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**No.1 For
Sail & Scale**
September 2019
Vol.69 No.826

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12A Arial Lettering 12 mm,	£5.43
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This is just a selection of over 100 boats available

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LESP22 Lifebelt 19mm	£0.78
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LESP34 Cowl Vent 40mm high	£1.32
LESP43 Cowl Vent 32mm hih	£1.20
LESP54 Cowl Vent 27mm high	£1.32

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Crew Figures

1:2



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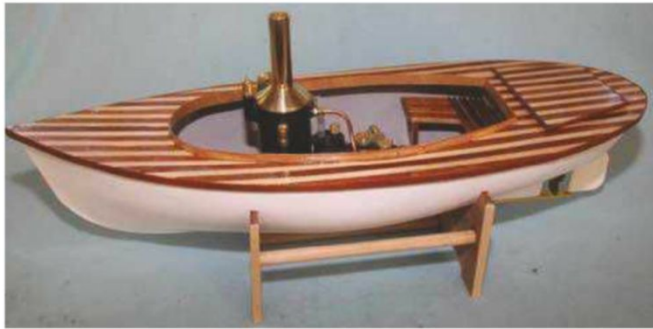
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contents

6 Compass 360

News from the model boating world



12 The Lackawanna

Dave Brumstead builds the 1/48
Dumas Tug Kit



22 HMS Mimi

Thornycroft, 40ft, armed launch
by Francis Macnaughton

28 Schnellboot

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



32 Perry submersible

The first of a three-parter by
Roger Suitters



**FREE
PLAN**

38 Betty Breen

A robust and spacious pilot boat by
Jim Pottinger (Free Plan)

40 'Boats on the Mote'

The Cygnets MBC's 60th Anniversary
by Kim Belcher





44 Brian Lemon - Master Model Builder

By David Nicolson

48 The CADMA Northern Model Boat Show 2019

By Richard Simpson



50 Soobrazitelnyy – Russian Corvette

Building the RFS Soobrazitelnyy
by Dave Wooley

58 Ellesmere Port Model Boat Show

Hooton Park, 18/19 May, 2019
by Dave Wooley



60 Reader's Models

Your opportunity to see your 'pride and joy' in print

62 Your Club

Liverpool Model Boat Club, a short history by
Mike Broadbent

64 Test Bench

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

68 Next Issue

Preview of articles to come

69 Marketplace

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

Welcome to the September edition of Model Boats magazine which you may have noticed by now is doing its very best to cover all genres of this incredibly diverse and often complex hobby. I'm still trying to gauge where this hobby is at the moment; because of its broad spectrum of subjects, some aspects seem to be on the decline, while others are thriving and, in the middle, are the subjects that go in and out of fashion just to keep us on our toes. While the key, from our point of view, is to gain as many new readers as possible to keep this old magazine going, we would not be here at all if it was not for the small army of manufacturers who provide the products in all shapes and forms that keep us busy in the workshop or sailing down the pond. Unless you have a talent for bagging your raw materials or even models for free, you have no choice but to support these guys and girls. So with this in mind, this month we have received encouraging news that some manufacturers are expanding while others are calling it a day; the latter scenario because retirement beckons or ill health forces it. The age demographic of this hobby is quite high and I'm afraid that this also applies to a number of manufacturers as well. Hopefully these businesses can be sold on or passed onto the next generation or, which is often the case, the 'back catalogue' is purchased by another company and products live on under a different banner; not an ideal scenario, but better than disappearing completely. My only advice is, please support the manufacturers big and small, support your clubs, support each other and support your magazine – it can all disappear in a heartbeat!

Martyn Chorlton

Compass 360

Our news round-up from the model boating world

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MODEL BOAT SHOW Featuring TAMIYA TRUCKIN

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**SATURDAY 9th & SUNDAY 10th
NOVEMBER 2019**

WARWICKSHIRE EVENT CENTRE

www.modelboatshow.co.uk

One of the UK's Leading Marine Modelling Exhibitions

The International Model Boat Show will return to the Warwickshire Event Centre on Saturday 9th & Sunday 10th November. Organisers are expecting 3000+ visitors, who will be able to enjoy in excess of 600 models from over 25 clubs and societies, where some of the finest marine models will be on display.

The excellent and varied displays include everything from early warships to modern power boats – all of which will be complemented by action on the large indoor boating pool. There will be nearly 20 specialist suppliers present, offering visitors everything they could need for their boat and modelling needs and attendees will be able to view new technologies and buy newly available products.

In addition to all the boating action, the Tamiya Truckin

team will be demonstrating and driving their 1/14 scale radio controlled models on a roadway system over 80 metres square. This fantastic arena will feature radio controlled 1/14 scale trucks, plant and machinery. This year the event will celebrate the 85th anniversary of the launch of RMS Queen Mary and the organisers are asking if anyone who has a model of this magnificent liner could make contact with them with a view

to displaying the model at the show in November – if you have a model please contact info@meridienneexhibitions.co.uk.

Make a note in your diary now, tickets are also on sale at discounted prices from www.modelboatshow.co.uk. Do remember this will be a new two-day format for 2019 and the show will not open to visitors on the Friday.

Warwickshire Event Centre, Nr Leamington Spa on the Junction of the A425/B4455 (SAT NAV CV31 1XN). Opening Times: Saturday, 10am–5pm daily; Sunday 10am–4pm. On Line Tickets, Adult £9.00, Senior Citizen £8.00 and Child (5-14) £3. Full Price tickets, Adult £10.00, Senior Citizen £9.00 and Child (5-14) £4. Online tickets at discounted prices are available until midnight Tuesday 5 November. Full price tickets are available on line after this point or on the day from the ticket office. Please call SEE Tickets on 0115 896 0154 if you would like to book a ticket by phone. Facebook: Meridienne Exhibitions Ltd and Twitter: @MeridienneEx.

ELCO from Deans Marine

The latest from Ron's stable is a 1/24 scale ELCO 80ft PT boat. The hull of this model is moulded in lightweight glassfibre, with a moulded in rubbing strip that forms a seating for the 1mm laser cut plastic deck. The bridge and aft superstructure is a one piece glassfibre moulding, the 0.5in gun turrets are cast resin, all deck structure parts are in laser cut 1mm H.I.P.S. plastic. To complement this most attractive model a full set of fittings in cast metal and resin is included along with twin propeller shafts, tubes and rudders. To assist in the construction a full size plan is provided along with a

complete set of comprehensive instructions. A CD of all the pictures taken during assembly of the prototype model plus a

set of decals to give a colourful finished model. As in all of the Deans range, the on the water performance is outstanding.

With a length of 1.08m and a beam of 210mm, the ELCO 80ft PT Boat is now available from Deans Marine, Conquest Drove, Farset Fen, Peterborough, PE7 3DH; please visit www.deansmarine.co.uk.



Deans Marine 1/24 scale ELCO 80ft PT Boat.

DIARY DATES 2019

Sat/Sun 7/8 September

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

Sat 7 September

Solent Model Boat Club Model Boat Show at All Saints' Church Hall, Greenbanks Close, Milford-on-Sea, SO41 0SQ, 10am-4pm. Refreshments available in support of the RNLI and Hampshire & Isle of Wight Air Ambulance. www.srcmbc.org.uk

Sun 8 September

Kirklees Model Boat Club, Autumn Open Day from 9am until 4pm at Wilton Park, Bradford Road, Batley, WF17 8JH. Last open day of the season. The event is open to all classes of models except I/C and High Performance Fast Electrics; free car parking, raffle, refreshments may be trade support. Military vehicles will be in operation. For more information contact Stan Reffin on 0113 2675790 or via the website kirkleesmodelboatclub.weebly.com.

Sat 14 September

National Heritage Day at the Bournville Model Boat Club; open to all R/C model Boaters (no I/C), 10am-6pm.

Sun 15 September

Submarine Day at the Bournville Model Boat Club; open to all R/C Submarine enthusiasts, 10am-6pm.

Sun 15 September

Balne Moor Model Boat Club, North Sea Winches Scale Sailing Challenge. A great opportunity to prove your scale sailing skills in a challenge over two rounds. Who will have the winning score? £1.50 entry 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.

Sun 22 September

Heritage Open Day 'People Power' at the Grantham Model Boat Club. We have decided to make this our anniversary date and will be looking forward to celebrating the first anniversary of the formation of the Club. The park car park is free, but not very big! 10am to 3pm

Sat 28 September

Illuminated regatta at the Bournville Model Boat Club; open to all R/C model boaters to show off their lights (evening event), 2pm-9pm.

Sat/Sun 28/29 September

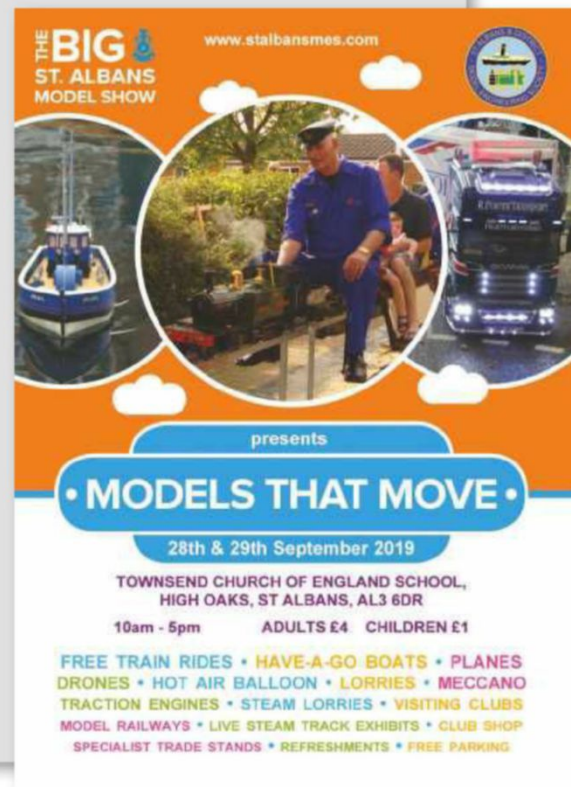
The BIG St Albans Model Show, 'MODELS THAT MOVE' presented by the St Albans & District Model Engineering Society at the Townsend Church of England School, High Oaks, St Albans, AL3 6DR. 10am-5pm (Both days), Adults £4, Children £1. www.stalbansmes.com.

Sun 29 September

Balne Moor Model Boat Club Svitzer Challenge Shield Tug Towing. The ultimate towing challenge - teams of three tuggers will undertake towing tasks singly, in a pair and all together around three courses. £3 per team entry fee. 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.

Sun 6 October

Chantry Model Boat Club will be holding a Tug Day on Sunday 6th October 2019.



THE BIG ST ALBANS MODEL SHOW
www.stalbansmes.com

presents

MODELS THAT MOVE

28th & 29th September 2019

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Fancy joining in with an online group build; then wonder no more, drop into the forum on the Model Boats website, www.modelboats.co.uk where you will find one of Vic Smeed's classic designs, HMS Cossack being tackled! The more the merrier!



01425 476 174 for orders, custom requests, and general assistance.

This might be old news to some but this new and encouraging news for Model Boats is that Dorset-based Models By Design has now extended their range by acquiring Kingston Mouldings Hulls. From a 1900 1/10 scale Electric River Cabin Launch through to a 42in-long Zobel-Class German Navy Schnellboot. There are over 50

hulls to choose from which is a great addition to the Models By Design already extensive range. For more details visit www.modelsbydesign.co.uk or contact Andy & Debbie Griggs at Model By Design, 199 Ringwood Road, St Leonards, Dorset, BH24 2QA, Tel:- 01425 476174 or 07810 645344, Email: sales@modelsbydesign.co.uk.

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George W Washburn



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The Lackawanna

Dave Brumstead builds the 1/48 Dumas Tug Kit



instructions including parts locator and a materials list and a sheet of decals. Laser cut wooden parts, die cut plastic parts, small parts, timber and plastic strip are included. The review kit also included the optional running gear kit, Part No.2368, (Photo 2).

Trimming the hull

The two halves of the plastic hull were now trimmed. This involved removing the surplus plastic but leaving a flange approx. 3/16in wide (approx 4.8mm). I used a strip of wood 5mm wide and drew a line with black marker pen. Using the wood as a guide, I cut small sections at a time (Photo 3). Using a fine marker pen, I drew in the top edge of the hull to give a more visible cut line. Both halves were now cut out, both bottom and top edges.

Sanding the hull

Abrade the inside of the hull as per instructions. Bring the two halves of the hull together and line them up carefully. Clip two halves together and adjust alignment as necessary. When ok, remove clips one by one, adding masking tape to the halves simultaneously where the clips were. This stops glue leaking and gluing clips to the hull! I then tacked the two halves together with Deluxe Materials superglue (medium)) and when happy, I ran a fillet of glue along the bottom join of the two halves. When this had gone off, I propped the hull up and glued the bows followed by the stern. Leaving the glue to dry overnight, the clips were removed next day.

At this point it was necessary to construct a stand for the model to keep it upright and stable. I always make my stands longer and wider than the model so if it's necessary to



The Lackawanna tug was built in 1901 and used anthracite for fuel. This fuel burns cleaner and lasts longer than conventional coal. To promote the use of anthracite the owners had the tug painted white to demonstrate how much cleaner their fuel was, however, it still discoloured the painted work, giving the crew the task of constantly keeping the vessel's paintwork clean. The vessel went aground after a collision and was declared a total loss in 1916.

The kit is well packed in a cardboard box which has a comprehensive list of contents printed on it. The model is to 1/48th scale, which gives a length of 33in and a beam of 6in.

Box contents

Photo 1 is an overall view of what's in the box. The largest parts are the two-part hull; there is also a full-size plan, a pad of A3 sheets carrying 57 individual sketches, a book of building

4

move the model on its stand in the workshop, it will be the stand that makes contact with other workshop contents, doors, walls, etc. not the model! The stand is made from 12mm MDF, cut and profiled as supplied drawing.

The next stage was to reinforce the join between the two hull halves. This was done by adding a 1in strip of fibreglass tape to the two halves along the join. The tape was supplied; however, the spec says 48in long while the supplied material was only 27in. I supplemented this with material from my own stock. I used Deluxe Materials Aeropoxy two-part epoxy resin. This is a liquid resin and when mixed with the hardener flows well into joins and is absorbed by the fibreglass tape. The two halves are joined by adding tape to the inside of the stern followed by the bow and keel joins. Care must be taken to make sure it the Aeropoxy doesn't flow where it shouldn't! The hull was left overnight, and any missed or dry patches were treated with the Aeropoxy the next day.

After the resin had gone off, the hull was trimmed using a knife and abrasive block; I used a Permagrit block. Any gaps were filled and trimmed ready for final sanding. If additional support to the join is required, additional fibreglass tape and resin can be added.

The deck supports (wood) were cut and prepared next. These were offered into position and adjusted as necessary (temporary clamps to hold in place) I found that one of the supplied balsa jigs indented when used, giving an incorrect position of the supports. I made a replacement from ply, which is harder and kept the correct profile. When satisfied, the supports were glued in place as instructed by running thin superglue along (**Photo 4**).

The Stuffing Box (Prop Shaft assembly) was next. The hull was drilled as instructed, 5/16in for tube plus a 1/16in hole to indicate the position for the tube support. The tube was fitted (it protrudes 1/8in from the stern) and the support was positioned. I placed a temporary crossbeam on the deck side supports and checked it was level (leaving a spirit level in place). I used a long shaft through prop tube to ensure the tube was central to hull. When satisfied with the position, the tube was tacked in place with superglue. When set, I removed the long shaft and temporary cross beam and mixed two-part epoxy and added it to the shaft support. At the stern (inside) I added a mix of microballoons with epoxy. On the outside of the hull a small fillet of epoxy was added around the prop tube.

The next stage was to fit the hull cross beams. I used long clamps to pull the hull sides into the required width. Masking tape was used to help hold the hull at the correct beam. The cross beams were tacked with thin superglue followed by reinforcing gussets. The gussets were removed from the laser cut sheet (these are glued UNDER the beams) and **Photo 5** shows the sub deck in position to check the fit.



5



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Sub deck

Two wooden crossbeams are glued to the bottom (underside) of deck, the sub deck is then trimmed to fit into the hull. I decided at this point to plank the deck prior to fitting, instead of planking it in situ. I used R/C Modellers glue which will glue wood to plastic. The wood was cut to slightly overhang the plastic deck to allow trimming back as necessary. With a scale of 1/48, a 12ft plank of wood equates to 3in long, a 16ft plank equals 4in long. The deck planking and subdeck were weighted down for 24 hours for the glue to set. The hatch area was trimmed and sanded around the edges. The deck was offered into position in the hull and the outer edges sanded to fit. The deck was varnished with Ronseal Satin Coat Varnish (two coats).

The keel was now glued in place. With the hull upside down, and 1 1/2in from the stern of the keel marked, the 3/8in x 3mm strip was marked out and masking tape positioned each side of the centreline, leaving a 3/8in strip in the centre. The 3/8in x 3mm strip was epoxy glued along the straight bottom of the keel. After the epoxy had set, holding the keel strip in place, the bow section was glued in position. Again, masking tape was used to protect the hull and also to hold down the keel strip. When the adhesive had set, all the masking tape was removed.

To help marking the positions of the rubbing strakes (rub rail), I drew a centre line on my building board and start and end points of lower rub rail marked on the board and transferred to hull sides using a square from the board. The height of the rubbing strakes was marked using compass from the top of the hull sides. The top strakes were fitted first, (centred on centre of stern and

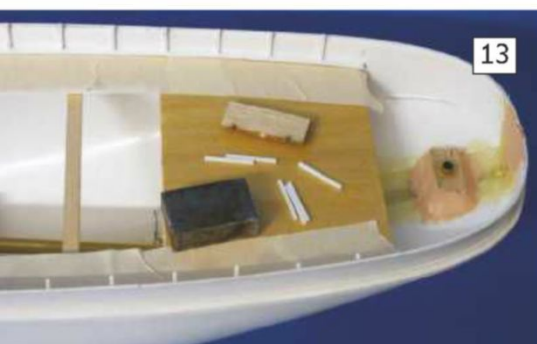
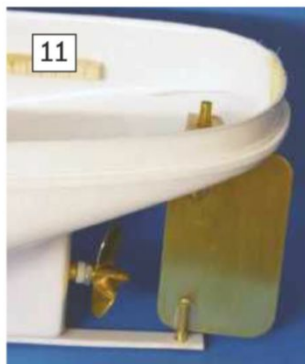


glued from this point forwards). The strakes were positioned and clamped and Deluxe Materials Plastic Magic glue in place (**Photo 6**). The lower (15in) strakes were fitted next.

Motor etc. installation

At this point I decided to deal with the internal parts of the model; the rudder servo, motor and its mount, battery, speed controller, etc. before the deck was fitted. I started with the motor tray, gluing the wooden and plastic parts in place. **Photo 7** shows a trial fit of the motor, Futaba servo mount and drive battery. Parts for a servo mount are included, but the Futaba one matches the servo I was using. I also use captive nuts which are fitted through the underside of the motor mount and allow easy removal of the motor should it be necessary.

A 550-type motor was chosen. T1 was marked out on its centreline and offered into place, contacting the propshaft support previously glued in place. The motor was placed on T1 with rigid dummy coupling,



(**Photo 8**). The prop shaft assembly, with its half coupling, was attached to the motor coupling. T1 marked out (pencil through motor base hole), then drilled for motor fitting. As blind nuts were to be used these were now fitted into T1. After fitting 4mm blind nuts, the motor fitted using M4 bolts. The motor mount was packed as necessary to align with prop shaft coupling which was then changed from rigid to flexible.

Additional wood framing fitted on T1 at the rear of the motor was spaced for a 6v 4.5amp battery. (Cut out in wood to allow for the battery connectors). The Futaba servo mount was fitted to one side of motor, the servo mount was also fitted with 3mm screws and blind nuts were used.

With the deck laid temporarily in place, area of access was marked out on the inside of the hull. This ensures that anything fitted in this area will be accessible after the deck has been fitted. A suitable base for the receiver and ESC were made up from two supports cut out from plastic offcuts and 2mm plastic card. This is to be fitted in front of the motor/battery assembly within the access area (**Photo 9**). The motor/servo mount assembly was now glued in place with two-part epoxy. When set, an additional platform for the ESC and receiver were also glued in place, all reinforced with two-part epoxy.

Before fitting the deck etc., I decided to make up the rudder assembly (**Photo 10**). The upper rudder block was cut from materials supplied, drilled for the rudder tube and shaped to the profile of the hull. With the hull upside down, the location of the rudder tube/block assembly was marked and drilled as per instructions. The rudder block was fitted and glued in place with P38 filler. I fabricated the lower support, drilled as specified and fitted with the supplied screws. The angle between the blade shaft and the lower support is 90°. When satisfied, the parts were removed until later.

