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Sail & Scale**

August 2019
Vol.69 No.825

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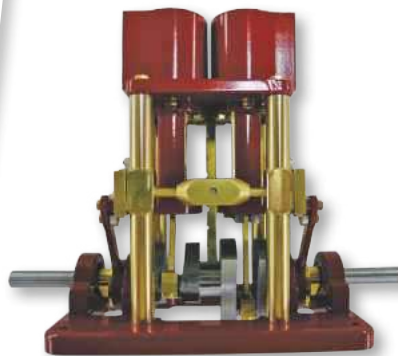
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Looking for a new model or making room for another? This is the place to buy and sell!

I don't really like doing that very British thing of banging on about the weather but I have to say, for those of us who live in Lincolnshire, June has been a pretty damp (to say the least) month here. Rather frustrating when you want to get outdoors and do 'boaty' things, especially when the magazine depends on it. Things did get a little desperate at one stage and the only solution was to get in the car and head south until the sun started shining and the wind began to calm. It was 'mission accomplished' in the end but I still did not manage to get everywhere I was planning on going to in June, simply because a) there weren't enough hours in the day and b) the weather would not play ball! I really hope that not too many events have also been affected as there can be nothing worse than spending twelve months planning only for Mother Nature to step in, and not in a good way.

I have introduced another little modification this month, a new, small feature called 'Your Club'. Now, I've got to be honest with you, I don't have many of these in the bank and I was hoping that the feature in the month's mag would prompt you to do the same for your club. I only need about 500 words and three to four photos for you to promote or give a short history of your club; seems like a good opportunity to me especially if you are courting new membership. If you are having a big event at your club please let us know well in advance because we may like to attend and that could result in a few pages of coverage.

In the meantime, have a good summer and 'if the sun is shining' make the most of it!

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.



Continental Model Boat Regatta

On 19 May, 2019, The Model Boat Association Dover held a Continental Model Boat Regatta. We invited four clubs from the continent, three from France and one from Belgium to join us for a day sailing at our home water at Kearsney Abbey in Dover. This idea went back to October 2018 when a group of our members were at Teteghem in France, attending a show that we were invited to. The previous year we had made contact with the Modelisme Naval du Calaisis club and attended their exposition. When we were at Teteghem, the clubs there including one from Belgium, indicated that they would like to come over to England and sail with us, the clubs were: Modelisme Naval du Calaisis; Teteghem Modelisme Naval; Modelisme Naval de L'Audomarais, St Omer and MYCNZO Ostende.



Four Presidents: Left to right are Claude Duchossois, Teteghem, Frank Vandenbrouk, Ostend, our own Chairman Peter Cook, Patrick Renault, Calais and Herve Clabaux, St Omer.

Our team from the MBA Dover were Alan Poole, Bernard Le Ny, Ted Goldring, Kelvin Castle, Martin Prior and his wife Teresa.

Most of the organising was done through Bernard, who is French, and who obviously could communicate perfectly with our

French and Belgian colleagues. 30 members from the continent came over to England and were welcomed by our own members. They brought with them a wide variety of models and were able to show them off on the water in the picturesque setting of Kearsney Abbey.

We introduced them to our Boat Snooker game and Club 500 racing which they really enjoyed. They had not experienced these activities before and are now setting up their own Club 500 races and their own version of our boat snooker game in France.

This was a really successful event which was enjoyed by all, it is so nice to be able to widen our interest and see how our fantastic hobby is actively undertaken in other countries. The MBA Dover will be heading across The Channel again soon to take part in some of the many shows that we have been invited to as a result of this meeting.

Alan Poole

Obituary, Mr Alan Wyatt



I regret to have to inform you that Mr Alan Wyatt, a very well respected member of the Kirklees Model Boat Club, passed away at the Field Head Court Dewsbury Care Home on 30 May 2019, aged 85 years. Alan was one of the longest standing members of the Kirklees MBC and together with his wife Margaret, who also passed away in May 2017, provided a tremendous amount of the drive, enthusiasm and

know-how that helped to make the club the success it is today. Alan and Margaret combined their knowledge and experience gained in many years of real world yacht racing with their superb model making skills to create competitive model yachts of the highest standard.

Alan also enjoyed building many other model types which typically he would build from scratch, even going as far as making his own oscillating steam

engine from plans to go in his lake steam powered launch.

Alan was an incredibly skilled artist, model maker and woodworker of the highest calibre and always more than willing to share his knowledge with anyone who cared to join him in conversation. His presence will be deeply missed at the pondside and at the events he so readily supported.

Richard Simpson

DIARY DATES 2019

Thurs 1 August

Woodbridge Model Boat Club - The 'Air-Boat' competition scheduled for Thursday 1st August has been cancelled. It will be replaced by a speed boat competition using Club 500 racing boats. There are already a number of these boats in the club. The Club 500 Slipway website outlines the racing rules for these boats. No alterations to the basic kit is allowed to ensure all competitors are equal and do not have any advantages over other members competing. This is strictly a 'one class' competition. The club water is the model boating lake accessible from Jetty Lane in Woodbridge, postcode IP12 4BA. There is a pay and display car park nearby (free parking after 17:00) and the lake is on the right after crossing the railway. More details on the club website www.woodbridgemodelboatclub.org.uk.

Sun 11 August

Submarine day at the Grantham Model Boat Club, Wyndham Park, Grantham, NG31 9BB. <https://gmbclub.wordpress.com/events/>.

Sun 18 August

Balne Moor Model Boat Club Tug Towing Challenge. Extend your ship handling skills and experience in teams of three around a set course - £1 per tug entered. If you prefer you can steer your scale boat around the harbours - £1.50 per boat. Sat Nav 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.

Thurs 22 August

Grand Scale Day at Woodbridge Model Boat Club, all day, all welcome. The club water is the model boating lake accessible from Jetty Lane in Woodbridge, postcode IP12 4BA. There is a pay and display car park nearby (free parking after 17:00) and the lake is on the right after crossing the railway. More details on the club website www.woodbridgemodelboatclub.org.uk.

Sat 24 August

The Moorhen Model Boat Club, along with West Essex Model Truck Enthusiasts will be hosting a Radio Control Model Show at Leverington Village Hall, Leverington, Wisbech, PE12 5AT on 24 August, 2019, 10am to 4pm. Admission is £2 for adults and children under 14 years old are free. There will be light refreshments to purchase during the day. The proceeds from the raffle or tombola will go to the Moorhen Model Boat Club. All other proceeds will go to the village hall fund. Please contact Alan Argent (Secretary) on 01945 870919 for further information.

Sat 24 August

The Carlisle Model Boat Club is holding a fun day at Talkin Tarn, nr Brampton, Cumbria between 11am and 3pm. The purpose of the event is to show what we do to members of the public and hopefully generate interest in people joining us. Further details from the Club Secretary via email at carlislembc@btinternet.com.

Sat/Sun 24/25 August

The Model Boat Convention, a Celebration of 30 years of Model Making at Haydock Park Racecourse, Newton-le-Willows, WA12 0HQ. Theme: Military & Civilian Vessels of WW2. £8 for Adults, £3 for children 5-16. Children under 5 Free. Saturday 10.a.m., to 5.p.m., Sunday 10.a.m., to 4.30.p.m. For further details contact Mrs. Jean Barlow on 07789 348817 or email: jean@barlowstalyfan.co.uk, Website: www.ModelBoatConvention.co.uk.



MIDLANDS MODEL ENGINEERING EXHIBITION

Meridienne Exhibitions will be presenting the 2019 Midlands Model Engineering Exhibition from the 17th to 20th October at the Warwickshire Event Centre. With many of the leading suppliers to the Model Engineering world present, this is the event you must attend.

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thousands of visitors and will be supported by around 50 specialist suppliers with displays by over 40 clubs and societies. With upwards of 1,000 superb models on display.

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be presented to every entrant, with trophies and cash prizes awarded to winners - please call the organisers for an entry form on 01926 614101 or download it from the website.

Warwickshire Event Centre, Nr Leamington Spa on the Junction of the A425/B4455 (SAT NAV CV31 1XN). Opening Times: 10am-5pm daily, closes at 4pm on the final day. On Line Tickets, Adult £9.50, Senior

Citizen £8.50 and Child (5-14) £3. Full Price tickets, Adult £10.50, Senior Citizen £9.50 and Child (5-14) £4. Online tickets at discounted prices are available until midnight Tuesday 15 October. Full price tickets are available on line after this point or on the day from the ticket office. Web: www.midlandsmodelengineering.co.uk. Facebook: Meridienne Exhibitions Ltd and Twitter: @MeridienneEx.

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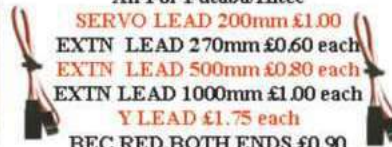
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The 1/10 scale (88cm long) Riva Aquarama Zoom; the original boat won the 14-stage, London to Monte Carlo race in 1972.

From Static to Active!

Converting static models to R/C by **Ernie Lazenby**

In the last decade there has been a proliferation of model boats imported into the UK from the Far East. The models I refer to are those intended for home sideboard or boardroom/office display. Beautiful and well-finished for static display but not intended for Radio Control. I was of the opinion that many of these models, readily available via the internet or in garden centres and craft shops, would make very nice working models and decided to tackle a number of them.

Primary considerations

(i) Weight? Most model boats can be made to perform correctly whatever their weight, however the heavier they are the power train becomes very important, more on that as you read on.

(ii) Will it be water tight? The quality of the exterior paintwork on these static models is generally exceptional, one could argue that scale model purists can find fault, however for me, they are what they are and if they float your boat (sorry I could not resist it!), not that expensive. The quality of the external finishing certainly appeared to provide a barrier to water although all is not what it appeared to be.

(iii) Can the inside be easily accessed to allow fitting of all the items needed to make the model work? In truth the answer is no and one has to be prepared to cut and drill. Let us look at a couple of examples.

1908 Dixie 11

Dixie 11 was an American race boat that won the Gold Cup Challenge Race of the American Power Boat Association. It was one of the last racing boats designed with a displacement hull, that is, the hull does not skim across the water. At low speeds these hulls are more effective than hydroplanes and concave vee hulls without a step. The downside of hulls like Dixies, is loss of stability and driving them becomes ever more hazardous as speed increases. Fitted with an 8-cylinder Crane-Whitman 200hp engine, Dixie 11 won the cup at an average speed of 32.15mph (**Photo 1**).

I must mention at this stage that there a number of manufacturers throughout the world producing static models of Dixie. The model subject of this article was produced in Vietnam; sadly, not all models of this boat are the same quality of build or presentation, scale details being quite varied but generally the models follow the same basic design of the original boat.

Dixie conversion

To gain access to the inside of the hull I used a very sharp razor saw to very slowly and, with great care, to cut around the fore deck hatch and the exhaust stack hatches. I also cut away the floor under the seats that had been glued in place but was easily removed. It was at this point I could see a potential problem. The wood planks and frames forming the plank-on-frame construction had not been sealed at all and there were small gaps between the planks in several places below the water line, holding the boat up to the light I could see that all there was to prevent water entering the hull was the exterior finishing. I easily sorted that problem by using Z poxy finishing resin (an epoxy resin) and small pieces of glass cloth throughout the hull; now water tight and protected.

The non-working prop shaft, the brass prop and brass rudder assembly were discarded as being not fit for R/C function. The pictures show the replacement working rudder assembly and ball raced prop shaft. Having a lathe does make these projects a practical proposition (**Photo 2**). The prop shaft is 4mm stainless steel rod running in a stainless-steel tube fitted at the prop end with lead Teflon bearings and at the motor end, a ball raced bearing fitted into an aluminium housing. A tube has been fitted to oil the front bearing and the lead Teflon bearings are water lubricated. At the motor end the prop shaft has been machined out on a lathe to allow the fitting of a short length of 3.2mm flexi-cable. I always use Loctite 603 retaining fluid to glue the cable into the shaft and, in many years have never had one fail. The flexi-cable goes into a collet type connector fitted to the motor. I have found this type of motor -to-shaft connector to be the best for fast boats where reverse is not an important consideration. Graupner produce a flexi-shaft coupling that fits directly onto 4mm shafts and a variety of motor shaft diameters. The flexi-cable is

2



very robust, intended for powerful motors and can be run in reverse at low speeds for those wanting some reverse capability. (See photograph of the Riva motor/prop shaft)

The rudder servo is a Hitec low profile HS-77BB (ball raced) (**Photo 3**). The servo arm is attached to two thin wires that operate the wheel on top of the rudder assembly. A motor mount was fitted as shown; this type of mount allows for the fitting of a wide variety of different size motors and are very reasonably priced.

Remember what I wrote about the type of hull this boat has and how speed can become a major factor in producing instability; I always consider representative speed on the water to be much more relevant than scale speed, but simply does it look right and create an impression of what the real boat looked like at speed.

To achieve a realistic looking model, I opted for a 400 size 220 watt 2100Kv (revs per volt) water-cooled brushless in-runner motor and a water-cooled JP Enrg pro 40amp speed controller, why that combo? Well it's because I knew they would do the job and they were sat in my spares box (**Photo 4**).

The 36in long hull is very narrow, approximately 6in, much like a tooth pick and thus torque roll would be a problem if the prop size was too big. I used a 27mm stainless steel submerged drive racing prop originally supplied by the Prop Shop (sadly now gone out of business).

Power is supplied from a 2200mAh/amp/hr 2 cell 7.4v lipo battery that locates on the left side of the hull under the seats.

Very little information is available as to the type of water pick up used on the original boat to cool the engine, so consequently I used artistic licence to produce that shown in the photograph of the back of the boat (**Photo 5**). I did not want to cut any more holes into the top of the boat to gain access to fit a pick up near the prop under the hull. The water outlet is located on the left side of the hull below the exhaust stacks.



5

Water trials demonstrated a tendency for the boat to rock and roll at speed, consequently I fitted a small amount of lead inside to lower the water line. The extra weight had very little effect on the speed achievable. I also fitted a length of triangular ABS plastic along each side of the boat as shown in the photographs of the rear of the boat. These strips deflect the water downwards keeping the boat stable. They work trust me!

Dixie 11 runs well at a speed that demonstrates what these famous boats were like. It attracts a lot of attention when on static display and on the water. I have not seen another working model of this boat and it was worth the effort to produce something different (**Photo 6 & 7**).

Riva Aquarama Zoom

The model is of a very famous boat that won a 2,700-mile race, in 14 stages, from London to Monte Carlo in 1972. A race that restored Rivas fortunes. The model is 36in long x 11in maximum beam. It is quite heavy relative to its size. Produced in Vietnam the construction is the same as Dixie, plank on frame.



7



8

Aquarama conversion

The non-functioning rudder and propshaft assembly were discarded. Gaining access to the interior was not easy. The large panel on the foredeck, covered with a brown material, was easily removed by undoing four screws, however; under that panel was a large area of thick wood that needed to be cut away creating two large access areas but leaving a narrow strip down the centre. Great care was needed to remove the driver's seat and dashboard/steering wheel assembly. These have been refitted in a way that allows access to the drive battery. The floor also needed to be carefully cut away and a removable replacement made. I found the inside wood work to be untreated with gaps between the

planks, Z poxy and small bits of glass fibre cloth, again, sorted that problem out. Several of the pins, used to fit attachments to the hull such as the bow protector, were not a good fit; they protruded into the hull producing water ingress points; the epoxy resin also resolved this problem.

I manufactured a ball raced prop shaft and rudder assembly of a type more suited to a working model of its type. I have found the rudder design ideal for planing hulls with submerged drive (**Photo 8**).

Riva is a planing hull designed to skim over the water at speed as opposed to being a displacement hull like Dixie, therefore it needs to be suitably powered if representative speed is to be achieved. The weight of the craft is predominantly supported by hydrodynamic lift.

I had a spare water-cooled Mega brushless in-runner motor 22/45/1E, 2100KV so that's what I used with a Hifei swordfish 200 amp water cooled speed controller. A 35mm stainless steel submerged drive racing prop and the Graupner flexi coupling completed the power train. A 2S 4400m/amp/hr LiPo battery provides more than sufficient power and duration and is fitted on the left side of the hull under the seat and floor panel. The water cooling pick up is located under the hull very near to the prop (**Photo 9 & 10**).

The rudder servo is a Hi-Tec HS-77BB low profile ball raced. Note that the prop size is important with planing boats, too small and it will slip not producing sufficient power to

9



10



11



12



produce lift, too big and it may draw excessive current and produce torque roll; it was trial and error (**Photo 11**).

Water trials revealed some instability, easily rectified by the addition of rails along each side. These deflect the water downwards thus stopping it running up the sides causing instability. Water will always follow a round surface. The sharp edges of the triangle shaped ABS strips cause the water to break away cleanly.

Riva Zoom also attracts much attention when it's on the water and it is a refreshing alternative to the vast numbers of standard

Riva Aquarama runabouts available both in ready-to-run and kit form. The power train I have described allows Riva to plane correctly producing a very impressive turn of speed and good duration. The rudder design produces very tight turns at high speed without any tendency to drop the bows (**Photo 12 & 13**).

Conclusions

One might reasonably ask the question, is it worth the effort and expense of converting a very nice showcase static display model to R/C?

I think it is, but with some reservations. The two featured in this article are to my knowledge not available in either kit form or as ready to run and thus conversion provides something different for those who are unable to scratch build. Many other models manufactured for static display are offered as working models or kits by other manufacturers and plans are available for those who wish to scratch build. Such models may be a more realistic option to doing what I have done. Many modellers like a challenge and these conversions can be, as I found out by attempting several others that were best left as statics, I will say no more on that. As always, have fun. ●

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Schnellboot

1/35 Italeri Type S-38 by Gary Radford (Part 3 of 4)

Torpedo

In this part I will be concentrating on the various armaments and equipment carried on these craft which made them such a menace wherever they prowled. The torpedo tubes were fitted at the beginning of the build, so I moved further towards the stern of the boat to assemble the four racks on which the torpedoes sit. In the Eduard detail set, there are several small hexagon bolt heads which need to be positioned on the base of each support (two per base). I decided not to use them, but instead I replaced them with hexagon bolt heads which had been punched out of 15 thou plastic card. To make sure all the parts lined up, I put the support bases in position on the deck and then fixed the lateral runners to them. There are a number of knock out pin marks which need to be filled and when dry sanded smooth.

The G7a (T1) torpedo was 21ins in diameter and 23ft 6ins in length and the warhead consisted of a charge of approximately 617lbs of an explosive mix known as Schießwolle 36 (Shooting wool 36). Shooting wool 36 was the German name for a mixture of explosives that was introduced in 1936 by the Wehrmacht. The name suggests a connection with gun cotton but in fact it has nothing to do with it as it is a pourable mixture of 67% Trinitrotoluene (TNT), 8% Hexanitrodiphenylamine (HND) and 25% Aluminium. It was mainly used in torpedoes and naval mines during World

War II. The G7a (T1) was the Kriegsmarine's first operational torpedo (hence 'T1' = Torpedo number one) and was the standard issue torpedo for all German U-boats and surface torpedo-bearing vessels from 1935 to the end of WW2. The torpedo was of a straight-running unguided design, controlled by a GA VIII gyroscope. The T1 had a variable speed, having a running distance of 5,500yds at 44kts, 8,250yds at 40kts and 13,200yds at 30kts the 44kt setting was only used on vessels such as the Schnellboot. The torpedo was powered by an engine fed by a mixture of compressed air and steam. Fuel was burnt

Two of the four torpedoes painted in grey and black Alclad Primer the noses have been masked off as they will remain grey.

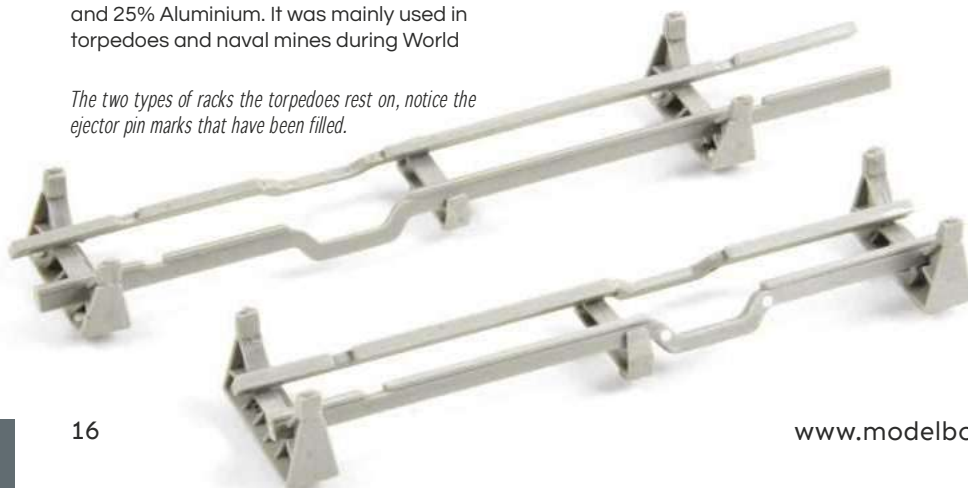


ABOVE: Here the torpedoes have received a light coat of Alclad Steel notice how the two undercoats give a variation from just one colour.

in a combustion-chamber creating steam from fresh water. The torpedo's speed was determined by the level of pressure from the low-pressure regulator, feeding air to the bottom of the combustion-chamber. The resulting superheated steam powered a four-cylinder reciprocating engine which in turn powering a pair of contra-rotating propellers. Although this type of torpedo was the used throughout World War II it suffered from a 30% failure rate. This problem was so serious it prompted Admiral Dönitz to use these words 'never before in military history has a force been sent into battle with such a useless weapon.'

Seeing as the four torpedoes would all be relatively new in comparison with the rest of the boat, they would not have suffered too much exposure to the elements and as such would not have weathered. With this in mind, I decided to paint them, as they could be fitted

The two types of racks the torpedoes rest on, notice the ejector pin marks that have been filled.



RIGHT: The torpedoes with the masking removed the propellers will later be painted in Vallejo Brass.

after the build was complete. The torpedoes in the kit do not come with the nose primer and detonator so I spent some time looking through my spares box and only managed to find two. This was not going to be a problem as two of the torpedoes have their noses hidden inside the tubes. The torpedoes were assembled as per the kit instructions and when dry they were cleaned up and primed with Alclad Grey and Black primer by using two primers you only need a light spray over with Alclad Steel (ALC-112) to get a tone variation. The nose cones were left in the Alclad Grey.

Depth charges

The build now moves on to the stern of the boat and on to the depth charge racks, each of which held three Wasserbombe (water bomb depth charge). The depth charge is the original out-and-out Anti-Submarine Warfare (ASW) weapon. It is intended to destroy a submarine by being dropped into the water nearby and exploding exposing the target to a powerful and destructive shock wave. It is

a surprisingly crude weapon as it is basically a canister filled with explosives and a fuse that detonates at a pre-set depth based on the hydrostatic pressure. At the start of World War II depth charges were essentially the same weapon as used in World War I. The depth charges provided in the kit represent the WBG type which had a total weight of 397lbs and carried an explosive charge of 132lbs. The WBG's had a maximum depth setting of 394ft and had a sink rate of 11.5fps. The depth charges in the kit came moulded



The two depth charge racks.



ABOVE: Three of the six depth charges assembled and as you can see the joint around the centre needs some attention.

in two parts having a seam running around the centre this will need cleaning up prior to them being undercoated and then set aside ready for final painting. There are a few builds on the internet which show the depth charges being replaced with mines the most common mine carried by the Schnellboot's was the EM meaning Einheits Minen (Unity Mine) or Elektrische Minen (Electrical Mine). There are mine kits out there if anyone wants to replace the depth charges, but they are hard to find and are no longer in production.

BELOW: Depth charges on an EBoat's stern showing the way they were secured.



Smoke generators

Now we move to the two smoke generators which attach to bases near the stern of the boat. There are several early examples of the military using incendiary weapons at sea e.g. the Greek fire incendiary weapon used by the Eastern Roman Empire, stinkpots, fire ships, and incendiaries on the decks of Geobukseon or Korean turtle ships all which had the effect of creating smoke. The naval smoke screen is often said to have been suggested by Sir Thomas Cochrane (5 Feb 1789 – 19 Oct 1872) in 1812, although Cochrane's plan was more to asphyxiate the enemy rather than hide. It is not until the early 20th Century that we get clear evidence of intentional use of large-scale naval smokescreens as a tactic.

In the Kriegsmarine, smoke generation was normally done by chemical means, although it was possible to create smoke by altering the air flow to the fire boxes in the boiler rooms to generate a dark blackish brown smoke. The main issue with this method was the smoke was hot and had a tendency to rise, which defeated the object. In diesel ships

BELOW: The depth charges after painting in Tamiya Rubber Black XF85 and dry brushed with Humbrol Metal Cote Polished Steel.





ABOVE: The two smoke dispensers which attach to the rear of the deck, you can see the handles made from copper wire as described in the text.



The base of the Bronco Bofors gun the Italeri seats were used as they were more like the original type.



such as the Deutschland (Panzerschiffe) class cruisers i.e. The Admiral Graf Spee's diesel fuel could be injected into the exhaust manifolds to create a lighter greyish white smoke, but as this was also hot it had the same rising problem. Therefore, the normal means of making smoke was to use canisters containing Chlorosulfuric acid. Compressed



9. Here we have a mine that was typical of the type carried by a Schnellboot.

air would force the acid out through atomizing jets and the acid would absorb moisture from the air creating a dense artificial fog which being cold would hug the surface and allow the vessel to hide. In large ships the smoke canisters were in a smoke generation room at the stern with the acid being sprayed out through tubes in the hull plating. These canisters could operate for about 20mins before needing to be replaced. In smaller vessels the canisters were situated on the

deck near the stern because the smoke produced is both toxic and corrosive.

