or in the process of, building a model of one of these striking and impressive ships.

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- 2492-2

Pages: 64

Price: £14.99 (RRP)

Format: Softback – 297x222mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com

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Airfix Titanic Gift Set

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Scale: 1/400

Size: L:670mm

Price: £51.95 (Pre-order)

Released: Jul 2019

Notes: Future release

Info courtesy www.jumblesmodels.com



Atlantis USS Iowa

Ref: AMC-H639

Parts: -

Scale: 1/537

Price: £39.99

Released: Future

Notes: -Ex-Revell

Info courtesy of www.hannants.co.uk



AJM Models HMS Ark Royal 1915-18

Ref: 700-019

Scale: 1/700

Price: Approx £48

Released: Apr 2019

Notes: New Tool

Artist Hobby Korea Panokseon

Ref: AH 87005

Scale: 1/700

Price: Approx £12

Released: Apr 2019

Notes: New tool



Airfix Severn Class Lifeboat

Ref: AX07280

Parts: -

Scale: 1/72

Price: £27.99

Released: Future

Notes: -Ex-Revell

Info courtesy of www.hannants.co.uk



Atlantis Models USS Forest Sherman

Ref: AMCH352

Scale: 1/319

Price: £24.95 (Pre-order)

Released: Jun 2019

Notes: Future release

Info courtesy www.jumblesmodels.com



Trumpeter RN Littorio 1941

Ref: TM05319

Parts: 700+

Scale: 1/350

Size: L:716mm; W:94.9mm

Price: £95.99

Released: Apr/May 2019

Notes: Info courtesy www.pocketbond.co.uk



Trumpeter HMS York

Ref: TM05351

Parts: 330+

Scale: 1/350

Size: L:500.8mm; W:49.7mm

Price: £74.99

Released: Apr/May 2019

Notes: Info courtesy www.pocketbond.co.uk

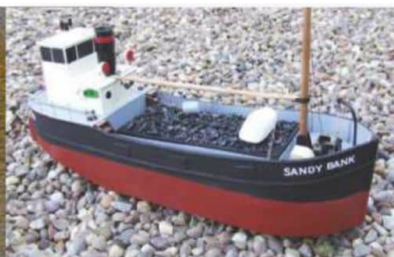
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Model Boats No.824 July 2019 on sale 7th June

www.modelboats.co.uk



● **Omega, RG65 Club Racer**
How to build this increasingly popular racing yacht (Plan 2)



● **Sandy Bank**
A quick-build Clyde Puffer (Plan 1)



● **Sailing Ship c1800**
Kit bashing or scratching – building or sailing?



● **Dortmund**
The 41st Intermodellbau Messe at the Westfalenhallen



● **Wrigley-121**
A semi-scratch build by a first timer

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GRAUPNER NAVY V40R speed controller with inline fuse, £40 plus postage. Marix 27R V.5 speed controller, £25 plus postage; both ideal for boats. 01945 870919 (Camps)

VINTAGE FIFE Lugger Reaper sailing boat. Shown on Historic Sail book cover. Plank on frame, plan built. Hull length 35", servos included, £280, call Andy on 01634 364147 (Kent)

TORPEDO BOAT needs lots of TLC, no electrics, £50. Also Airfix USS Forrestal, complete, unopened, £20. Buyer collects, phone Terry on 01622 859476 (Kent)

LARGE TUG BOAT, 54" long, good working order, model type North Sider. This is a nice boat, offers to Tom, call 07434001822 (East Lothian)

LARGE SCALE superstructure plans (2m x 1m) of Mark VIII Landing Craft printed on Kodak photo paper. These are Lower Poop and Upper Deck plans. Collection or post, call Alex 07795 844810 (Herts)

IMARA, twin-screw tug, 98% completed, just requires speed controllers. 45in long with stand and 27meg radio, buyer collects, £250. Call 0151 3421691 (Wirral)

LADY WOOES, twin-screw 34" Mobile Marine tug complete with radio, ready to run, 3-bladed brass props. Age forcing sale, £300, buyer collects. Tel Ian on 07733125544 (Cheshire)

METCALF MOULDINGS Avenger/Hibemia kit un-started. Also includes a Propshop & MMM Kort nozzles and propeller; £330. Contact 0117 9324048 (Bristol)

MODEL BOATS magazines, issues between 1989-98. All including free plans – offers, buyer collects. Contact Ian on 07880954386 (South Yorks)