The rudder blank was now shaped, and the supplied rudder shaft cut to length. This was already prepared with the shaft ready slit to take the rudder blade. The two parts of the shaft were now fitted onto the rudder blade and soldered, and the rudder temporarily installed (**Photo 11**).

Fitting the deck

The deck was glued (with R/C Modellers Glue), weighed down and clamped and left overnight (**Photo 12**). Edging strips were added (should be 1m x 1/8in x 36in) but these were missing and nine 1½mm x 1/8in x 14in were used instead. I made up a bow centre profile to give a neat finish.

Next was to cut to a length of 1/16in/sq plastic to represent the top of the vessel's frames. The longer lengths were used for the forepart of the vessel, the shorter for the main deck area. A wooden spacing jig is supplied, and it works well. I added a piece of 3mm plastic offcut to raise the height of the gauge from the deck when inverted. This allowed me to use the gauge flat on the deck for the bottom of the frames and when inverted, the spacing of the frames 3mm+ up from the deck. The frames were fitted using Revell Contacta Professional liquid glue for plastics (with a long thin metal nozzle). After the frames were glued in place, a metal

block was used to check they were vertical; a spacer used to check spacing (**Photo 13**).

When the glue had set, the tops of the frames were trimmed to the top of the bulwarks (Pencil marks on top of bulwarks, this shows when fitting frames reaches correct height). Bulwark cappings were fitted and the edges rounded off, tacked with superglue then superglue run around with hull upside down to give small fillet of glue under the cap rails.

The wooden bulwark extender peak was glued to the top of the central bow rail, followed by the two wooden bulwark extenders. The PVC rail at the stern was cut to length and glued in place.

The hawse pipe opening positions were marked and the white meatal 'lips' glued. When set, holes were drilled and filed to shape.

The next stage was to fit the coaming. The parts were removed from the sheet and offered into place. Any adjustments were made, and the four parts of the coaming were glued in place. The longer sides of the coaming rested in position on the wooden cross beams (**Photo 14**).





Fantail

This was built up as per instructions, however when offered into place it was too tall to fit between the deck and the cap rail. Material was removed from the bottom of the front part (3mm x 3/8in PVC) until the fantail would slide into place. When in position, there was a small gap around the fantail so a strip of 1mm plastic card was glued to the edge of the covered surface to improve the fit. A small part at the bottom corner of the 3mm x 3/8in PVC was removed to clear the 1mm x 1/8in PVC deck edging (this was in fact 1.5mm x 1/8in).

This concluded work on the hull, except for filling the rear of the prop tube/hull join with a radius of Squadron White Putty. The bow area was also filled.

Superstructure (Cabin (1))

The framework for the superstructure frame was built from laser cut balsa. As I was building it up, it slipped and broke! It was repaired as necessary with the broken area reinforced with liteply offcuts. The build continued with no further problems (Photo 15). The plastic parts were prepared (drilled as required) but the rear superstructure part C14 not marked for drilling the portholes (Stage 101). The two porthole positions were determined by holding C14 under the side seams and marking the height of the portholes through. The horizontal position was marked by copying and enlarging the spacing shown in Drawing 37.

The 1mm x 1/4in PVC edging was glued next. This was done in sections to help forming the plastic around the corners. Superglue was used to hold the trim in place.

Pilot house & railings

This was built as per instructions. The construction from balsa (laser cut) was straightforward (Photo 16) and then the PVC cladding was added. The cladding was left 'bent' overnight to establish a curve to the plastic. The wraparound part was marked on the centreline and clamped with spring clamp and masking tape on the centreline of balsa structure. The plastic is gently wrapped slowly around the balsa frame and held with clamps. Alignment is checked to make sure plastic overlaps all wooden parts. Thin Superglue was used with a fine nozzle and fed in between the plastic and wooden parts. Left to dry, any surplus plastic overlapping the wooden structure was trimmed off. The roof parts were drilled for the stanchions and the edging (1mm x 1/4in strip) was glued (Photo 17). The rear pilot house roof was fitted, followed by front pilot house roof. The basic pilot house was now completed.

The railings for the cabin roof were formed to shape using a supplied template which was tacked in place on the cabin roof. This was also marked out with the stanchion

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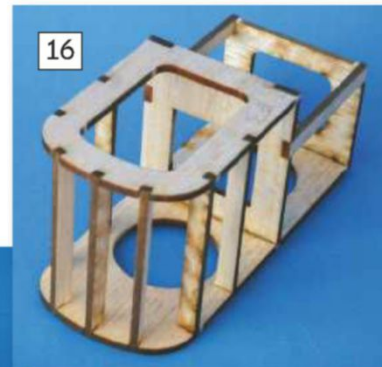
positions. The stanchions were fitted next, using a small balsa jig to keep them at 90° to the roof, then superglued underneath. The small balsa jig has a vertical slot to engage with the stanchion using small spring clamp, therefore stanchion is held at 90° angle to roof. If you follow the box art, the cabin roof is painted grey and the stanchions, pilot house etc. are white. If you wish to follow this colour scheme, make sure you paint the right parts the right colour at the right time! I didn't and the only way out of the problem was to use 0.5mm plastic card to make a deck 'overlay' which was painted grey (Photo 18) which worked reasonably well, but it was an annoying error.

Pre-shaped wire is fed through the stanchions. This wire is superglued on each stanchion except the ends which are to be soldered. (Pre-shaping done using the supplied templates) 'S' shaped parts, 'D' and 'E', made up and soldered in place; fiddley!

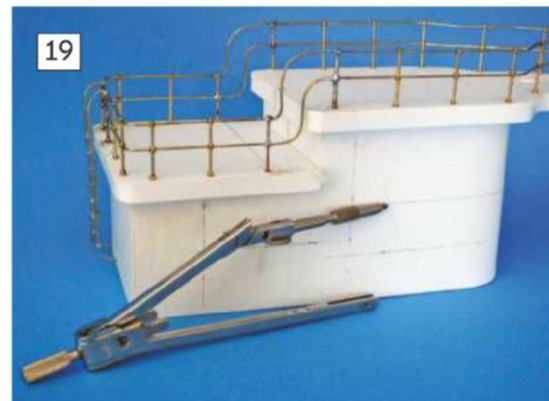
Pilot house ladder

I used a copy of the soldering jig for the pilot house ladder which was glued to a piece of ply which in turn was taped to an SLA battery to keep it flat and stable. A balsa end block was glued in place, as were two strips of 0.8mm (approx. 1/32in) plastic card. The

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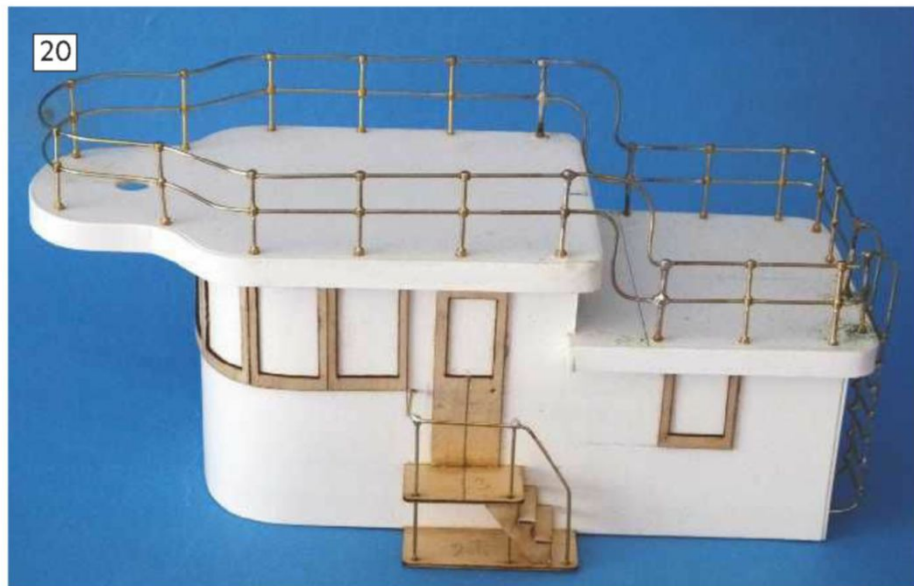
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various ladder components were held in place with masking tape and soldered as required. The ladder was removed from the template, trimmed and cleaned up. The pilot house was drilled, the ladder trimmed and fitted. After soldering to the top rail, the assembly was cleaned up. The Pilot House was now marked out for the various fittings (Photo 19).

Doors and windows & platform

Holes were drilled for the doorknobs which were not fitted until later while the doors were glued in place. The front windows were fitted,



'Map Pins' representing doorknobs were fitted later.

Cabin portholes were assembled next, all parts threaded on a rod which was held in a vice and the 'flash' was removed from the white metal parts. Make sure the edges are clean. I then glued the portholes in place, with the glazing left until after cabin was painted.

The boat davits were formed to shape. The brass tubing was formed around a tin lid screwed onto wooden block with two panel pins to hold the brass tubing in place as the curve was formed. The davit fittings were left until the superstructure was in place.

Vac formings & ventilators

There were several parts vac formed from plastic; the first parts were the two lifeboats.

Photo 21 shows one of them with its cover on, the vac forming which was highlighted with a fine felt tip pen and the plastic cut to this line. These were put to one side for painting later.

The next stage was to make up the four vac formed ventilators. These were formed as halves which were cut from their sheet and glued together. The supplied reinforcing material was applied with thin superglue to the inside of the vents on the joins and then filled and rubbed down as required. For additional strength I added balsa blocks to the upright before fitting the bases (The bases are LC8 on the laser cut sheet). The vents were sprayed with Halfords Matt Black, the inside of the vents painted with Tamiya Flat Red (XF-7) (**Photo 22**) (Note: The bases were painted separately Matt Black and added later).

Funnels (1)

The two funnels were made up next. These are quite a feature of the model and there are differences between them. There is one piece of cardboard tubing supplied which is more than adequate for the two funnels. The tube was cut to length (7.5in long for both) using a fine-blade junior hacksaw. I cut one from each end, so each funnel has one machine finished end and one hacksawn. Measure and mark out the position of funnel bands (four on each) (**Photo 23**).



but the decals left until the superstructure was painted. I did the same for the rear windows decals, (all three left stuck together on laser cut) and side windows.

The two platforms at each side of the Pilot House were fitted; I used a metal block the correct size to give spacing between Landing and Base. The wire handrail was bent to shape and the uprights at 45mm long, soldered to the rest of the handrail. **Photo 20** shows the completed Pilot House.

Superstructure (Cabin (2)) & fittings

A 1/8in strip was clamped along bottom of the cabin to give equal spacing from the bottom for the doors. The eight doors were removed from the laser cut sheet and drilled for handles and glued in place. A jig was made up from scrap to aid the positioning of the door hinges and 1mm wide strip from 0.5mm plastic card (from stock) cut for hinges and glued in place.



The top of each funnel is the sawn end as this will have laser cut Pt.5 (LC5) glued in place; the bottom edge being the machine finished end. I used superglue (medium) for fixing the first (top) band in place however, I found Deluxe Materials R/C Modellers glue better as this allowed a longer handling time before setting. All bands (four on each) were aligned to a vertical line marked on the funnel. The ash deflectors are next, the centre of each of the two deflectors is cut out and made a tight sliding fit onto the funnel. **Photo 24** shows one of the deflectors being fitted onto the funnel offcut. The next stage was to add the remainder of the fittings.

Marking the position of eye pins, I wrapped a strip of paper, 1/4in wide, around the funnel and marked off the circumference onto the paper. This distance was divided by four, wrapped back around the funnel and spaced two marks equally each side of marked centre line. Transfer the marks on the paper to the funnel. The four marks on the funnel correspond with diagram 30.

The funnels were drilled as required for eye pins, which were then cut to length and fitted and glued with superglue. The whistle assembly was fitted and glued with superglue. Wrap paper strip around funnel, mark positions of screw eyes, transfer to funnel, drill as specified, open up the screw eyes slightly to take 1/8in rod and screw and glue in place (**Photo 25**).

Make up two relief valve assemblies, one for each funnel. Funnel tops were also fitted. After painting the funnels black, paint the whistle brass and as the funnels are made from card, paint the inside of the tube to give it some protection.

The masts & bitts

I tapered the dowel mast as instructed, marked its length and cut to size, keeping the offcuts. I marked the centre of the base and using a very small drill, created a pilot hole and screwed in a small eyelet. This gives a means of holding the mast during painting as well as a method of 'stringing' the masts up to dry.

Both masts were sprayed with Halfords White Primer, marked and drilled to take eye pins where required. The mast lights were cleaned up and the spotlight, bracket and wooden support parts cleaned up and trimmed to fit. The eye pins were fitted, and the mast painted with finish colours; white top, Humbrol 94 from stock for the rest (**Photo 26**).

The forward towing bitt is mounted through the bow reinforcement. The base is angled to sit on the angle of the deck and the bitt is secured by pinning and gluing in position. The other bitt assemblies are prepared and painted with Matt Black (Humbrol 33). Forward and rear bitts are also prepared and painted while attached to laser cut sheet and touched up as required during and after assembly. Small bitts assembled and positioned on hull as required determining position. Main forward and rear bitts assembled from dowel and laser cut parts.



The winch & jackstaff

The winch was assembled from different materials, laser cut balsa and white metal fittings. The balsa had a very open grain on its cut surface, and it was difficult to get a good finish, even after painting. Upon inspection, I decided to use offcut material from the plastic components (**Photo 27**) which gave a much more 'user friendly' finish.

The jackstaff was now made up. This replicated the davits used for the lifeboats; the only difference being the height of the

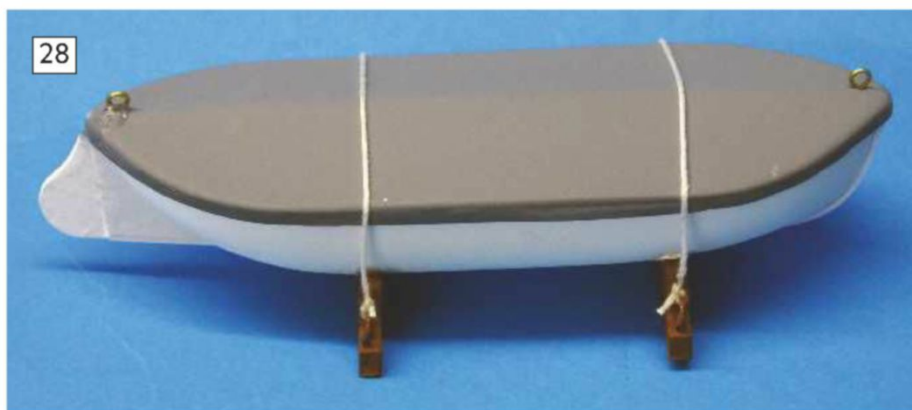


Small Brass Eyelet, 7/8in from the bottom instead of 2 1/8in. Attaching the cleat was easier when superglue and accelerator were used. The jackstaff was mounted on the foredeck (see plan). The Bell was made up but leave it off until it is fitted to wheelhouse.

Lifeboats & cabin deck

Cut out the vac formed hull and glue the relevant wooden parts to it; LC18 to the bottom of the hull, followed by styrene strip keel, then LC25 to top edge. Trim as necessary, then spray white primer, followed by brush painted Dark Red (Humbrol 73) onto wooden the top

edge. I had already laid a cabin deck overlay of 0.5mm plastic card painted grey which was centred between stanchions and glued with R/C Modellers glue.



The main lifeboats were built up as per instructions and were now masked and painted (**Photo 28**). The lifeboats were now glued to their cradles and eye pins etc. added. These assemblies would be added to the top of the cabin later.



Davits and deck

Add cleats, eyelet and paint (eyelet not glued until fitted to superstructure). Paint all four davits plus one jackstaff; hollow rivets to be glued in place when fitted to Cabin (4) while the fifth one (anchor) already glued in place.

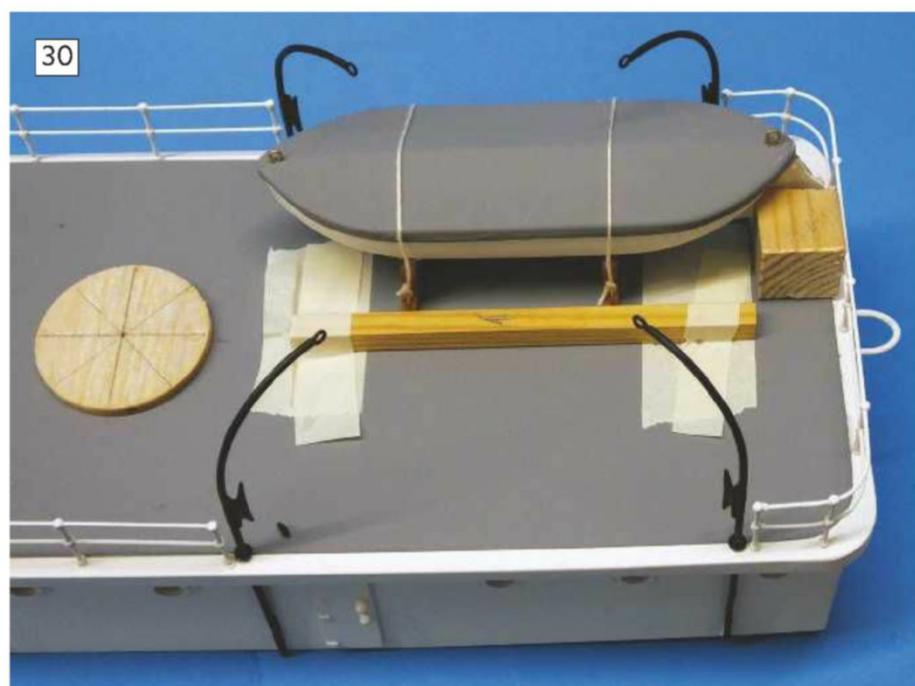
Finish adding fittings (lights etc.) to masts; fore and aft (don't forget cleats). Then paint the bell Bronze (Humbrol 41). Fit foremost mast base to deck. With this in place, central to the hulls beam, the foremast is passed through the superstructure cabin, checking positions as per instructions (make sure mast is an 'easy' fit in mount to enable removal).

The wheelhouse windows were now glazed with sticky back plastic (black) and the pilot house glued to the top of the cabin (**Photo 29**). Make sure this is central and use the foremast to aid positioning.

When glue is set, use the rear of pilot house to measure from to determine position of funnels; use masking tape to mask out positions (see Fig 31 in instructions). Prepare funnel bases (C19) by finding centres and pushing pin through. Affix masking tape to top of cabin and mask centreline from fore to aft. Position wooden centres using centreline from pilot house and centre from port to starboard. Push pin through and check for centre and position funnel base on pin, add glue and using pin, place in position on cabin (remove excess glue).

Mark out position of base for rear funnel and repeat the previous process. After fixing both funnel bases, mark out (from template) the position of eye pins and drill holes for these through top of cabin.

The lifeboat davits were fixed in place, ensuring angle in relation to cabin roof is 45° (I made up a plastic card angle guide). Superglue davits in place; when set, touch up as necessary (paint scraped off when fitting through deck). I then made up the boat assemblies; boats were glued to support cradles and tied down. A spacer was made up to go between stern of boats and railings. The centreline of boats on the superstructure deck was marked out (spaced 1/4in apart) and glued in place (**Photo 30**). With lifeboats glued and 'tied down' on stands, they were glued in place on the rear of the cabin in





The funnels and vents were fitted to the deck as specified. I used my 45° gauge for the vents (**Photo 32**). The stern mast was positioned, and the deck mount glued in place; check mast is in line with foremast and vertical.