The smoke generators supplied in the kit come moulded in two halves, so the joints need cleaning up. There are two small handles that attach to each side, unfortunately I damaged one while removing it from the sprue, so I decided to replace all of them with thin copper wire. The generators will eventually fit into bases which attach to the deck but take care to get the bases the correct way round, as they are angled to fit the curvature of the deck.



The Bofors gun.





The gun fitted to the base and the whole thing fitted to the pedestal part 7H.

Flak gun

Now we come to the 20mm Flak gun which is fitted into the gun pit on the bow of the boat. The Flak C/30 (Flugabwehrkanone 30) was a 20mm anti-aircraft gun used by numerous German forces throughout the war. It was the main German light anti-aircraft gun and the most numerous produced German artillery piece. The C/30 had a barrel length of 65 calibres, a rate of fire of about 120rpm and a muzzle velocity of 875mps. It had a horizontal range of 4900m and a vertical range of 3700m. Although it was the most produced piece, it suffered from problems as it would very often jam due to the undersized magazine which only held 20 rounds and made reloading a frequent occurrence. Even so, the C/30 became the principal shipborne light anti-aircraft weapon equipping a large variety of German vessels.

I chose to add the photo-etched brass parts from the Eduard set, as the detail on the moulded item looked too chunky. I also replaced the barrel, as it had a large seam around it which would have been difficult to remove. This was replaced with a turned brass item from the Master series, www.master-model.pl. It was a simple case of removing the old barrel, drilling a small hole and supergluing the brass barrel in place. The carriage for the gun was now assembled, the only issue here was the two shoulder cushions (parts 12E and 59E) these glue together but looked far too big, so I replaced the centre section with a length of brass rod. To finish off I added a PE sight from the Eduard set to part 69E.

Bofors

The final weapon to be added was the Bofors gun that is located near to the stern. The Bofors 40mm gun is a famous anti-aircraft gun designed by the Swedish firm of Bofors. It was one of the most popular medium-weight anti-aircraft systems during World War II being used by most of the western Allies as well as a variety of other countries. The German forces captured many Bofors guns during the early days of the war, most of these

were either sold back to Sweden in exchange for raw materials or placed into storage. After the defeat of France in 1940, Germany had so many guns that it was decided to adopt them into the armed forces giving them the designation 4cm/56 Flak 28. The German invasion of Norway had halted production at the Waffenfabrik Kongsberg facility just as their first four Bofors guns were nearing completion. Waffenfabrik Kongsberg had obtained a license from Bofors in July 1937 to build the guns, but took too long to set up the production line. After the surrender the line sat idle for some time but was then started up again under German jurisdiction. A section of the factory was set



Here you can see the added detail from the Eduard detail set and the brass barrel from Master.



The 20mm Flak C/30 carriage again detail has been added from the Eduard set.

aside for the repair of captured guns and the production of ammunition. The majority of the new guns built at Waffenfabrik Kongsberg were sent to the Kriegsmarine where they were used on the cruisers Admiral Hipper and Prinz Eugen along with some being fitted to Schnellboot's as in this kit.

The Italeri offering of the gun is adequate to fit on the S-38, but like the 20mm some of the detail is a bit on the heavy side. I happened to have a 1/35 Bronco Bofors gun in my stash, so I replace the Italeri version with the Bronco offering as the detail is much finer. I needed to do a touch of surgery to the pedestal (Part 7H) in order for it to fit but other than that I had no issues. The only things I did use from the original were the two seats as these have better detail and looked more like the originals.

Next time I tackle the painting and weathering of the S-38 Schnellboot.



Imitation, the sincerest form of flattery

Hull copying by Neville Wade

In Sheffield, in 2005, an old modelling friend of mine had a lovely, small yacht, which I wanted to copy (**Photo 1**). He had no drawings for it, but he did lend me the boat, so that I could make a copy, which means, in effect, so I could make drawings. Ten years later, in North Tyneside, another boat, this time

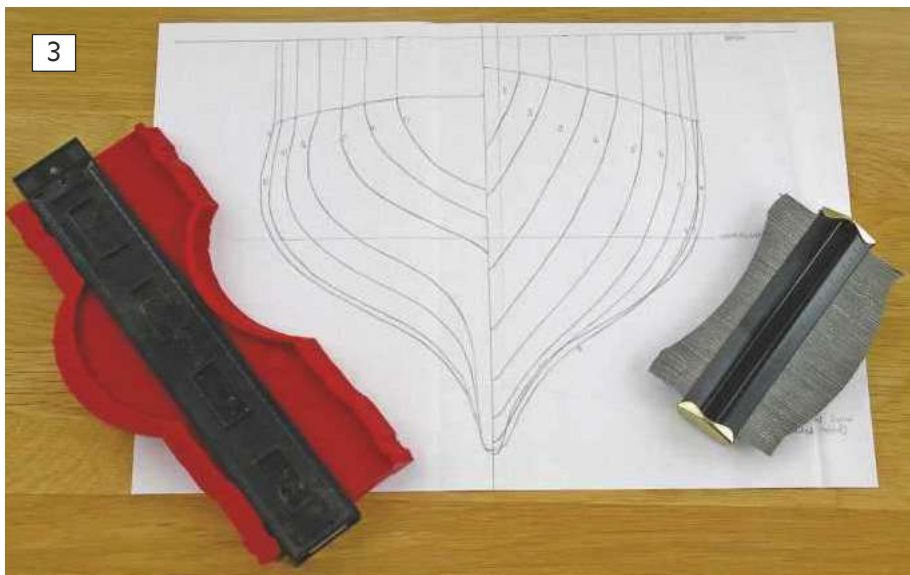
a racing class, crossed my path in the form of 'Tynemouth Ketches'. One of their skippers was kind enough to lend me his boat (**Photo 2**), so that I could repeat the process. Making drawings from an existing boat looks daunting but, hopefully, here I can show you how to make a reasonable success of it, with little fuss.

Elevating

The basis for our set of drawings is the **side elevation**. It is a drawing of the silhouette of the hull, from side on. To create it, provide yourself with a sheet of paper long and high enough to "contain" the boat, and draw a straight line near the bottom. Put your borrowed boat down on its side on the piece of paper, propped up so that is fully horizontal, with its keel lined up along your straight line. Standing back, somewhat above the boat, and square to the paper, visualise where some salient points on the hull are, extreme forward end of the bow, extreme after end of the stern, lowest point of the sheerline, for example. Now line yourself up with one of your points, and reach in and mark that position as a dot on the paper. Do the same with your other chosen points, being careful not to move the hull against the paper. Take some time to check that all your marked points are where you'd like them, as compared to the original.

If you're happy with these first points, pick as many more positions on the outline of the hull as you like (to some extent, the more the better) and mark them on the paper. Your objective is to build up a 'join the dots' game, as accurately representing the vessel as possible. **Among the more important points to mark are the places where the waterline crosses the hull outline, at bow and stern.** When you're happy you have the gist of the outline, take the boat off the paper. Remember that you can put it back, if necessary, by lining up your most salient points.

Now's the time to play 'join the dots'. Just join them up, doing your best to capture the curves which will be present between most of them (it is a boat, after all). A draughtsman's flexible rule could be useful here, though I've never used one. **Using a long enough ruler, join up the waterline dots with a straight line.** Now stand back and admire your efforts. If you're very accomplished, or lucky, you'll have the outline of the vessel. If you're like the rest of us, you'll see places where it just looks wrong. Having discovered a few of these, re-align the boat on the paper, and try again in those areas. Completing this part is



now a case of repeating, until you're happy. Once satisfied, make your finalised outline completely clear by erasing any mistakes.

Having got the longitudinal outline, it's now time to mark on the drawing the places where you want to have **frames within the built hull**. Decide how far apart you'd like them and, starting from the bow, mark on the vertical lines that represent them. Where the shape of the vessel alters most along its length, at the bow and stern, **double up the frames** by inserting extra ones at the half-way positions between the first lines. By doing this, you'll ensure that you have some extra frames to glue to, when building 'plank on frame'. Number all the frame positions.

I build my boats upside down, on a building board so, if you are going to do the same, you need to draw on to your drawing a **'Datum Line'**. It is simply a line, parallel to the waterline, drawn along the length of the hull, at a height above the highest points of the hull's sheerline (the top of the hull). When the hull is built, upside down, this line will be the line of the base board. That completes the side elevation (**Photo 4 Upper Drawing**).

Cross purposes

You're now going to need **cross-sections** of the hull, in order to be able to make the frames which will allow you to build it. At each of the numbered positions on your drawing, you will need to measure, and record, the hull's shape **at that point**. First, mark on to the borrowed boat (so you can erase later!) the positions at which you've drawn frame lines on your elevation drawing. It is at these positions that you'll now need to measure the curve of the hull, and I've done it as follows.

A profile gauge is one of those blocks, with steel pins through it, which, if pressed on to a complex shape will record that shape, by the displacement of the pins. I've tried to buy one big enough to measure the lines of a model hull, but failed miserably, only being able to acquire a relatively small one. I've also bought one for measuring shapes for tile cutting, and that too isn't really big enough. Therefore, I've had to do what I could with these less than perfect instruments (**Photo 3**). The process is as follows.

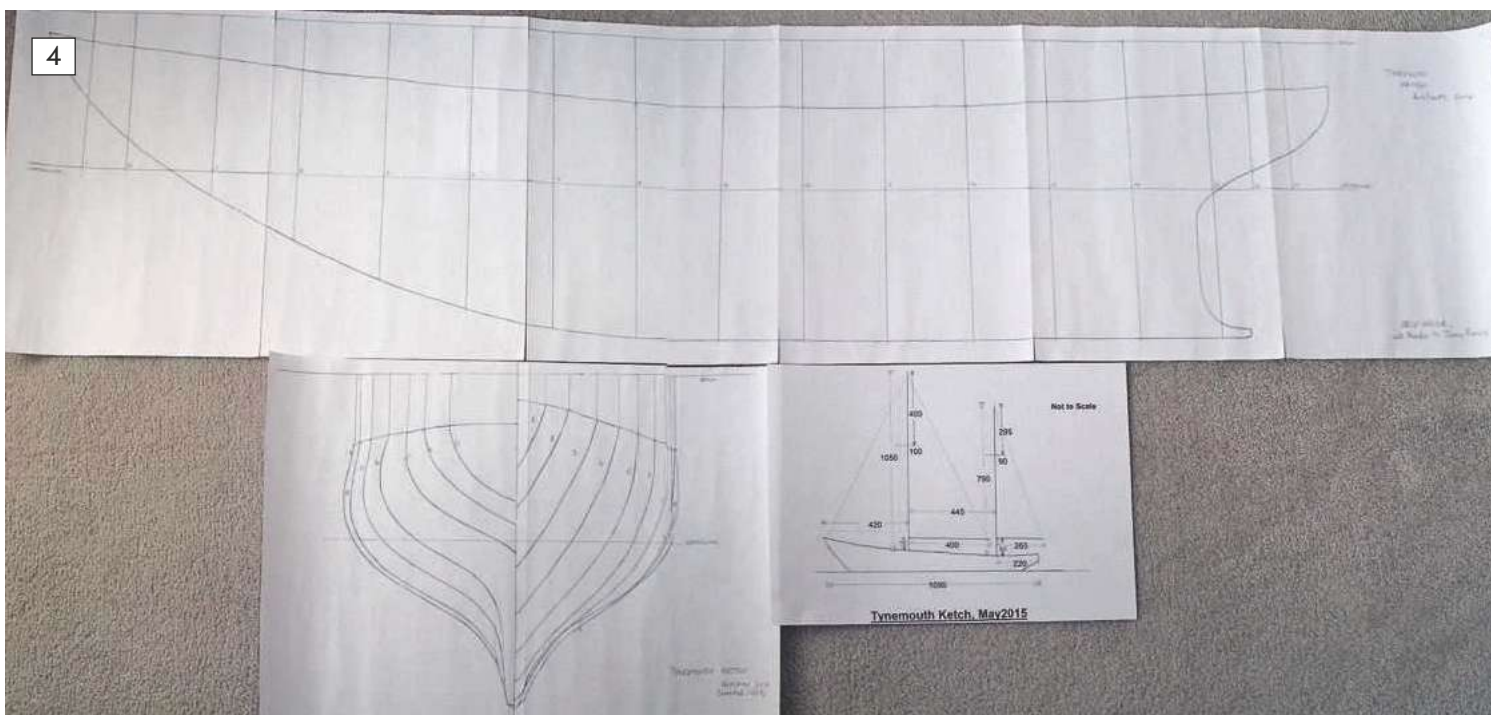
At any of your marked positions on the hull, put the profile gauge on to the top of the side

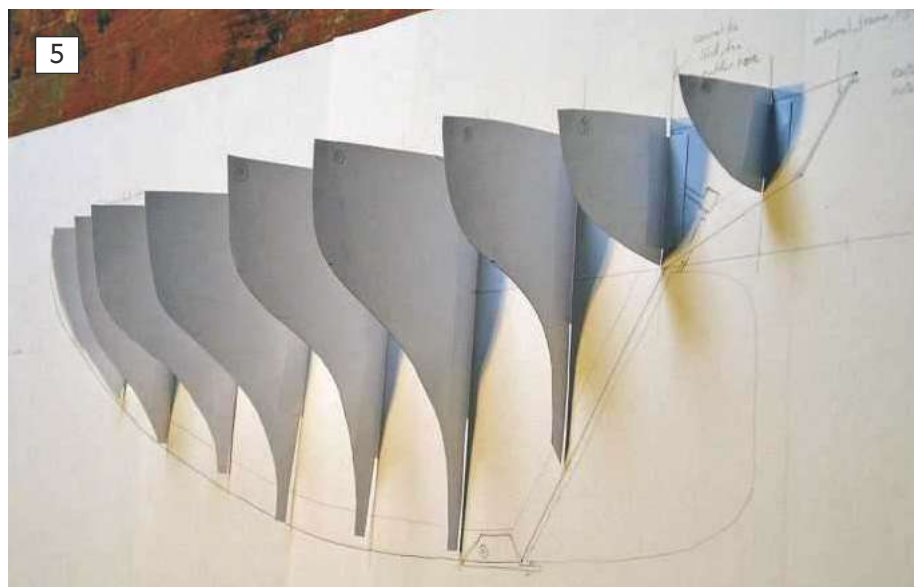
of the vessel. Push it on as far as it will go, and you will get a shape out of it. Trace round that shape on to a piece of paper. Now move the gauge down to the next bit of hull, at the same location, and acquire more of the shape.

Draw that on to your piece of paper, to try and continue the line of your first shape. If you've still not reached down to the keel, repeat the process. It's a messy business this, and you may find you confuse yourself with where your shapes start and finish, but you will improve with practice. Once you have the whole line, from deck to keel, it needs orientating to the vertical, so that your shape isn't 'leaning' 'in' or 'out', from the hull's vertical line.

The way that I do this is to draw a vertical line on a piece of paper. Across the top, and at right angles to it, draw a horizontal line. Measure the beam of your vessel at the point at which you've measured the hull's shape and draw on to your horizontal line a mark at **half** that distance from the vertical line. This point marks the top of the hull at that position. Now measure the distance to the keel on the model vertically from the top of the hull, at that point. Mark that on to the vertical line at that distance down from the horizontal line. With a bit of luck, you've just marked on the top and bottom of your hull shape line (see above). If the hull shape fits into this distance, then trace it in, and you have your first half hull section. If not, go back over the process, and locate where you were a bit off, and try again. I've done this twice in ten years, so I'm no expert, and I will not pretend it is accurate to the nth degree, but, if you persevere, it will generate a shape that isn't far off. When you're happy, cut it out. Having acquired your first cross-section, it now remains to start to make from it a proper cross-section drawing.

On a piece of paper, large enough to accommodate the whole cross-section





of the boat, draw a central, vertical line. Across the top draw an intersecting horizontal line, which will be your **Datum Line** (see above), and, at the same distance from this line as it is on the elevation drawing, **draw in the waterline as another horizontal line**. Measure the distance of the top of the hull of your first frame section from the Datum Line on the elevation, and mark on the cross-section drawing the same distance. Place your first frame section on the cross-section drawing, with its top at the distance from the Datum Line that you've just marked, and its bottom on the vertical centreline. With any luck, your cross-section will fit reasonably well and, if so, you can draw round it, to make your first frame outline on the cross-section drawing. If it doesn't fit so well, you'll have to go back over the preceding, to find where your error occurred. That is the first cross-section done, all that remains is to do the same for all the positions that you have chosen on the boat, drawing each one on to the cross-section drawing, as you create it, forward ones on the right hand side, after ones on the left (**Photo 3**).

When you have all the cross-sections on the drawing you should find that their tops will show the sheerline of the hull, if joined up with a smoothly curved line. Now draw in vertical lines from the top of each cross-section, up to the Datum Line. These will be the 'legs' on which each cross-section will stand, when the hull is being built, upside down, on the building board (**Photo 3**). It's at this point that you'll have your cross-section drawing.

If you want a kind of 'cross check' on the shape of your cross-sections, in relation to the boat you'll eventually build, you can stick them (removable) on to the side elevation, to give yourself an idea of finished shape, lining up each of them with the Datum Line and/or the waterline (**Photo 5**).

General arrangement

On any vessel there will be deck detail, features like cabins, deckhouses, masts etc. etc. For the purposes of copying another boat, you'll be relieved to know that a scale drawing isn't necessary. On a piece of paper, you can draw a sketch of your subject, marking on all relevant detail. If you need to, you can draw both a side general arrangement, and a plan view, whatever you need, to help you build a model. If you mark on to these drawings the actual dimensions from your subject boat, you can simply re-produce these dimensions on your model (**Photo 4, Lower Right Drawing**).

To continue

Having created your drawings, you are at the start of the building process. Your next moves involve making, from your own drawings,





paper frames, and then real, wooden ones, so that you can 'plank on frame' (**Photo 6 & 7**). Space is short here to describe that, and anyway, I have written a separate piece on my ways of going about this, so, armed with that, I hope that you too can go on to build your own 'copy' boat.

As for me, well, also from ten plus years ago, I have my drawings of another 'copy boat' of my own (**Photo 12**). The subject was a Dutch Barge (**Photo 11**), conjured up from the imagination of another old boat builder mentor of mine and the drawings have lain dormant in a file since then. Who

knows, maybe I'll get round to them one day, and have a barge of my own. Good copying!

If you have any questions or just want to learn more, please contact Nev on barque22@hotmail.com



Boiler Room

Upgrading a TVR1A Engine

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

I am quite often asked what I would recommend as regards boilers, auxiliaries and engines and engage in conversations as regards the advantages and disadvantages of oscillators versus valve operated engines. I have a lot of time for oscillators as their hunger for steam as a result of their symmetrical port design is more than compensated for by their simplicity and ease of operation and maintenance. However, there are still those amongst us who like to consider the next step up the evolutionary ladder and look at what the possibilities might be for a valve operated engine in the model. Most do not want the limitations of a single cylinder Stuart 10V or the size and weight of a reversible D10 and so look to what might be available in a smaller size. My personal favourite for a long time has been the range of engines from Graham Industries in the United States, who do a twin cylinder, double acting and reversible engine, the TVR1A, in a plain bearing design or the same engine fitted with ball bearings on the crankshaft, the TVR1A BB. The engines are supplied as kits, which some may see as a bit off-

putting, however this enables us to be a little bit creative in the build and personalise the engine as well as giving us the satisfaction of building our own engine. The kits are actually beautifully machined, and a very nice engine can be built out of the bag, so to speak. For example, you are instructed to lap the valves before fitting however I decided that the running faces were so finely finished that I didn't bother and all four engines I have so far built have all worked perfectly. However, with just a little bit of creative input we really can take them to another level.

Just as a comparison worth thinking about I know of a Borkum fitted with a TVR1A engine that we see at the club annual steam day. It goes significantly quicker than my own Borkum fitted with a Cheddar Puffin oscillator and the steam lasts quite a bit longer as well. It is certainly worth considering.

First thoughts

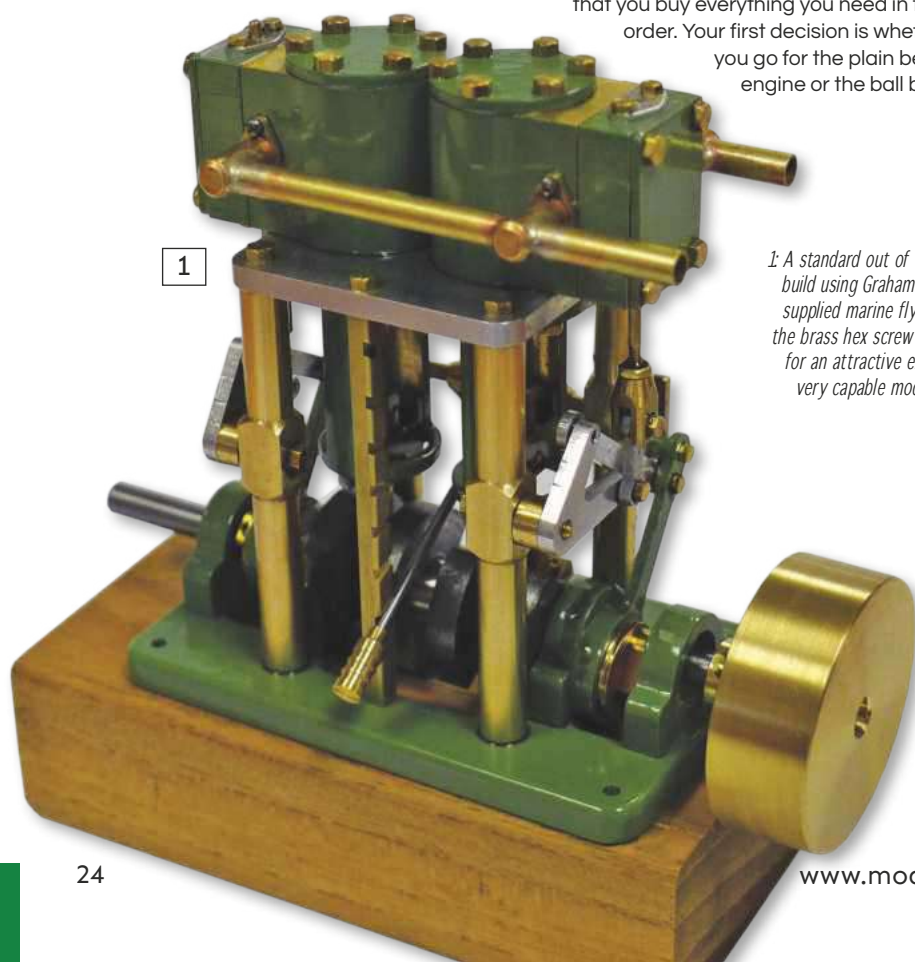
As you will almost certainly be purchasing your model directly from the manufacturer in the United States it is well worth ensuring that you buy everything you need in the one order. Your first decision is whether you go for the plain bearing engine or the ball bearing

version. I have always gone for the ball bearing version. The bearings are shielded both sides so should be good for many years of trouble-free operation. You should also consider buying a flywheel at the same time, I have always bought the marine flywheel, necessary to turn the propeller over smoothly between power strokes.

Finally, one of the easiest modifications to consider and that is the Graham Industries supplied hex brass screw kits. I have always purchased one of these and I have frequently purchased two to ensure I have an available stock of spares. This is partly because I have always struggled with lining up the instruction booklet with the supplied set of hex screws, not helped by the strange Americal/Imperial sizing system and invariably seem to end up short. I have always suspected that I am replacing some screws that were never intended to be replaced so the easiest approach seems to be to have some spares. These screws also come complete with spanners; however, these do seem to have varied quite a bit over the years so I would wait and see what you get then decide what you need as tools. Without any modifications other than the manufacturers supplied parts the model makes into an attractive enough engine (**Photo 1**).

The kit

When you get the kit, the remaining decisions have to be made as regards finish and any personal modifications that you might want to consider. In the case of the engine we are looking at here I decided that I wanted to paint it in a gloss burgundy paint and, as I was building two engines simultaneously I wanted to have a common steam supply pipe so the engines in my case would be symmetrical and opposite. You can actually arrange the inlet manifold, the outlet manifold and the reversing linkage to be on whichever side you want so making a symmetrical pair is easy. I also decided on a simple modification that I wanted to do, to make a significant difference to the overall appearance. I was going to replace the kit supplied valve chest covers and cylinder covers with machined brass items. I have seen other modifications such as machining the top plate to a more appealing shape than a rectangle however I decided that the biggest difference for the least amount of work was to simply change those covers. More about that when we get to it.

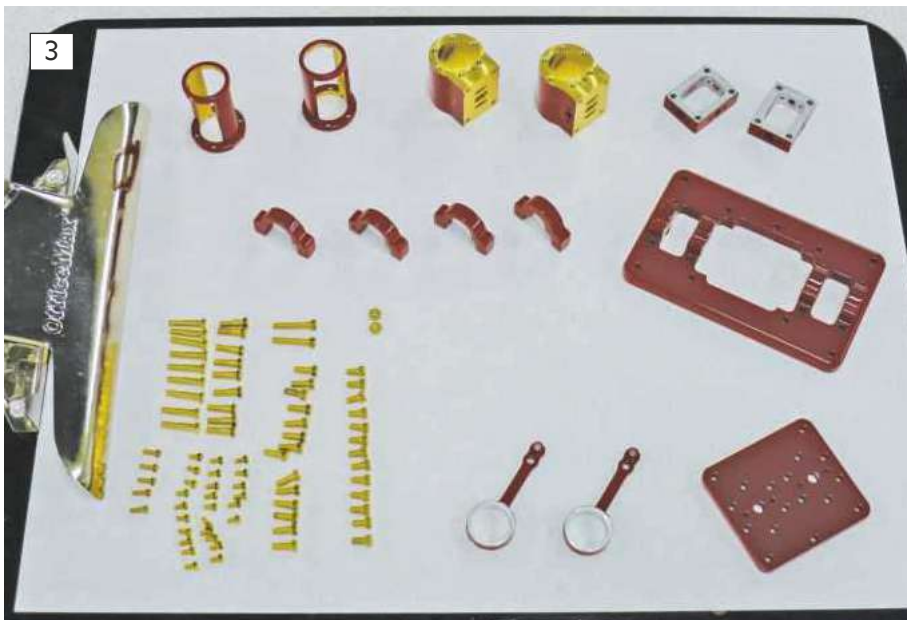


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1: A standard out of the packet build using Graham Industries supplied marine flywheel and the brass hex screw set makes for an attractive enough and very capable model engine.