MARYANN 472, RC converted with full LED lighting kit, Etronix 2-way control, runs off 7.2v, battery LED circuit, resistor reduced storage. Show box inc. sensible offers, call Don on 07739 458099 or e-mail d.mcotrick1950@outlook.com (Manchester)

VINTAGE VOSPERS Fireboat with diesel engine, L, 36", B, 8", single engine, wood construction with many details. Requires work, therefore good project for enthusiast, offers. Call 07519978369 or e-mail deliadcurry@aol.com

IMARA twin screw tug, 98% completed, just requires speed controllers, 45in long with stand & 27 meg radio, buyer collects, £250. Call 0151 3421691 (Wirral)

UNIQUE MODEL Luftwaffe Air Sea Rescue Launch 30", scratch built, has full running gear, brushless motor, servo. Just needs receiver, speed controller – only two ever built. Boxed, £100 must be collected. Call Barry on 01732 844689 (Kent)

ANT-CLASS gun boat built from plan, twin motors, no rudders, steering by mixer unit, complete with all electrics, 2.4radio, £300ono, buyer collects. Ill health forces sale. Phone Terry on 01622 859476 (Kent)

ROBBE SMARAGD complete with rig in sail bag, winch needs fitting, rudder servo ok. Needs to be finished, all new with wheeled stand; never sailed. Sale due to ill health, buyer collects, £300ono. Call 01395 271292 (Exmouth)

VINTAGE 1960's Billings boat kit Nordsokutter Gina 401 with fittings kit 402. Complete unmade with instructions in original boxes, no missing parts, £65 including postage. Contact Tony on 01306 631498 (Surrey)

HMS AGAMEMNON 64 gun ship of the line (Nelson's favourite) Caldercraft kit (£1,000+) with case. Three years (2,500hrs) constructed to exhibition standard, 1/64 scale, length 1,300mm (suggest large estate/small van to collect); photos available. Phone Phil on 01278 661446 (Somerset)

TAMCO 2.4Ghz 2-Channel set, Nicads in TX, no servos, £20 inc. P&P or collect for £17. Phone John on 01225 315453 after 6pm (Bath)

WANTED

BILLINGS La Curieuse kit or plans; fair price to be paid plus expenses. Tel Dave on 01277 227172 (Essex)

GERMAN S-boat, part-built or one in need of TLC; call 01902 4922731 (West Midlands)

PLANS, PHOTOS, INFO for Disney sailing ship 'Hispaniola', 1949-50 at Appleton & 1950-54 at Scarborough. Not the one on the mere; Tel Ivan on 0115 9396077

RADIO NORDSEE International ship, Mebo II (Ex-1948 Dutch freighter Silverta) Drawings in any scale please; call Jimmy on 01992 575950 or e-mail thomwoodcommoner@gmail.com

MODEL SLIPWAY 'Wyforce' unmade kit, good price paid, so out you unmade collections – call Phil on 01772 455457 (Preston)

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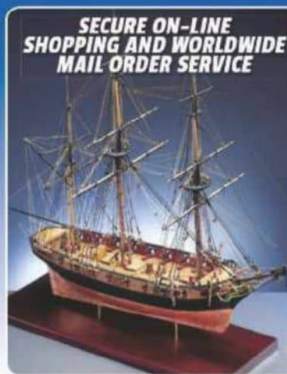
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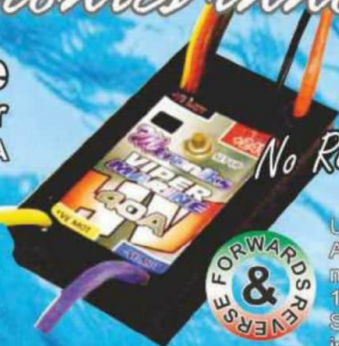
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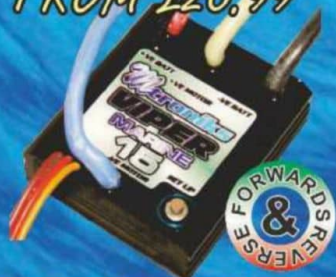
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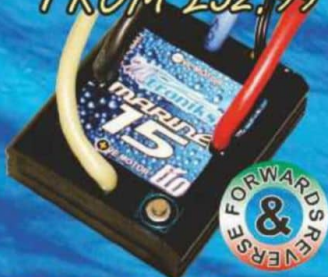


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