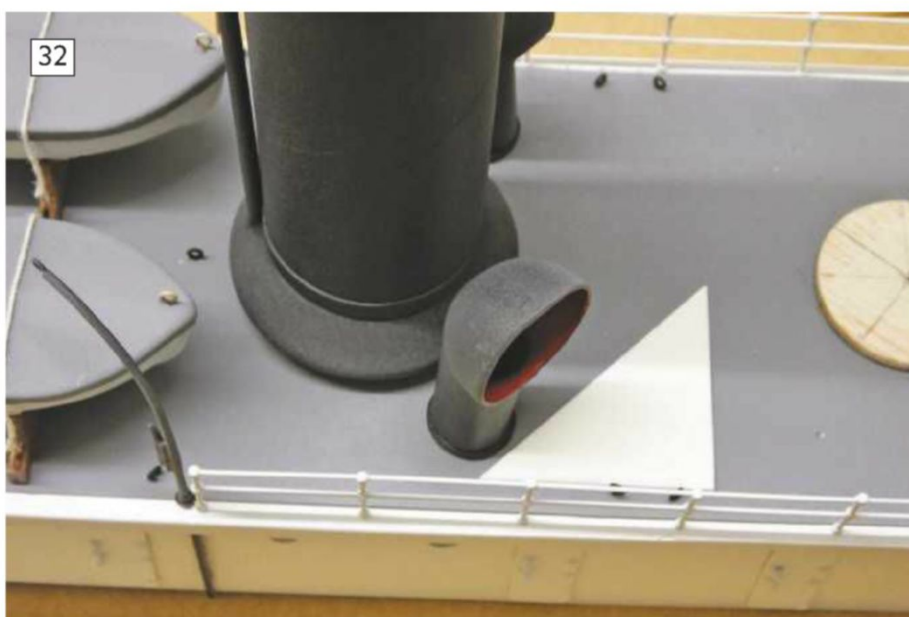
Funnels (2) & the hull

Using the supplied black thread, I decided to make up brass hooks to fit the 'free end' of the rigging at deck level (eyes already glued in place) to anchor the funnels. The funnels were glued in place with Deluxe Materials R/C Modellers Glue. A similar method was used for both masts, forestay and rear stay, hooks fitted into bulwarks and eyes on shrouds to fit. Note: Turnbuckles made up earlier, eight were used for mast side shrouds (stays).

I prepared the hull for painting and masked it as appropriate. The upper hull colour, white, was masked off with Tamiya masking tape. The remaining area of the hull was now sprayed with Halfords Red Primer (**Photo 33**). The rudder and skeg were also painted with Red Primer at this time. When I was satisfied with the finish, the paint was allowed to dry for 3-4 days and the masking tape and paper removed.

The process was continued with the red areas plus the deck, masked off and the hull sprayed with Halfords Ford Diamond White. This included the inside of the bulwarks. The final painting involved the top rail of the bulwarks which were brush-painted with three coats of Humbrol Matt 62. When all the paint had dried, all masking paper and tape was removed; any areas where painting was poor were touched up (**Photo 34**).

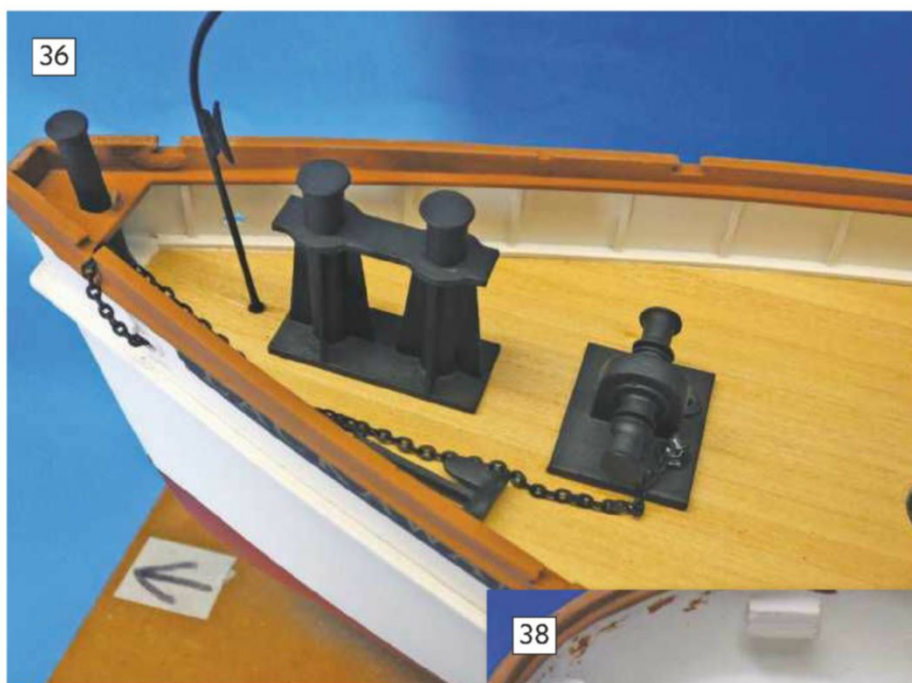
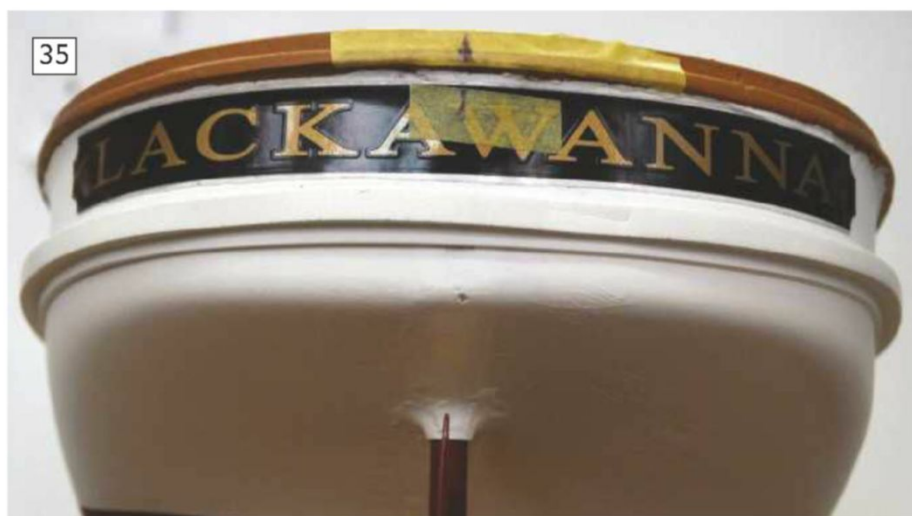
Self-adhesive name plates (supplied) were fitted to the hull (one on each side of bow, **Photo**



position to enable davits to be connected to the lifeboats. With the davits fitted earlier, pulley blocks and 'ropes' were made up as per diagram 29. Davit ropes were attached

to mounting points on the lifeboats (A touch of thin superglue will stop the mounting ropes unknotting). Mounting ropes were trimmed to remove excess (**Photo 31**).





34, plus one on the stern, **Photo 35**). The name plates for the superstructure were also glued in place. The self-adhesive portholes were added after referring to the main drawing for spacing.

The deck fittings were added working from bow to stern (**Photo 36**). The fantail with a socket has the flag and dinghy added. The angle of the flagstaff was copied onto a scrap of plastic card which was used as a template to get the correct angle. The fantail was later painted black and the small dinghy added (**Photo 37**).

Radio control installation

The motor mounting plate had been added earlier and the motor fitted and connected to the drive train. The Futaba rudder servo mount had also been installed, adjacent to the motor. The next step was to fit the rudder servo and connect it to the rudder. The servo used

was Futaba so there were no compatibility problems with the servo or mount.

Suitable material was supplied in the kit to make up the rudder pushrod and a tiller was also supplied (**Photo 38**). One end of the pushrod was formed so that it would stay connected to the tiller. A fitting was also supplied to attach the other end of the pushrod to the servo arm. After fitting, the pushrod was trimmed to the correct length.

To fit the receiver and speed controller I added an additional platform from 2mm Plasticard to the one I made earlier. This was glued on top of the original and raised the height of the electronics another 12mm, just to be on the safe side should there be an ingress of water. Velcro was added to the receiver and ESC and the corresponding Velcro added to the platform onto which they would be fitted (**Photo 39**) Cables were made up to connect receiver, rudder servo, ESC, battery and on/off switch.





To make operating the model easier, the power cable was routed to an on/off switch mounted under the fantail. This enabled the power to be switched on/off without removing the main superstructure (**Photo 40**).

The final task was to test float the model in the test tank. To keep peace and harmony in the house, I made up a suitable tank from board and lined it with plastic sheeting. It was then quite easy to ballast the model as required. Lead sheeting folded to fit was laid alongside the motor tray and adjusted as necessary fore and aft and side to side to get the model to float on its waterline. When satisfied, the lead was stuck in place with two-part epoxy.

On the water & summary

The model handled very well, responding well to speed controller and rudder. The round bilge tended to make the model roll slightly which was a bit disconcerting, but after sailing it for a while I soon got used to it.

The kit was well made and supplied with all the usual necessary materials to produce a working model (with the exception of adhesives, paint, motor and r/c equipment). The two-part hull is straightforward to work with and, as long as sufficient clamps are used, should present no problem.

I found the balsa a little soft but handled with care it enabled the various superstructure parts to be built up quite quickly. I did have a couple of parts break, so I did reinforce some of the them to be on the safe side. As the wooden parts are for the most part clad with plastic card, getting a good paint finish wasn't a problem.



Photo: Nigel Allen, Plymouth MBC.

Thornycroft, 40ft, armed launch by Francis Macnaughton

Like many others, I first came across the story of this vessel when I read the novel 'The African Queen' by CS Forester in my teens. Here, the main story of a German gunboat on the waters of Lake Tanganyika being challenged during the First World War by British civilians in an old river workboat is fiction, but the penultimate chapter does give a reasonably close account of what really happened. The subsequent film leaves out the involvement of the Royal Navy altogether, Hollywood relying on a rather unlikely chain of events instead, to bring things to a happy conclusion. A discussion online about the availability of more information on the two armed launches involved, attracted my interest and soon started to provide what was needed to make this a viable project for an R/C model.

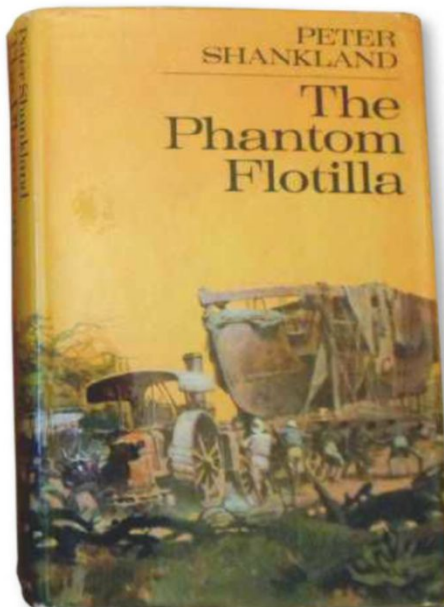
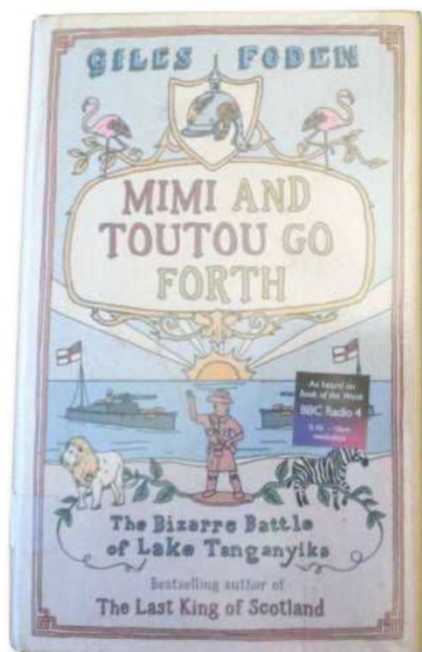
The Lake Tanganyika Expedition 1915-16

The Royal Navy saw it as its duty to challenge the German fleet wherever it might operate, so when a Rhodesian big game hunter John Lee approached the Admiralty in early 1915 with a way to get a small naval unit across 1500 miles of Africa to Lake Tanganyika and neutralise German domination, he was received with interest. This would greatly assist the Allies in bringing the whole East Africa campaign to a successful conclusion. Cdr Geoffrey Spicer-Simpson was appointed in charge of a small naval expedition force and he recruited a total of 28 personnel from various sources, many with previous experience of Africa. Two 40ft-long fast motor launches built by Thornycroft as seaplane tenders for the Greek government, were identified as a suitable basis for modification and these were ready for trials on the Thames in May 1915. Armed with a Hotchkiss 3pdr cannon on the foredeck (which had been lowered to allow adequate stability) and also a Maxim machine gun aft, Spicer-Simpson had them named initially 'Dog' and

HMS Mimi



1



'Cat' but changed this to 'Toutou' and 'Mimi' (the French for 'Woof Woof' and 'Miaow') when the Admiralty objected. The boats were then embarked in a passenger ship at Tilbury which sailed on 15 June for Cape Town. After disembarking and loading everything on railway wagons, the next 2700 miles were on existing track all the way to Fungurume in the Belgian Congo. Here everything was unloaded and either hauled on wagons by traction engine or carried by local bearers for the next 120 miles across a relatively mountainous region until another railhead at Bukama was reached. This took the party the 15 miles to a point on the River Ulanga and everything then went downstream for another 200 miles, partly under paddle power, to connect with a final 175 mile rail journey leading to Kalemie near the centre of Lake Tanganyika. Considerable work was required to then set up an operating base and get the boats ready for action and this had just been achieved by Christmas Day 1915.

The very next day, while a formal parade was being held, the smallest of the German gunboats, 'Kingani', sailed past the harbour.

Spicer-Simpson ordered both boats to sail with him in charge onboard 'Mimi'. With at least 5kts speed advantage and the agility to stay astern of the 'Kingani' outside the firing arc of her single 6pdr gun, it did not take long for the two British boats to start hitting effectively. 'Kingani' soon had to surrender when several of her gun crew and Captain were killed by a hit on the gun shield. 'Kingani' was brought back to harbour, repaired and rearmed with a 12pdr gun forward and 6pdr aft and renamed HMS 'Fifi' (the French for 'Tweet-Tweet').

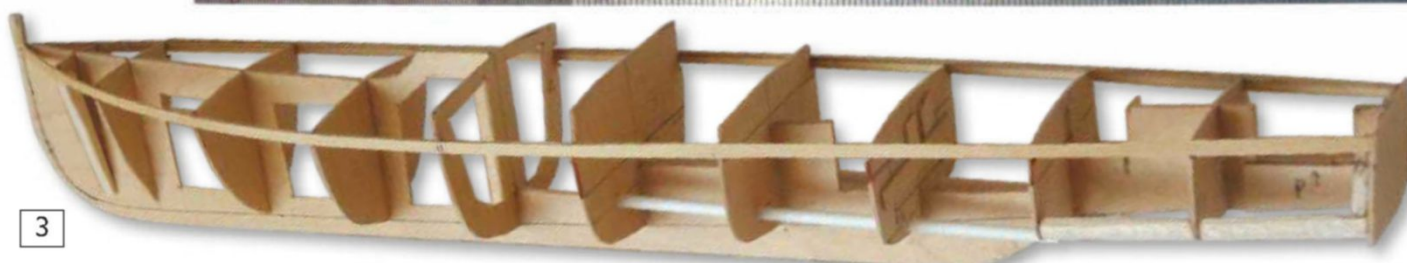
On 9 February, 1916, the Germans finally sent their other small gunboat, 'Hedwig von Wissman' to investigate what had happened to 'Kingani'. This time Spicer-Simpson commanded 'Fifi' with 'Mimi' and a Belgian launch in company ('Toutou' was still unfit for action after suffering accidental damage). After a much longer action with the British about to run out of ammunition, 'Hedwig von Wissman' was decisively damaged and started to sink. The British boats rescued the crew and also captured a sizeable Imperial Navy ensign, the first by the Royal Navy in the First World War.

By this stage the Germans were starting to lose control of the lake, even though their remaining ship, the 'Graf von Goetzen', was a 1200 ton steamer much more heavily armed than the others and a considerably tougher proposition for the British boats to take on. Spicer-Simpson did not take up this challenge to any real extent but in fact the Germans had already decided to move their main campaign elsewhere and scuttled her for possible salvage later. With no further naval role for them on the lake, the expedition was recalled and they all returned home safely. There is no record of what then happened to 'Mimi' and 'Toutou' but wooden hulled vessels would not last long in the Tropics. 'Graf von Goetzen' by contrast was later salvaged and has been operating as the ferry 'Liemba' on the same waters right up to the present day.

Information sources

For a fairly low scale undertaking, the expedition was actually quite well-captured on film and the Imperial War Museum archive has quite a selection of useful pictures of the boats being transported to their operating base and then preparing for action. An internet search revealed a builders model of 'Mimi' (now located in the Thompson collection of ship models at the Art Gallery Ontario (AGO), Toronto) which gives a clear idea of most of the internal detail, although some interpretation must be used as the actual boats did not sport brightly polished brass ventilators for example. I also enquired at the National Maritime Museum (NMM) and was rewarded with a list of available plans. After parting with the now customary arm and leg, I bought a copy of the main plan, plus one of the hull lines from the NMM and a couple of photos of the model from AGO Toronto. To supplement this (see **Photo 1**), a copy of 'The Phantom Flotilla' by Peter Frankland provided a lot of background information, mainly





provided to the author by the expedition's doctor in the 1960s. The more recent 'Mimi and Toutou go forth' by Giles Foden is easier to find but doesn't offer any more than Frankland and has no pictures. There is also a National Geographic magazine article from October 1922 which might be of interest.

What scale?

Having got enough information together for a model, the first issue I needed to sort was what scale to build it in? Contrary to several sources claiming a figure of eight tonnes, the main plans and the plaque on the builders model both state a displacement of only four tonnes which would result in a total weight of about 125gms at 1/32. I preferred to work at this scale if possible as this was definitely one model that would need a crew when running on the water and there are a large range of figures in 1/32 and 1/35 that could be the basis for achieving this. However, it would be very demanding to keep the total weight down to 125gms and still achieve a reasonable performance on the water. I could not find any source of suitable figures in the alternative 1/24 scale short of sculpting them, so I settled with meeting the challenge of building as light as possible.

Hull construction

With the constraint on overall weight in mind, I decided to try making the hull from a backbone of 1.5mm ply with 0.8mm ply for the frames and also for the planking. I



also hoped that the cambered foredeck could be achieved with 0.4mm ply with some reinforcement. After redrawing the hull sections to allow for the skin thickness, plus adding locating slots and holes for the gunwales, prop tubes or cable runs, these were cut out. The frames that are in the open cockpit area were drawn up to the full height of the deck edge, but when cut out, the ply was scored along the level of the bottom of the cockpit so that the redundant section could be easily removed once the planking was completed. The set of ply shapes are shown in **Photo 2**; note the areas cut out of the main backbone to improve access, allowing for the rudder tube or lighten the piece. The parts were glued together taking care to ensure correct alignment including fitting the prop

shaft tubes in place. At this stage the model is very flexible and fragile and a gunwale of two layers of 0.8mm ply strip was glued into the notches in the formers to provide adequate rigidity for the planking (**Photo 3**). The first planks fitted were 3mm wide running either side just above the tight curve in the bilge at the stern then following the natural curve which took the plank almost parallel to the gunwale to the bow. I kept the hull correctly aligned for the rest

6

of the planking, using a home-made frame clamp consisting of crocodile clips pushed into a thick piece of balsa sheet as shown in **Photo 4**. The section forward of the first frame is a balsa block, rather than planked, while the area above the topmost plank along the top of the hull that defines the sheer line was a single piece of 0.8mm ply.

Apart from a couple of 2mm planks below the first run, all the rest were 3mm wide and the hull shape is such that very little trimming was needed to get each to lie in place smoothly so that only the lowest (garboard) strake needed a curved edge cut to fit. Once set (**Photo 5 & 6**), the hull was given a preliminary sanding down to remove raised edges and some Milliput epoxy putty was used to fair in a few dips and hollows. After a few iterations of this process I had a smooth overall result which weighed less than 50gms but had considerable strength. I was struck by how much the hull shape reminded me of the German S-boat hulls; curved bilge forward smoothly transitioning into a flat run aft, suggesting potential for considerable speed if enough power is available. The interior of the hull was then cleaned up and the unwanted sections in the open cockpit removed and additional bulkheads for each end of the cockpit roughly traced out and then trimmed to fit. The hull inside and out was then given several coats of sanding sealer to ensure it was fully water resistant. The rudder tube was a short length of aluminium tubing which provided a close fit for a brass rod rudder stock which was bent to match the curved shape of the original external section. To save weight, I tried 1.5mm carbon fibre rod for the prop shafts and was pleasantly surprised at how well this worked

especially as the propellers were a plastic push-on type 12mm diameter (pinched from a motorised plastic model) which did not require a screw thread. The prop tubes are plastic tubing with a short length of brass tube at each end as bearings. The distinctive 'A' frames were made from brass strip carefully soldered together on a jig. **Photo 7** shows the rudder and propeller assemblies ready for fitting. Each was carefully fitted into place with a steel rod substituting for the shaft to ensure straightness while the silicone sealant used to secure the tubes set. The hull at this stage weighed just under 70gms.