2: The supplied parts include just about everything you need including the joints and some abrasive paper for lapping the valves.



3: What pieces you want to paint, and even which surfaces is exactly up to you. Take care with running faces though and make the most of the contrast between polished brass, gloss paintwork and the steel running gear.

So, first job is to lay all the kit parts out, check them off and make sure you are not missing anything (**Photo 2**).

The painting

The best way to progress to me is to complete all the painting that you need to do, in one go, then the engine can be assembled in a single process. Consequently, all the parts to be painted were identified with a lot of this being up to personal choice, cleaned up as necessary, prepared on various holding devices such as bits and pieces of dowelling, running surfaces masked off and made ready for a spray job. Cocktail sticks were inserted into various threaded holes to ensure paint could not enter the thread, which also made for useful handles for spraying. A grey car body enamel primer was used first to give all the parts two light coats, followed by two coats of the top colour, also an automotive

enamel paint. The parts were then left alone for a number of days until the enamel was completely hardened, at which point the masking was removed and the parts all checked out for any overspray. Running faces were cleaned up to remove any traces of masking tape gum and the parts laid out for assembly (**Photo 3**).

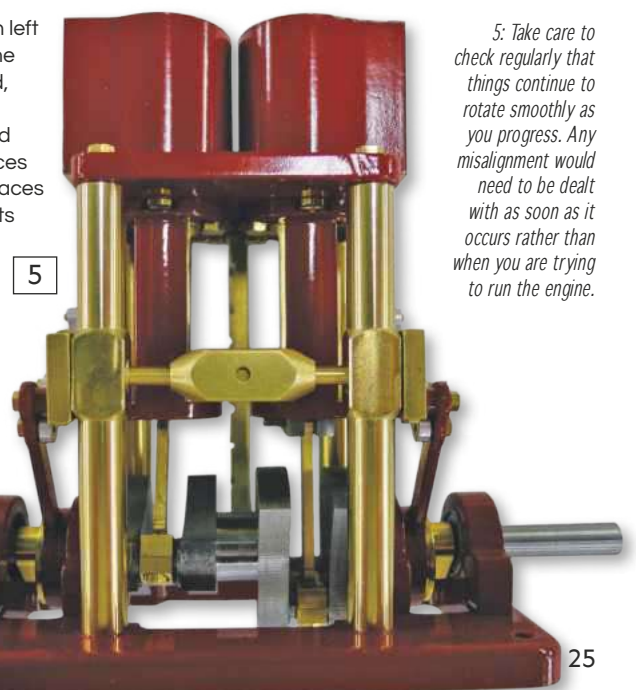
Assembly

The assembly of the engine could not be more straightforward and following the instructions step by step will ensure the engine goes together simply and easily. The main challenge is trying to identify which of the brass hex headed screws replace which of the



4: Assembly is straightforward and sequential.

kit supplied cheese head slotted ones but, once you have sorted that part out as you go along you will be surprised at how easily it all goes together (**Photo 4**). It is important as you go along that none of the parts that should remain free are not tightened up by either point of the use of an incorrect screw and that care is taken when placing the crankshaft into the bedplate that it is all tightened up carefully and evenly to prevent any distortion. I also polished up the brass columns during assembly and, while the instructions indicate that you should clean up with a file some of the smaller bits and pieces, I decided that the effort simply was not worth the difference in appearance (**Photo 5**). The greatest care needs to be taken with the assembly of the reversing gear, which is a bit fiddly and

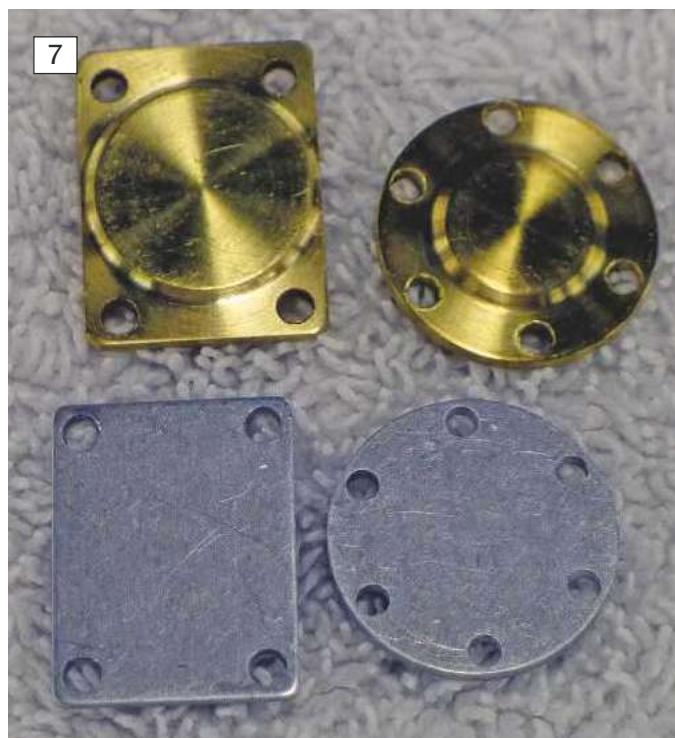


5: Take care to check regularly that things continue to rotate smoothly as you progress. Any misalignment would need to be dealt with as soon as it occurs rather than when you are trying to run the engine.

the parts need to be laid out exactly as per the instructions to ensure you do not get something the wrong way round. You will know as soon as you get the linkages on the model (**Photo 6**).

6: The trickiest part is the reversing gear, but a careful and methodical approach should see everything go together smoothly.

7: Although a fairly simple and straightforward modification for anyone competent with a lathe it may not be for everyone.



The modifications

The modifications I had decided to make was what I saw as making a significant difference to the overall view for the minimum amount of effort. This was going to entail machining new cylinder covers and new valve chest covers out of brass. Modellers who do not have access to a lathe might think these modifications unreasonable however I still think there are enough small machine shops in the country who are willing to take on small, one off, jobs such as this and will make them for you for a reasonable cost. Failing that you could try a friend who has access to machining facilities, or you could even try something entirely different yourself. The new covers I made have a bit more design about them as they have a raised circular centre (**Photo 7**). You could easily glue or possibly solder a small disc onto the original parts and then paint them as opposed to having bare brass. You might even want to try a raised initial, such as found on Stuart Models valve chests but using your own initial to add a bit to the engine end view. I do think the supplied plain covers are crying out for an improvement and anything you come up with has to be better than the plain flat kit parts. Don't forget if you are asking someone else to make parts for you that the original pieces can be used as a pattern, making the manufacture fairly straightforward.

In my own case obviously, the cylinder covers started off as a piece of turned down brass with the relief machined into the end face before drilling with a power drill set up offset on the tailstock. The drillings were deep enough to ensure that the positions were pre-marked for the next piece along. The valve chest covers started off as a piece of rectangular bar, set up in a four-jaw chuck to enable the same relief to be machined into the end face before drilling in a similar manner to the cylinder covers. When each cover was parted off I had a much more realistic brass replacement cover to replace the kit parts.

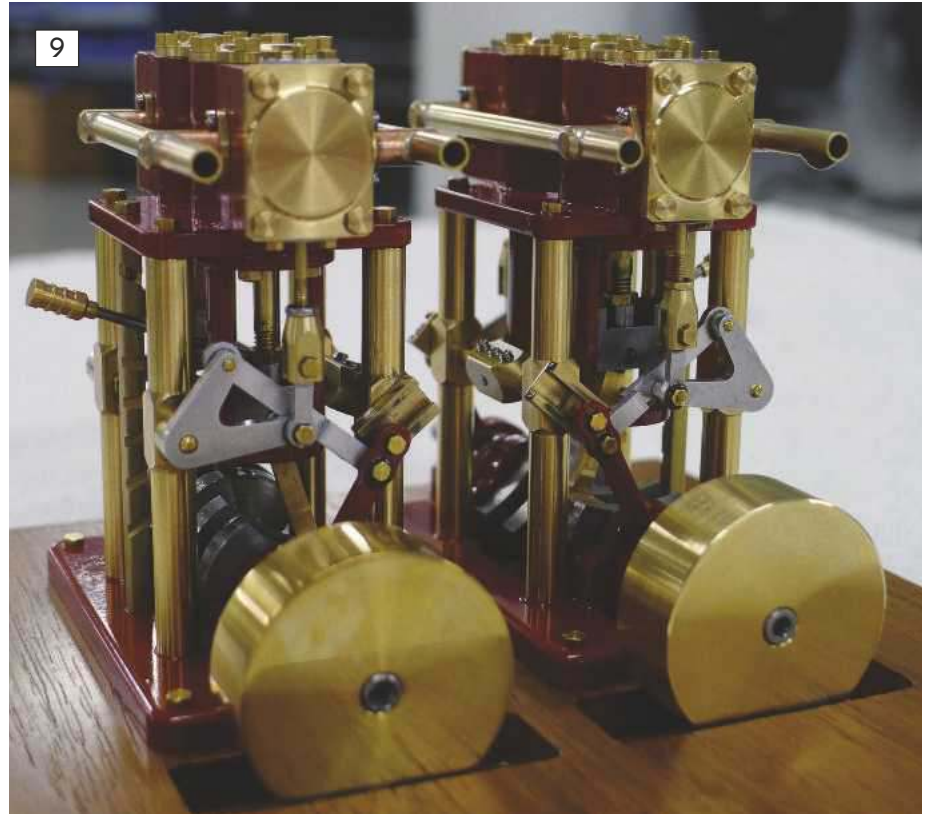
The relief diameter had to accommodate the hex diameter of the cover screws, plus the thickness of the spanner required to fit them and the edge thickness of the covers was limited to the same as the originals to ensure that there would be no concerns as regards the length of the cover screws. When fitted though the engines does look significantly different and well worth the effort (**Photo 8**).

Finishing

With the new covers fitted it was simply a case of following the instructions to complete the engines and then following the instructions carefully to set the timing of the reversing gear. If you follow the instructions to the letter and carefully follow the processes throughout the build the engines will run very smoothly.

I run the engines in for around half an hour on compressed air, carefully stopping and oiling everything every five minutes or so and reversing them frequently. Once they have been run in, they are ready to fit into a boat (**Photo 9**).

In this case the engines were to first of all be used as a display item for shows, so I fitted insulation to the steam inlet manifolds, soldered on flanges and fitted a pair of globe valves and a single inlet pipe was fitted to



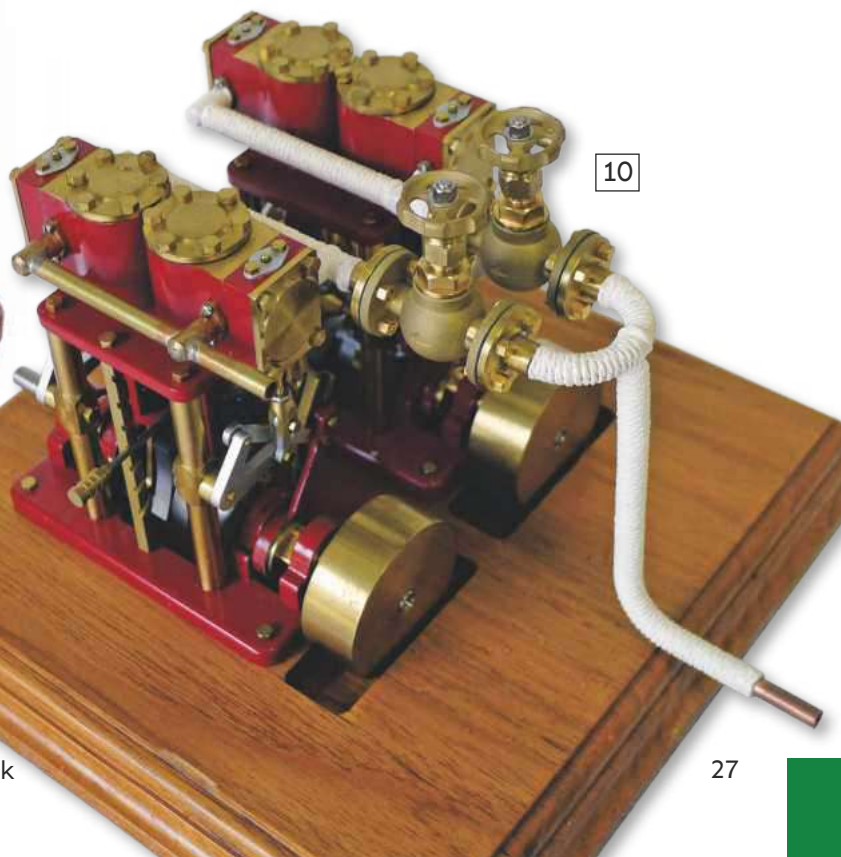
8: An assembled engine with the brass hex screw set and the new covers making the model look significantly more authentic and attractive.

9: After running in carefully with compressed air and engine oil the engines are ready for fitting to a boat.

10: Certainly an attractive arrangement for any model but would look quite stunning in a twin screw tug, although maybe all that brightwork deserves to be on display in an open hull.

them. Everything was mounted onto a piece of mahogany with the edge routed off and a couple of recesses machined into it for the flywheels. Most of this can be considered as unnecessary for use in a model boat however it also makes you realise that these engines would make into a very attractive plant for a twin screw model such as a steam tug. The main point to remember is though that I have done nothing more really than machine a few new covers to make these engines look a world apart from the original kits (**Photo 10**).

Graham Industries can be contacted through their website at www.grahamind.com.



Bits and Pieces

By David J Wiggins



The S&O battery tester is an Expanded Scale Voltmeter. This one is still new in box!



This month's offering is something of a 'Bitsa' – hopefully an interesting bitsa! Let's start with a brand new, but 40-year-old item, manufactured out in 1970's USA. Bill Salkowski and Jim Oddino were a couple of American engineering guys who thought that they could 'do it better'. Mr Oddino was the electronics half of the partnership and wrote an excellent r/c service column for American R/C Modeller magazine for some years. Personally, I found his columns to be both instructive and interesting and I still have a

few of them here in my Essex workshop.

The main item built by S&O was, of course, a top line digital radio set. I have never seen or handled one of these exotic creations (I suggest taking a look at www.rchalloffame.org and checking out S&O products for more) and doubt I ever will or that a single example ever 'landed up' in the UK. Readers should

checkout this great website anyway, it's superb. S&O radios were built to order only, and my impression is that one needed to be circulating within the American R/C 'in crowd' to even get on the S&O waiting list and it was some wait by all accounts. Each set was entirely hand built even down to the control sticks.

There were others who offered high cost, custom built radios in America; the Kraft 'Signature Series' and \$1000 Orbit 'Elite' come to mind and there were others like the 'Galaxy' from Ted White. Being a large factory, Kraft built quite a few 'signatures' judging from those that still pop up, not to mention that an enterprising chap in the USA is assembling a few brand new examples of this most advanced of all Kraft designs from vintage spares as I write, such is the demand for 2.4 conversions of classic American built radio transmitters out there. I'm unsure if the Orbit 'Elite', the first to have an LCD display on the transmitter I think, ever entered serial manufacture at Orbits Santa Ana facility. S&O do however seem to have sold a decent



LEFT: A stripped Mk.III E.D. 'Sea Otter' marine diesel engine. Courtesy Simon Knachbull



A 1960's TTC transistor checker still new in box.

number of their sought-after sets, though nothing on the scale of a major facility like Kraft or Logictrol.

However, judging from regular scanning of internet auction sites, this little S&O battery tester, together with a matching 'fast' NiCad charger sold in the same case and style, does seem to have sold in larger numbers. It's a nicely built little bit of minor kit too offering the facility to accurately check ones Tx and Rx cells prior to use.

ESV's (expanded scale voltmeters), were very popular R/C add-ons around 1975 or so as they enabled users to check their NiCad cells and batteries with a degree of accuracy in an era before the widespread availability of affordable digital voltmeters and multimeters (DMM's) for amateur users. Now of course, that is no longer the case, so what one has here is an interesting museum piece. This S&O ESV did not appear in the UK but a similar unit made by EK Logictrol of Texas certainly did, being imported via Crescent Products of Essex then the UK importers of all Logictrol products. I had one of those many years back and very useful it was too.

From USA to Surrey

Our next item is by comparison, and though still interesting in its own way, ordinary and easy to find. Shown is friend Simon Knachbulls old E.D. Sea Otter marine diesel stripped down for inspection prior to possible rebuild. I was intending to rebuild this late 1960's British diesel until I got it apart and found that the crankshaft had major damage that made it just not worth the considerable effort required. There is of course always a risk with all vintage 'projects' (not just engines; I had to write off an expensive radio once as it had battery leakage sourced corrosion throughout), though in this case the engine was a nice gift.

Simon's Sea Otter is one of the last Mk III versions being equipped with a steel flywheel and the nasty type (experience readers,

experience!) nylon carburettor. Neither of these parts were sensible items, the flywheel being prone to immediate rusting and the carb' to falling out whilst running; faults that never occurred with a Mark 1. The latter defect could be especially alarming if it occurred in the middle of a bit of racing. Most of us users tried using glue or sealants in order to stop it happening, but it was a hopeless task. My own 'cure' years back was to junk both items and replace the flywheel with a brass one if I happened to have one and the entire backplate with a Mk I version salvaged from an older engine. No need this time of course as this engine was written off.

The home equipment builder

During the 1950s significant R/C equipment was still being home built and this practice extended into and throughout the 1960's.

The practice of home brew radio re-emerged about 1970 or so as commercially built proportional radio gear was eye watering expensive at first. The amount of test gear that we home builders required altered a lot. At first, with

valve systems, a transmitter 'wave' meter plus a multi-range DC test meter of the 'Avo' type was all one required but as technology advanced and we all went solid-state during the 1960s, extra bits and bobs became essential. The little TTC 'transistor checker' pictured is one such item. As TTC themselves say in their little leaflet – 'This checker is most suitable for measuring Ico (leakage) and Beta (gain) of germanium and silicon transistors.' Just so.

The first semiconductor transistors were not of high reliability. Consequently, it was necessary for home builders and professional service technicians alike to be able to see if a suspect device had short circuits, low gain or excessive junction leakage within and this simple little meter was ideal for that. A design laboratory of the period would of course have had much more elaborate test sets for semiconductor assessment purposes. ●



OMEGA

An RG65 Club Racer

Omega is an entirely new RG65 design intended for one thing only - racing and, hopefully, winning as well, but that's another story by **John Goodyear** (Part 2 of 2)

The power units

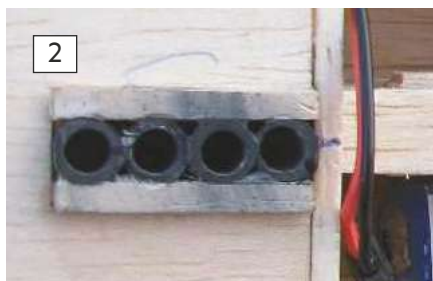
Right, having sorted out all the internals we can turn our attention to the engine room or as they're commonly called, the sails. To encourage the very best performance I wanted to be able to fit and experiment with the widest possible range of sails. As part of this exercise, and bearing in mind that many modellers might not wish to make their own sails, I wanted to evaluate some of the commercially available sail sets. Clearly, I



couldn't try them all, so in the end I elected to try Dragon Force and JIF sails together with a few 'home-brew' efforts.

Now all this might sound easy, but it isn't as a cursory glance at the two sets of commercial sails noted above will confirm. One is high aspect ratio and the other isn't (**Photo 1**). The low aspect ratio set also has a significantly higher percentage of the total sail area in the main. How then to ensure the correct placement of the mast to accommodate these sails and the others I had in mind? Well, I had already established where the Centre of Lateral Resistance (CLR) of the hull was. (It was in fact, significantly further back than I had expected.) This meant that I could calculate with a fair degree of accuracy where the Centre of Effort (CE) of the sails needed to be. Obviously, there was going to be a pretty wide range given the types of rig under consideration and the only way to accommodate things would be to make sure the mast foot position could be moved around quickly and easily. How to accomplish this remained the only question.

Going back a step, I had decided when designing Omega that I would use the excellent mast foot arrangement kit that forms part of the Dragon Force rig. For those not in the know, this consists of a 5mm carbon fibre tube that sits through the deck to which is mounted



a ball-raced gooseneck, adjuster and main boom. On top of this slides a 7mm carbon fibre tube which forms the mast. Using this arrangement, it was only necessary to construct a small block consisting of four 7mm tubes glued 'in-line' which were then sunk into the hull to accommodate the noted 5mm mast and gooseneck support tube (**Photo 2**). Now this does not provide the very small adjustments needed to acquire optimum tuning, but it's certainly a help in getting somewhere near the best position for everyday sailing and to permit experimentation with alternate rigs. The plan shows the position of the four tubes together with the best place to fit the mast if using the sail set depicted which is routinely used on my Omega.

Do make VERY SURE that when gluing this assembly into the hull that it is perfectly upright and in line with the keel and rudder. Better to spend time making sure everything is accurate than have to rip it all out later and start again. Seriously, you do need to get this right.

Having done all this hard work it's now time to fit the deck once you are absolutely sure that all the internals function as they should, because once it's in place it will be mighty difficult to make amendments. I got lucky at this stage and after sorting through the balsa stocks at my local modelling emporium I came across a really hard piece of quite lightweight stuff that was ideal for the job. To ensure that I got all the holes in the right place I made up a cardboard pattern first and then used this to cut everything out. A highly recommended approach if you want to avoid destroying carefully selected balsa sheets and wasting cash.

With the deck glued in place, it's out with the glass cloth and epoxy resin to impart strength (**Photo 3**). Once all is thoroughly dried (24 hours at least) you can fabricate all the bits of deck furniture. For years now I have employed redundant printed circuit board to accomplish this and can confirm that it works a treat being lightweight, impervious to both lake and salt water, extremely strong and easily workable.

Almost there with the hull now, so give it a gentle rub down, apply a coat of spray primer/filler and put to one side while we look again at the rig.

What rigs to use?

I spent a great deal of time and effort experimenting with different rigs in attempts to determine an optimum set up for Omega. Anyone with any experience of both model and full size yachts will know that there is no 'one-size-fits-all' solution to this little conundrum and that change in both wave and wind conditions dictate changes in rigs if you are to get the best performance (Or even make the yacht sailable!). One thing that must



always be remembered, is that the CE of the sails MUST be ahead of the CLR of the hull. Get this wrong and you are in real trouble. Compromise is the order of the day and I found that I achieved good performance in the type of light winds we routinely experience at our lake using a pattern cut 'A' JIF rig which is a quite high aspect ratio design with

total area almost at the top of the permitted maximum area for the RG65 class. I also experimented with a spare 'A' set of Dragon Force sails and by moving the mast foot around to accommodate the more rearward CE of these sails finally got things to work; I knew that having the ability to move the mast foot would come in useful.

So, what rig did I eventually settle on for everyday use with Omega? Well having done all the experimenting with commercial products and quite a few others available in my sail box, I set too and designed Omega's rig working to the following criteria which has proved to offer excellent overall performance in numerous other yachts in the recent past.

1. Total sail area close to the maximum permitted in the class.
2. A rig with between 40 and 45% of the total sail area in the jib.
3. Easy to make and rig.
4. Constructed from readily available materials.
5. Robust and inexpensive.

Now, believe me, calculating things to arrive at a satisfactory conclusion in respect of items 1 & 2 takes some doing and the odd millimetre added or subtracted here and there can and does make a big difference when you come to calculating rig areas. Suffice to say, many sheets of graph paper were deployed to the rig specification. Just for information, I deployed the methodology and protocols used by the MYA to determine sail areas, so I'm pretty confident that my rig matches what is mandatory if you wish to sail to RG65 rules. In the event, total sail area worked out at 2208 sq.cm with 40% of the total in the jib. As an aside, the maximum permitted area is 2250 sq.cm. so you are well within limits with this rig which you can keep flying when the wind blows up a bit and others might be contemplating a change down. As for calculating the CE of the sails, I can only refer readers to the BB3 booklet issued by Nylet. This is a must-have for anyone considering making their own sails and/or experimenting with yacht hull design.

Now the very quick and easy way to go if you can wield a pair of scissors and handle double-sided sticky tape is to knock up a 'flat' set to the dimensions shown on the plan. They will work adequately to get you going, but I earnestly recommend making a patterned main with just one join to provide for superior

flow and enhanced performance. For more information on making your own sails take a peek at the Feb/Mar 2018 editions of this magazine and all will become clear. One little tip is to say that for an RG65 yacht like Omega, 50 micron mylar is ideal, being light, yet robust enough for most conditions.

The plan is shown with this 'A' rig which offers excellent performance in light to moderate winds. I have deliberately not shown any drawings for 'B' and 'C' rigs simply because I am guessing that most builders of this model will have their own ideas about what sizes of sails are needed as the wind strength increases. As an aside, I have some six sets of sails which I bolt on to my Omega as the winds picks up. **Photo 4** depicts my A, B & C rigs which are used as conditions dictate. What I will say, is that when making smaller sails, do remember to ensure that the area of the jib stays between 40 and 45% of the total area of sail otherwise things will get seriously out of balance and you will quickly discover that a well-handling yacht has become something of a nightmare.

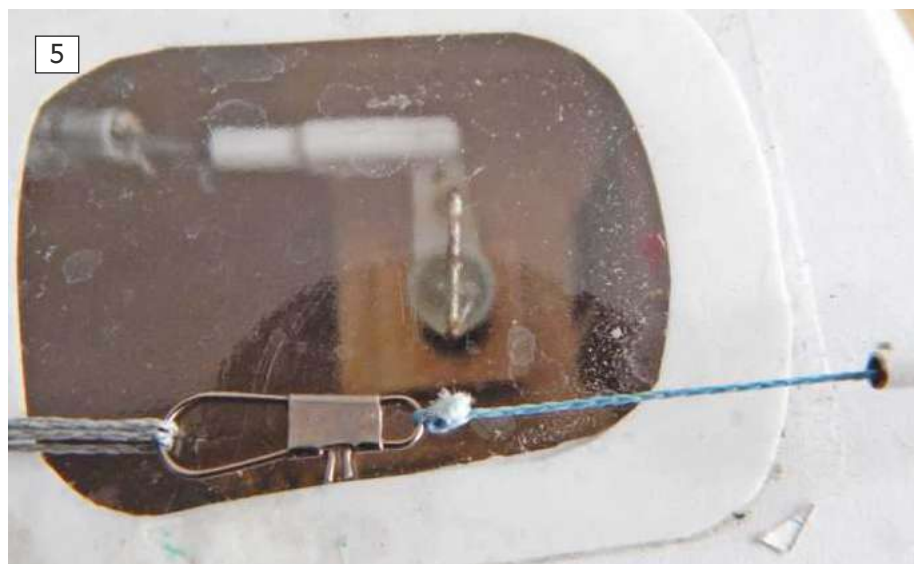


Painting and decorating

Back to the hull now which might be a source of some disappointment when closely inspected; mine certainly was! Despite all the care and attention you lavished on things during construction, it's a fair bet that when you look closely there will be some minor bumps, depressions and other inconsistencies shown up by the primer paint. Mark the appropriate areas, dig out the filler and sandpaper and go to work. You will probably need a couple of paint/inspect/fill/rub-down episodes to acquire the desired finish, but it's worth it as you will see when you come to spray on the top coat of paint.

Talking of finishing off the paint job, I believe it's a very good idea to go for a colour scheme that doesn't necessarily look perfect but most certainly needs to be different to all the others whizzing round in your club. Within ROFWAC, we found this out the hard way because when we started, all our yachts were invariably white hulled. We learned how easy it is to start sailing someone else's yacht whilst yours is merrily attempting to dig holes in the bank side. On this particular model, I used a grey primer/filler over sprayed with several coats of acrylic white gloss and then trimmed with bright red Solartrim. Yes, I know, we're talking about white again but everyone in our club now knows that almost all my yachts sail in a mixture of red and white leaving them free to use whatever other colour combination they choose.

One final tip; I have found from experience that no matter how good the paint finish when using adhesive hatch covers, (which I absolutely recommend) the paint will start to become detached with time and use. For this reason I glue very thin, colour coded plastic surrounds to both hatch openings and let the hatch covers stick to these; magic! For the hatch covers themselves, I use a roll of clear, self-adhesive Fablon-type of surface covering sold by shops like Wilkinsons (**Photo 5**). A two metre roll is cheap and will last for ages.





Set up time

Time now to start setting everything up prior to a trip to the lake. For my sins I use 0.40mm diameter, 60lb breaking strain Dyneema on all my RG65 class yachts and it functions more than adequately, although it is invariably difficult to work with in terms of tying knots etc. This stuff is readily available in a variety of colours from a certain well-known web-based auction site and has dropped remarkably in price recently. You can even buy it on a reel where the colour changes every several meters. I tend to use this ensuring that each rigging line is a different colour. It might sound pedantic, but it certainly pays a dividend when hurriedly changing a rig between races so I consider it a worthwhile exercise.

Now there are many ways to rig a yacht and I'm not suggesting that the method I use is the best; it just works for me. First thing to do is to attach the sheeting lines with the sail servo fully sheeted 'in'. Do use the quick release mechanism depicted in (Photo 5) as this makes life so much easier when changing rigs and/or making general adjustments. You might try a fishing tackle shop if all else fails to locate these. I start by attaching the head of the main to the mast head leaving sufficient room at the sail foot (tack) to permit a bit of tensioning later on in the build via the Dragon Force boom arrangement. At this point, the clew, or outer edge of the sail, can be lightly attached to the boom, mainly to keep it out of the way whilst attaching the luff of the main

to the mast either with commercial metal fasteners or loops of Dyneema. If using the latter, it is essential that all the loops are of the same size. A quick and easy way to do this is to fasten a matchstick, to the mast adjacent to the point of attachment and tie the loop fairly tightly incorporating the match in the loop. With the matchstick removed the sail will now rotate freely and all subsequent loops will be the same size.

With the main loosely attached to the mast, we can now turn our attention to the jib. Start by hooking up the boom attachment to the deck anchor point and roughly adjusting the boom so that when rotating, it does not foul the mast. The method of attaching the anchor point shown is simple and effective allowing very rapid rig changes (Photo 6). Now hook up the jib uphaul to the mast head and very lightly tension. Take a peek now at the photo depicting the method used to ensure that the jib is correctly tensioned and the leach or back edge of the jib is positioned close to the mast (Photo 7). It's a really simple arrangement, but one that functions very well. Note that this photo was taken without the Leach Line attached for clarity. You will also note that this method uses only one bowsie. Now I'm aware that some Skippers prefer to rig the forestay and the jib uphaul separately and I'm sure there are advantages to be had although I'm not totally persuaded. All I can say is that this adds complexity and the need

for an extra adjustment both of which I prefer not to dabble with as I'm not that proficient. You pays your money etc.

Now for the critical bit and I will state openly here that this is not my strong suit. Were it the case I might be better placed in a few more races so please consider what follows something of a beginners guide. Start by tensioning the backstay such that the mast takes the shape of the luff of the main. i.e. get it to bend a little. Now adjust the main downhaul such that the luff is not tight but very lightly tensioned.

Now turn attention to the jib uphaul arrangement and tension it up such that the jib luff is under considerable tension, not flopping around. Whilst doing this keep an eye on the backstay since juggling with the jib will affect the set of the main. As things come into shape incrementally smaller adjustments will be necessary. Perseverance will eventually pay off and both sails will take up the correct shape. We must now turn our attention to the delightful little device on the Dragon Force kicking strap to introduce the correct amount of 'twist' in the head of the main. Now I have only a limited idea of what constitutes the optimum amount of twist and usually see what other superior Skippers are doing 'on-the-day' (Photo 8). All I can suggest is that you experiment along the lines that follow.

Start by having both the boom and jib hauled 'in' as suggested a few lines back. Now hold the yacht facing away from you, tilted to one side and cast your eye up along the leach of the main. Depending on how the kicking strap is set, the leach will be either dead straight or flopping open at the top. Adjust the main outhaul so that the foot of the sail is able to move outwards in the middle, about 15mm when pushed. Now turn attention to the kicking strap adjuster and turn until the lower half of the sail is near vertical and the head of the sail deflects outwards some 3cm or so. This is NOT the optimum set up for racing, but you will have the confidence in knowing that you are in the ballpark. Experience and experiment will be necessary to allow you to find the sweet spot. When you do, please let me know as I'm still searching!

We can now turn our attention to the Jib once more and rig a leach line to encourage the leach of the jib to match the curve of the main and thus achieve optimum performance



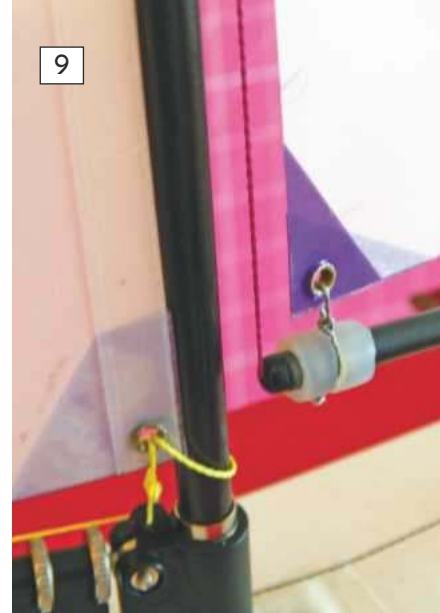


when sailing. This is a very simple device consisting of an adjustable line running from the clew end of the Jib boom to the masthead. Tensioning this obviously induces a curve in the jib leach. Hopefully, the photograph will make everything clear (**Photo 9**).

To the lake

Almost there now; the final rigging thing to do is the adjust the throws on the TX and/or the position of the sheeting lines on the respective booms such that the outer end

of the main boom is pointing to the outer end of the transom on each side when sheeted fully 'in'. The jib needs to be run more open so that the distance between the leach end and the mast is approx. 3cm. When fully sheeted 'out' the main should swing out around 80° and the jib just a little more. As for adjusting the sails on their booms, go for 15mm offset on the main and 10mm on the jib. These are NOT perfect settings but they will be a good starting point and will enable your Omega to start sailing well.



For the rudder, set things up so that you get 30° movement either way to start off with. Increase slightly if necessary but don't go mad. Many are the yachts I've witnessed with 70° or more movement each side and Skippers puzzled as to why their yacht stalls in turns!

Final checks now, so charge the battery, make sure that everything moves in the desired direction, pop the hatch covers on and pray for decent weather. On this last point, it is a complete waste of time trying to trim out any yacht in zero wind or when trees are being uprooted. Go for a day with consistent winds between 5 and 10mph, launch upwind with the sails half open and your Omega will sail merrily away, speeding up as you sheet in and pointing more into wind; fun isn't it? Take your time and get to know your Omega before changing anything and thereafter make SMALL changes ONE at a TIME. It is useless swapping several things at once as you will learn nothing. Just as importantly, watch what the better Skippers are doing and ask for their advice. I'm pretty sure you will find them a very helpful lot who will freely offer you the benefits of their wisdom. As an example, one of them set up my sails at a regional event recently with a dramatic improvement in performance even though the adjustments made appeared only very marginal.

As for fully tuning sailing performance, Omega can hold her own with all the various designs we have in our club no matter what the conditions and is exceptionally fast downwind in light to moderate conditions. She will point exceedingly high and hold a set course remarkably well without any interference from twitchy thumbs, a characteristic that has enabled her to win many races. One unusual but welcome characteristic is the way she performs when the wind overpowers the rig when running. Like all yachts, Omega will attempt to discover the bottom of the lake with her nose, BUT, due to the very fine hull entry and the high resistance to lateral movement by water pressure on the hull, she doesn't twist round. When the gust has passed she simply pops up and gets underway once more while the rest of the fleet has to tack or jibe to get back on course. Again, potential race winning property.

Good luck with your Omega and do let the Editor know how you get on via a note and maybe a pic.



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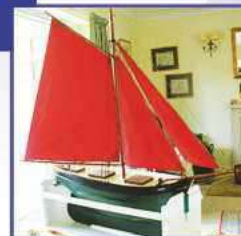
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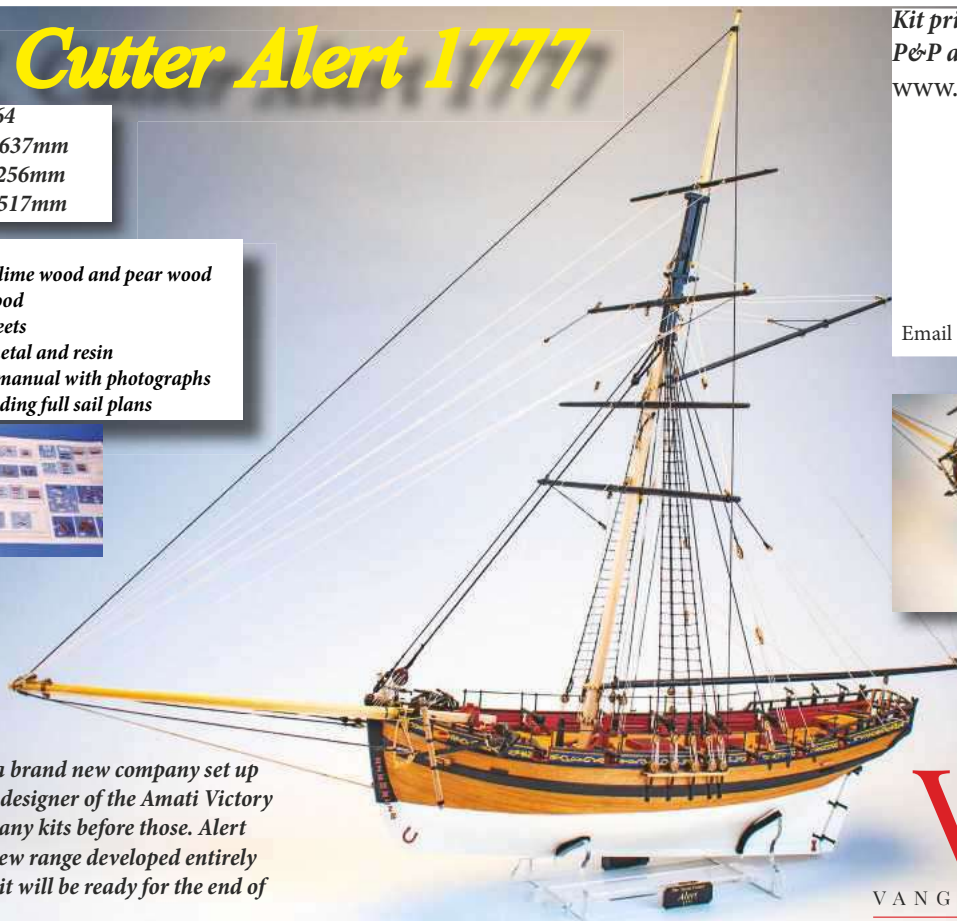
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VM
VANGUARD MODELS
BY CHRIS WATTON

The Royal Yacht Britannia

By Ray Scrivens

I have been a member of the Blackpool Fylde Model Boat Club for approximately 22 years and have been making model boats for around 35 years. Back in 2006 I started to build a six foot model of The Royal Yacht Britannia, which took me three years to build. The ship is extremely detailed with models of the Queen, Duke and the Royal Marines band on board. It also has a model of the Rolls Royce Phantom, which the Queen took with her for official duties. It is partly furnished and is complete with functional lights. The ship is in working order and has sailed on Fairhaven Lake in Lytham St Annes to the pleasure of many a spectator. It was true labour of love and a one off work of art. I am extremely proud of her.

It is 1/72 scale, semi-scratch built with a fibre glass hull. The deck is made out of lime wood and corked with vinyl paper; the mast is made from carbon fibre fishing rods and the top structure and funnel from plastic card. I had the golden stripe custom made by BECC, along with the emblems on the bow, lifeboats and stern on top of the bridge. The paint was specifically made to get the optimum colour which I applied using an aerosol and then completed using a crystal lacquer to achieve a fine finish. The most challenging part of the build for me was construction of the royal barge.

My model has won numerous awards including the best boat in show at the Blackpool Model Boat Show in 2011, the best



semi-scratch model at Haydock Model Boat Show, the David E Owen award at Ellesmere Port in 2012 and the Queenscourt Cup at Southport Model Boat show in 2012.

The origins of the Royal Yacht Britannia can be traced back to July 1938 when the British government agreed to the construction of a new Royal Yacht to replace the Victoria and Albert (111) of 1901 which was by that time considered unsafe for ocean passengers. The shipyard chosen to build the yacht was John Brown on the Clyde, mainly because of their

experience with high class passenger ships; the order was placed in February 1952 (yard number 691). Design specifications were quite onerous; she needed to be capable of sustained operation in both tropical and Arctic waters with a continuous sea speed of 21kts and an endurance of 2,000 miles at 20kts. Economy was paramount. She had a single buff funnel and three masts with a neat and well-balanced profile. No name graces the bow or stern (everybody knows she is the Britannia so a name is superfluous)



but a large Royal cypher graces the upper stern and a small circular cypher with a crown decorate on the stern. The yacht was launched on 16 April, 1953 at Clydebank and given the name Britannia by Her Majesty the Queen. The yacht is now docked at Edinburgh as a museum piece.

Many people were amazed by my model and persisted that it should be held in a museum for all to see. So after long consideration, my son contacted Robert Gill at The Royal Yacht Britannia Museum in Leith (Edinburgh) to show them the model. They were extremely impressed and made an

offer to purchase Britannia for their museum display. I was delighted with their response and we have arranged for the boat to be collected and displayed with a plaque crediting my work. I am extremely proud that my years of work and craftsmanship can be seen by anyone who visits the museum to see the real thing. ●



Curly U

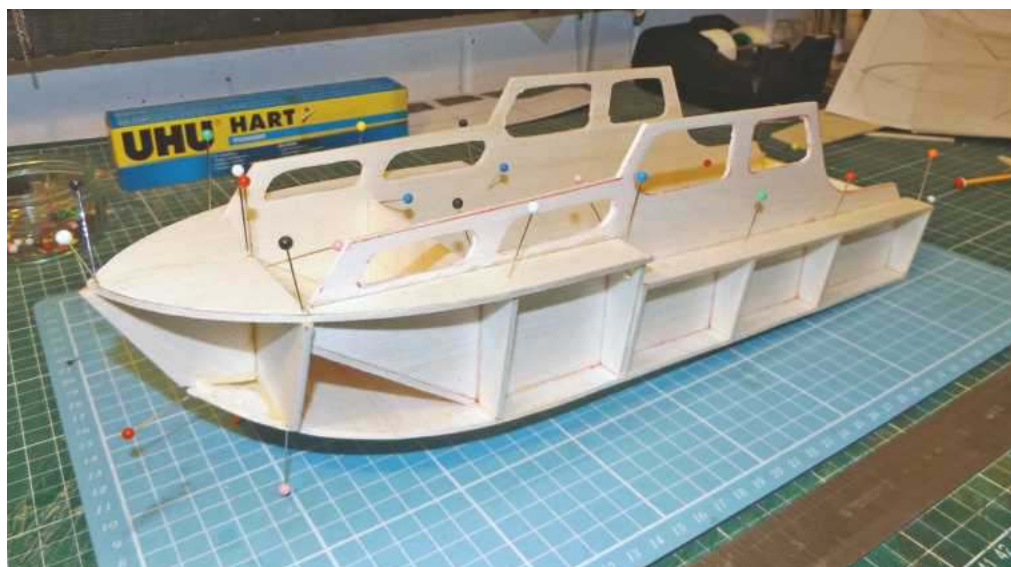
Ray Wood concludes his homage to the Keilcraft boat designs of the 1960s

Introduction

Curly U is aimed at the younger modeller and is the last of my interpretation of the trilogy of Keilcraft simple balsa built boat kits from the 1960s, which was for most of us 60+ folk, may have been where many of us started modelling as a result of birthday or Christmas present. Driven by a small motor and dry cell battery, the cabin cruiser in the range was Curlew, a 10in long freelance craft, hence the name, with a single chine hull and removable superstructure/cabin. My take on this is a more modern looking cruiser of maybe the 1970's GRP style of craft.

Hull construction

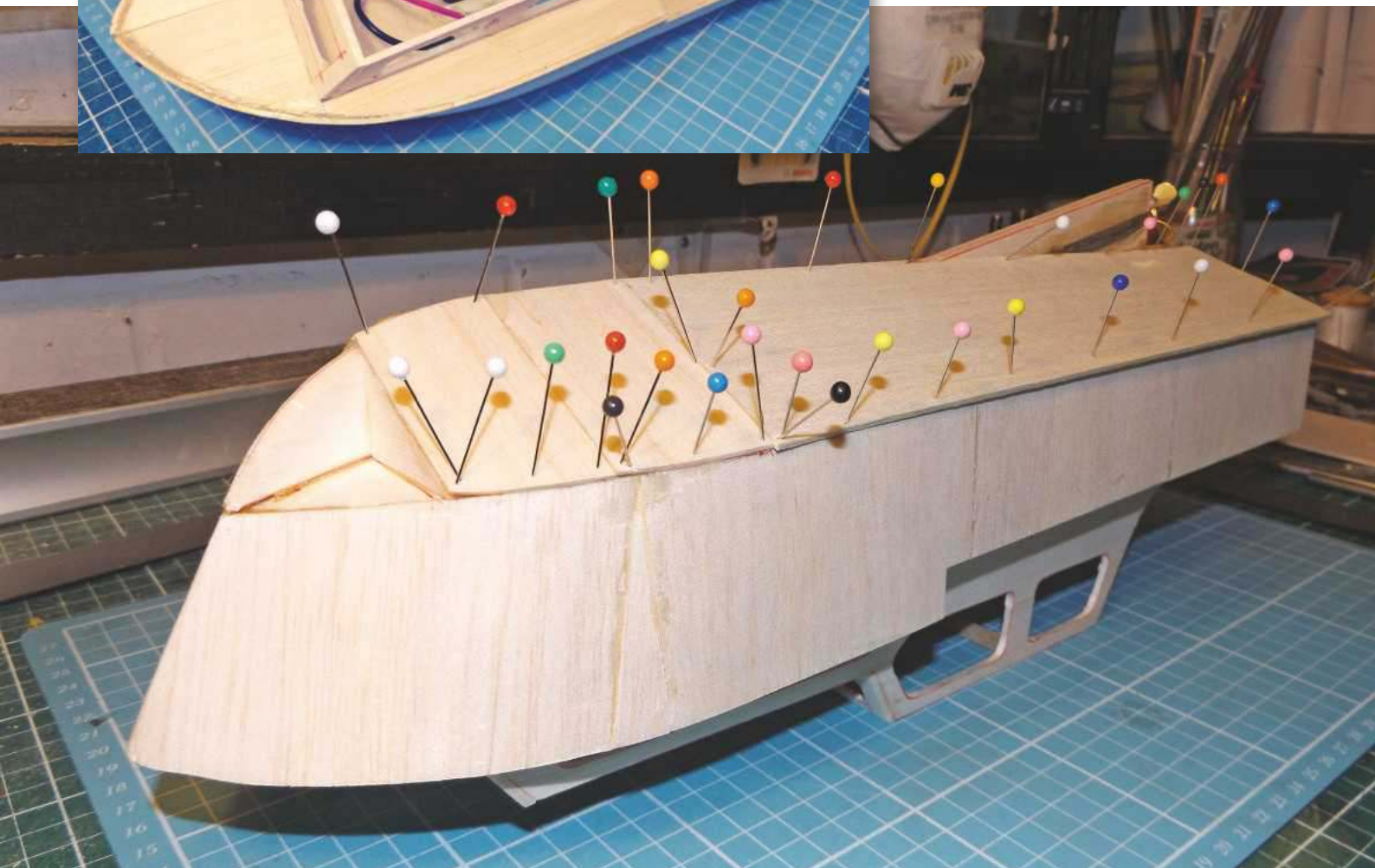
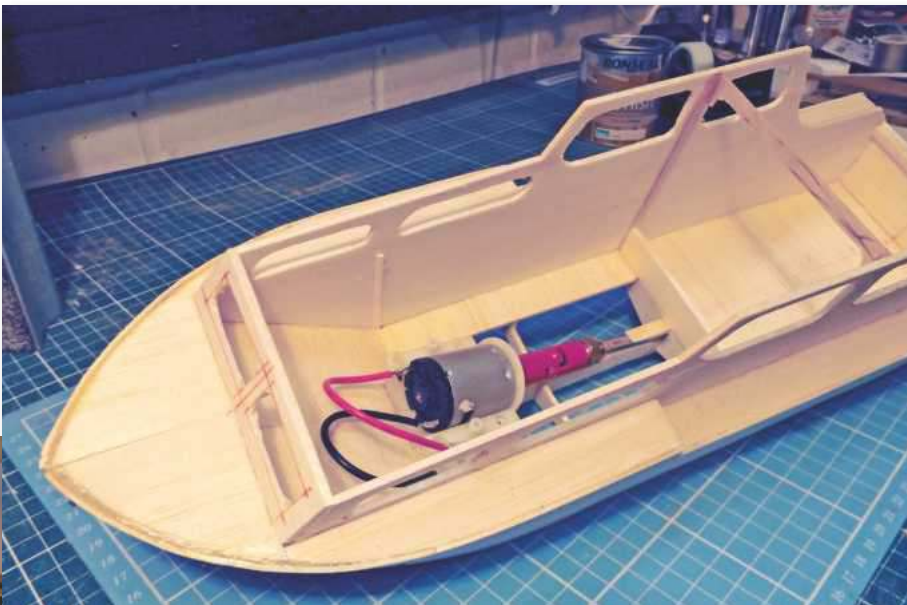
The hull is built using balsa sheet on the tried and tested method of building a box structure as the basis and adding the shape of the single chine hull to the outside. The chine sheet C1, acts as the base cut from cross grain pieces of 3/32in balsa sheet glued together. This is easily achieved taping sections together and gluing the joints and laying on a flat surface until dry; the cross grained approach is required to allow it to be curved and attached to the stem S1 and bulkhead A1 at the bow. The cabin sides are traced from the plan and it's a good idea to take a little time marking on the bulkhead positions internally and externally, the former positions including the windows, which if you are not confident to cut out the openings, an alternative could be Fablon sticky backed plastic stuck on and from a distance looks fine. As I liked the challenge of forming the





windows openings, I use a section of thin walled brass tube of $\frac{1}{4}$ in diameter with a bevel filed on the end as a cutter for the radius's and scalpel to finish the job. Balsa cement allows a fast build and smells great, but a good quality water resistant PVA is equally good, the transom T1 is the rear bulkhead and B1 and B2 are the cross members; B2 is removed later to accommodate the motor. The keel K1 is cut from $\frac{1}{4}$ in balsa sheet or two laminations of $\frac{1}{8}$ in allowing for the stern tube to be installed later, the triangular half bulkheads below the chine are cut to fit.