Fitting the radio control

Power comes from two of the motors used in the Feetech FS90R continuous rotation servo. These have adequate power on 3.7v supply and only weigh 3.3gms each. The R/C setup is based on the Deltang Rx43d-2-v5 DSM2 Receiver board with two Fwd/Reverse ESCs on the same circuit board capable of supplying 0.4amp current draw to each motor as well as several servo channels. This was supplied by Micron, wired up and programmed ready to work with my trusty DX4e Spektrum transmitter. The total weight of all the hardware shown in **Photo 8** including a 240mA 1S 3.7v LiPo is 18gms, the servo being a 1.7gm type. The motors were coupled to the prop shafts using a piece of insulation stripped from a piece of cable which was a tight fit over the small cog wheel on the motor. The receiver and associated wiring was simply draped over the ply backbone in the engine compartment, so that the status LED on the Rx was readily

7

9

visible with the LiPo tucked as low down as possible and on whichever side best trimmed the model level. A test in the bath at this stage showed that everything worked correctly. This also revealed that there was still considerable scope for additional weight to be added before the model was down to its waterline; perhaps up to 180gms final weight. This reassured me that I could add a reasonable level of detail without having to be even more stringent about weight saving.

Fitting out

The floor of the aft cockpit section was cut from 0.4mm ply and a paper print of the prominent lino chequer pattern (created on my PC and printed at reduced size) then glued to it. Thin card was used to make sides to the foot well with suitable tabs to locate it to the floor and bulkheads (**Photo 9**). I decided that, unlike the builders model, I would only keep the decks, the inside of the cockpit surround and the seat and locker tops as natural wood and everything else would be a suitable shade of grey for tropical service. The inside of the planked hull sides visible in the cockpit are lined with thin card. Decking is 0.4mm ply trimmed to a close fit when curved to the deck camber, planking drawn on with a fine marking pen then strengthened with another layer of 0.4mm ply underneath. The section of decking that curves up from the foredeck was first made up using a medium thickness of Lithoplate carefully bent to the desired shape, then this was used as a former to which a piece of 0.4mm ply was clamped and steamed until it held the right profile. After being treated with matt varnish,

8





the decking was a good colour to represent weathered planking. The deck sections over the engine compartment and the quarter deck are removable for access to the R/C components and are held in place with very small super magnets available from a number of wargaming websites.

Fittings and details

The 3pdr gun is a prominent feature of the boat and quite complex in shape. Making one from scratch is perfectly feasible (Rangefinder, Model Boats January 2016) but might be on the heavy side for this project. I knew that 3D printed items are quite light for their size so searched the Shapeways website and soon found the 1/48 version by 3D Boats (aka Mark Hawkins). An e-mail to Mark asking if he could rescale it to 1/32 was answered within minutes with it ready to be ordered. The manufactured product arrived in due course and, as **Photo 10** shows, it is well-detailed and weighs only 3.5gms. The aft Maxim is in fact an Airfix 1/32 Vickers from their Combat Support Group figure set. The steering wheel is a resin copy of a metal Mantua fitting which saved weight and made trimming it down in diameter easier. The hinged safety sponsons each side of the foredeck are plastic strip, while the hinges and folding supports were soldered up using commercial brass items and rod in wooden jigs. The foredeck ventilators came from the Airfix Vosper MTB while the side fenders are resin castings of a master trimmed from a small bead bought at a local haberdasher. The White Ensign was made by printing the image of the flag on both sides of thin paper, sealing with matt varnish and cutting out then crumpling it to taste. The remaining fittings were made from plastic rod and sheet and brass rod and

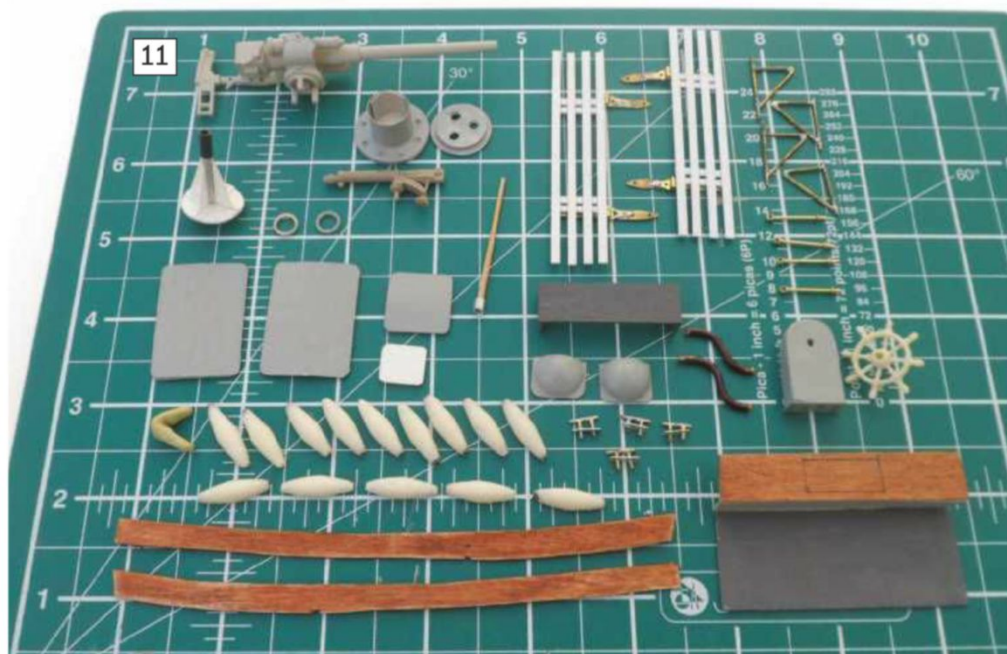


Photo 11 shows the majority ready to add to the model. The hemispherical gearbox tops are achieved by pushing the end of a glass test tube into plastic card softened by heat.

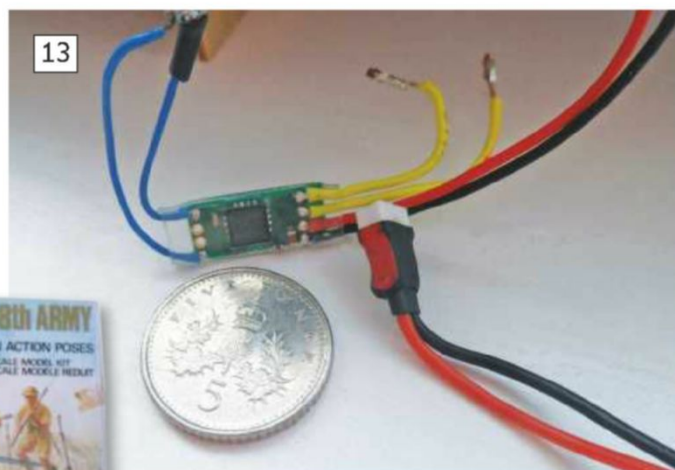
Crewing the Mimi

As already mentioned, a complement of suitable crew would be needed if this model is to look realistic on the water. From reading the 'Phantom Flotilla' and looking at the collection of Lake Tanganyika Expedition photos at the IWM website, it was clear that the typical rig would be an open neck shirt with sleeves rolled up, breeches with infantry type puttees on the lower legs and, most important of all, a solar topee-type Wolseley helmet. Manning the 3pdr gun also placed some demanding requirements as the gun aimer would have to be kneeling and also fit within the very limited space available between the gun shoulder rest and the curved decking section at the aft end of the foredeck. A search of likely commercial sources soon settled on Second World War 8th Army figures as the most

promising as I could get the legs to match by trimming down the long socks and using masking tape instead to suggest puttees and adding a small amount of filler to convert the their shorts into breeches. The Airfix 1/32 8th Army Multipose set became the main source but the kneeling figure offered took up too much space and I used the kneeling loader for the Vulcan 2pdr gun kit instead. The Tamiya 25pdr gun kit might also be a possible source of crew.

For Spicer-Simpson himself, another issue arose. He was somewhat eccentric to say the least and made a point of wearing his own design of knee-length skirt when in working rig in the Tropics. I used the legs and kilt from a Second World War Scottish Infantry Piper available in a set by Dragon, kindly donated by Nick Brown. The Wolseley helmets are resin mouldings of one I trimmed down from a Zulu War soldier. Arms came from a variety of figure sets, mainly those for supporting activity such as artillery sets as the traditional infantry action poses don't have the straighter arm positions needed for on board tasks. I took resin casts of some of the more useful arm positions as these could then be bent in hot water to get a better shape for specific poses such as aiming the gun. **Photo 12** shows the range of sets used.

I used my own experience of naval gunnery, including the 20mm Oerlikon and the 3pdr (as



14



Photo. Nigel Allen, Plymouth MBC.

15



Photo. Nigel Allen, Plymouth MBC.

a saluting gun) while getting the gun aimer and loading assistant figures to fit in reasonably realistic poses. This brought home to me how awkward it must have been to operate the 3pdr from a kneeling position, especially when taking into account that Lake Tanganyika is a large body of water and there would often be appreciable waves to liven things up. The successful outcome for the Expedition says a lot for the skill of the gun teams.

Initial trials and improving performance

After initial trials in the bath showed that everything worked as intended and there was ample stability I tried the model out on more open water once all the fittings were in place. This showed that the performance was rather sluggish. Suspecting that this was because the ESCs on the Rx board had hit their maximum current limit, I wired in a pair of the ADD2 power amplifiers offered by Micron for this specific purpose taking the maximum current draw up to 3amps and allowing the supply voltage to be increased to as much as 10v. As shown in **Photo 13**, these amplifiers are tiny and only 0.11gms each. A further test with some crew also on board and the amplifiers running on a 3.7v LiPo showed a much more convincing performance as seen in **Photo 14**. The model also was able to

handle fairly rough conditions without much trouble (**Photo 15**).

The all up weight of the model with the ADD2s and the full crew came out at 178gms, equating to 5.8 tonnes full size and it floats only slightly below the waterline shown in the original plan (**Photo 16**). Increasing the motor supply to a 2S 7.4v LiPo would achieve a considerable further increase in speed but the much greater current draw would need a larger capacity LiPo if reasonable running times are to be maintained. Another option might be to use a more conventional lightweight receiver such as the Orange 610 and use the FS90R circuit board and motor as a complete power unit in its own right. As weight did not prove to be as critical as I first thought, either of these options looks feasible and I would also relocate the battery from the engine compartment to a position under the seating in the aft cockpit to avoid making the model too bows down.

Conclusions

This was one of the more involved scratch builds I have attempted. The finished model certainly seems to look the part when compared to photos of the original. Although there can never be complete certainty of the exact arrangements when 'Mimi' and 'Toutou' went out to fight, I hope I have come close to

how things actually were. If anyone reading this also finds the Lake Tanganyika episode interesting, you may care to consider also modelling one of the German opponents. There is a considerable quantity of information available via the internet about them including some model builds that are well-illustrated. There are also a couple of card models of 'Graf von Goetzen' that could be scaled up although perhaps not in 1/32 unless you have room for a two metre long hull.

Specialist items

Feetech FS90R continuous rotation servo for motor or ESC board £5.25 + P&P at Rapid Electronics, www.rapidonline.com.

Deltang Rx43d-2-v5 DSM2 Receiver board with 2 0.4A ESC on board from Micron approx. £31 + P&P with leads wired to individual requirement.

Micron ADD2 3A ESC amplifier approx. £8 each with leads + P/P. Micron is at www.micronradiocontrol.co.uk/index.html, sales@micronradiocontrol.co.uk and 01653 696008.

3D printed 1/32 3pdr gun by 3D Boats £10.62 + P&P from Shapeways at www.shapeways.com/product/E3CPWE428/3-pounder-1-32?optionId=63078106.

Micro super magnets (2mm x 1mm) from many wargaming websites inc. www.firestormgames.co.uk.

Bibliography & plans

'The Phantom Flotilla' by Peter Shankland & 'Mimi and Toutou Go Forth' by Giles Foden.

Mimi/Toutou (1914) NMM plans: - 1/12 Profile S Dks (unarmed) [MIMI only]. No.16158; 1/12 Profile & Decks (armed) [both]. No.16307; 1/24 Rig (armed [both]). No.16322; 1/12 Body & Lines [both]. No.16067; 1/24 Profile & Dks (unarmed) [MIMI only] No.16032 & 1/12 Profile & Dk (unarmed) [MIMI] No.16158 (dupe copy).

16



Photo. Nigel Allen, Plymouth MBC.



Schnellboot

Painting and weathering

In the final part of this build I will demonstrate the way I go about weathering a model. It doesn't matter what kind of kit it is, the principles behind the effect remain basically the same. I am sure there are a number of you that have your own techniques and I go along with the theory if it works for you then that's fine. What I will try to show you is that this is a simple and hopefully, cost effective way of doing a decent weathering job.

There are a number of products on the market at the moment, the vast majority of them aimed at the armour side of the hobby, don't let that put you off just because it says on the jar DAK (Deutsches Afrikakorps) Dust; it doesn't mean it can only be used on WWII German Africa Korps vehicles. Likewise 'Engine Grime' can be used in places other than engines.

When I paint my kits I use Acrylic paints mainly because of their drying time but another reason is I have found they stand up to weathering procedures better than enamels. I have tried to my misfortune and come to the conclusion you can paint enamels on acrylic but you can't paint acrylics on to enamels unless you want a surface similar to crazy paving. The simple way to try it is to test it on a piece of scrap plastic first and see what the reaction is.

Pre-war experiments with the Schnellboot camouflage suggested the ideal colour for North Sea night time operations was white or very light grey. Camouflage schemes which were effective in daylight increased the visibility of the boats at night. Although it seems counterproductive, the light shade tended to blend the boat into the sea's phosphorescent surface better than the darker colours. The flat surfaces on the boat were painted grey to camouflage it from the air but this also served to hide any scuffmarks on the deck. The flat surfaces of deck houses were regularly the same light colour as the rest of the superstructure.

To start off I primed all the parts, the hull and superstructure were then sprayed white and given a top coat of the Vallejo White Grey. When this was completely dry, I masked off the top of the hull and sprayed most of the bottom of the boat with Tamiya NATO Black (XF-69). This was then masked off with Tamiya 6mm tape and the remainder of the hull was sprayed Tamiya Hull Red (XF-9). The three propellers were each given a coat of Alclad Gloss Black primer before being sprayed in their Polished Brass (ALC-109). The red tape I used for masking was from Wilkos. It cost £1.50 for 20m and is a first class product.

There are a number of wood deck sections in the kit; one way I have found to represent wood effect is first prime the part and then spray it with a light tan colour in this case Tamiya Desert Yellow (XF-59). When dry, give

it a light dry brushing with blacks and greys, the choice is yours. I then apply a fairly liberal coat of slightly thinned down Raw Siena oil paint. This is then left for about 10-15 minutes and then gently removed first by light sponging and then by using a large soft flat brush. By carefully dragging the brush across the surface it gives the subtle effect of wood grain. As oil paints take a while to dry, I usually store my painted parts in a closed container and leave it on the windowsill in my work room.

With all the parts now with their top coats on it was time to take a stock check to look for any defects etc. It is easier to correct them at this stage rather than trying to do it when fixed in place. Once I was happy with the parts I gave them all a few coats of gloss varnish applied through my airbrush. Ideally we are looking for a nice smooth surface for this, I use a Tamiya Clear gloss, although some folks use other products such as Johnson's Kleer and Pledge Multi-Surface Wax, (not to be confused with Pledge multi-surface floor finish) which is readily



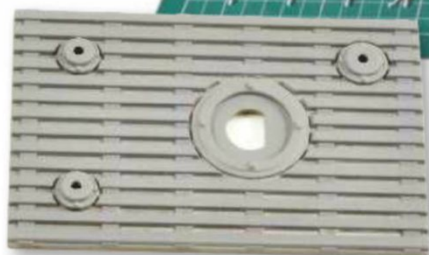
The hull masked off ready for the NATO black to be sprayed.



ABOVE: Deck sections masked off.



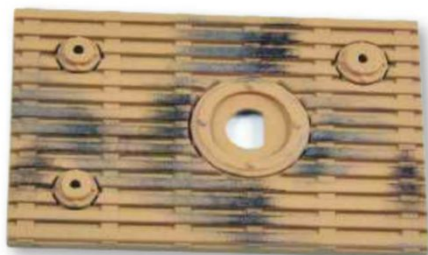
ABOVE: All the parts have now got the basic colour applied and are given a final check for any defects.



To simulate a wood effects first prime the part....



spray it in a light tan colour in this case Tamiya Desert Yellow XF59...



Dry brush selective areas with greys and blacks...



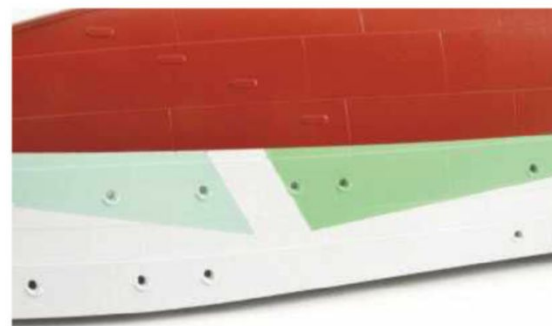
ABOVE: Apply a liberal coat of Raw Sienna oil paint...

BELOW: Allow it to dry for a few minutes and then remove the excess with a sponge and leave to dry.



available from most supermarkets although it says it's a wax it is in fact an acrylic. This product is nowhere near as expensive as a small jar of varnish, but like everything else the choice is yours. I then set the kit aside for 24hrs to fully dry before applying any decals and sealing them in place with another coat of varnish. The surfaces should all now be sealed and when this has completely dried we can commence with the first stage of the weathering which should be applying a filter but as the boat is one colour I decided to do away with this stage, but will explain how and why it is done. In most cases I use a filter to help subtly blend the paint tones down and take away some of the harshness of the colours to show this I have painted the hull of Revell's 1/144 HMCS Snowberry using the excellent Lifecolor Western Approaches paint set. You can see there is a very difference between the colours. The object of the filter is to start to bring them together and tone down the contrast. I began by mixing one part of Burnt Umber oil paint with 20 parts thinners; I use normal turpentine but some use white spirit as its cheaper but do remember to open the windows for ventilation. Dip the brush into the mixture then gently wipe it on the side of the container, the brush should now contain enough of the filter, then apply it to the surface of the kit working in one direction only. Leave to one side to dry approximately 60-90 minutes. When you are happy with the result, try adding a lighter or darker filter (again 1/20 mix) over the top but remember only work in one direction and only do one pass as the turps can soften the dry filter and cause the two to mix. With the second coat don't worry if you don't cover the whole of the kit it all adds to the effect.

The next stage of the weathering is what we call a 'Pin Wash', for this I mixed one part Raw Sienna with ten parts thinner, I then took a fine pointed brush, loaded with the thinned paint and gently touched the joints and crevasses, with the parts having a smooth surface capillary action will allow



Snowberry's hull showing the stark contrast in the paint work.



The hull after the filter has been applied notice how the starkness has been reduced.

the mixture to flow along the length of the joint etc. I have used the two torpedo tube entrances to demonstrate this. Don't worry if you get blobs or hard edges, this will all be resolved later. Allow the pin wash to dry and then get a slightly larger brush and moisten it in the thinner, you only need a trace of it on the brush. Using the moistened brush, gently blend the wash in to the surrounding area until you get a result you are happy with. Now add the chips in the paint work, there are a number of ways of doing this such as the use of Marmite or hairspray which I will explain later but the way I did it on the S-boat was to tear a small amount of sponge off of a dish washing sponge. I picked up six sponges for 99p in Wilkos; you can go into



LEFT: Initial Pin Wash applied to the torpedo tube entrances.



RIGHT: Pin Wash blended in and chips added using the sponge method as described in the text.



Here the test piece mentioned in the text has had a rust effect added; one side has been sprayed with hair spray while the other has had Marmite added.



Here the top coat of Acrylic paint has been sprayed on...



...and the result after the top coat has been removed with warm water.



...using a flat brush moistened with turps gently pull the drops down to smear them over the surface then take a dry brush and blend them in.

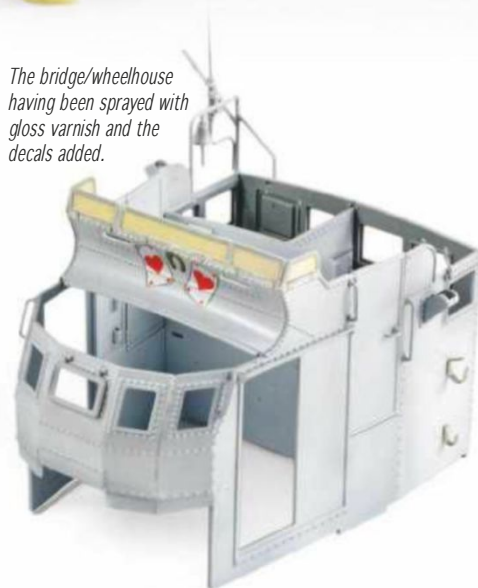
some model shops and purchase the same sort of thing but it will cost you considerably more. I then took the sponge and placed it in a pair of sprung tweezers as you can see in the picture, then placed a small amount of Vallejo Panzer Aces 302 Dark Rust on a pallet and dip the sponge in the paint, then dab it on kitchen towel until you get small speckles of paint left on the towel. Gently dab the areas that would get the most wear but remember to keep turning the sponge around or you will get repeated patterns.