The next stage is to fit the side formers SB1-3 and the side and foredeck. The hull sides are $\frac{1}{16}$ in sheet with vertical grain pinned and glued in position. The bottom skins are sheeted from the transom to B2 with the grain lengthways and the section from B2 to A1 cross-grained and soft block balsa carved to shape at the bow as indicated on the drawing. The next stage is to fit the side formers SB1-3 and the side decks, which are $\frac{1}{16}$ in balsa, traced from the plan and fitted in place. The cabin sides have the windows cut out; they will benefit from some temporary cross braces as it's rather flimsy and breaks easily. The stern tube, coupling and motor is fitted and epoxied into position, this only leaves the small rudder to be installed. The





hull is then tissue-covered and doped in the traditional way after rubbing down. The spray rails and gunwhale rubbing strips are optional but I always think are worth fitting for some scale finesse, the spray rails do help the boat to plane much drier. The cabin roofs are built in situ from 3/16in balsa sheet to be removable for access with roof top grab rails from balsa or hardwood. The cockpit floor is also removable for access to the battery with a small locker across the stern to house the steering servo and linkage.

Finishing the hull & deck

The balsa needs a couple of coats of sanding sealer, rubbing down between coats to receive your chosen paint, I have tissue covered the hull sides to achieve a better looking 'dink-proof' finish. At this stage, spray rails from 1/16in x 3/32in are glued along the chine line on the hull sides, gentle coaxing and dampening helps the balsa round the curve to the bow. These will help the boat rise up onto the plane and run drier; I spray the hull with white car primer before brush-painting the topsides with white Humbrol enamel and matt red below the waterline. The side and foredecks can be simply painted to represent a non-slip surface, or as I like to have some real wood on the model I have used 1mm mahogany sheet with plank lines drawn on in ink and sealed with water-based varnish which makes it look like teak.





Cabin windows

The glazing of the cabin windows is optional, but I like to glue acetate sheet cut to shape in place, my preferred adhesive is Formula 560 produced for model aeroplane canopies, which dries clear

Fixtures & fittings

This is matter of personal choice, the original kits were devoid of any fittings, but I think cleats, fairleads and a few other essential. The next stage would be navigation lights which will bring the model to life even more.

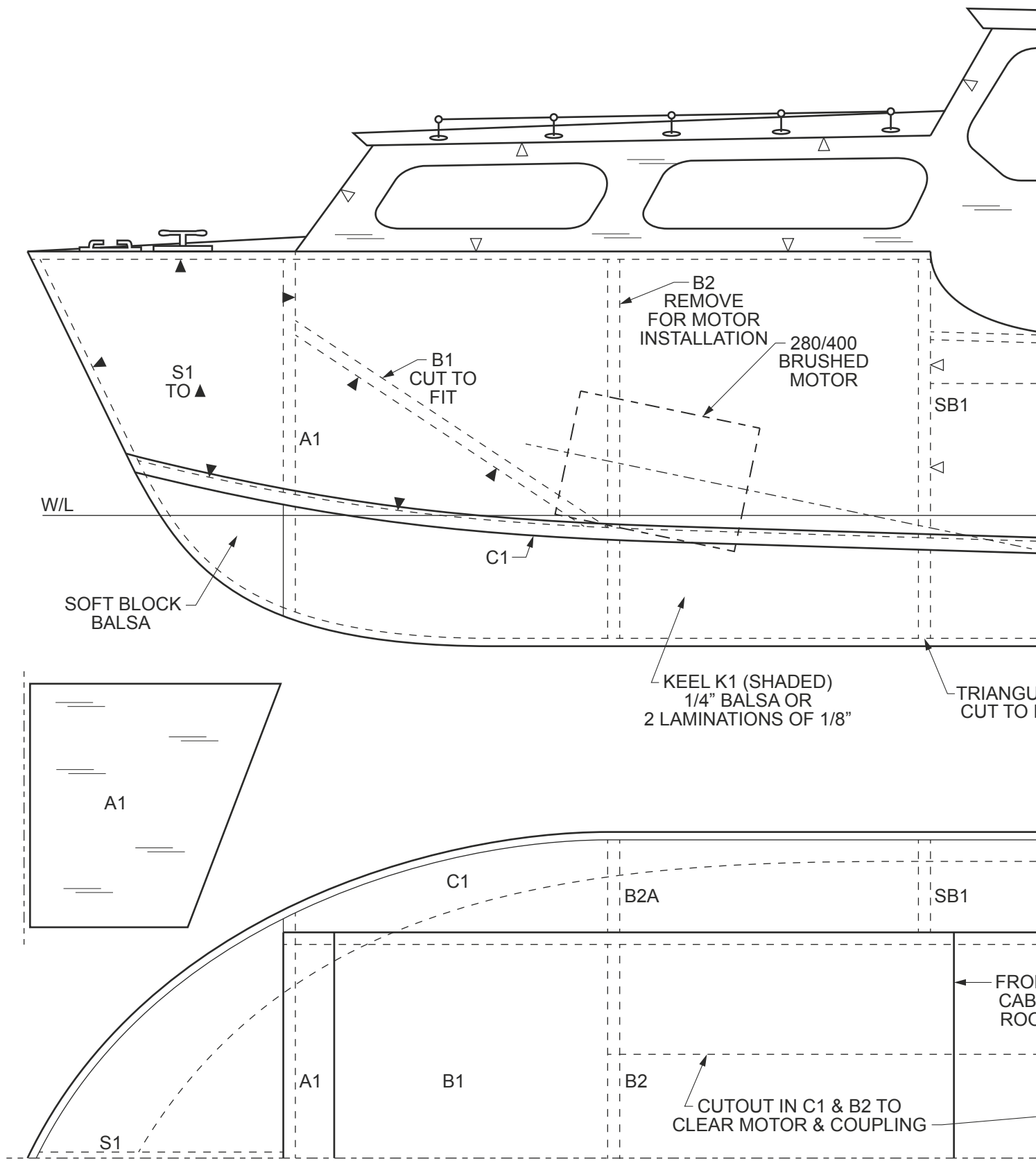
Rudder & radio installation

The diminutive rudder is a small piece of brass sheet soldered into a slot cut in a section of 1/8in diameter rod, located in a close fitting tube, the hull is drilled and the tube epoxied in place checking clearance exists from the propeller. With these size boats, shoehorning the receiver and speed controller and drive battery into the limited space will be a challenge, the battery weight needs to be kept under the cockpit floor. I used a 400 size brushed motor driving a three-blade 25mm brass propeller, with an Mtronics speed controller and a small capacity 6-cell NiCad pack and Tamiya type plug.

Sea trials & handling

As this little project has been built over the winter, waiting for a suitable fine day was essential, all went well with the maiden voyage with enough power to get up on the plane and steering working well, so to summarise; another fun model for my grandsons.

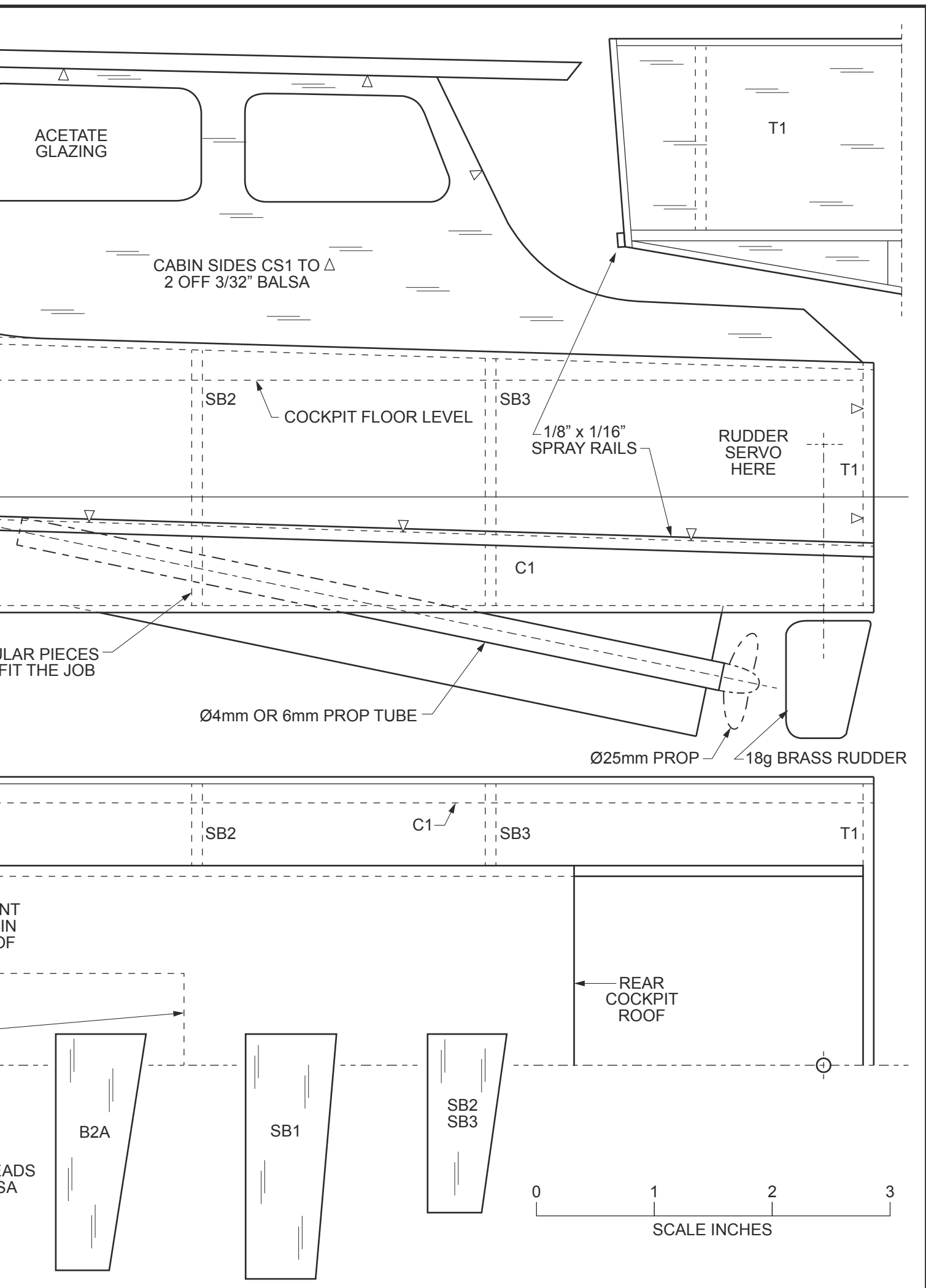




CURLY U

BY RAY WOOD

ALL BULKHEADS
3/32" BALS



ROGERS COLLECTION OF SHIP MODELS AT THE US NAVAL ACADEMY

Volume II, Third Rates

By Grant Walker

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

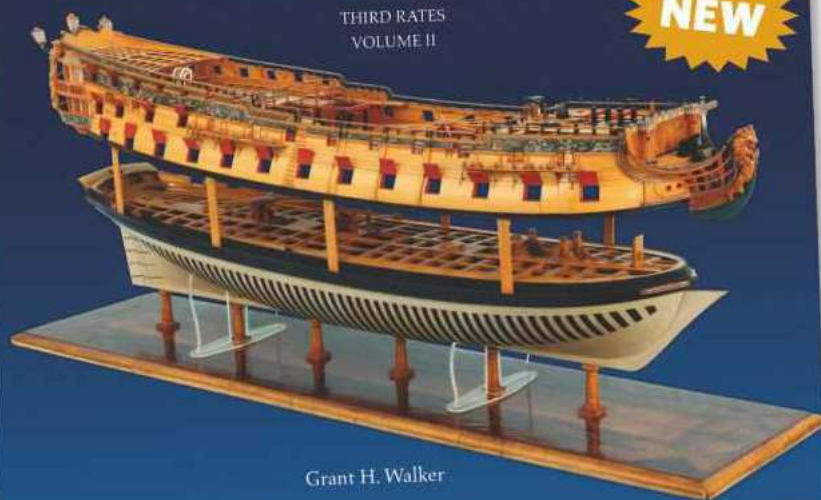
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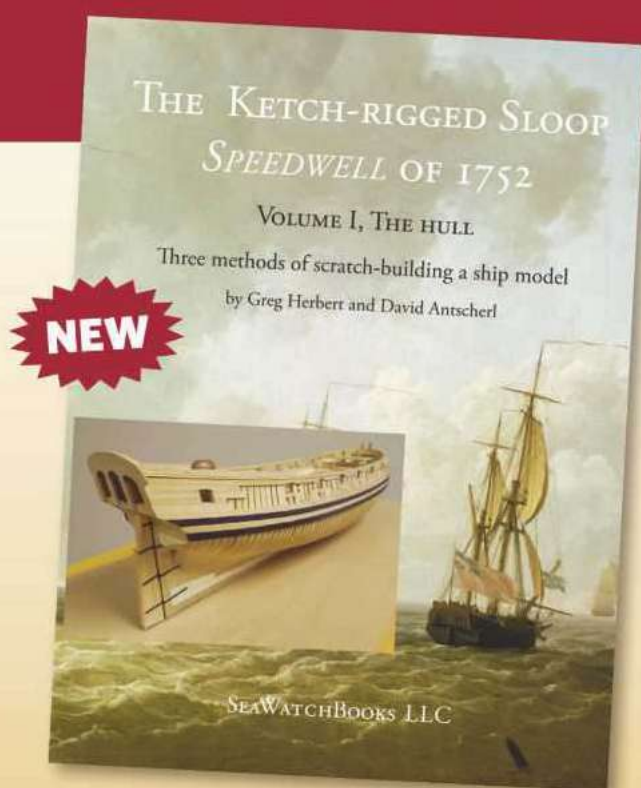


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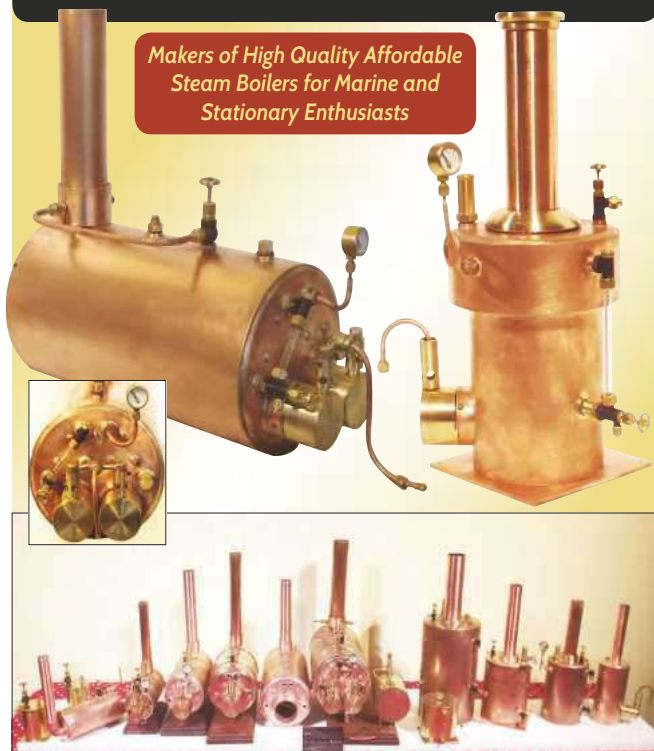
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Torro LCM (3) Pro-Edition

An impressive LCM 'out of the box and beyond' review by the Editor

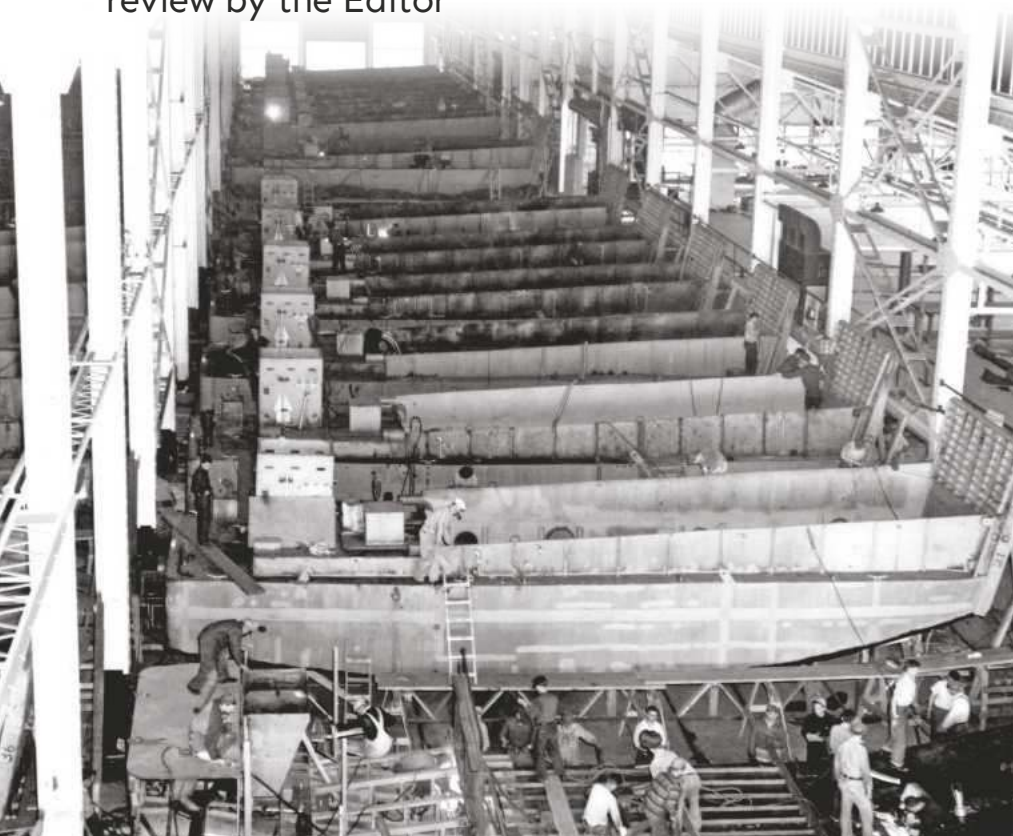
ABOVE: Torro's LCM (3) heading for the 'beach' in near-perfect conditions at St Albans!

The subject of this review is the LCM (3) of which 8,451 were built between 1942 and 1945 in the United States by Higgins, W A Robinson, Drier Steel & Brewer, Walsh-Steers, Beth Wilmington, American C&F and Boston, Charleston and Norfolk Naval Yards. Built to two designs, 'Bureau' and 'Higgins', the former could carry up to 120,000lb (due to a lack of rear superstructure) while the latter, the more common, could carry a single 30-ton tank such as a M4 Sherman, up to 60 troops or a 60,000lb load. The 60 troop claim was breached on a number of occasions throughout the war.

50ft long and 14ft wide, the LCM (3) only had a forward draft of 3ft and a rear draft of 4ft, as you would expect from a landing craft. 23 tons empty and up to 50 tons loaded, the LCM (3) was capable of 11kts empty and 8kts fully loaded. It had a crew of four (one coxswain, one engineer and two crew members) and the craft had a pair of .50cal M2 Browning machine guns as its only defensive armament which was mounted on the rear deck in front of a small, armoured wheelhouse which was only large enough for the coxswain. Power was provided by a pair of diesel engines (a variety was used) with a power range of 110-225hp. A simplistic looking vessel on the surface, all LCMs took great skill to handle them well and Period film of them running up to beach during D-Day and other assaults did make it look easy. Add a high cross wind and driving rain to the mix, not to mention the intense enemy fire being focussed on these large targets, it is little wonder that casualties were high, especially during the initial attacks. Highly manoeuvrable in the right hands, the LCM (3) played a significant role in the events of early June 1944 and it seems appropriate that, 75 years later, we should be reviewing such a model.

First impressions

Thanks to excellent delivery information provided by Torro, I knew exactly where the model was located from the moment of ordering and was ready to receive it when the delivery van turned up a mere three days



LCM (3) production at the Boston Naval Shipyard in 1942. 8451 were built by nine manufacturers in the United States.

Mass-produced landing craft

Clinically called Landing Craft Mechanized or Landing Craft Mechanical, the ubiquitous 'LCM' came to the fore during the Second World War when the art of the amphibious assault became a crucial aspect of modern

warfare. Capable of delivering a single tank, a mechanised vehicle or large numbers of troops or a combination, the LCM has become one of the 'war-winning' icons of the Second World War and the basic design continues to serve to this day.

The sun was shining the day the LCM (3) arrived; it did not shine for long. The later examples of the Torro LCM (3) have much lighter weathering than the originals so you still have scope to put your own stamp on this big landing craft.

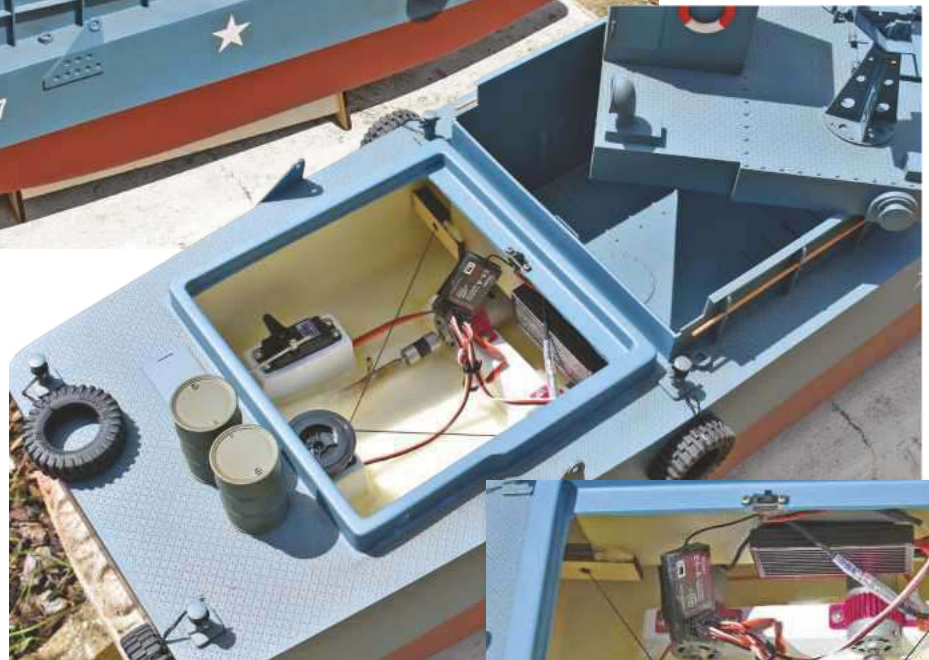


BELOW: The rear superstructure can be removed to gain full access to the electrics which is a very tidy installation.

later. My first impression was, 'wow that's bigger than I thought', as the delivery chap struggled with the large box. After removing the outer protective packaging, the actual model's nicely presented box was revealed; it was 1.2m long – this was going to be good! Inside was a very impressive 1/16 scale model looking like it was ready to sail straight away and it was, this is a RTR kit so all you need to do is fill the Transmitter with AA batteries (not supplied) and charge the Torro LiPo-Akku 7.4v, 2800mAh high performance battery pack with an 800mAh compact charger; both supplied.

After carefully lifting the LCM (3) out of its box, it was time to build its wooden stand and take a moment to appreciate some of the details we have here. At 960mm (3ft 2in ish!) long, the model certainly has a presence. As I mentioned before, these are not complex vessels compared to a destroyer or cruiser, for example, so what detail there is, is meant to be there and it has been done well. The grey-blue colouring is reasonably accurate, especially for the Pacific Theatre, although the US serial number on the front of the ramp and the forward flanks of the craft are fictitious. For those modellers who like

to paint and, in particular, weather their model, the opportunity to make the craft look like it has seen some action is available. I believe earlier examples of this LCM (3) were quite highly weathered, much to the annoyance of those who prefer to carry out this work themselves. The rear decking is furnished with a pair of 0.5in machine guns and the 1/4in thick armoured wheel house contains decal instruments, a wheel and a seat for the coxswain. A pair of oil



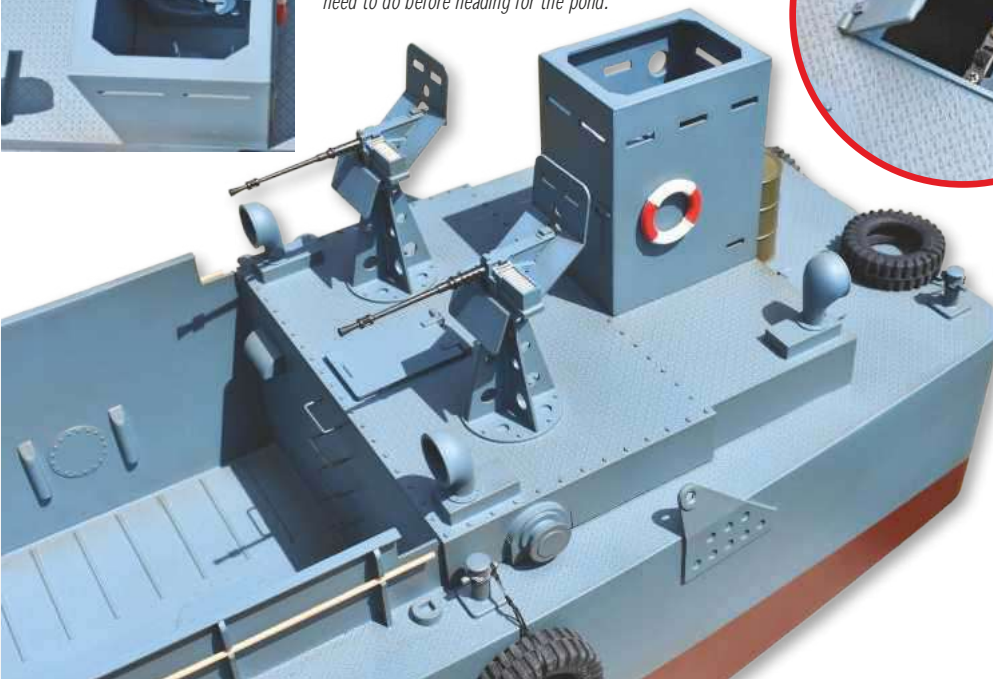
Twin motors, ESC, receiver, single servo and pulley wheel for the loading ramp all visible in the rear of the LCM (3).



LEFT: Looking down into the armoured wheel house, stickered instruments could be replaced if you desire.

RIGHT: A nice touch, the engine access hatch also doubles as a quick access point for the craft's power button.

BELOW: The rear superstructure of this Higgins design LCM (3) has been reproduced accurately. The 0.5in machine guns have to be fitted which is just about the only construction work you need to do before heading for the pond.



drums are tucked behind the wheel house and all around the edge, realistic military tyres hang from nicely moulded capstans. The large sling plates look good on the along the side and all the rivets appear to be in the right places; I'm not going to be counting anyway!

The rear superstructure can be lifted away to reveal the electronics of the craft. It is a very tidy set up, a pair of 390 electric motors are secured in place driving opposing propellers. To the rear of the motors is a bulkhead to which the ESC and E6-A 6-channel receiver is attached and on the port side is a single proportional servo which controls the twin rudders. To the rear of this area is a pulley with nylon cord attached; this controls the forward ramp which has its own control knob on the upper right-hand corner of the MC6A 2.4 Ghz controller. The battery is located on the starboard side but can be repositioned should you have ballast issues. The power switch is located on the forward lip of this large aperture and once the superstructure has been refitted it can be accessed via a small access hatch (entry to the engine room on the real craft); a feature I almost missed until a two-year old pointed it out to me by the pond!



Some cargo

Whilst planning ahead for a photo shoot, I thought the LCM (3) would look even better if it was actually carrying something to the beach. I could not quite stretch to purchasing a M4 Sherman, which can be acquired from Torro as a bundle with the craft, and so instead bought a reasonably priced M16 Half-Track, also from Torro. The LCM (3) is capable of carrying up to 8kg so the M16 would cause little bother and would also provide a little insight as to how the craft would handle with and without a decent load. Further realism was added thanks to a couple of figures supplied with the M16, which brings me onto the lack of figures for the LCM (3). I think a deck crew would set the craft off a treat; maybe a couple of gunners and a coxswain at the helm. We are already on the case with this one and the LCM (3) will feature in a further article covering crew figures which can actually be purchased from Speedline Models. For those who can remember, Speedline's own LCM (3) was featured in the magazine back in 2012 and makes for an interesting comparison, price wise especially, for those who prefer to build or those who prefer out of the box; there is not a great deal of difference. So, with that in mind, and for those of you sucking your teeth at the price, a kit is only marginally cheaper and you still to have to provide your own R/C gear, ESC, battery and motors.

It may be just a functional steel tub but the more you look at the LCM (3) the more you like it!

On the water

I had a frustrating wait before I could get the LCM (3) onto the water; we've been having a lot of rain in Lincolnshire and, while I write this, more beckons. Press day was also fast approaching, so the pressure was building and there was nothing for it, I would have to head South until the weather broke and luckily it all came together at St Albans. Already checked out by our designer, Richard, the water was 'high' to such a degree that it overflowed into an area which could double as a 'beach'; all we needed were some blue skies and a few minutes of sun – not too much to ask for in June.

For anyone that knows the location, St Albans Model Boat Club pond, is quite a trudge from the car park so, by the time we got to the edge of the water I had designed a trolley for the LCM (3) in my head, ready for the next time I took her out. With the battery connected and the controls checked it was finally time to take to the water, initially without the half-track on board. The LCM (3) headed for the middle of the pond at a good 'scale' pace, the wash from her twin propellers looking very realistic behind her. The wind was a gusting south-easterly and, just like the real vessel, she did not take kindly to it but when the wind dropped she turned well with a realistic turning circle. The real craft would obviously have had twin throttles, a feature which would vastly improve the model's manoeuvrability but

ABOVE: The maiden voyage at St Albans, running light and giving a good scale speed even at full throttle.

BELOW: With a vehicle on board the LCM (3) comes alive and will only improve once a deck crew is added as well.



we've just got make do with blips of reverse thrust and opposite rudder to bring her round as quick as the real thing. All was going well until she started to become fouled by weed in the middle of the pond which she valiantly overcame after quite a battle.

It was now time to load her up with the M12 Half-Track which certainly made her look more purposeful and interest, which was already building, began to gather around the pond. Unsurprisingly, the LCM (3) seemed to handle better as the weight of the M12 put her that crucial few millimetres lower in the water. Battery life appeared to be good and to be honest with you I completely lost track of time, partly because of the amount of pleasant conversations I had with people around the pond. We must have been there for two hours at least and only changed the battery once, the second still having plenty of life remaining before we left. Interest ranged from the inquisitive two-year-old I mentioned earlier, all the way up to a lovely 90 'and a half' year-old lady called Erika! I lost count of how many positive comments we received about the LCM (3) which certainly did 'look the part' as the wind began to drop and the sun kept pushing its way through.





The Torro LCM (3) impressed everyone who saw it at the St Albans pond; we were impressed as well.



Conclusion

We have been hanging our noses over this landing craft for a while now, wondering whether or not it would be to everyone's taste. Well, it clearly isn't, it cannot be because we don't all like the same things. The builders will shake their heads while those who just don't have the time to create such a beauty and have a soft spot for all things Second World War, will think that this is for them. With the added element of introducing an R/C land-based vehicle into the mix, this LCM



ABOVE: A trip was made half way across the country to find a beach only to discover one in our designer's back garden! LEFT: The late Spring, early Summer (depending on your denomination) finally arrived for a couple of crucial hours in St Albans for us. BELOW: The water was stirred just like a real LCM, complete with gurgling noises.



(3) could tick a few boxes for many. It is a great quality model, ready to go, as simple as that. Yes, you can build your own for around the same money if you have the time and the skills; many have, many have tried and many more just don't. This is, however, another way to get you down the pond and to have the opportunity to show-off in front of kids of all ages.

Thanks very much to Florian Fendt at Torro das Hobby for arranging delivery so quickly and efficiently.

Torro LCM 3

1/16 RC Landing Craft Mechanized (LCM)
(3) Torro Pro-Edition
Dimensions: approx. 960x260x270mm
Controller 2.4 GHz, 6 Channel (S-FHSS)
Controls: Forward, backward, right and left
Features: Waterproof cruise control 50A;
Two 390 engines; Proportional Servo;
Functional ramp; GRP Hull & Operating
instructions in English and German
Load: Up to 8kg
Price: RRP €599 (approx £534)
Manufacturer: Torro
Website: www.torro-shop.de





ABOVE: Detail from Ernie's Russian Ship model.

LEFT: Ernie's mother-in-law, Gertrude with his very first model boat, a Rescue Launch.

A lifetime of Model Boats

And still more to come - by **Karen Crane**

If I could just take a few minutes of your time, I would like to tell you about my uncle, Ernie Martin? Ernie is 92 years of age and has been buying Model Boats magazine and making radio controlled models, many from the free plans you supply, for more than 50 years and has just completed his 54th model. However, when he received his February 2019 issue, he could hardly wait for me to get through the door from work to tell me about the little boat he built in 1952, just two years after he married my Auntie Marjorie. He bought a Fast Patrol Boat kit from a shop; he thinks it was called 'Hobbies' on London Road, Manchester. At that time, there wasn't much



RIGHT: Police Launch No.5.



LEFT: Ernie with one of his later models, the SAR tug, Astra. ABOVE: Esmeralda Clipper.



Some of Ernie's 'fleet'.



ABOVE: Survey Vessel, Cumbrae No.1. BELOW: Jacobite Queen.



LEFT: Corvette.

BELOW: A 57in long Russian Ice Breaker 'Triton', built from Photographs.



money to spare and he certainly didn't have the workshop he has accumulated today; but built this little boat in the spare room, on a wooden cased commode! It took him some time to build as he had to buy the tools as he needed them; having only glue and sandpaper to begin with. When he eventually finished the boat he gave it to his mother-in-law, Gertrude, my grandmother. Since that time, he has developed a workshop with lathes and cutting machines and continues to build his radio controlled model boats and ships, some of which are over 4ft long. I am sure there are many more enthusiasts out there, but I just thought this was a lovely heart-warming story.

Ernie joined the Fleetwood Model Boat Club some 40 years ago, and sailed, along with his long-time friend Fred Baker, on the lake by the clubhouse.

A Festival of Model Boating

Colin Bishop reports from the 2019 Mayhem event



ABOVE: The idyllic lake scene on Saturday morning.

LEFT: Geoff Dixon's superb HMS Iron Duke featured working guns with smoke and light effects.

Mayhem caters for all types of model boating, although there are practical restraints on the types of model that can be accommodated. Generally the turnout reflects the main interests of the forum membership in scale working models but also embraces other aspects of model boating such as straight running, scale and competitive sail plus IC engine boats by special arrangement. So there is always a huge variety of models present to showcase



Shannon class Ilfracombe lifeboat scratch built by John Sluman and now owned by Jonathan Askey who has fitted brushless motors.

The Model Boat Mayhem regatta was established in 2007 to bring together members of the internet forum of the same name set up by Martin Davis. Since then, the event has been held annually at Wicksteed Park and is hosted with the generous support of the local Wicksteed Park Model Boat Club on the park's purpose built model boating lake. It has been some years since I last attended due to other commitments but 2019 promised to see some rather special models present and so it proved.



Thames Barge Venta, one of the impressive scale sail boats present.



TOP: Dave Milbourn and Colin Bishop gave a joint display with the *Fairey Swordsman* and *Huntsman*. Martin Davis. INSET ABOVE: Ron Kingdon's *Rodney*, G3 *Invincible* and Geoff Dixon's *Iron Duke* dominate the lake.

RIGHT: Victorian cruiser *HMS Pelorus* by David Viewing built to 1/96 scale on a Dear's Marine hull of *HMS Pegasus*.



ABOVE LEFT: One of Deans Marine's earlier kits, *Julie M* still makes a very attractive and straightforward project. ABOVE RIGHT: This bathtub babe drew plenty of attention, especially when bubbles streamed from the showerhead! BELOW LEFT: The RNLI Waveney class was based on a US Coastguard design and this boat, *St Patrick*, spent was stationed at Dunmore East in SE Ireland. BELOW RIGHT: A very nice example of the tug *Portgath* from Mayhem member AndyN.



our hobby, particularly as the venue is in a popular public pleasure park and held over a Bank Holiday weekend. I attended for the Saturday only and the weather was perfect.

When covering an event like this for Model Boats it is simply impossible to do it full justice in the space available. To give some idea of the scale, there must have been well over 100 boats around the pond and up to 30 boats on the water at any one time (isn't 2.4Ghz

wonderful!). The Wicksteed club also put on an excellent static exhibition in the main park complex buildings which I regrettably did not have time to visit. I took three boats along myself and my small selection of photos inevitably show the models I was particularly interested in or which otherwise caught my eye. To get the full impression of the event visit the Mayhem website <https://www.modelboatmayhem.co.uk/> where

the forum has a full selection of images from on and around the lake and of the static exhibition.

It was clear that everyone present was really enjoying themselves along with the general public and perhaps the most memorable impression many people will have taken away with them was the sight of the three massive Royal Navy battleships parading majestically around the lake in close formation. That really was something special. ●



A general view of the Victorian pond, home water of the Mid-Thames MBC, with the host's paddock in the foreground and the pavilion to the left.

The Beale Park Model Boat Show

Pangbourne, Berkshire, 4/5 May, 2019 by **Kim Belcher**



ABOVE LEFT: Part of the Stevenage MBC's gazebo and display, just one of those clubs that travelled to support this 'resurrected' two-day event. ABOVE RIGHT: Yachts and barges on the Phoenix Marine MBC's stand. In the foreground Richard Chesney's modified Metcalf Mouldings 'Moonbeam'.



What a wonderful show!

All it takes is someone willing to organise and communicate the meaningful details and a club that will host and co-ordinate the venue and amenities. To think that this show almost became extinct. For two years it went missing from the calendar and then back to a one-day show and this year to a full two days. So a big thank you to the host club, The Mid Thames MBC and their Chairman Tony Simons and also to Phill Montague of the Kent Model Boat Display Team, who did all the email contacts with the various Clubs, with

constant reminders, of whom Phoenix Marine, Black Park, Oxford, Watermead (Aylesbury), Crowborough and Stevenage MBCs, the Lifeboat Enthusiasts' Society, Southern Model Display Team, Rebel Boat Squadron, Happy Hobby Modellers, Models for Heroes and Anything R.C., supported by Tony Mudd and his shop, responded and gave full support across the two days.

There was an eclectic mix of marine vessels, yachts, submarines, tugs, hovercraft, rowing boats, dive-boats, hydrofoils, novelty, ferries, modern naval, historic naval, flying

boats, fast electric, speed boats, fire boats, steam river launches and lifeboats. Added to this, some 14 members of the Swindon RC Truckers were in attendance, with a large layout in the pavilion and regular 'walkabouts' around the pond area.

The weather was reasonable, if extremely cold on the Saturday and both days had rain (and some hail), but not enough to spoil either day's enjoyment. There was a captive audience throughout, as this is a real 'family day out' park, with zoo, aviary area, train rides, model boat museum, paddling pool and

ABOVE: Taking up the challenge! The owner of the 'Switzer Dolly B' rescue tug making a great job of towing the 18ft tanker 'Chantry Oiler'. BELOW: He needs no introduction to 'large'. Paul Chilcott's wonderful P&O ferry, based on the 1/96th scale Linkspan Models kit. Paul has working stabilisers and beautifully engineered variable pitch propellers, allowing incredible control overall.



ABOVE: Frank Hollis, from the Black Park MBC, 'shows off' his incredible French rowing boat which is totally scratch built from plans. Even the gramophone played music while the ladies enjoyed the attention!

activity area, plus the peacocks, with wildlife and fish on and in the large Victorian pond.

Items worth mentioning are the chance to use your tug to pull a very large 18ft tanker (provided by the host club), a few brave 'sub-mariners' who would not be put off by the weed and entertained both old and young alike, a flying boat that had its maiden voyage along the surface of the water, a small hydrofoil that gently rose onto its foil shaped 'legs' and plenty of yachts just using the wind

to sail. All of this brought a great interaction with the paying visitors and allowed our hobby to be shared and, hopefully, furthered.

For the modellers, there was even a chance to purchase models 'surplus to requirement' from the Beale Park Trust barn collection. There were some very happy faces and full car boots! As I usually say, I will let the photos and captions give a small insight into the two days. Please watch out for next year's dates and come and support this great event. ●



ABOVE: Derek Hills' PBVSA Catalina flying boat 433924 on its maiden surface run. The model belongs to his father Derek (Happy Hobby Modellers) and it is made mainly of expanded polystyrene.



ABOVE: This 1/12 Arun class lifeboat belongs to Noel Painting of the Mid-Thames MBC. With brushed 850 motors and an Action P100 Noisy Thing sound system, coupled to the speed controller, the model came alive with its twin Caterpillar engines!

BELOW: Here Matt Beck (KMBDT) patiently manoeuvres his newly acquired version of the type 7 'U' boat, avoiding the beds of weed lurking below the surface.



LEFT: A young lad is overcome when he sees Martyn Prior's two submarines. The older 1/32 Type VII U-boat and the slightly larger and more modern 1/30 Swedish Nacken class diesel electric 'Nak'.



Soobrazitelnyy- Russian Corvette

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

TOP: Project 20380 Gromkiy nearing completion at the Amur shipyard; Gromkiy was assigned to the Russian Pacific Fleet as from July 2017. Amur Shipyard.

Forecastle

All the Steregushchiy class conceal the anchor handling equipment beneath a partially covered forecastle with the remainder of the forecastle open but having raised bulwarks on either beam. These are fitted with inboard supports and horizontal strengthening pieces; **Photo 1** shows this in some detail.

When viewing the existing moulded raised bulwarks, it became clear that it would be almost impossible to airbrush the deck red and the completed bulwark grey. The solution was a simple one of making the bulwarks removable. Before detailing the method used a look at a simple way of making each of the two double leg bollards mounted within the forecastle and clearly visible in **Photo 1**.

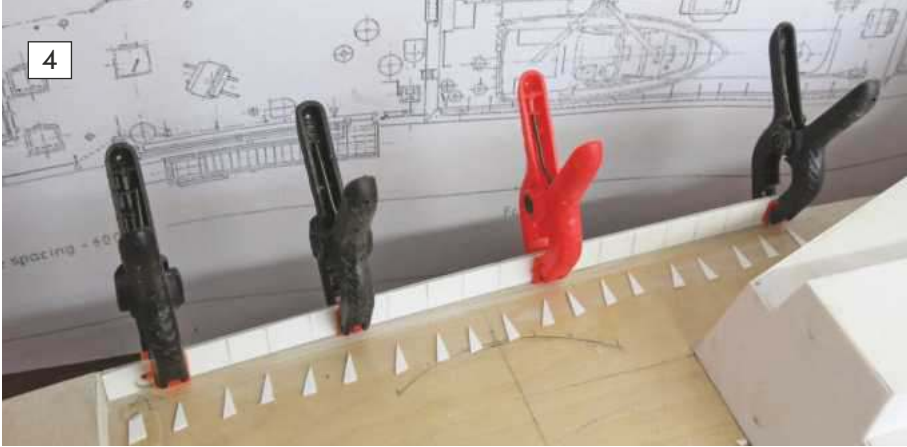
Double leg bollards

Double leg bollards are a regular fitting on many warships but not always with the addition of the semi-circular flanges which seem to be there to improve handling. To form two sets all that were required was a short length of aluminium tube 4mm od cut to 7mm in height accurately cut using a small tube cutter. The circular cap at the top 4.5mm in diameter punched out using a leather punch. The base cut from 1.5mm styrene sheet and the semi-circular flanges 3mm dia. formed using the leather punch. In all the whole process took about 20 minutes to prepare and a further ten minutes to assemble both sets costing almost nothing which is one of the benefits of building from scratch (**Photos 2 & 3**).



1: Deck detail aboard Project 20380 Soobrazitelnyy, double bollards and one of many different types of mushroom vents. Plus, the structural arrangement along the bulwark. 2: Prepared parts for the double bollard. 3: The assembled double bollard.

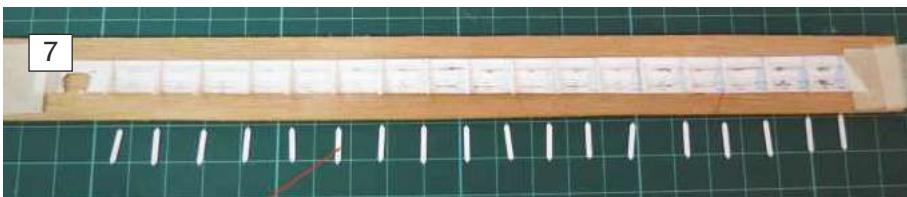




4: Cladding the GRP bulwark with a styrene bulwark.



6: All the supports in place along the length of the styrene bulwark.



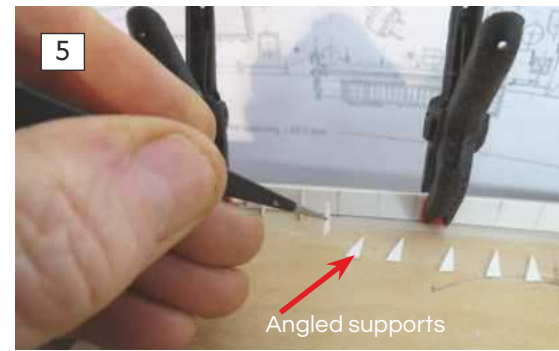
7: The styrene bulwark is transferred to a strip of timber and laid flat to enable each of the flange piece to be fitted to the angled supports.



8: Tamiya Extra Thin is idea for working with fine or delicate styrene parts.



9: The Panama Bows and flange piece across the bulwark support.

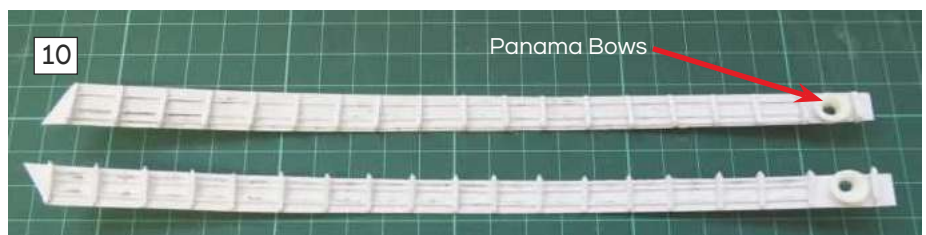


5: Fixing to a pre-marked location each angled support.

pre-formed GRP bulwark with the location of each of the angled supports marked. It's also worth noting that the rise of the sheer need to be considered when cutting each support (**Photo 4**). Working from the narrower end each support is carefully fixed to the styrene bulwark as in **Photos 5 & 6**. Once firmly set the strip of styrene bulwark can be transferred and secured to a length of timber. This will ensure that the flange pieces that fit onto the angled supports and the three horizontal stiffeners between each support are fitted easily and accurately taking into account the taper of the bulwark (**Photo 7**). For relatively fine work I've started to use Tamiya Extra Thin liquid poly. Many of the established solvent based styrene cements are more than suitable for regular use but when dealing with fine styrene such as Evergreen strip the Tamiya extra thin comes into its own avoiding the prospect of damaging any of the surfaces (**Photo 8**). Using the simple jig, the whole operation takes about an hour. Once completed, the bulwark can be removed from the jig and the panama bows added (**Photo 9 & 10**). The opening for the outer segment of the Panama Bows is cut and fitted to suit a push fit as in **Photo 11**. The Bulwark capping can then be fitted to the top of the existing raised side; here the trick is for the bulwark to have a good tight fit between the deck and the underside of the capping (**Photo 12**) with

Bulwark

As mentions the aim here is to have the entire length of completed bulwark removable. The first step is to cut and temporarily fix a length of 1mm thickness styrene to the



10: Fully prepared both port and starboard bulwark cladding.



11: Installing the outer section of the Panama Bows. 12: Permanently fixing the styrene bulwark capping to the GRP bulwark.





13: The capping has a flush edge with the hull side and a 2mm lip inboard. 14: Providing a push fit the prepared styrene bulwark is slotted into place. 15: Viewing the area of the Forecastle around the gun mounting showing the breakwater and spent round retaining barriers.



the latter formed from Evergreen strip 3mm wide (**Photo 13**). With the capping set firmly the bulwark cladding is temporarily slotted into place this will ensure that airbrushing or painting around this area will be a straight forward operation allowing the bulwark to be removed and airbrushed separately from the deck. With the deck airbrushed the bulwark can be returned push fitted and glued into place (**Photo 14**).

Break waters & gun surround

This unique image shows in detail the Steregushchiy class Corvette Gromkiy during the launch ceremony. Here there is a wealth of detail focusing on the area under discussion. Like all builds that are part of a class of ships changes and refinements are what development is all about yet part of the construction such as the break water and gun housing surround remain constant through-out the class (**Photo 15**).

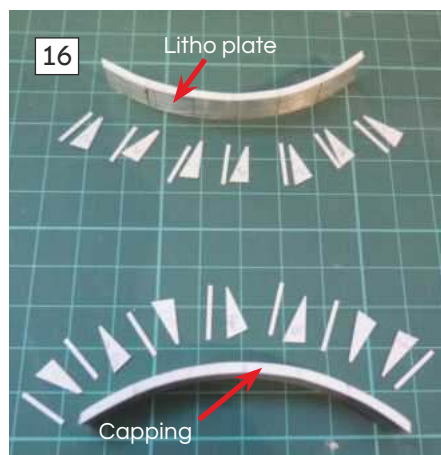
Gun surround

The choice of material for this semi-circular surround was Litho plate as it is both malleable and unlike styrene or wood, when formed into a circular shape will remain so. Once again the initial shape takes into account the sheer of the forecastle deck and when shaped a capping cut from 1mm styrene sheet is added allowing about 1mm over hang on the concave section to accommodate the supports. Here the capping of 2.5mm in width x 1mm in thickness has been added and the supports plus flanges are prepared ready for assembly (**Photo 16**). When fixing the supports some small allowance is made to the underside to take into account the deck camber.

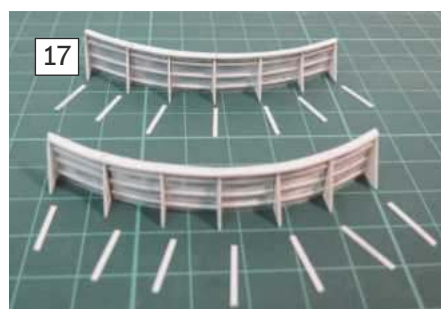
Using Cyanoacrylate each support is added to a pre-marked location. When firmly set Evergreen strip 111 is added in three levels between each support (**Photo 17**). As per the drawing each end of the flange pieces which fit onto the supports have a chevron shape at each end and with the aid of a simple jig the task of getting the chevron identical on all the flanges is much less problematic (**Photo 18 & 19**).

Breakwater

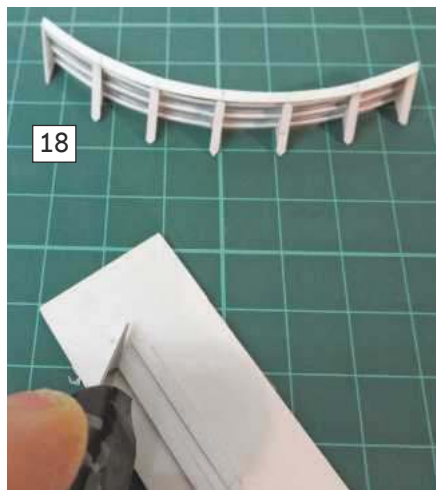
Most warships have some form of break water. On the Soobrazitelnyy this takes a sloping form divided into in four sections with a capping on the top. There is a slight variation in the flange pieces as they are off set and not fixed into the middle of the support whilst the top and bottom are only a half chevron (**Photo 20**). The shape and construction follows some of the methods



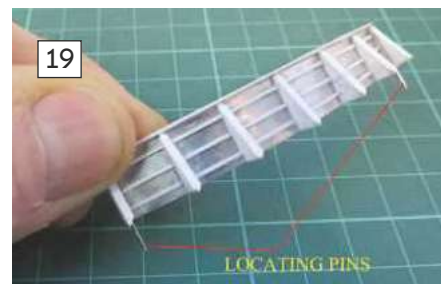
16: Each barrier is cut from Litho plate to fit the sheer and camber.