There are other ways to achieve chips. I have painted a test piece to demonstrate this using various rust shades from the Lifecolor Rust set. I then masked off one side of the piece and sprayed it with cheap hair spray, the cheaper the better and try not to get extra hold as this is more difficult to remove. The other side I applied random spots of Marmite, if you live in Australia I should imagine Vegemite would have the same effect. Once this was done, I sprayed a top coat of acrylic paint over the whole area. After this had dried I took a stiff brush and with the aid of warm water I started to remove the top coat. As you can see you get completely different effects from the two products. I am always looking for alternative ways to do things especially when it comes

BELOW: How the sponge should look before applying it to your model.



The bridge/wheelhouse having been sprayed with gloss varnish and the decals added.



LEFT: The AK Rust Streak paint has been put on and left to dry for a few minutes...



BELOW: Here the rust effect has been applied to the torpedo tubes.



to weathering, yes you can go out and buy chipping compounds but why when you have products in the house. To add to the effect, I now painted small drops of AK Interactive Rust Streaks in a random pattern, when this had dried I took a flat brush and again using it only moist subtly dragged the drops down then using a dry brush blended them in to form rust streaks. However, there is an alternative available in the kitchen; it was pointed out to me at a show I attended so I tried it later and it works and that is the use of coffee. Take a small amount of granules and mix with a tiny drop of water and you have your rust streaks. When this has all been done, give the whole



ABOVE: The bridge now with assembled and weathered, the glazed areas are still to be fitted.

BELOW: The finished bridge with glazing and final details added prior to being attached to the deck.



ABOVE: Close up of the bridge showing the range finder and duck boards in position.

BELOW: The Depth Charges along with the restraining cables have been added to their racks.



BELOW: The cover to the crew and engine compartment is now finished. The flag is the one supplied as a decal in the kit.



thing a spray over with the gloss of your choice to seal everything and then apply a coat of matt varnish to tone it all down. I have tried several types of matt varnish over the years but I found one that works really well and doesn't leave a white residue that some do that is Vallejo Acrylic Matte Varnish, but please remember either mask your glazed areas, or fit them after the matt varnish as you will end up with frosted windows.

I have applied the above techniques to the remaining parts of the boat as can be seen on the wheelhouse/bridge, this part will not be fixed until after the varnishing is finished as the windows will be the last items fitted. All that remained to do was add the guard rails and stanchions around the edge of the deck followed by the rope guards around the

rear deck section of the boat. The finished S-38 Schnellboot was then mounted on a varnished wood base and a name added using my Word program printed on gloss photographic paper.

I would like to thank my wife Sue for her assistance and to thank Martyn Chorlton Editor of Model Boats Magazine for publishing them. Thank you all very much. ●

The finished Italeri 1/35 Type S38 Schnellboot.



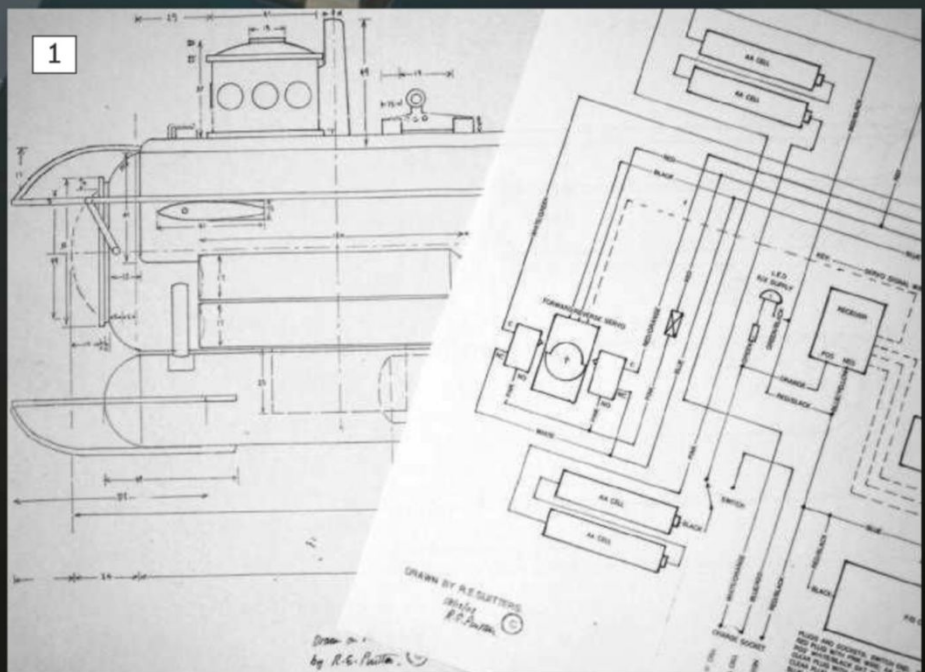
Perry Submersible

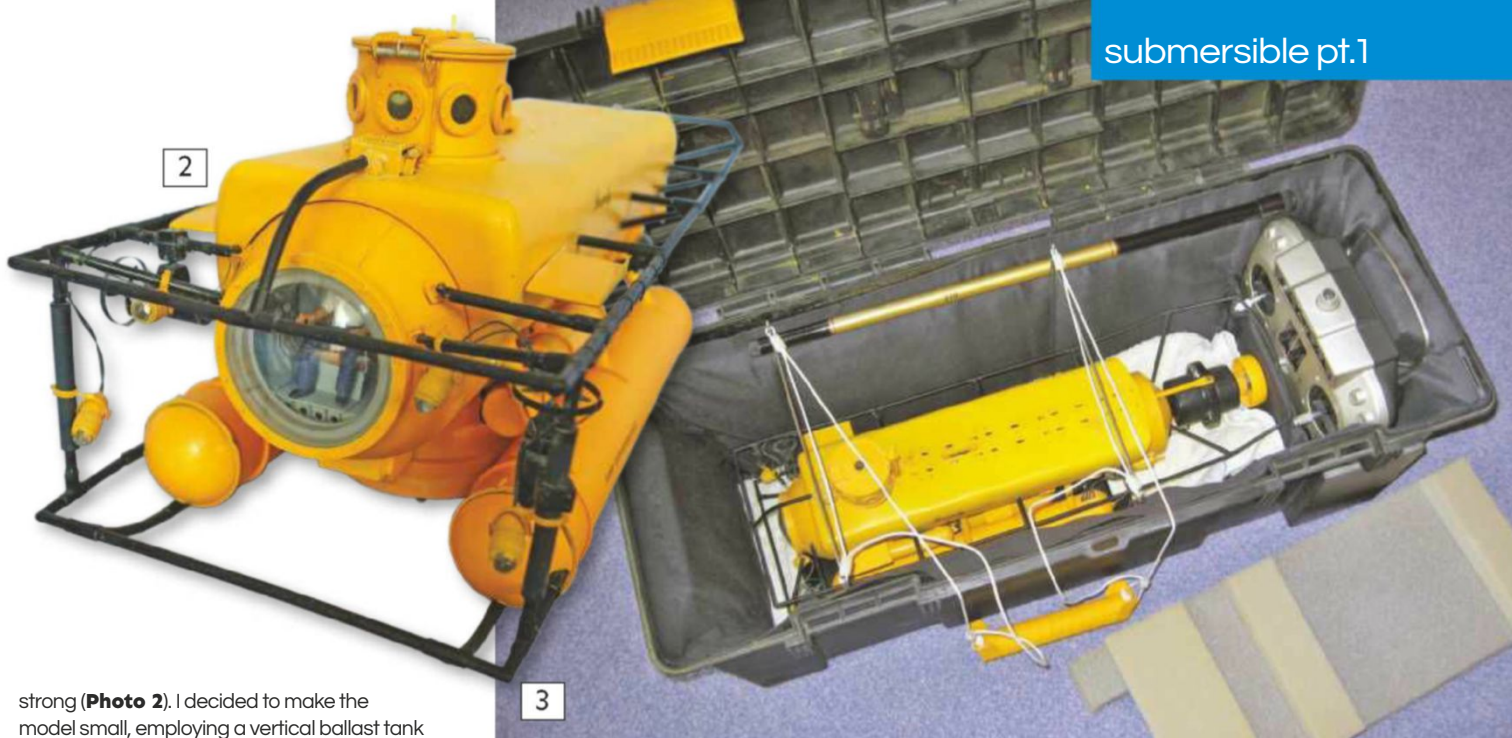
By Roger Suitters



Viewing the discovery channel, they were demonstrating the Perry submersible, I was immediately taken to the design of this craft; I just had to build it. At the time, I could not find any plans; so photos were taken of the Perry submersible, while the recorder was in the freeze frame mode. This does not encourage accuracy, but with care; reasonable results can be obtained.

First thing I noticed with the Perry, a particular model will vary depending on customer requirements. Normally the craft is built in three sections, including a diver's lockout (if required), allowing a diver to exit the submersible while under water. This craft was operating from the Cayman Islands taking tourists down to the ocean depths however, these days, tourists are taken below, in many different locations via the 'Atlantis' submersible. Plans eventually came together in 1998 (**Photo 1**), making the model, at the time of writing, 16 years old and still going





strong (**Photo 2**). I decided to make the model small, employing a vertical ballast tank reducing the length of the model to 407mm (18in) this includes the protective frame allowing the model, with its transmitter and lifting frame to fit in one tool box (**Photo 3**). One advantage of having a small model is that they can go, where other models can't (**Photo 4**).

The Perry submersible has a large rudder behind its propeller; this meets the requirements in the real world, but in the model world, with a surface craft heading towards the model, the vessel needs to submerge quickly and have tight turning circle. To achieve this I had to use a bit of licence as many submersibles employ this system, I adopted the principle for the Perry and fitted the 3v 280 motor, with its 6/1 gear ratio gearbox in a gimbal assembly. This allowed the motor and its gearbox to swing in the required direction at my command; the result being a very tight turning circle.

The submersible is resting on long pods; I decided to house the main four, 4200m/amp NiCad batteries in these, two in each pod. These supplied the 4.8v to the voltage regulator, propeller motor, lights and the ballast tank mechanism. Above these large pods, at the forward end, are four smaller tanks, two either side, each tank housing a 2100m/amp eneloop battery, these supplying the power to the receiver.

That gets the introductions out the way, so now let's get to the heart of any submersible; the construction of the ballast system. Searching for a ballast system which is quiet, reliable and sensitive to depth change, I decided to use a piston assembly, as previously mentioned, mounted vertically. The piston and its containing tube, is made from a toothpaste dispenser, the type you press down on, at the top of the dispenser. The beauty of this method, if wear takes place, you just pop down to the local supermarket and purchase another dispenser. The piston was raised to draw water in, attached to the piston is a rack, this being powered by a winch servo. Often ballast tanks are fitted in the centre of the model, or either end, but the problem here is, the rack would exit through the upper section of the model, therefore, this assembly was moved forward under the conning tower. This offered maximum



protection, should the model be hit by a surface craft. A cover assembly was fitted to the bottom of the piston unit, from this a tube passed in to a central tank. This tank, being some kind of gas tank for the divers, I used this for the main ballast tank. It was conveniently situated in the centre of the original submersible. Two holes were drilled in to the bottom of this tank allowing water to enter or exit.

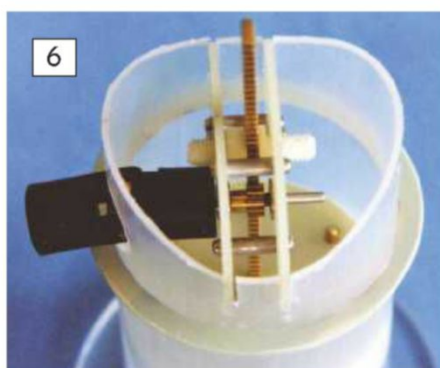
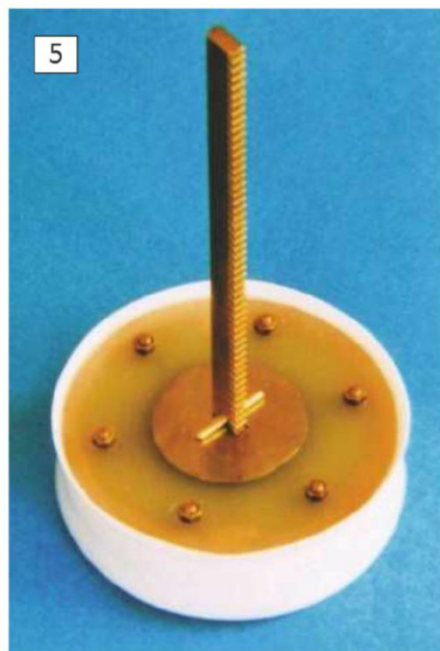
Viewing the tube from the underside, there is the piston, secured by a star shape metal claw. The outer claw assembly of this spring were bent inwards, so they clear the piston wall. While keeping the top valve pressed, the piston with its claw assembly can be pushed up-wards, expelling the paste. On no account must the valve be pressed before the metal claw clears the piston wall, otherwise damage will result and the piston will fail to seal.

The top of the toothpaste container can now be removed; this was achieved by working my way round the exterior of the tube with a fine saw. One can't directly cut

through, as there is a metal spring housed inside, which ensures the top valve remains closed. Once the burrs have been removed, the piston can be pushed through and the unit cleaned.

Two glass fibre discs were turned on a lathe, the diameter to fit inside the piston, but allowing for the 50mm diameter piston walls to remain flexible. A hole was drilled in the centre of these discs; this oblong-shaped hole allowed the fitting of a brass rack; the latter was purchased from 'Hobby's' mail order catalogue.

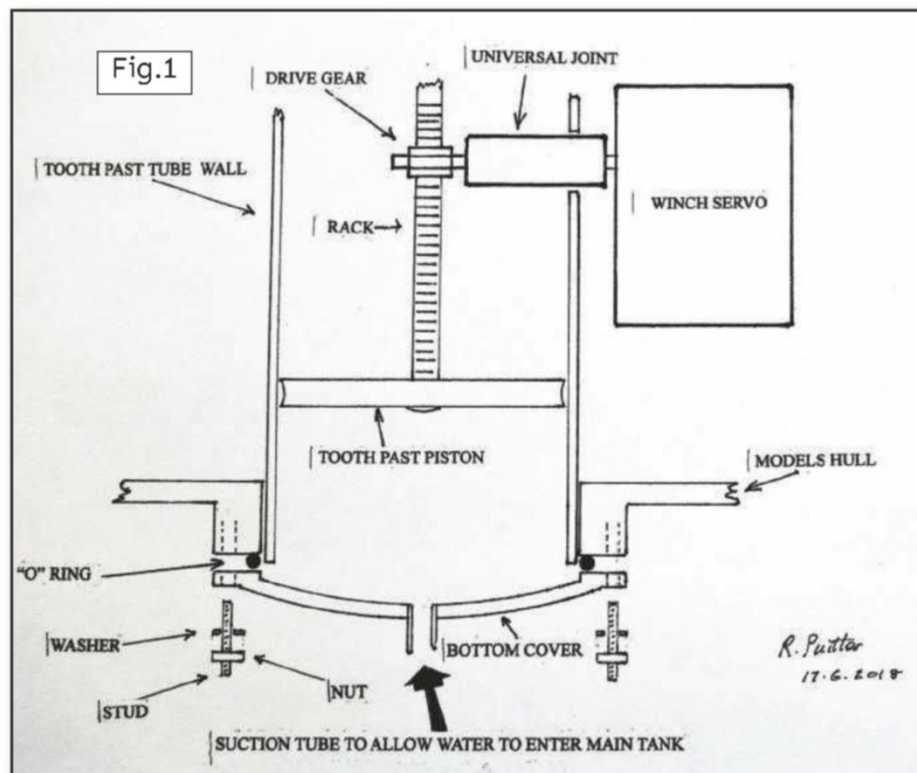
The centre section of the piston was cut away and discarded; the remainder of the inner piston was coated in RTV and sandwiched between these two glass fibre discs. These were secured together with screws and nuts through previously drilled holes around the outer edge of the two discs. At one end of the rack two holes were drilled allowing for two brass pins to be inserted. With one brass pin inserted in the rack, plus a brass shim, this unit was now inserted through the glass fibre discs. On the other



side of the fibre discs, the remaining shim and brass pin was located, locking everything in place. With a set square, checking the rack alignment was correct and true to the piston, the assembly was glued in place, making the piston assembly water proof (**Photo 5**).

Next I had to create a mechanism to drive the piston up and down without inherit play. Two cross members were made, each cross member being separated by metal spacers secured by screws. These two cross members supported a 2mm shaft, attached to this shaft was a brass gear purchased from Hobby's. This gear was glued and pinned to ensure no slippage would take place. The gear and its shaft would connect to a shortened universal joint; the universal joint would be connected to a winch servo to drive the rack and its piston. Another shaft would also pass through these cross members, but on the opposite side of the rack, this shaft would support a ball race. Either side of the rack, there are two large nylon screws, these can be adjusted to ensure the rack runs central and remains in alignment with the bearing and gear assembly. Also, these nylon screws ensure the rack can't twist while under load (**Photo 6**).

The two cross members are curved at the top; this is so they fit to the contours of the inner submersible wall tube. Two



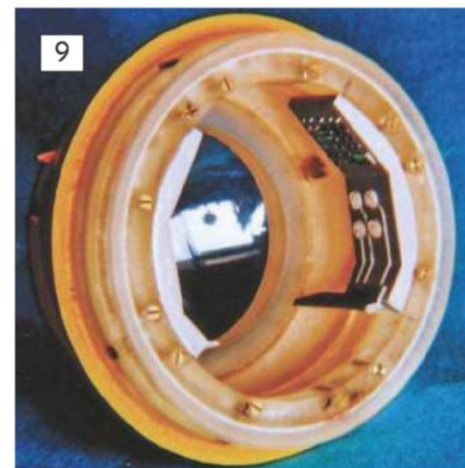
slots were cut into the top section of the 50mm diameter tube where the piston runs; the cross members fit into these slots, this relieves any strain while the piston is moving under load; these were not glued. Finally, with the piston running in its tube, it's essential that this tube remains true and will not distort over a period of time, so the final touch was to slide a steel sleeve coated in glass fibre over the inner tube.

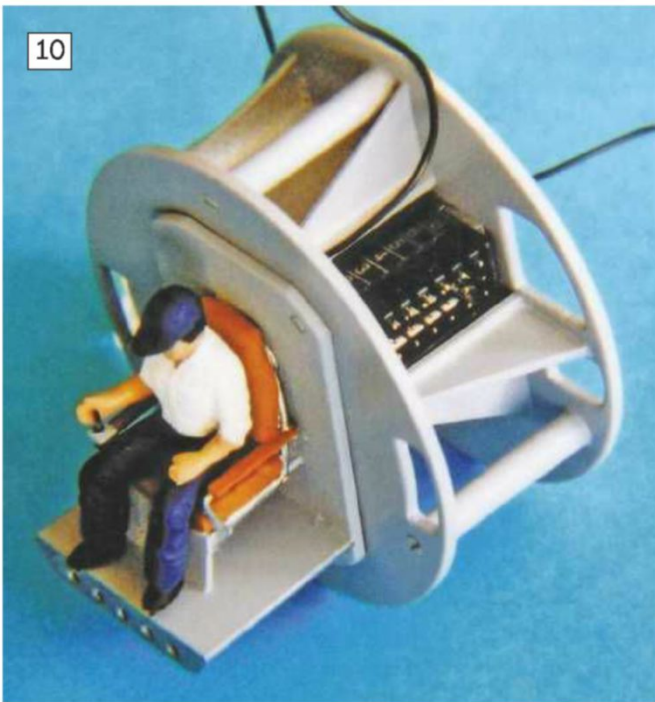
Once the bottom end-cap is fitted with its 'O' ring and secured by brass studs and nuts, everything automatically locks into place (**Photo 7 & Fig.1**). The model operated satisfactory for about four years, until the 2mm diameter stainless steel shaft snapped. This shaft was modified to a 3mm diameter and the problem has not reoccurred.



The main hull

The hull was a 75mm diameter (3in) acrylic tube. Fitted to bow end of this tube, is the pilot's acrylic dome; this was made from an acrylic paper weight. The dome section was cut to shape and the edges sanded flat. A thicker section of acrylic was now turned down to fit inside the main hull, also, this; having a groove turned into it: to accept an 'O' ring; this sealing against the inner wall of the hull. This section was also turned on the inside to accept the acrylic dome, which was glued in place. This dome assembly had an instrument panel fitted (**Photo 9**) and





the pilot was adapted from a toy tractor. See **Photo 10**, the receiver assembly, and the very small electronic speed control are fitted behind the pilot. Three holes were drilled at the end of the hull, after these areas were supported with resin to stop the stressed tube splitting. Cast acrylic tube does not suffer from this problem; however, it is a lot more expensive. This allowed for the counter sunk screws to be inserted and secure the pilot's dome assembly in place.

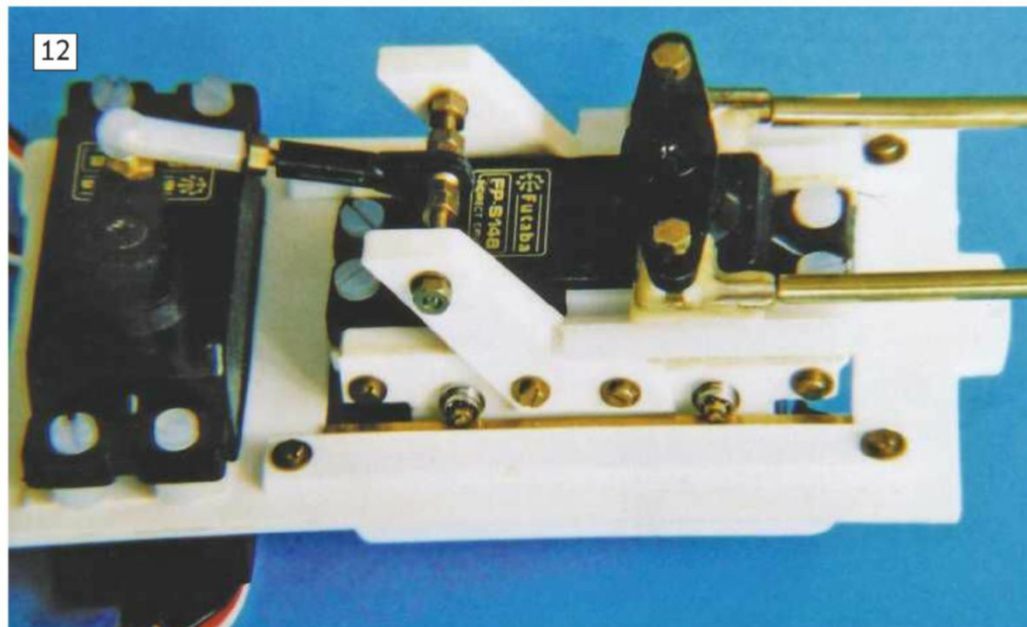
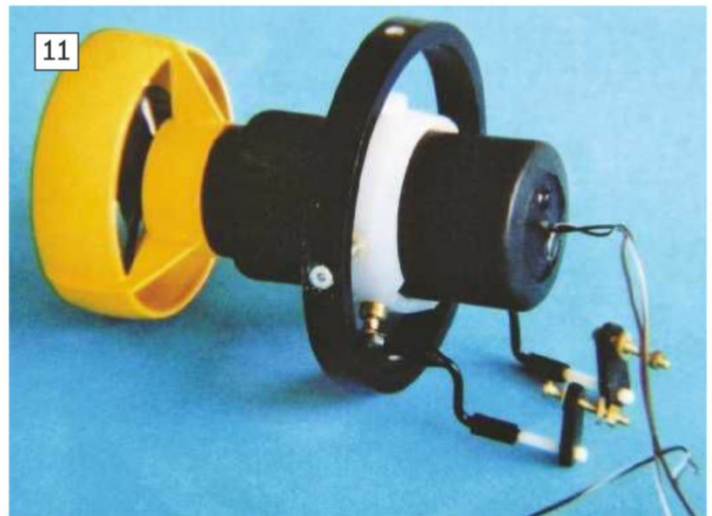
There is a series of studs and nuts around the perimeter of the domed acrylic unit. These were made by using a sawn off hex key, using it as a punch on plastic card. After punching out the required amount of hex shaped holes, they were filled with plastic metal on both sides of the plastic card and sanded down to achieve the correct length of each cast. Once the cast pieces were pushed out, they were inserted and glued in to the previously drilled holes on the outer rim of the dome section. It's a lot easier to purchase a pack of hex plastic rod!

On the original Perry submersible, there is a series of curved metal panels surrounding the clear domed section; these were duplicated on the model by lining the outer domed sections with tape, then filling the gap with filler. Once the tape was removed, it left a series of weld lines giving the impression of fitted panels.

Motor assembly

The motor in the model had any inlets filled and once wired, an aluminium tube with its end cap, was glued over the brushes. The complete assembly, including the gearbox, was covered in heat shrink sleeving to make the unit water tight.

This motor is now mounted in a white plastic ring with its locking screw, allowing the motor to be slid back and forth, to obtain a reasonable balance, thus keeping servo load to a minimum. This small ring which holds the motor in place, is mounted in a larger ring, made from a section of drain pipe; this producing a gimbal assembly (**Photo 11**). This ring, with its PTFE bearings, is supported



between two brass tubes and acrylic retainers extending from the hull. Fitted to the gearbox shaft is the propeller which is sealed and made water tight via a PTFE bearing, shown as black nylon in **Photo 11**, but later modified to an aluminium propeller which is simply glued to the shaft. The shroud around the propeller was made from an aluminium tube and aluminium plate, the sections being glued together.

Attached to the white inner ring are some two brass universal units, these are also attached to slim arms and joined to these, are small lengths of thin nylon tube used in 'Bowden cables'. This offers the necessary rigidity with flexibility to relieve any mechanical stress. Attached to the other end of this nylon tube, is a flat nylon spacer; this nylon spacer contains brass screws and washers. Locate these screws into a brass rod, which runs through a small 'O' ring, allowing the brass rods to move, via a servo arm. Thus rotating the motor in its

horizontal plane but remaining water tight. The previously mentioned brass washers are employed as spacers; depending on the amount used, the motor and its gearbox can be adjusted to level and trim the assembly.

A mixer unit was made using two servos (**Photo 12**). One servo would move the motor in the horizontal plane, as previously mentioned, the other would move the previously mentioned servo back and forth on its bearings; the result, the motor would move in the vertical plane. In practice, the required results were not as expected due to the low output of the motor which drives the propeller, so this idea was scrapped and the second, now smaller servo, modified to simply move a weight back and forth, changing the trim of the model as required.

The control rods, leading from the mixer, run through 'O' rings. These 'O' rings are inserted in to the rear pressure cap, which is grooved to take an 'O' ring, sealing the hull like the bow unit. There are two large nut fittings,



one for each 'O' ring; these can be adjusted to increase the pressure on the control rods.

Covering the control rods assembly and pressure cap is a protective cover, which is made from plastic card immersed in hot water and shaped. Weld lines were added, same procedure as the bow dome unit, the cover being secured to the hull by two small screws.

first, the battery pods caused some concern; my first thought was to use plastic tube (as used in plumbing) but the diameter was too large for scale, making the appearance of the model clumsy. My thoughts then turned to plastic sports batten, as used by runners, a perfect fit, but expensive. Finally the answer was found in an aluminium tube

Battery pods

It seems reasonable, at this stage to give the hull, something to stand on, so the battery pods were next to be made. At

which contains perfume etc. The individual aluminium tube, with their end caps removed, were too short in length for one battery pod, but two joined together, plus the fitting and gluing of a thin plastic internal liner, produced the required length. The thin aluminium tubes meant they were extremely fragile and being scale, the diameter could not be increased. However, once the tight fitting batteries with their spacers were slid in place, the required strength was obtained. Using a spare aluminium tube, casts end-caps were made; these, like the larger end-caps, were turned in a lathe to obtain the required length and grooved, so they obtain a water tight seal



16

Serenity

using an 'O' ring. The casting was then glued to measuring scoops.

With each casting in place, a small hole was drilled through the aluminium tube and into each casting. The castings were removed and the holes increased in diameter, so a small brass nut could be inserted and glued in place. This allowed for the end-cap to be secured to the aluminium tube, via a small screw inserted from the under-side.

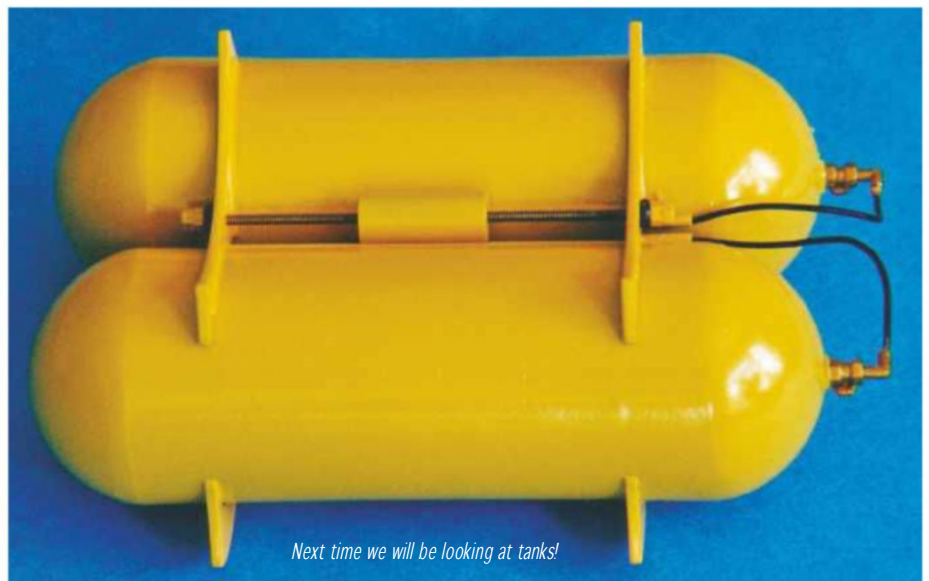
Due to aluminium being soft, a length of 'U' shape brass was glued to the underside, small gaps being left, allowing for that previously mentioned screw to be inserted, locking the end-caps. This 'U' shaped brass allows for the submersible to scrap the ocean bottom without damage to the aluminium tube. On the rear end-cap, a hole was drilled and an external threaded brass tube was glued in place. This hole also allowed the batteries to vent when charging. Also, it allowed the use of an implement to assist in the removal of the batteries, which are tight fitting. Screwing the brass cap in place made the pod water tight.

Six aluminium rings were turned on the lathe, three fitted to each pod; these simulated the clamping rings, corresponding to the real vessel. At one end of the pod four wires were inserted, the grommets being made from styrene plastic rod. The 5v supply from the batteries used four wires to power the model, the two wires closer to the stern wires being negative, the other two, being positive. The reason why four wires were used for each battery pod and not two is again, corresponding to the real submersible. Finally springs were fitted, to ensure the batteries maintained contact (**Photo 14**). To test the pod was water-tight, a silicone tube was temporary fitted to the rear of the pod, the other end of the tube fitted to a syringe. Using the syringe to compress the air in the pod, confirmed the pod was water-tight (**Photo 15**).

Having completed the main battery pods, they had to be fitted to the model, in such a way that the pods were easily removable for maintenance purposes. Six struts were manufactured from aluminium tubing. These were made in two sections, so each half could be separated. The upper section contained a solid aluminium extension, this allowed for this section to slide in to the lower tube half, also this eliminates any trapped air when the model dives. A small screw at the rear locks the two sections together. Each section was now glued to a previously made aluminium curved flange; a total of six flanges were fitted and glued to the hull, the remaining six fitted and glued to the battery pods (**Photo 2**).

More tanks

Attached to hull, above the main battery pods, are a total of four smaller tanks, each tank containing one 'AA' rechargeable battery. The tube for these tanks was made from a child's toy dancing baton. At one end of these tanks,



Next time we will be looking at tanks!

there is the domed section containing their 'O' ring; this is made in a similar way to the main battery pod, but a smaller version. The small valve handle is made from a splined watch makers screw driver which was placed in a

lathe chuck and simply parted off. Various nuts are used to complete the valve fitting of the tank (**Photo 16**). Finally, brackets were made from plastic card to secure the tanks to the hull via small brass screws (**Photo 17**). ●

Image courtesy of John Tyrrell.



Image courtesy of John Tyrrell.



Betty Breen

A robust and spacious pilot boat by **Jim Pottinger**

Image courtesy of John Tyrrell.



These plans are of a type proved to be popular with many model makers, in that they are of robust construction and fairly heavy displacement, offering a spacious hull for power units and associated controls etc.

The prototype was built by the well-known builders John Tyrrell & Sons of Arklow in Ireland in 1949 as the pilot boat Betty Breen to the order of the Waterford Harbour Commissioners and to be based at Dunmore East. She was named after the daughter of the chairman of Waterford Commissioners, with the main particulars as follows: She was planked with larch on grown oak frames and Oregon pine deck, wheelhouse, companionways, skylights and hatches being of teak and she has a distinctive Tyrrell rounded stem.

As built, she carried a small boat in davits on the main deck which I have omitted on the plans. The fixed guardrails forward and aft leave an open section amidships rigged with portable wire span to facilitate boat handling and boarding, similarly the bulwarks are relatively low as can be seen on the plans.

I have drawn the plans to suit a single screw for simplicity, also have included a half-size plan of an alternative deck arrangement as a motor cruising yacht as operating as opposed to a pilot boat, the same hull in both cases of course. In both cases, the wheelhouse or deckhouse can be made to lift off and the deck hatches could be enlarged for easier access to below deck. Included are some views of the boat with deckhouse added later when the pilot boat was sold out of service.

It has been difficult to obtain good photographs of the original and some small originals have been enlarged considerably to allow publication, for this reason, I have

included a number of views of similar vessels which will perhaps be helpful to model makers.

The hull has a strong resemblance to the so called 50-footer boats built in Ireland; this initiative was during the early and mid-1940s when the Irish Sea Fisheries Association granted loans to some fishing skippers in an effort to buy half-deckers, leading to another initiative by the same body to build bigger boats. This trend was fully endorsed by the An Bord Iascaigh Mhara (BIM) after its formation in 1952 and established boatbuilding yards at Baltimore and Dingle.

Those of the above class built by Tyrrell for the BIM had following dimensions: LOA, 50ft; Beam overall, 15ft 6in; Draught overall 5ft 6in and Displacement, 25/26 tons.

Tyrrell-built nine 50ft-long fishing boats for the BIM and one for private owners. It seems rather odd that the pilot boat being 1ft 6in narrower would have a much larger displacement.

There is also some similarity to the once numerous Admiralty, so-called 45ft MFV's, which were actually 49ft 9in overall and 15ft 9in beam and had a 5ft 9in draught.

I have not included any model construction details as model makers will have their own preferred methods, however, I would offer

a suggestion that solid blocks be carved to shape at the tight bend in the planking aft, to form a firm base for the hull planking, otherwise it will probably require to steam the planking in these areas if you are having a fully planked hull. If you are making frames at each of the closely spaced hull stations at the ends as shown on the plans, then this will obviously help.

This design of hull and solid construction has many attractions to those looking for a robust seaworthy ocean going vessel and there have been many conversions into motor cruising yachts, some of which are illustrated here. This basic hull form has also been the inspiration for a number of motor yachts designed by naval architects more noted for their pleasure vessels, the Franz Shubert is an example, designed by the well-known naval



Betty Breen technical information

LOA: 50ft
Beam: 14ft
Draught: 6ft
Displacement: 33 tons
Engines: 2 x Gardner diesels 36bhp each
Trial speed: 9kts

Betty Breen. Author's collection



ABOVE: MFV 740. BELOW: Maggie of Aberdour. The author.



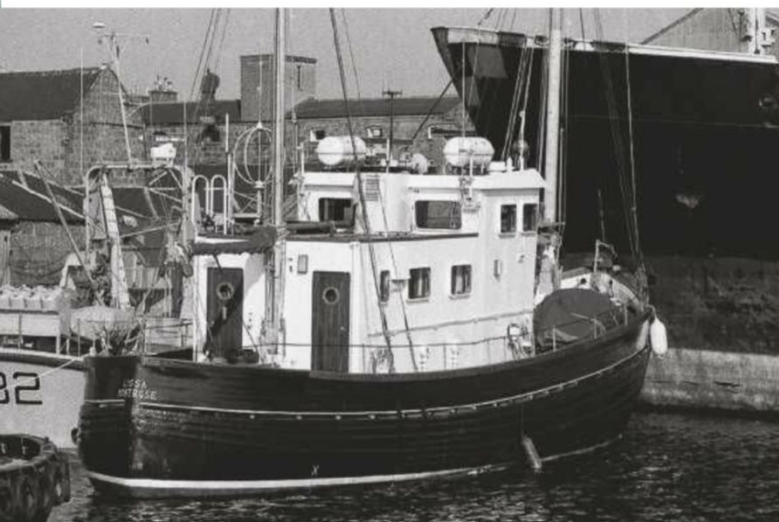
architect J. Francis Jones in collaboration with James Evans, the then owner of the Eyemouth Shipyard and known as the Inchcape-Class.

The basic fishing boat design was refined slightly in raising the freeboard slightly amidships and lowering the bulwarks. The Maggie of Aberdour is another small version by the same builder.

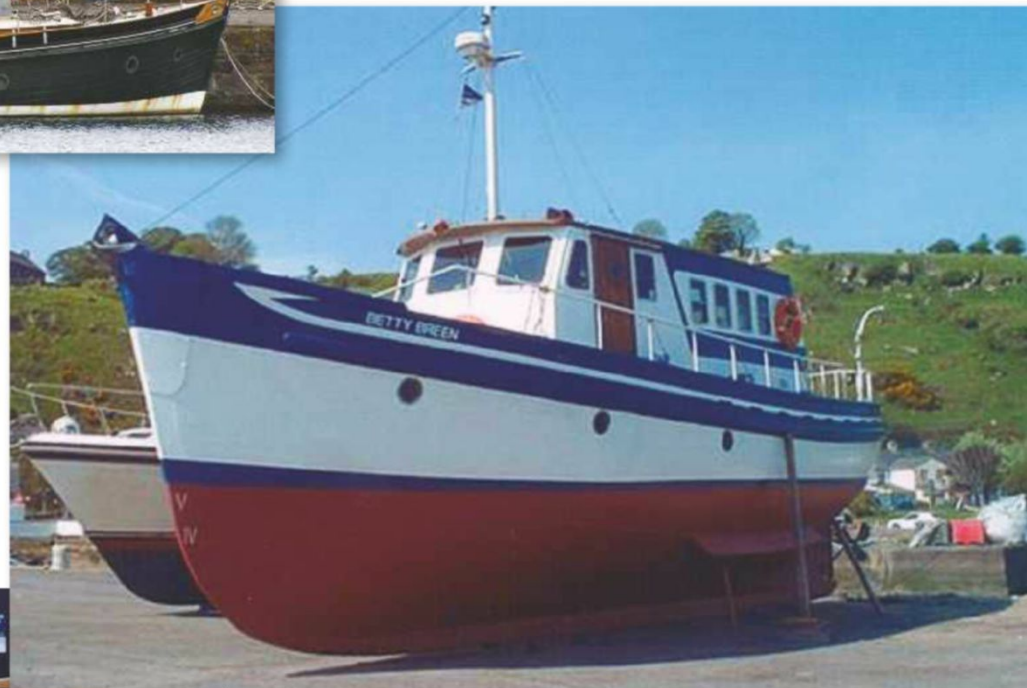
The Lissa was formally a 75ft ex-Admiralty MFV and that shown at Largs Marina is another example of a fishing boat conversion. The Olive Leaf and Incentive are also conversions from fishing boats.



ABOVE: Franz Schubert Inchcap Author's collection. BELOW: Lissa. Author's collection.



ABOVE: Incentive. The author. BELOW: Betty Breen. Author's collection.



ABOVE: Olive Leaf. Author's collection. BELOW: MFV conversion. Author's collection.





ABOVE: With Jonathan Atkins at the R/C helm of HMS Kent and Simon Diaper at the helm of 'Moonfleet'; the 18-mile challenge sets off!

RIGHT: Jack Diaper (Club Chairman) helms his escort boat 'Moonfleet' during the 18-mile challenge for HMS Kent.