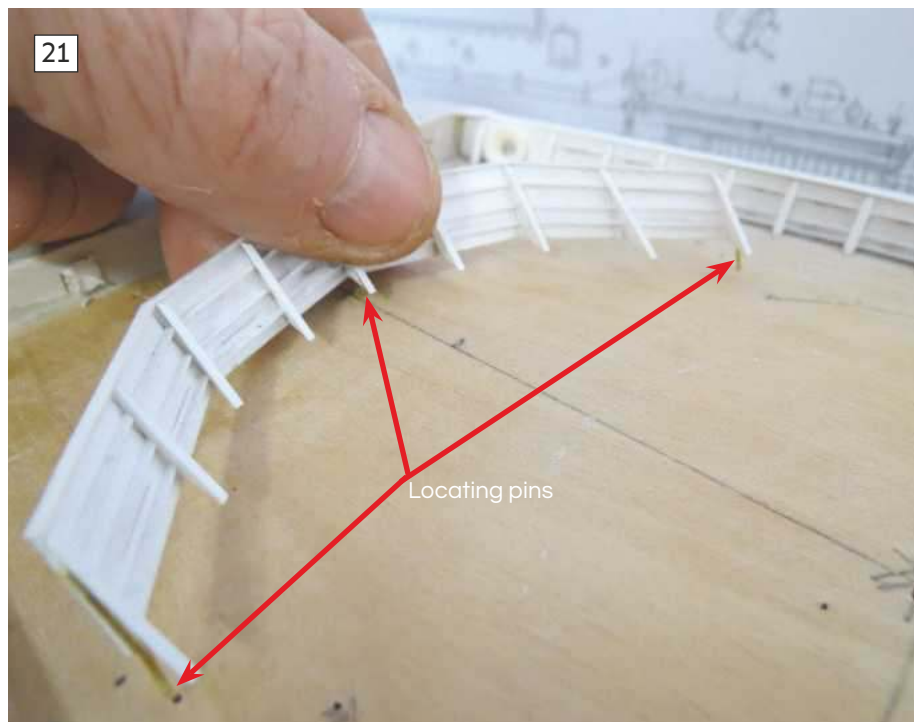


17: With the supports and three level horizontal strengthening bars fitted the flange pieces are prepared.



18: A jig for cutting the chevron into the top and bottom of the flange pieces. 19: 45mm brass locating pins added to each end, hidden behind the flange piece. 20: On the break water the flange piece is off set.





21: The prepared styrene break water. 22: Progress around the gun mounting thus far.

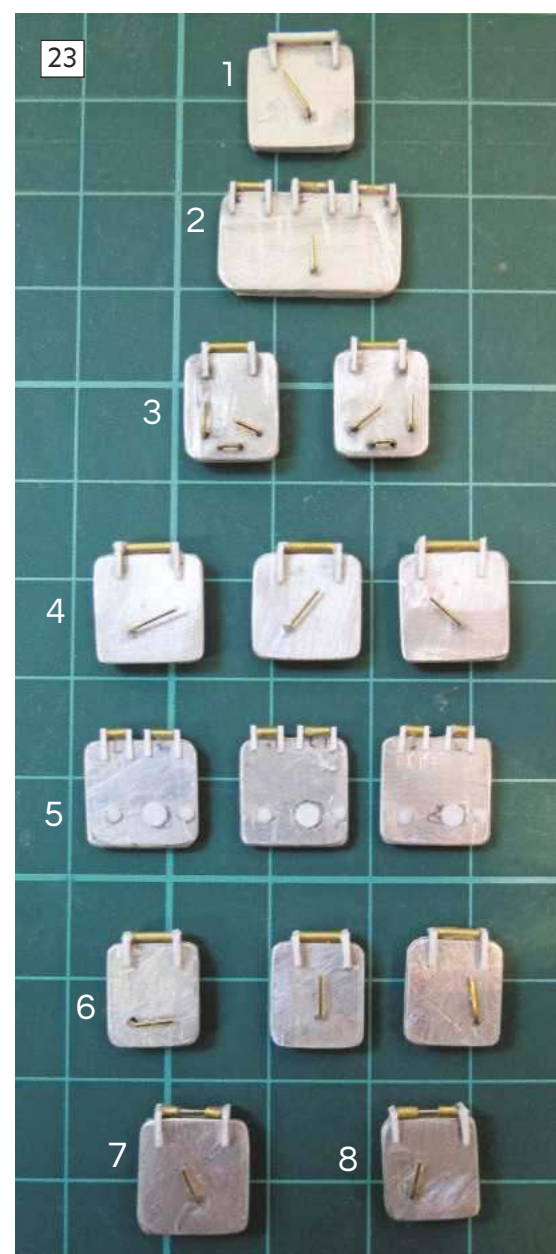


discussed thus far but each section is fitted together in situ to ensure that the shape follows the deck contours. Here brass pins have been added to locate the break water into position (**Photo 21**).

Progress thus far

I thought it would be useful to show the progress on the forecastle. Each of the parts discussed in this article are in place. Others such as the deck hatches, additional deck fittings and a series of small rails fitted to the top capping on both the break water and the gun surround are yet to be discussed. It helps if the location of these fittings is established and a securing pin added (**Photo 22**). The clear advantage of this is the fitting can be located into the deck and conveniently removed for air brushing then reset to the exact same spot.

As a foot note for this month Soobraziltelnyy has no less than eight types of deck hatches (to be discussed at a later stage) so rather than mould or 3D each type it was more convenient and less time consuming to form all of these from scratch in one operation using Litho plate. Not so with the mushroom vents



these were provided by Johnathan Evans of Canada whilst the larger type mounted on the step up to the raised forecastle where formed using a master and moulded in resin and will be covered next month (**Photo 23**). Also, next month; moving aft to the top of the bridge roof and forming the Fire Control Radar. ●

References and acknowledgements

Ref - Amur Ship Building Komsomolsk Eastern Russia and Almaz central marine Design Bureau Project 80382 Tiger.

Thanks to Mark Findler for the use of his images of the Soobraziltelnyy; Kurt Grainer Warships Underway USA and to Peter Brown former naval architect Vosper Thornycroft for his help and assistance.

A GRP hull is available from Fleetscale www.fleetscale.com. Detailed plans are also available from Jecobin www.jecobinplans.com; Albion Alloys <http://www.albionhobbies.com/> and a 3D made A190 is available through Mark Hawkins/Shapeways and thanks to Albion Alloys www.albionhobbies.com.



A Type 148 LM38 of the Chilean Navy formally P6160 Kranich of the German Navy.

Range Finder

Continuation of 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 2 of 2)



a look at the life raft container and, for modelling purposes, how the container is mounted (**Photo 2**). This image also leads on to the next part of our tour which is the primary weapon of the 148 four missile launches.

Missile launchers

The whole rationale behind this type of FAC boat is to deliver to the target an Exocet MM38, a 520cm French built anti-ship missile with a range of 42km and a speed of just under Mach 1 which was used to such devastating effect during the Falklands campaign of 1982. Relying on a rocket motor for propulsion and a combination of active radar homing (fire and forget) and for the longer range MM40, a data link for helicopter mid-target correction.

1: An appropriate image as this commences where part one concluded, on the main deck abaft of the bridge housing.

2: Port life raft container as fitted to the 148s.

Amidships

Just as a reminder in Part 1, we covered the area forward which included the mast, bridge and radar fits. We can now move further aft, but I thought it useful to show this official image of the area discussed in Part 1 but from a different perspective and with lot of activity aboard (**Photo 1**). As the guests of the German 148 are appropriately kitted out with life preservers, I thought it appropriate to commence Part 2 with





3: Exocet MM38 launch containers with the two forward pair angled to starboard at 12° elevation with this image detailing the loading doors

4: In the foreground is the second set of MM38 launch containers pointing over to port, whilst the first set point to starboard.

Photo 3 shows the end of the launch tube and loading doors positioned to fire over to starboard. The launcher is actually elevated at 12° enabling a two-second boost to bring the sea skimming missile to a maximum altitude of 30-70m. The MM38 missile will then cruise just above wave height at between nine and 15m. This altitude is maintained for around 35km from the target, at which time the missile will reduce altitude to a mere 2.5m



5: This small deck housing gives access below to the 4 MTU 16-cylinder diesels. The 148s has capacity for 39tons of fuel.
6: Jacks and shoring up timbers.



(technically below radar) dependent on the sea state. The seeker head is turned on at this point and maintained by radar altimeter. Like all systems reliant on active homing they are susceptible to counter measures such as chaff and or IR decoys, but even the missile can have ECCM (Electronic Counter Counter Measures).

Aft

Panning back, we can gain a better view of the second set of two launchers pointing over to port (**Photo 4**). Moving further we arrive at the after-deck housing; apart from the lockers this provides access to the engine space below and to the MTU 16-cylinder diesels. Useful in this image is the WT door being open as we can see this in more detail (**Photo 5**). At the end of this deck housing, is a wealth of small detail which, when incorporated onto a model, really does lift the model and add realism. Mounted on the end of the deck house is man overboard life jacket, electrical sockets, shoring up timbers and adjustable jacks (**Photo 6**).

Single Bofors 40mm L70 Trinity

Right aft is mounted an enclosed single barrel 40mm Bofors. The GRP turret housing shown has a considerable amount of detail, especially the access panel on the side which incorporates a small slide up panel. Also, the entire side of the housing can be removed if required and add to that, the access ladder



7: Unrecognizable but within this Mauser GRP gun-house is a Bofors 40mm gun.

(**Photo 7**). Remaining within the same location, but moving to view the front of the 40mm as in **Photo 8**. The opposite side of the 40mm turret housing is slightly different, having a small sliding door for access (**Photo 9**). This is not an automatic weapon and is basically an upgraded variant of the original WW2 L60 with a Mauser GRP gun-housing that requires a trained gun crew of two, it does however, have a high capacity magazine.

The next two images take a view right aft with **Photo 10** highlighting the circular escape hatch down to the rudder flat. Also

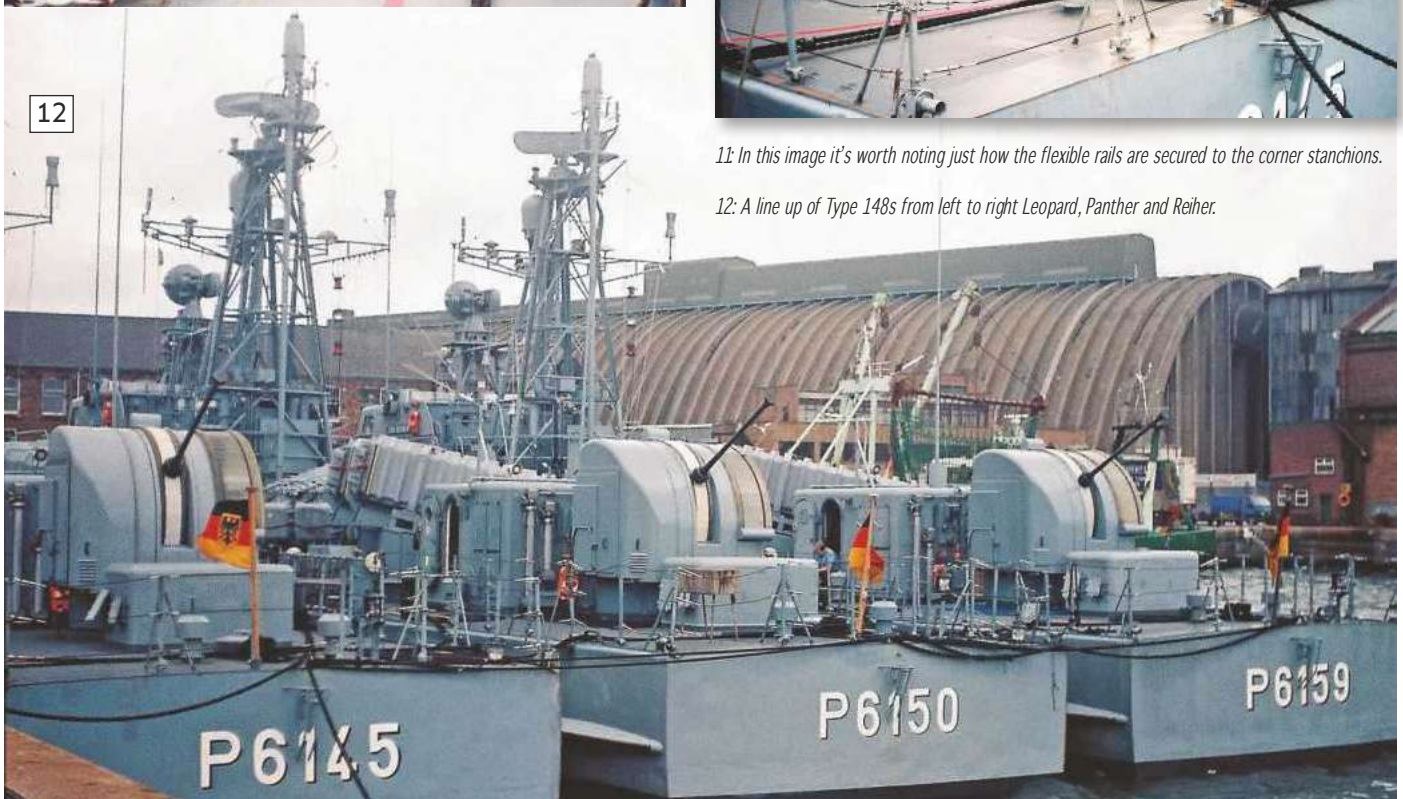


8: Looking towards the front of the GRP gun-house. The aimer's position is over to the right side of the gun-house which can be opened. 9: Viewing over to starboard aft which reveals a differing arrangement on this side of the 40mm. 10: Deck detail right aft.



11: In this image it's worth noting just how the flexible rails are secured to the corner stanchions.

12: A line up of Type 148s from left to right Leopard, Panther and Reiher.



the two mushroom type vents, each with a wheel for opening or closing the vent. In this picture the stanchions are clearly visible, like those made for the OSA2, they are relatively simple, as can be seen each stanchion can be collapsed flat (**Photo 11**).

A view of the transom of three of the squadron of six 148s berthed in Liverpool's Canada 3 dock, from left to right S45 Leopard, S50 Panther and S59 Reiher all identical (**Photo 12**). Berthed in the Canning half tide dock Liverpool was the 148 S47 Jaguar seen here in **Photo 13**.

After 23 years' service with the German Navy, all but three of the class were sold on to Greece, Egypt, Georgia and Chile. S50 Panther was scrapped in 2003 along with S58 Pinguin; S59 Reiher was also scrapped in 2003. The Chilean Navy secured four of the Tiger class 148s between 1997-1998 for patrolling the 4th Naval Zone, south of the Peruvian border. S41 Tiger was renamed Teniente, pennant number LM3. S49 Wolf became Guardiamarina Riquelme LM36, S54 Elster was renamed Teniente Orella LM37. The last to be transferred was S60 Kranich, renamed Teniente Sarrano LM38 seen in this official shot leading the Chilean Squadron (**Photo 14**). All were decommissioned from the Chilean Navy in 2014.

A brief look at the follow-on class Lürssen Type 143A and B

A further class of Missile Boat designed and built by Lürssen at Vegesack was the Type 143A and B; slightly larger than the 148s but using timber hull over a steel frame construction. The B variant 143 named all the class after large wild birds and was fitted with 2 OTO Malera 76mm/62 and two 533mm torpedo tubes right aft for launching the Seal wire guided torpedoes, visible on P6113 143B Geier (**Photo 15**). The single most noticeable feature is the radome mounted atop of the foremast. This contains a fire control system referred to as AGIS; a computer system which gives both F.C. and real time threat processing, combined with the Thales WM-27M radar, a dual search and tracking radar.

For some odd reasoning the 143A variant entered service after the Bs and are all

named after small cats for example, P6122 was given the name Puma and a pennant number of S72. The Bs differed in so much as the torpedo tubes were replaced with mine rails and the after position for the 76mm gun taken up by the addition of the 16 missile Mk.49 RAM (Rolling Airframe Missile) point defence system installed between 1993-97 refits (**Photo 16**).



13 Now long gone, but these 148s such as S47 Jaguar where purposeful FAC boats and performed well as coastal guardians.



14: Transferred to the Chilean Navy in November of 1998, four 148s are seen here in line ahead with the lead ship Teniente Sarrano LM38 (exS60 Kranich).



15: Larger and more powerful, these Lürssen-designed and Rensburg-built Type 143's had a similar task as the older 148s but differed in fire control and marginally in armament.

Footnote to pennant numbers

You may have noticed that both the 148 and 143 classes begin their pennant number with 'P6' followed by three numbers. Only the 148s use the last two digits of the pennant number in the name, for example, the P6147 is S47 Jaguar. Whilst the 143A class P6128, Ozelot becomes S78 and the 143B makes use of the first and last digit, P6117 Kondor becomes S67. Yes, it can be confusing, as for the reason why I have no answer.

References and acknowledgements

Type 148 Tiger Class Ref - Small Craft Navies, Pgs.82-83 by Christopher Chant; Combat Fleets of The World 1993, Pg.204; World Naval Weapons Systems (40mm L70), Pg.451; MM38 Exocet SSM, Pg.226-227; Combat Fleets 15th edition Type 148 as part of the Chilean Navy, Pg.101; Combat Fleets of the World 1993 (Type 143 A 7B Variants), Pg.204; World Weapons Systems (Mk.49 RAM Missile Launcher), Pg.421; Coastal Forces, Edited by Professor G Till.



ABOVE: The wonderful setting of Knightcote MBC's water, the clubhouse faces us, and the 'lean-to' is to the left. Jeff Carter's 1/12 Trent class lifeboat 14-02 'RNLB Esme Anderson' from Ramsgate is in the foreground.



ABOVE: Lifeboat Enthusiasts' Society members Jeff Carter and Alan Poole catch up on lifeboat matters respectively displaying their Trent and Brede class lifeboats.

RIGHT: A 1/12 Rother class 37' lifeboat based on the Dungeness boat 'RNLB Alice Upjohn'.

The Knightcote Model Boat Club Lifeboat Rally

New Farm, Knightcote, Warwickshire, 11 May, 2019 by Kim Belcher

This superb venue, quietly tucked away off the main roads and in the middle of a working farm and Conference Centre, is close to Junction 12 of the M40. On this occasion, the members wanted to raise money for the Royal National Lifeboat Institution, so sent out their invitation to join them and bring a model and your wallet!

At the entrance to the farm were plentiful signs explaining the day and also encouraging by-passers to drop in and have a look too. Not a bad idea that and a few folk did take up the invite. On arriving at the pondside there was a warm welcome and help to park in a very close position to the water, thoughtful, when most were at 1/12 scale, it was appreciated.

There is a clubhouse with kitchen and a small library, some very clean and well-appointed conveniences, a good sized pond that is treated with 'aquatic life' friendly weed killer, a number of large carp were seen

BELOW: Ted Tedaldi's 41' Watson class lifeboat 'John-Gladys Tedaldi' - an attribute to his parents - which won 'Best Lifeboat of the Day'. There is a Tamar class lifeboat in the background.





TOP: Ten of the lifeboats attending; classes represented being, Severn, Waveney, Solent, Tamar, Brede, Hatch, Watson 46' Cabin and a 41. INSET ABOVE: The internal layout of Ian Purdy's 1/12 Severn class lifeboat 17-19 'RNLB Ernest and Mary Shaw', neat and clean, spot the two large lead weights.



ABOVE: Colin Tarry's 1/12 Solent class lifeboat 48-014 'RNLB Lady MacRobert', originally at Montrose, brought to life by a single crew figure on the starboard side. BELOW: In the 'free sailing' periods it was good to see a few other types on the water, here is Les Pace's beautifully detailed little 1/48 Thames barge 'Venta'.



cruising around during the day, which gave a Mediterranean colour to the water. There are two gantries, one at either end of the pond, to allow the lowering in and retrieval of large models. There is also a large 'lean-to' along one side of the buildings so that modellers can still control their boats during inclement weather! On the day, from here, their members gave a running commentary over the audio system, interspersed with jocular banter.

The day was organised into lifeboat sessions, of which some 18 in all turned up, and also sessions for free sailing of any type of model boat. Folk came from afar away as Derby, Lincolnshire, Northampton, Gloucester, Dover and Canterbury. The local Air Ambulance and the area's RNLB Shop had gazebos, likewise the Lifeboat Enthusiasts' Society. The weather was kind and a 'photo shoot' gathering of the lifeboat models was brought forward to around 1300hrs as the forecast was for rain later on; it arrived when the raffle prizes were being awarded!

The 'Best Lifeboat Model on the Day' was awarded to Ted Tedaldi for his 1/12 41' Watson class, a converted version of the 'RNLB Ann Letitia Russell' and dedicated to his parents 'John-Gladys Tedaldi'. Ted is a member of the Gloucester and District MBC.

This friendly and well organised Club gave us a good day and the sum of £300 was raised for the RNLB. Our thanks must go to all the members and their wives who provided and served the refreshments, and especially their Secretary Chris Moir and Chairman Dave Pledge. Look out for 2020's date confirmation of Saturday 7 May.

BELOW: Ian Purdy from Derby helms his Severn class 'RNLB Ernest and Mary Shaw', based at Campbeltown, through the water with the use of two brushless motors. Most realistic!





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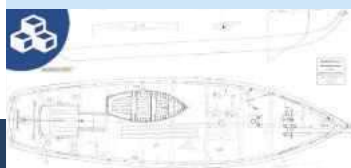
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The Hove Lagoon Model Yacht Club

By **Les Baker (PRO)**

Once upon a time 90 years ago in early 1929, six good and true men of Hove in Sussex, three local business men and three artisans, sharing an interest in model boats met together and decided to start a model yacht club. The local council, working with government advice, had decided under the 'Make men useful work' scheme during the 1920s depression years, to construct a model boat lake on swamp land adjacent to the sea in the Borough of Hove. This scheme not only provided much manual work in construction for unemployed men, but when completed, encouraged an economic hobby to construct and sail model yachts on the new lagoon. The council took some advice from other councils, who had carried out similar schemes and they built two high ceiling shelters at the west end of lagoon for tall yachts to be stored and provide shelter in bad weather. One of these is still in use to this day as the clubhouse for the current club. It is rented from Brighton and Hove City council with an agreement between us and

Hove Lagoon Watersports who we work closely with and enjoy the use of their small cafe area and toilets. We have the agreed sole use of the western half of the lagoon from 0900-1400 every Sunday.

By early 1930, the Hove and Brighton Model Yacht Club was formed and affiliated to the national body, the Model Yachting Association (MYA) and took part in open, interclub, district and national championships at other venues; indeed the club status was high and several members of the club became officers in the MYA. Model yachting became popular on the new lagoon and the club continues to thrive. Several name changes later, it is now established as Hove Lagoon Model Yacht Club and runs a year round racing programme, for mainly International One Metre (IOM) class yachts.





Last year we started sailing the low cost Dragonfly 95 yachts, a one design class which is attracting interest and it is hoped will bring more members into the hobby. Racing is always competitive; we have a wide range of skills and ages within our membership. We race to World Sailing's Racing Rules of Sailing and approved MYA racing sailing instructions

and comply with all their requirements. We are encouraged by the MYA to sail in competitions arranged by other clubs around the country and between 1930 and the 1970's the club was the mecca for sailing the 10 rater class with entries coming from all over the UK. There were even visitors from France and the club organised a return match in Reims in 1966. Keen competitors travelled to national events with some success and also European and World Championships.

Making model yachts sail a course has always been difficult and during the 20th century two types of semi-automatic steering known as 'Braine' and later 'Vane' steering, allowing yachts to sail courses from one end of the lagoon to the other. The skipper would be assisted by a 'mate' who would walk or sometimes run alongside the yachts and adjust the trim if it came to the bank and then pole the yacht off onto a new tack if going to windward. Since the 1970's when cheap Japanese R/C gear came onto the market our yachts are now controlled by radio

control where both the steering and sails can be adjusted, as if you were on board. Our races only take a few minutes depending on wind strength and direction around marker buoys setting out the course, and compared with full size racing we get more starts, more racing and more fun.

Like all good stories that start 'once upon a time' there must be a happy ending, and there is, Hove Lagoon Model Yacht Club is a thriving local club always on the look-out for new members, details on our Website www.hovelagoonmycwix.com or just come and talk to us on a Sunday morning.

Pictured are several photos of our Sunday club racing International One Metre class yachts and also one lovely photo of 'Mr Rusty' a 10 rater yacht sailing on 'Vane' system, owned by Roger Stollery and sailed by Brian Brewster in the 10 rater national championships held at Hove Lagoon in 1969.

My thanks to Roger Stollery for assisting my memory and valuable information about 10 rater racing.

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.

NEW Manufacturer VANGUARD MODELS

Turn to page 35 for more information



VM
VANGUARD MODELS
BY CHRIS WATTON

HM Cutter Alert 1777
Ref: VM-01
Scale: 1/64
Size: L:637mm; W:256mm
Price: £180 + P&P



Kagero – The Russian Destroyer Spravedlivyy 1956

Continuing the excellent series under the sub-heading 'Super Drawings in 3D' this latest from Kagero has been produced by Oleg Pomoshnikov and Jan Radziemski. One of 27 Cold War Kotlin-class destroyers, Spravedlivyy ('Just') served with the Baltic Fleet and initially was configured as a traditional gun and torpedo-armed vessel. Later though, eleven of 27 built including Spravedlivyy were converted to missile destroyers, complete with SA-N-1 'Goa' SAM systems. In 1970 Spravedlivyy was transferred to the Polish Navy and was

crows nest

renamed the ORP Warszawa and continued to serve until 1986.