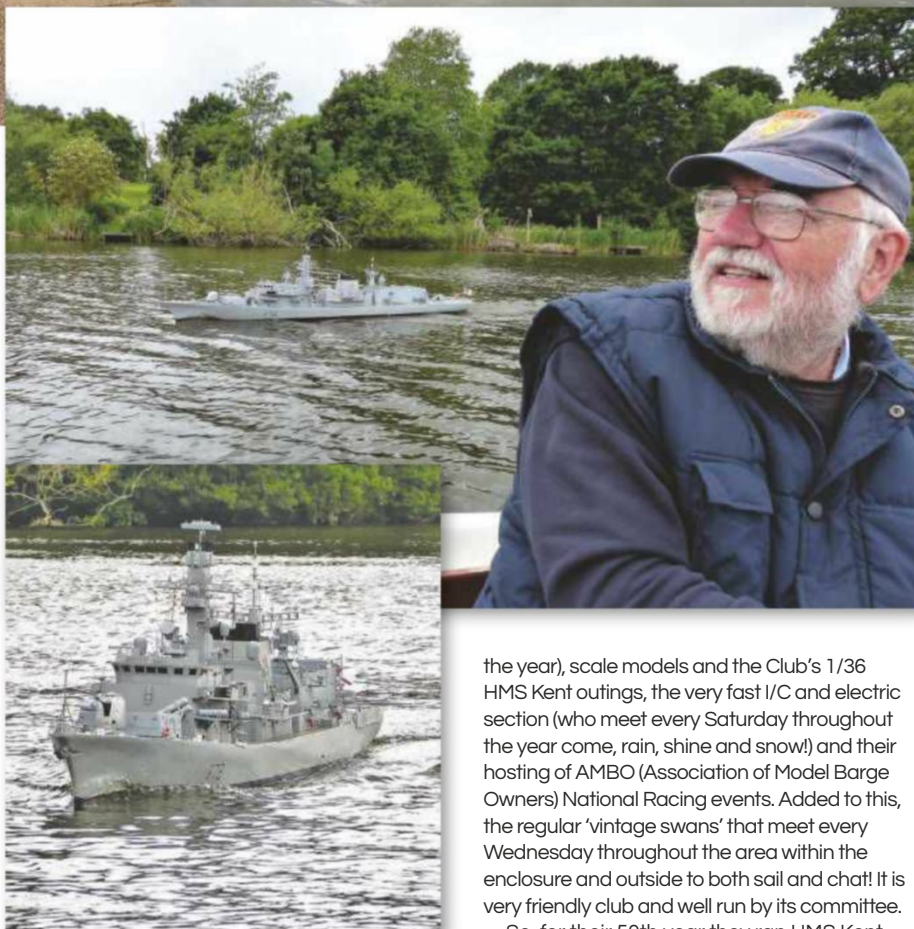
BELOW: The first lap completed with Jonathan Atkins at the R/C helm of HMS Kent and Simon Diaper at the helm of 'Moonfleet'.



The Cygnets MBC's 60th Anniversary and 'Boats on the Mote' Show at Mote Park, Maidstone, Kent, 16 June, 2019 by Kim Belcher

'Human Cygnets'

In 1959 Dick Swan started the Cygnets MBC in Maidstone at a different venue to where it is now. 60 years on and, if he were alive today, Dick would be proud of the way that his club has remained both active and progressive. Their 'home water' is now at the superbly facilitated Mote Park Mote in



A striking pose during HMS Kent's successful 18-mile challenge.

Maidstone, owned and run by the Borough Council, with which the club has a very good working relationship. Every spring there are a good number of cygnets born to the large swan population! Likewise, this club does not stand still and regularly attracts new 'human cygnets' to its membership, in part due to both the way members interact with the visiting public throughout the week at their lake's special enclosure and, their organised array of events. The club has 'sections' for yachts (with their schedule of class races throughout

the year), scale models and the Club's 1/36 HMS Kent outings, the very fast I/C and electric section (who meet every Saturday throughout the year come, rain, shine and snow!) and their hosting of AMBO (Association of Model Barge Owners) National Racing events. Added to this, the regular 'vintage swans' that meet every Wednesday throughout the area within the enclosure and outside to both sail and chat! It is very friendly club and well run by its committee.

So, for their 50th year they ran HMS Kent from Tonbridge to Allington locks on the River Medway; a distance of 18 miles. The small group that built and constantly update and maintain this model, under the leadership of Peter Clayton, decided it would be nice to try and replicate this feat, but on their home water of the Mote Park Lake. Now, normally the Club has a section of the lake at the lower end that is 'buoyed' off for members' use from 1000hrs to 2000hrs each day of the year (the anglers use the whole lake throughout the year too), so the Council gave permission for the whole of the lake to be used for this attempt, with the use of an escort boat throughout. This started at 1015hrs with one of our young men,



ABOVE LEFT: A young admirer points out the one he likes on the home club's stand. ABOVE RIGHT: A sunny spell during the day's intermittent weather. In the foreground MBA-Dover's gazebo and the Cygnets MBC display beyond.



ABOVE LEFT: Three super 'grey funnel' models - Kelvin Castle's Archer Class P2000 patrol vessel 154 'Explorer' in the background, then Dick Sadler's Harbour Defence Motor Launch ML1383 and to the right Alan Poole's 'Best in Show' HMS Belfast. ABOVE RIGHT: Crawley MBC's gazebo with Chris Monk's 'Most Unusual Boat[s] in Show' - Mr. and Mrs. Tubby in the foreground.



ABOVE LEFT: Some admirers for the few boats brought along by the Medway Marine Model Society. ABOVE RIGHT: Cygnet MBC member Paul Ferguson checks out his Offshore I/C gas boat 'cm23' prior to a demonstration.

Jonathan Atkins, at the 'radio control' helm of HMS Kent and Membership Secretary Simon Diaper at the helm of his family's 'Moonfleet'. Throughout the day, some five teams completed the 'escort' and around 20 laps of the vast 'L' shaped lake were accomplished, giving a total distance covered by 1615hrs of 18.2 miles - success! Well done to all concerned, especially Vic Johnstone, who undertook the 'wizardry' of the tele-metrics that monitored the GPS tracking, distance covered, plotted course, motor temperatures, battery levels and amps being consumed; a good team effort all round.

A hobby 'alive and kicking'

Now a show like this is always larger and more varied if other clubs join in to show the visiting public that the model boat hobby is still 'alive and kicking'. So, an invite went out and four other MBCs supported the Cygnets; Medway Marine Model Society, Crawley MBC, Kent Model Boat Display Team and the Model Boat Association, Dover. This gave an eclectic mix of models, both on and off the water.

A few facts about some models that caught the 'author's eye'. HMS Kent, built 2008/2009 at 1/36 scale from drawings at 1/72 and doubled. She is 12ft 3in long and

designed for a speed of 5mph using brushed Graupner Speed 900 (x2) motors on 12v batteries. There are working navigational lights and the gun has been made to traverse in recent years. She has also had an Airfix kit helicopter added to the helipad. Then there was the Waveney lifeboat with operational number '44-009' recently acquired by Medway MMS member Tony Blendell from Adam of the Kent Model Boat Display Team. He was giving her his first outing at the helm. She is 1/12 and probably based on the Metcalf Mouldings model. Here she is named RNLB The Edith Mary May, but in her real life



ABOVE LEFT: Mick Pain's three superfast I/C Offshore powerboats, with his 35cc Phantom-hulled 14.5m-long boat on the right. ABOVE RIGHT: The inside powerplant and electrics of Cygnet MBC member Mick Pain's CM123 Phantom hulled 35cc Offshore power boat, raced regularly at Club, National and World Championship levels.

she was RNLB Helen Turnbull and initially based at Sheerness. The model is powered by two 550 motors and a belt drive system, off 6v batteries; a great boat and a proud new owner. To see the 'fast boys' from the club giving demonstrations on the water was just wonderful. The ducks, swans, Canada geese, crested grebes, sea gulls and pigeons just ignored them! With some 35 to 45mph these large offshore 35cc I/C craft gave modellers and the public a sight to behold. Mick Pain (who competes in Club, National and World Championships here, in Italy, Belgium and France) along with Paul Ferguson and Dave

Smith and their colleagues demonstrated another side of this club's activities. I had my Models by Design dive boat, based on a Holton 32 stern trawl fishing boat, here using 12v NiMH battery stick and powering a 7-pole Caldercraft motor. I have calculated (conservatively) that at this lake over the years I have completed more than 500 miles and the motor is still on the original brushes that I inherited. Andy Griggs built the hull and completed the woodwork, I have added all the detail work, a sound system and the two Royal Navy diver figures from the official Ministry of Defence 'Armed Forces'

collection (Crown Copyright). Colin at BECC did my lettering for me and I put on the LED navigational and deck lighting. A number of the visiting children and adults had a go at 'R/C helming' her during the day.

At the conclusion of the day there were two cups awarded. That for 'Best Boat in Show' went to Alan Poole of the MBA-Dover for his 'HMS Belfast' and that for 'The Most Unusual Boat in Show' went to Chris Monk of the Crawley MBC for his 'Mr & Mrs Tubby' models.

Finally, a big 'thank you' must go to the Cygnets MBC Committee and especially Chris Diaper (Secretary), Simon Diaper

BELOW LEFT: A few of the Cygnets MBC's very strong yachting section. BELOW RIGHT: MBA-Dover member Len Ochiltree's 21ft-long modular constructed tanker.





ABOVE: HMS Kent passes the finishing line to complete the successful 18-mile trip during the course of the day, accompanied by a flotilla of boats from all of the clubs to welcome her home.
BELOW LEFT: Both a Cygnet and Medway member, Andrew Kennedy sails his beautifully finished Thames barge 'Leoni' of Rochester. BELOW RIGHT: Former Cygnets MBC member Elwyn Baker reflects on bygone days as he pays a return visit from his new home in Australia; he is well-missed!



BELOW: Tony Blendell, from the Medway Marine Model Society, has a maiden voyage with his newly acquired 1/12th Waveney-class RNLI lifeboat.



ABOVE: The author's 1/7 scale open divers' boat 'Diving Belle' of Ramsgate, based on a Models by Design Holton 32 (1/12) fishing boat hull.

LEFT: Dennis Bird from the Cygnets MBC sails his 1930's tug 'Triumph' out of Bristol, the model being based on the Omega kit.

(Membership Secretary), Jack Diaper (Chairman), John Bowen (Sail Lead member) and Peter Clayton (Scale Secretary and HMS Kent model co-ordinator), without whom there would not be such an active club or 'Open Day'. Should want to join or find out more, visit www.cygnetsmbc.org; there will always be a welcome if you come to the lake!





ABOVE LEFT: Brian and his wife Irene working at the kitchen table. ABOVE RIGHT: Coastal puffer the Ailsa under radio control, my first Lemon model. Brian Lemon.

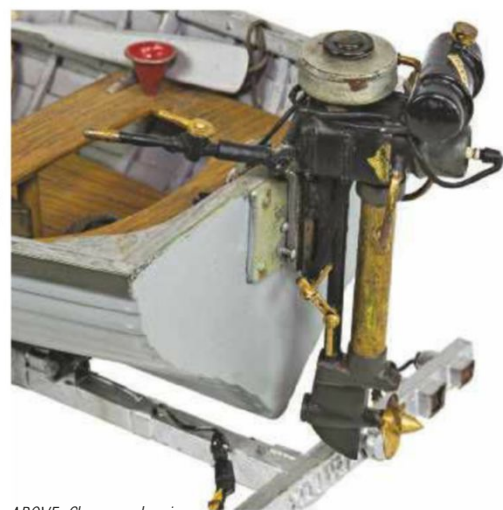
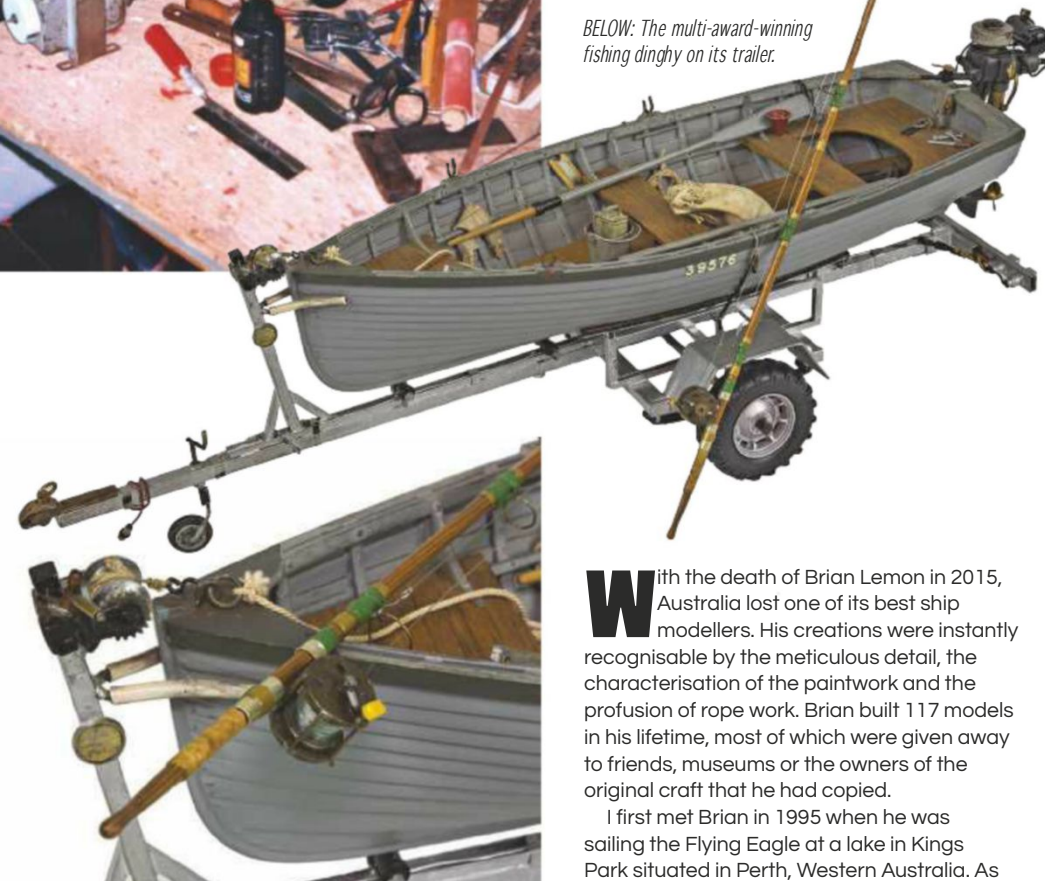
Brian Lemon Master Model Builder

By David Nicolson



LEFT: Brian at work building the fishing dinghy. All images by David Nicolson unless credited otherwise.

BELOW: The multi-award-winning fishing dinghy on its trailer.



ABOVE: Close up showing the detail of the Seagull outboard motor.

he went about building his models. As a result, he graciously asked me to come to his house and show me the rest of his creations. There I met Irene, his wife, and was shown into his home which was full of model boats. Most were radio controlled and he had developed an ingenious way of transferring the motor and the electronics between all the vessels.

All the models were scratch built on one half of a kitchen table with a minimum of tools. He had boxes of bits and pieces which he fashioned into all the components required to give his models their incredible detail. The knitted buffers were done by his wife which complemented the already mentioned rope work, all of which was waxed to get rid of the stray strands of thread.

I was very keen to buy one of his models and as luck would have it, due to him running

With the death of Brian Lemon in 2015, Australia lost one of its best ship modellers. His creations were instantly recognisable by the meticulous detail, the characterisation of the paintwork and the profusion of rope work. Brian built 117 models in his lifetime, most of which were given away to friends, museums or the owners of the original craft that he had copied.

I first met Brian in 1995 when he was sailing the Flying Eagle at a lake in Kings Park situated in Perth, Western Australia. As a frustrated and very ordinary model builder myself, I was keen to find out more about how

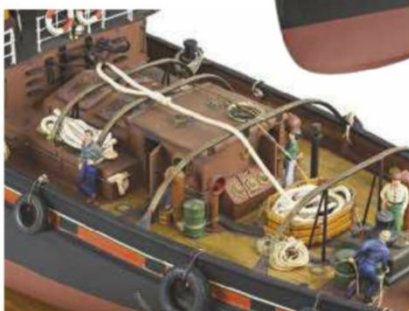
ABOVE: Detail of the working fishing rod and boat winch.

out of room in his small retirement home, he agreed to sell me the Scottish puffer Ailsa for the princely sum of \$250.00! (About £120). It was built to 1/24 scale and had been designed to be radio controlled. I fitted my own equipment and had many hours sailing her in our swimming pool. By way of compensation for getting such a bargain, I undertook to photograph his models, a task which would take many years since his boats were mainly in private hands and museums scattered all over Western Australia. After 20 years I managed to acquire 14 of his models for myself, but unfortunately only managed to locate and photograph half of his output.

Over the years, Brian won many competitions, but nothing compared to 2014 when he collected the trophies for Best in Class, Scratch Built Model; Best in Show, Judges Choice and Best in Show, People's Choice at the Western Australian Scale Model Expo. The model that won all these accolades was a beautifully crafted dinghy with trailer, Seagull outboard and fishing tackle. It gave him the recognition he richly deserved in the last year of his life.

Another model which gave Brian considerable recognition as a master model maker was the MV Krait which he built to commemorate the 50th anniversary of Operation Jaywick. In September 1943, commandos and sailors from the Allied Z Special Unit raided Japanese shipping in Singapore. The Krait, disguised as a fishing boat sailed to within 50km of Singapore harbour before sending off a number of collapsible canoes (known as floboats) to penetrate the harbour defences. The team successfully damaged three cargo ships and sunk another three. All were able to return safely, although a subsequent similar Operation Rimau resulted in total failure with all participants losing their lives, including ten being executed by the Japanese in July 1945.

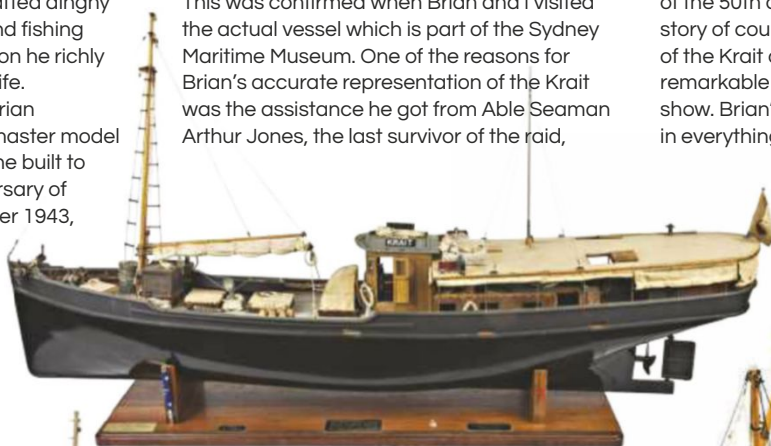
BELOW LEFT & RIGHT: Close up images of the Flying Eagle showing how Brian has mastered the details in a small boat.



ABOVE: The Flying Eagle sailing in a lake in Kings Park. Brian Lemon.

In my opinion, Brian's model of the Krait is more accurate than the one on display in the Australian War Memorial in Canberra. This was confirmed when Brian and I visited the actual vessel which is part of the Sydney Maritime Museum. One of the reasons for Brian's accurate representation of the Krait was the assistance he got from Able Seaman Arthur Jones, the last survivor of the raid,

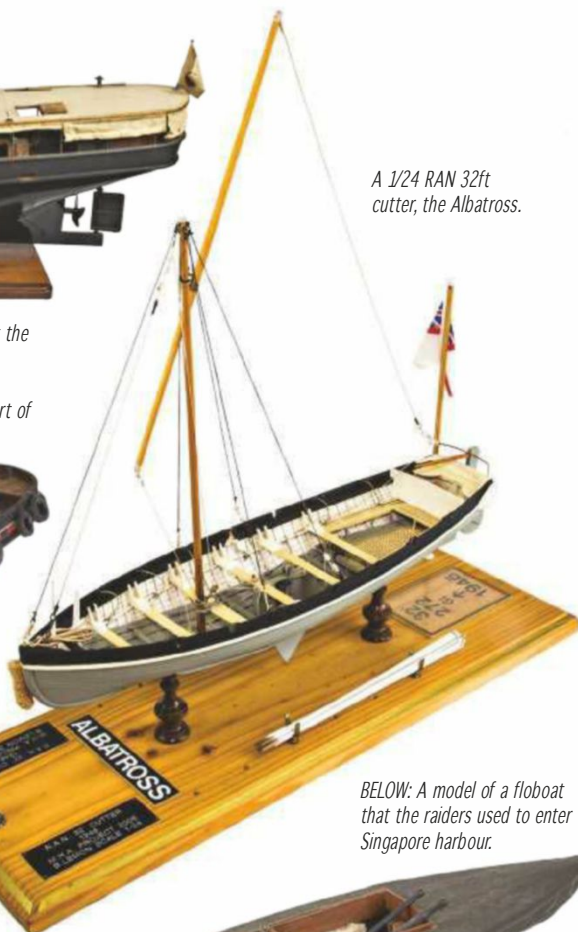
who was able to advise on the details of the vessel. Brian's model was shown at a number of events around Australia as part of the 50th anniversary of this remarkable story of courage and daring. The deck detail of the Krait and that of the Folbot is truly remarkable as the accompanying photographs show. Brian's forte was the exquisite detail in everything associated with the model. For



ABOVE: The MV Krait which took the commandos up to Singapore.