In typical Super Drawings fashion this Kagero title is packed with super full colour 3D images of every aspect of the ship. There are 110 colour drawings in total, each and every one of them very useful to the modeller and historian alike. A double-sided, A2 loose sheet is also provided, one side featuring 1/200 scale profiles of the ship and the other is covered in detail drawings of various subjects in 1/50, 1/100 and 1/200 scales. This is another great edition to the Kagero range. Thanks very much to Connor at Casemate for supplying this sample – please visit www.casematepublishing.co.uk to view these and many other titles.

MC

ISBN: 978-8-366148031

Ref: 16067

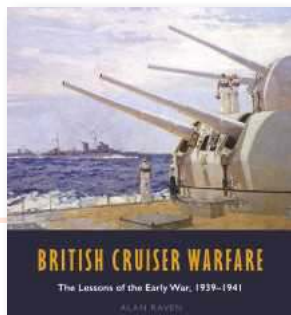
Pages: 82

Price: £26.50

Format: Softback – 297 x 210mm

Publisher: Kagero Publishing

Website: www.kagero.pl/



British Cruiser Warfare – The Lessons of the Early War, 1939-1941 by Alan Raven

Cruisers were the Navy's maids-of-all-work, employed in a greater variety of roles than any other warship type. As such, they were in the frontline of the naval war from the outset – and from its first days, the fighting revealed unexpected challenges and some very unpleasant surprises, not least the efficacy of air power.

Cruisers learned to deal with these new realities in the Norway campaign and later in the Mediterranean, partly through the introduction of new technology – notably radar – but also by codifying the hard-won experience of those involved. This highly original new book, by naval historian, Alan Raven, analyses the first years of the war, when the sharpest lessons were learned, initially describing every action and its results, and then summarising in individual chapters the conclusions that could be drawn from the many

aspects of a cruiser's duties. These include the main roles like surface gunnery, shore bombardment, anti-aircraft tactics and fighter direction, but also encompass technology like radar, asdic and shipborne aircraft, and even more human issues such as shipborne organisation, damage control, the impact of weather and the morale factor. It also attempts to evaluate the importance of electronic warfare, intelligence and code-breaking, and concludes with a comparison between the performance of British Cruisers and their Italian and German opponents. Thought provoking and sometimes controversial, this book is a must-read for anyone with an interest in the Second World War at sea.

Once again I'd like to thank to Charlie Simpson for the review copy of the book which is available at www.seaforthpublishing.com

John Deamer

ISBN: 978-1-5267-4763-1

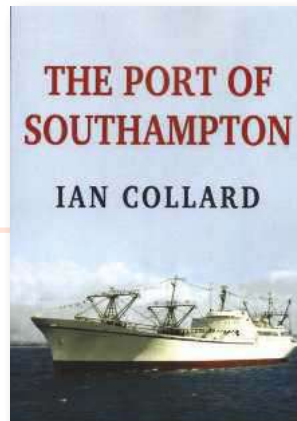
Pages: 320

Price: £35.00 (RRP)

Format: Hardback – 268 x 226mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com



The Port of Southampton by Ian Collard

An Act of Parliament passed in 1836 authorised the Southampton Dock Company to build a dock at Southampton. The foundation stone of the new docks was laid on 12th October 1838. The Eastern Docks were developed in the 1830s and the Inner and Outer Docks were then constructed. The Outer Dock was opened in 1942 and the Inner dock, eight years later, in 1851.

As trade and business increased the old facilities proved inadequate and a new dock named Empress Dock was opened by Queen Victoria in 1890. Taken over the London & South Western Railway Company in 1892, the

port facilities were nationalised in 1947 then later privatised in 1982 when Associated British Ports took over the ownership and management of the port. Today the Port of Southampton is the UK's busiest cruise terminal and its second largest container facility, handling over 1.5 million containers each year.

In this new book well known maritime author, Ian Collard, uses over one hundred and eighty photographs, of the port and of the ships that used it, owned by companies like Cunard, P&O, Union Castle and Royal Mail Lines, as well as tugs, ferries, cargo and container ships, together with adverts, timetables and maps all in both black & white and colour, to tell the fascinating story of one of the world's most famous ports. This interesting book would certainly appeal to both ship modellers and maritime historians alike.

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

John Deamer

ISBN: 978-1-4456-8641-7

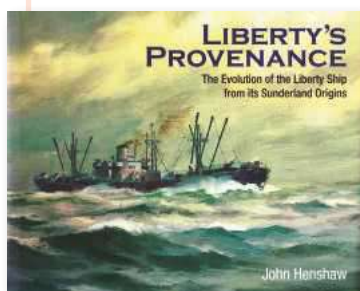
Pages: 96

Price: £14.99 (RRP)

Format: Softback – 235 x 165mm

Publisher: Amberley Books

Website: www.amberley-books.com



Liberty's Provenance – The Evolution of the Liberty Ship from its Sunderland Origins by John Henshaw

The Battle of the Atlantic, fought by the Allies to maintain vital trade routes for armaments, men and basic sustenance, could not

have been won without the 2,710 Liberty ships that were designed and built for those critical voyages to Europe; and the credit for the Liberty's construction is, rightfully, American. Less well understood is that the groundwork for the shape of the hull and the hydrodynamics took place in the North Sands shipyard of Joseph Thompson & Sons Ltd. on the banks of the River Wear in Sunderland.

This new book follows the path of the critical designs that flowed from Thompson's shipyard commencing with SS Embassy in 1935, SS Dorington Court in 1939, through the SS Empire Wind/Wave series for the Ministry of War Transport in 1940 to the SS Empire Liberty in 1941. These led to the sixty Ocean Class

vessels built by Henry J Kaiser and, from these, the Liberty ship was adapted by American naval architects Gibbs & Cox.

Employing clear profile line drawings to compare the Liberty ship with its British forerunners, the author, John Henshaw, demonstrates just how much of the former was borrowed from the latter, and while some credit has been given to Thompson's designs this book offers the first real proof as to the direct link between his work, the Empire Liberty/Ocean Class and the Liberty ships which

followed. In addition, the book demonstrates the versatility of these ships and explores those that were developed for specialist use, from hospital ships and transports to nuclear-age missile range ships. This is a fascinating and beautifully presented book about one of the most important ship designs of the War.

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

John Deamer

ISBN: 978-1-5267-5063-1

Pages: 128

Price: £25.00 (RRP)

Format: Hardback – 208 x 265mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com

SS JARRIX



Scale: 1:48

L.O.A. 39.75" (1010 mm)

Beam: 6.25" (160mm)

Displacement: 14lb (6kg)

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Tamiya U.S. Navy PBR 31 Mk II 'Pibber'

During the Vietnam War the U.S. Navy deployed a variety of small boats to South Vietnam which were used to stop and search river traffic in areas such as the Mekong Delta and the Saigon River. These vessels ranged from Boston Whalers to larger modified World War II period landing craft. Perhaps the most legendary of them all the craft was the Patrol Boat River (PBR) or Pibber as it was referred to by their crew and is the subject of this 1/35 kit by Tamiya.



The kit was first released by Tamiya in 1991 so it is 28 years old however; looking at the moulded parts it has stood the test of time well. While inspecting the parts there were no sign of flash and definitely no sign of mould slip which can happen with age. There

are ejector pin marks but these are mainly on the inside of parts so they won't be seen when built.

The kit has a total of 173 parts 125 of which are moulded in dark green plastic on two sprues (A & B) containing some very crisp detail, almost up to today's standards.

There is also a sprue Z containing four crew members in action poses along with weaponry, Jerry cans and a nice little transistor radio cassette player. Sprue C contains the clear parts for the lenses for the various search lights and three clear bottles. The hull, main deck and bridge all come wrapped in their own plastic bags as do the other sprues. Two soft plastic ammo belts are provided which feed into the twin .50Cal machine guns in the bow of the boat.

There is a ten page instruction sheet which is split into 18 assembly sequences and on the last page a simple paint guide giving you the numbers of the relevant Tamiya paints need to finish the boat. Two decal options are provided, PBR 150 and PBR 105 the latter being commanded by Boatswain's mate First Class James Elliot Williams who received a Medal of Honor for his actions on 31 October, 1966.

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

Gary Radford



Product: Construction kit

Ref: NO.35150

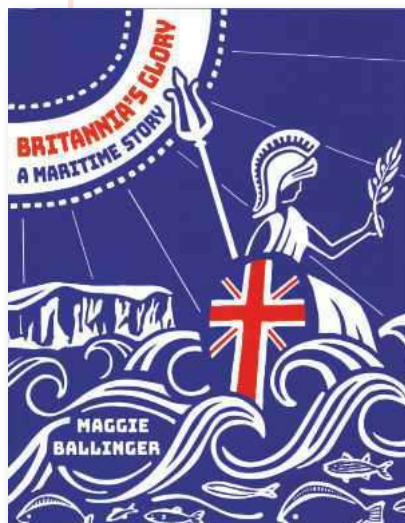
Scale: 1/35

Size: L, 278mm; W, 98mm

Price: £34.99 (Hobbies)

Manufacturer: Tamiya

Website: www.tamiya.com



Britannia's Glory, A Maritime Story by Maggie Ballinger

With its vibrant patriotically-designed cover, complete with Britannia holding a Union Jacked adorned shield, will I'm sure, stir some patriotism even in those who have given up on this country over the past few years. The title, Britannia's Glory, A Maritime Story does not accidentally rhyme because this very nice book is filled with verse from front to back. The book is made up of a dozen chapters which chart out nation's maritime history from Pre-History through to Modern

times. Virtually every page contains a text in verse on the left-hand side while on the right are excellent notes and facts, usually supported by relevant artwork. Even though the latter area is not the main thrust of the book I found myself reading the fascinated facts, quotations and notes before I read the verse! I guarantee you will learn lot on a huge range of maritime subjects by the time you have navigated

the 296 pages. Subjects include British fisherman, crusaders, explorers, smugglers, traders, inventors, convicts, settlers in the hold, pirates, shipwrights, whalers and much more.

A superb book worth every penny, in fact if you visit the Uniform website you may be able to shave some money off the RRP.

David H. Smith

ISBN: 978-1-912690-16-9

Pages: 296

Price: £25.00 (RRP)

Format: Softback - 270 x 220mm

Publisher: Uniform Publishing

Website: www.uniformpublishing.org

Ro-marin by Krick 'Katja'

One of three kits currently available in Krick's 'Ro-marin' (Ex-Robbe line) series, the 'Katja' will appeal to those semi-scale mid-range performance types, who are looking for something sporty, but not too sporty! Despite being a comprehensive modern multi-media kit, this very attractive four-seater sports boat can be operated in a traditional free running way or with full R/C installed. At 520mm, it will not take up much room in the boot, but from a build point of view is challenging enough to keep you in the workshop for a few hours.

Inside the box you find a one-piece plastic hull and four further main plastic parts; a single wood sheet with laser cut parts;

three packs of hardware which includes a prop shaft, propeller, rudder plus all the fixture fittings (inc. cleats, flag and flag pole and fog horns); a vibrant decal



sheet, an A4 instruction booklet in three languages and two more A3 instruction sheets. The major plastic parts will require quite a bit of careful cutting and between them will create the hull, deck, a cabin insert, the rear seats and backrest and instrument panel. The A3 instruction sheets are clearly labelled with regard to cutting; focus on the cross hatching and as usual, take your time. In an efficient process, one part is moulded to another, so do not, literally, cut any corners as you may actually be slicing through another part of the boat without realising it. The English part of the instructions has been translated well and, even though they will need reading several

times over before committing to the knife, are pretty straightforward to follow.

A great look boat on the bench and even better on the water. This would make a good introduction to building a multi-media kit without too much head scratching.

Thanks again to Hobbies for supplying this kit for review.

MC

Product: Construction kit

Ref: ro1020

Scale: 1/1200

Size: L, 520mm; W, 180mm

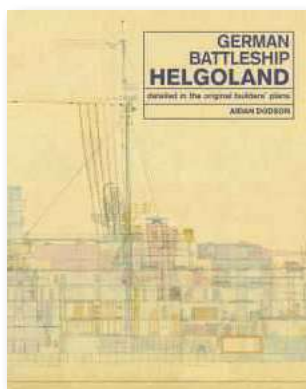
Price: £59.99 (Hobbies)

Manufacturer: Ro-marin by Krick

Website: www.krick-modell.de

German Battleship Helgoland – Detailed in the Original Builders' Plans by Aidan Dodson

Alongside its incomparable archive of British warship plans, the National Maritime Museum at Greenwich also holds a selection of drawings from foreign sources. Among the gems of the collection are a number of German warships dating from the First World War era. These are official plans, acquired through the Naval Inter-Allied Commission of Control as part of the peace treaty, and very similar in style, detail and draughtsmanship to Royal Navy



'as fitted' general arrangements, including the use of coloured lines and washes. The very best of these, in terms of completeness of coverage and visual impact of the

drawings, relates to the battleship SMS Helgoland, launched in 1909. She served in the High Seas Fleet throughout the war, fought at Jutland, and was ceded to Britain as part of the peace terms – which is probably why the plans are at Greenwich – and was broken up in 1924.

This new book by Naval Historian, Aidan Dodson, is one of a series based entirely on these draughts which depict famous warships in a previously unseen degree of detail – complete sets in

full colour – with many close-ups and enlargements to make every aspect clear and comprehensible. Extensive captions point the reader to important features to be found in the plans, and an introduction covers the background to the design and its principal characteristics. The result is a novel form of anatomy that will be a revelation to warship modellers and enthusiasts.

Many thanks again to Charlie Simpson.

John Deamer

ISBN: 978-1-5267-4759-4

Pages: 144

Price: £30.00 (RRP)

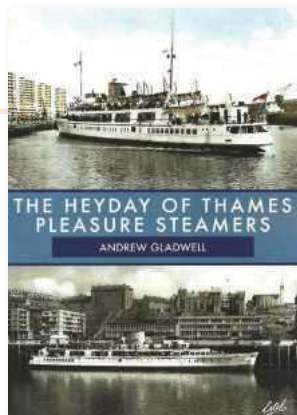
Format: Hardback – 298 x 251mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com

The Heyday of Thames Pleasure Steamers by Andrew Gladwell

For several generations of Londoners the highlight of each summer was a trip to the coast aboard a well-loved pleasure steamer. The interwar years saw some of the finest pleasure steamers ever to be built for service on the River Thames and names such as Royal Eagle, Golden Eagle and Crested Eagle became bywords for luxury and speed as they took their happy throng of passengers to the coastal resorts of Margate, Southend, Ramsgate and Clacton. By the mid-1930s, sleek modern motor vessels were replacing the older paddle steamers. World War Two took its toll on London's pleasure steamer fleet but, by the late 1940s, favourite old vessels had returned and were joined by wonderful new vessels that replaced wartime losses. By the 1950s, the Thames fleet was truly magnificent and it seemed the peacetime queues of passengers would last forever in those sun-drenched summer days. But by the 1960s, it was all



more or less over as the motor car became the preferred mode of travel for day trippers wanting to get to the seaside. For many, though, there would be nothing like a day trip aboard a pleasure steamer such as the Royal Daffodil, Queen of the Channel or the Royal Sovereign.

In his new book, using previously unpublished, nostalgic photographs (in both B&W and colour), together with timetables, tickets, maps and memorabilia, the author, life-long pleasure steamer enthusiast, Andrew Gladwell, celebrates this golden era of Thames passenger steamers.

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

ISBN: 978-1-4456-8069-9

Pages: 96

Price: £14.99 (RRP)

Format: Softback - 235 x 165mm

Publisher: Amberley Books

Website: www.amberley-books.com



Large Scale Warship Models - From Kits to Scratch Building by Kerry Jang

Many warship modellers work in small scales, often employing plastic or resin kits, but cherish ambitions to tackle something larger and more demanding; many are daunted by the challenge. With this new book the author, Canadian modeller, Kerry Jang, sets out to show how basic skills can be enhanced and new knowledge can be easily acquired as the building of a larger model proceeds.

The first part of the book focuses on the journey from the use of conventional plastic kits to scratch building; on how to choose a subject and which conventional kit building skills transfer, and how these skills

such as hull and superstructure construction, radio control installation, painting techniques and an eye for detail can be brought to large scale model building so that the scale fidelity is not sacrificed but enhanced.

The second part describes building methods, including the latest techniques for casting fittings in resin, and how to apply these to both static and radio-controlled working models. Over one hundred and eighty clear photographs in full colour illustrate the points made throughout. It concludes with a gallery of superb models, built by the author, which are bound to inspire the would-be large-scale warship modeller to take the plunge.

No matter what type of models you're into this well presented, beautifully illustrated book makes an indispensable model building manual that demonstrates hints, tips and techniques that all ship modellers will find useful.

My thanks go to Charlie Simpson for the review copy of the book which is available at www.seaforthpublishing.com

John Deamer

ISBN: 978-1-5267-3096-1

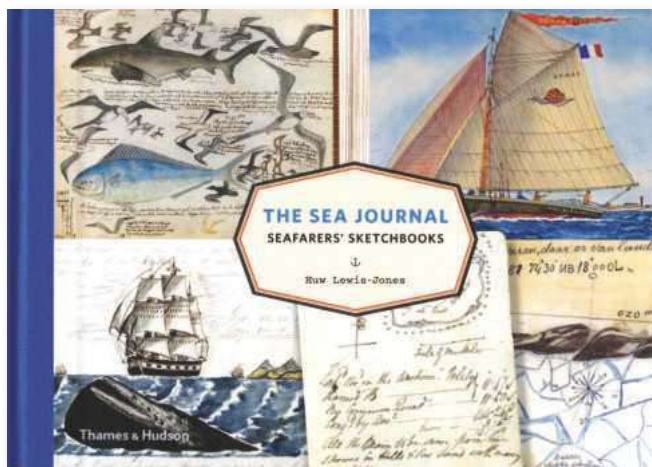
Pages: 110

Price: £25.00 (RRP)

Format: Hardback - 254 x 196mm

Publisher: Seaforth Publishing Ltd

Website: www.seaforthpublishing.com



The Sea Journal by Huw Lewis-Jones

Subtitled, 'Seafarers' Sketchbooks' this eye-catching book is refreshingly un-conformist in its style and design from the outset. With its landscape layout, very

thick heavy card covers front and rear, the book literally looks like it has been carved from a single ream of A4 paper; it's a good look. Inside, the book records a large number of biographical-type portraits of no less than

68 individual's experiences of being at sea, covering a period of approximately 400 years. The majority of contributors will be unknown to many while others, such as Francis Drake, William Bligh and Jeanne Baret, the first woman to circumnavigate the globe, should be more familiar. Each entry is supported by a sufficient amount of text by the author, while drawings and letters are produced 'in the raw' without alteration or in the majority of cases, no unnecessary modern software 'cleaning'. There are more than 450 illustrations covering everything from ships and boats of all shapes and sizes, crews, natives, wildlife and general scenery. Log books, letter

and diaries and been faithfully reproduced from the contributors journals giving the reader and fascinating insight as to how the individual in question interpreted what they first saw in words and images. My particular favourite is the chapter by William Coates (1865-1917) whose sketch of HMS Rowan under attack by 'monstrous birds' sporting German crosses presents a very different interpretation of the horrors of the First World War. A great book - highly recommended.

Thanks very much to Victoria for our review copy; please visit www.thamesandhudson.uk for a large and diverse range of titles.

Owen Cooper

ISBN: 978-0-500-02127-9

Pages: 304

Price: £29.95 (RRP)

Format: Hardback - 270 x 195mm (Landscape)

Publisher: Thames & Hudson

Website: www.thamesandhudson.com

'Plastic Static' **NEW & FUTURE** Releases**Aoshima USSR Tovaristsch**

Ref: 057155
 Scale: 1/350
 Price: u/k
 Released: Jun 2019
 Notes: New tool

MikroMir Type A Ko-hyoteki-class sub

Ref: u/k
 Parts: u/k
 Scale: 1/35
 Price: u/k
 Released: Future
 Notes: New Tool

**Pit-Road USS Colorado (BB-45)**

Ref: W205SP
 Scale: 1/700
 Price: u/k
 Released: Jun 2019
 Notes: Rebox (Updated/New Parts)

**Trumpeter HMS Montrose**

Ref: TM06720
 Parts: 200+
 Scale: 1/700
 Size: L:190mm; W:23.4mm
 Price: £26.99
 Released: Jun/Jul 2019
 Notes: Info courtesy www.pocketbond.co.uk

**Trumpeter USS Enterprise**

Ref: AY14400
 Parts: u/k
 Scale: 1/600
 Price: £31.99 (Pocketbond)
 Released: Jun/Jul 2019
 Notes: Future release - Info courtesy www.pocketbond.co.uk

**Trumpeter Schleswig-Holstein 1908**

Ref: TM05355
 Parts: 700+
 Scale: 1/350
 Size: L:367.1mm; W:67.2mm
 Price: £74.99
 Released: Jun/Jul 2019
 Notes: Info courtesy www.pocketbond.co.uk

**Airfix Higgins LCV**

Ref: AX02340
 Parts: 47
 Scale: 1/72
 Price: £9.99
 Released: Future/Summer 2019
 Notes: -Ex-Revell - Info courtesy of www.hannants.co.uk

Next Month in **model Boats**

Model Boats No.826 September 2019 on sale 2nd August www.modelboats.co.uk



● Betty Breen

Jim Pottinger presents this late 1940s Pilot Boat



● CADMA

A report on the Northern Model Boat Show 2019



● Lackawanna

An in depth review of this attractive 1/48 Dumas Tug kit



● HMS Mimi

Thornycroft 40ft armed launch



● Perry Sub

How to create a long lasting and purposeful Antipode

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As a subscriber you will also be able to unlock modelling articles, have access to the current issue and back numbers you may have missed, and other features that do not appear in the magazine or openly on the website's pages...

Don't forget! The September issue of Model Boats will be published on 2nd August 2019 price £5.40 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to magazine?

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AZIZ MODEL SLIPWAYS oil rig supply vessel, complete with radio and batteries, 1080mm long, £250; can be sailed. Call Vic on 0208 4623618, Evenings (Kent)

Mountfleet Models Tug 'Kerne'. Equipped with brushless motor, ESC and servo £325. Also Dean's Marine Royal Navy 25ft Motor boat. Equipped as above, £275. Both only need a battery and Radio to sail. Both reviewed and built for Model Boats Magazine. For further details please call John on 07443419501

AERONAUT MOWE 2 fishing boat, complete, £100; Aeronaut Pilot boat, everything complete, £160; Billings Andrea Gail boat, complete, £150; Skytech H101 speed boat, complete, £20. All models new and ready to build, collect only. Call 01227 363097 (Kent)

METCALF WATSON Lifeboat, first prize at the Nationals for Life Boats. Action P94 dual ESC, mixer controller, immaculate condition, buyer collects, £500. Call Emrys on 01327 877955 (Northants)

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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)

HMCS SNOWBERRY Flower-Class Corvette, Revell kit, sails beautifully, £50; Dragon Force 65, sails well, £50; Clyde Puffer, crew and lights, very realistic on stand, £150 & two children's boats, fireboat and small tug, £40ea. Call 01294 462393 (Ayrshire)

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 (Cams)

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

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.mcgetrick1950@outlook.com (Manchester)

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

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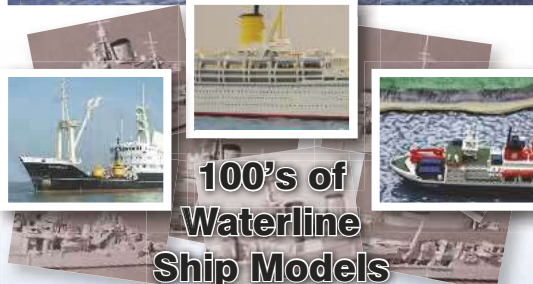
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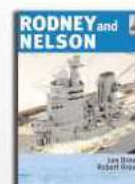
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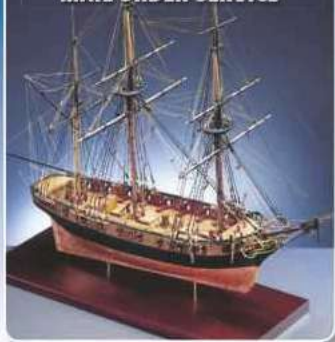
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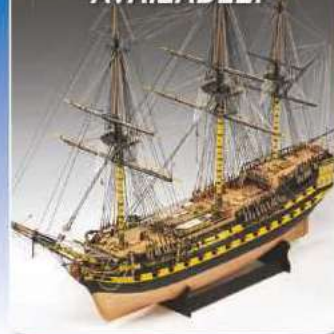
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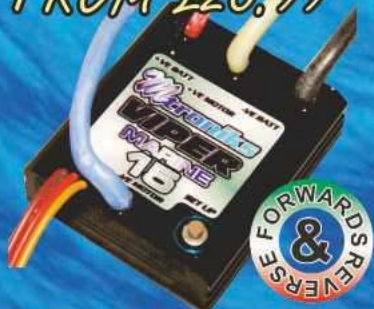


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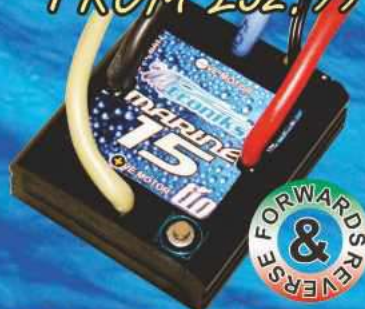


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