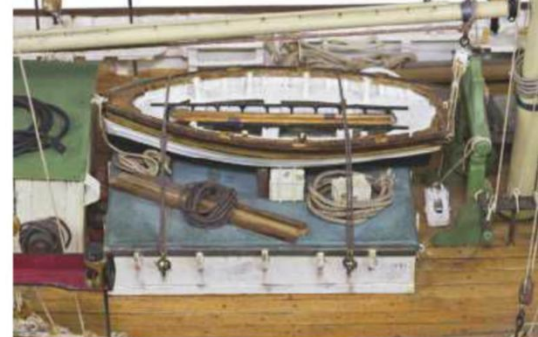
BELOW: The Flying Eagle, now part of my collection of Lemon models.



A 1/24 RAN 32ft cutter, the Albatross.



BELOW: A model of a floboat that the raiders used to enter Singapore harbour.



ABOVE: Close up of the dinghy on the Kathleen and May.

BELOW: Some deck detail on the Kathleen and May.



ABOVE: The Kathleen and May. Tall masted sailing ships were also in Brian's capabilities.

LEFT: Brian with the Owners Delight. This picture was reproduced in the Shetland Times.

BELOW: A Shetland sixareen fishing boat.

the 'Windermere kettle' on the Lady Elizabeth and the Bat. The accompanying photos also demonstrate his ability to reproduce the steam engines and boilers on board these unique craft. A lot of Brian's models are now the property of the Barry Hicks private maritime museum. Barry, who regrettably passed away a few years ago, built up a remarkable collection of nautical objects and these are put on show several times a year for those interested in maritime subjects. The accompanying photo shows one of those

typical events and some of Brian's models can be seen on display. In the foreground can be seen a number of scale model rifles. These were also made by Brian after he stopped making model ships; in true Brian style, all the bolts are fully working.

So although Brian has passed away, his models live on in the homes and museums for all to enjoy and I feel very privileged to have known him, photographed many of his creations and most important from my point of view, own 14 of his magnificent models. ●

example, the seagull motor, the small boats on the decks, the winching equipment, the toolboxes, the proliferation of rope work and the careful application of rust marks to give all his creations a life of their own. As I mentioned before he was a most generous person with most of his models being given away. When I mentioned my father came from the Shetland Islands it wasn't long before I was presented with a beautiful model of a Sixareen, an open fishing boat with sail and six oars used by fishermen into the early 1900s. Not long after that surprise, I was given a four-oar version and after that a model of the Owners Delight, reputedly the first powered fishing boat in the Shetlands. As I said, a very generous person.

Brian loved building 'character' boats hence the attraction of the Windermere craft. He built the Dolly, Lady Elizabeth, Raven and the Bat. The detail on all these boats is incredible, right down to the cups alongside



BELOW: One of the Windermere models, the Lady Elizabeth.



RIGHT: One of Brian's favourite subjects, the Scottish coastal puffer.

BELOW: The 1/18 steam launch Bat, another Windermere craft.



ABOVE: Detail on the Lady Elizabeth showing the engine, boiler, 'Windermere kettle' and cup!



BELOW: Detail of the Dolly showing the engine, steering gear and wood logs for the boiler.



ABOVE: The stream launch Dolly.



ABOVE LEFT: One of the last pictures of Brian taken with some of his models at the WA Scale Model Expo. ABOVE RIGHT: A typical meeting at the Barry Hicks museum showing Brian's model boats and rifles in the foreground.



The CADMA

Northern Model Boat Show 2019

By Richard Simpson

One of the annual events on the model boating calendar that I particularly look forward to is the Conisbrough & District Modelling Association, CADMA, Northern Model Boat Show, held at the Doncaster College for the Deaf. I think I particularly enjoy it because it is a model boat show put on by a model boat club. It is all about model boats and nothing else, so you somehow feel right at home the minute you walk through the door and are confronted with a school hall full of everything imaginable related to model boat clubs and vendors. It always seems to be one of those shows where everyone knows everyone else and you must spend time with everyone you meet catching up with what has happened over the last year. Having said

that this year I met a gentleman from Australia who had come over for a cruise a few days early to take in as much as possible of the model boating world. He was particularly interested in steam and spent a long time asking questions as though he had to get as much out of me as he possibly could in the short time he had available. It was good to hear that steam models are so enthusiastically supported in Australia.

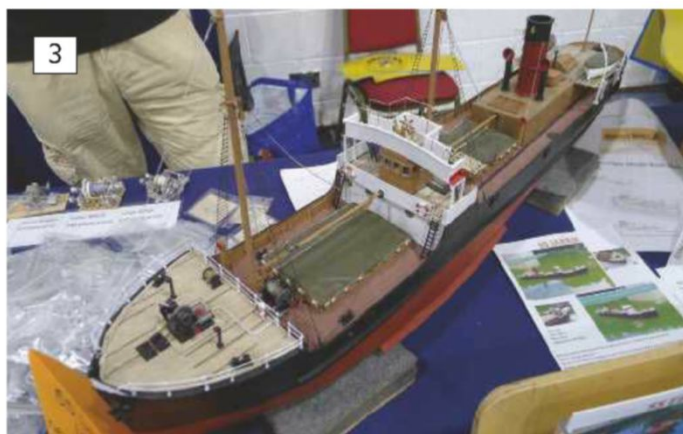
A walk around the hall soon identified the usual suspects as regards the vendors with stands from: Component Shop, Mastman, Tony Green Steam, Mount Fleet models, Mac's Mouldings (Photo 1), Models by Design, Deans Marine, Synthetic Smoke, Scale Flags and Ensigns, Coastal Shipping, Protion design, Waypoint Models (Photo 2) and finally Squires Model and Craft Tools.

1: Mac's Mouldings always have a very extensive range of model boat accessories, mostly cast resin and all of an excellent standard of quality and detail.

2: For a relatively new company, Waypoint Models already demonstrates a wide range of model boat accessories, particularly related to use of cold-water smoke generators. Some of the effects are extremely realistic and greatly enhance the models.

I always enjoy having a look through the books that Coastal Shipping have to offer as they are all, of course, marine related and I invariably buy one or two tools from Squires, as you never know when it might just come in handy, but the thing that I spent most time looking at was the new 1/48 Rix Coaster from Mount Fleet Models (Photo 3). This is of course close on the heels of the same model recently released in 1/32. The new model is that bit easier to manage for those of us with limited carrying capacity, while still incorporating a very high level of detail. Being 1/48 makes it compatible with a huge range of plastic kit accessories and figures, making the addition of further detail extremely easy.

Another vendor who frequently seems to be bringing out innovative new items is Synthetic



3: Mountfleet's new 1/48 Rix coaster was released at the show. It incorporates all the levels of detail that you get with the 1/32 version but in a package that is much easier and more convenient to handle. 4: As always from the York MBC a wide range of model types and ages were on display. A very comprehensive display and a very knowledgeable group of club members. 5: Roker Park MBC also with a very wide-ranging display of models and a great banner showing the club water to try to attract some new membership. 6: Kirklees MBC always with a full table of models with new, old and even under construction on display, all spotlighted by the new and very effective LED lighting bar.





7: Goole MBC with their display of models ranging from beautifully scratch build trawlers to modern day yachts and everything in between. 8: Rawdon MBC is another club with a strong membership core and a wide range of interests. Keen as any other club to attract new membership both young and old. 9: I'm always impressed by a model that is built purely of wood with no paint to cover anything up. You simply cannot get away with a mistake but the overall effect, as shown by this model, makes for a lovely model.

Smoke who again this year has a smoke generator unit on display using a cold-water nebuliser, that was even smaller than last year's model. These units can be fitted to very small models nowadays and the display example plumb into the transom of a triple exhaust MTB makes you realise the possibilities.

The clubs in attendance this year included the following: York MBC (Photo 4), Roker Park (Photo 5), Kirklees MBC (Photo 6), Vintage Yachts, Hull Castaways, Goole MBC (Photo 7), Nottingham MBC, Three Shires MBC, Balne Moor MBC, Sheffield SMS, Rawdon MBC (Photo 8), and of course CADMA themselves. There were also individual stands from Chris Behan as well as one from Bob Hodgson and Colin Montell.

Things of particular note on the club stands were the absolutely beautiful model of the Devonian built by Roy Whitton on the Balne Moor stand, the wooden model of the Armeo Pinnacle by K. Robinson on the Rawdon stand (Photo 9), and the superb display of lifeboats on the Redcar stand, (Photo 10). What I always find quite breath taking though are the yachts on the Vintage Yacht stand. Even though I may not be a yacht enthusiast the sheer beauty of the models, the quality of the woodwork and the fittings make these models well worth studying, such as the superb Lily, originally built in the late 1940s (Photo 11). It is also of course interesting to see new boats such as this incredible characterful Springer tug and barge by David Moss of Kirklees MBC (Photo 12) and Stan Reffin's latest fishing boat the Patricia May.

Finally, if we ever needed a reminder of just how diverse the hobby can be, I could not help but smile when I walked past these three models of the Jules Verne Nautilus, Stingray and the

Black Pearl. They were all sat in front of a Second World War battleship so you could not have a wider range of interest than those (Photo 13).

As regards the facilities at the show, there is plenty on offer to eat at the cafe upstairs at very reasonable prices, so you almost have to start proceedings with a bacon sandwich for breakfast. Outside, a pond is set up for sailing demonstrations where, if you were lucky you could have a look at what Chris Behan can do with a piece of ABS domestic builders' drainpipe. The submarine is powered by two external pods in a 'tank' steering mode and dives statically. The ballasting is perfect and just goes to show what you can achieve with some household bits and pieces, (Photo 14). I'm looking forward to seeing it as a finished model, when, if it is up to Chris's usual standard of detail it is going to look amazing.

So, another year and another CADMA show. A great event, easy on the pocket and a perfect example of a boat club event for model boat enthusiasts; thoroughly enjoyable. ●

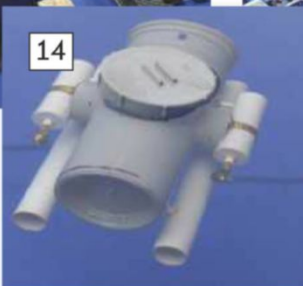


10: There were plenty of lifeboats in attendance this year, but the Redcar club was especially noticeable with a wide range of types, including a couple of beautifully presented helicopter dioramas.

11: Always a sucker for a beautifully put together wooden model I could study models such as this on the Vintage Yacht stand for a long time. There were a number of similar models but this one seemed to be the most captivating, with a lengthy interesting history of building and restoration.



12: Only just finished, David Moss' new Springer tug and barge has all the bags of character he enjoys putting into his models. I very much enjoy looking at all the detail touches that brings the model to life such as the general deck clutter, the textures of the deck and hull finishes and the figures.



13: Quite a wide range of particularly unusual subjects. You don't often see Nautilus, Stingray and the Black pearl on the table at the same time! 14: Just to demonstrate what can be done with a piece of builder's drainage pipe is this submarine model from Chris Behan. It behaves impeccably underwater and is perfectly trimmed to sail around the pond in a very realistic fashion. I'm not sure about the gap in his drains though!

The fine and well-proportioned lines of the Soobrazitelnyy.



Soobrazitelnyy-Russian Corvette

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

This month, deck hatches and constructing the PUMA fire control radar



3: The styrene is bonded to the Litho and each hatch cut to size.

Deck hatches

All warships are fitted with deck hatches which can vary in size and function. The Russian corvette Soobrazitelnyy is no exception. Here there are twelve different types some larger than others some with just a slight difference in the positioning of the locking dog (handle) and one with multiple hinges. Thankfully a drawing is available which details each hatch and importantly their locations. A good example of the one of the type of hatches aboard Soobrazitelnyy can be seen in **Photo 1**. Two of these hatches are located inside the break water and demonstrate how the dog engages a clip within the hatch.

Initially some thought was given to producing masters and mould each one. This was the method chosen for producing all the WT doors and some of the foremost sensors. Initially a good option until it was realised that I would have to generate seven different types of moulds as there were 15 hatches. The chosen path was to make each type of hatch from scratch. This may appear long winded, but the method used allowed for a quick and easy assembly of the prepared parts and on this occasion more efficient than resin moulding and cheaper than 3D printing.

Construction and assembly

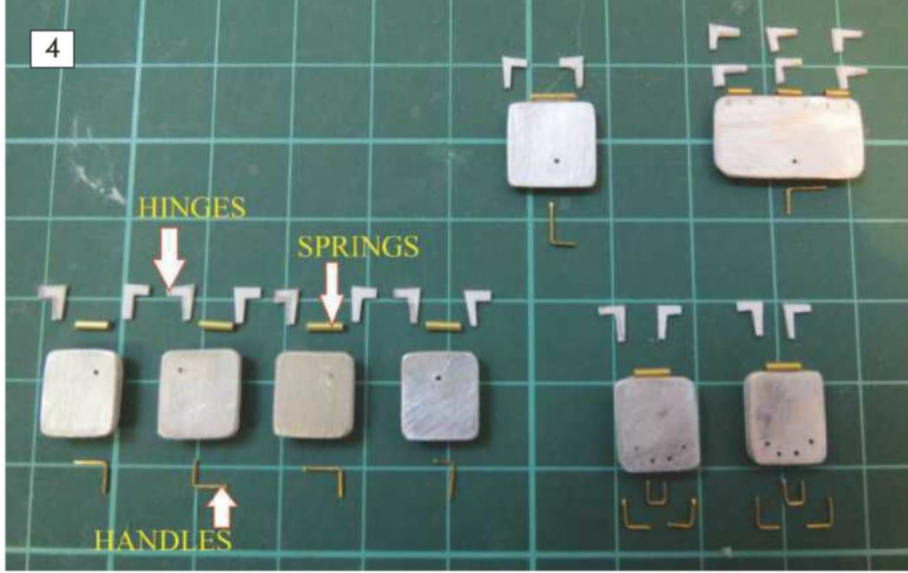
The base of each hatch was formed from various thicknesses of styrene depending on the depth of each hatch from the deck. The top of the hatch was a combination of styrene 1mm thick and .25mm Litho plate. To form the top of the hatch the styrene was cut to size and bonded to the Litho with cyanoacrylate. The hatch combing varies in depth depending on location (**Photo 2**). The Litho was then trimmed to suite the required size and shape (**Photo 3**). Each of the various



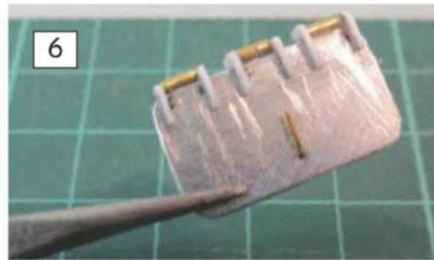
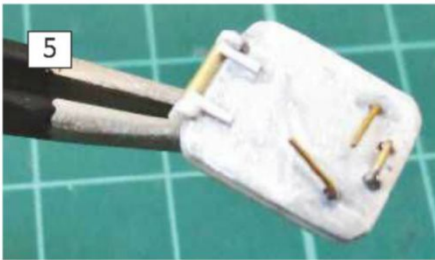
1: Two of the eight different types of hatches aboard Soobrazitelnyy.



2: The two basic sets of material, litho and styrene for forming the hatches.



4: Parts that make up each of the hatches. 5: One of the prepared hatches. 6: The only hatch with three hinges mounted right forward.



7: Fifteen deck hatches, but twelve types. 8: Ringed in red is the PUMA fire control radar as fitted to the Sovershenyy prior to commissioning on 20 July, 2017.



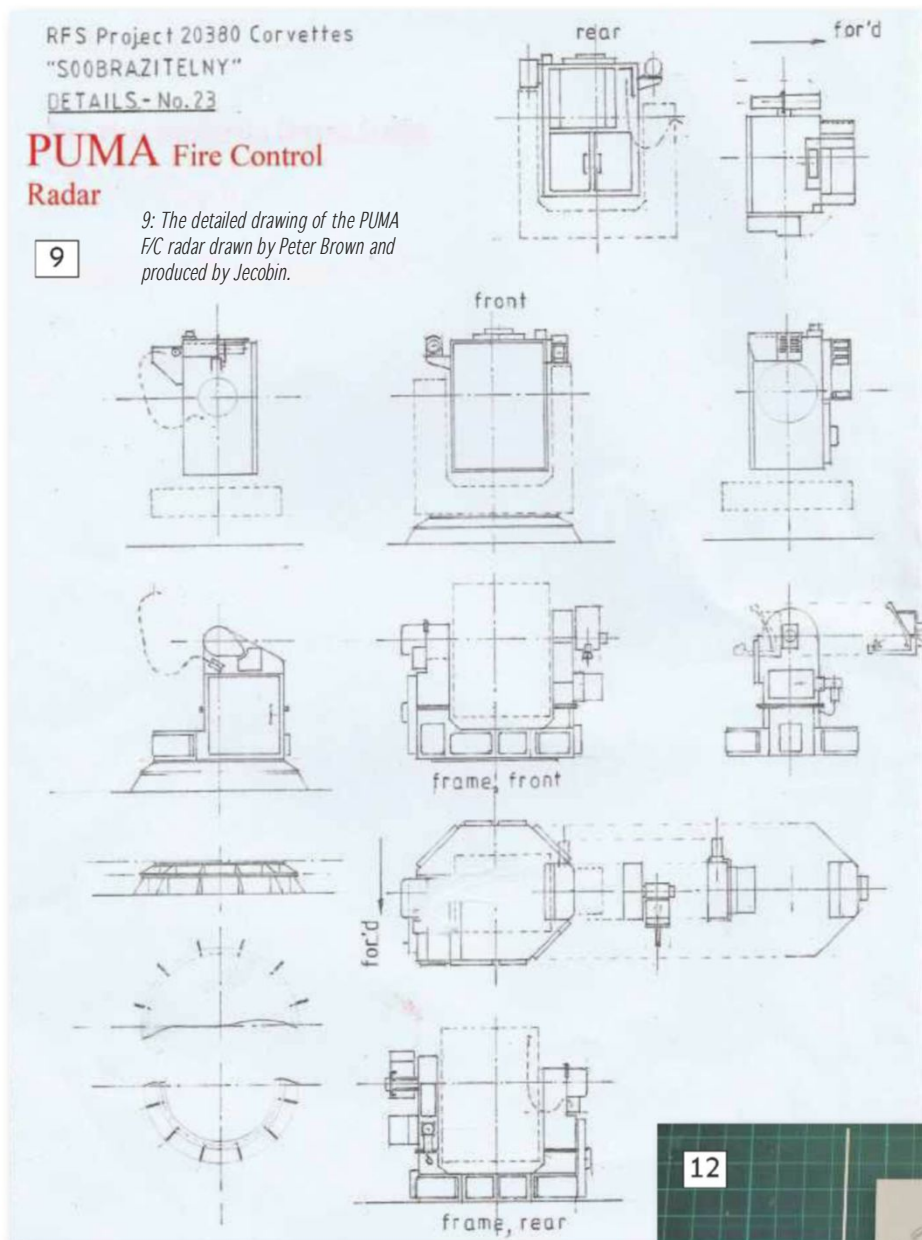
parts that make up the hatches where prepared. These consisted of the, hinges, spring and handles. Correspondingly holes where made in the surface of the Litho for locating each handles (**Photo 4**). The net result of the final assembly for one of the smaller hatches can be appreciated in (**Photo 5**) with (**Photo 6**) showing the only three hinge hatch which will be located right forward. The one advantage of using this basic method, it is adaptable and can be applied regardless of size, shape or detail. All the hatches made ready for painting (**Photo 7**).

PUMA Fire Control Radar

The PUMA radar, known as the 5P-10, is reported as being an advanced fire control radar for naval guns. It is reputed to be capable of tracking up to four targets simultaneously, whilst controlling up to two guns of different calibres and engaging two targets simultaneously. The Puma has a detection range of 30km, a 360° azimuth with 45° elevation and is linked to the main air, surface search radars and sensors. As shown, in this detailed under construction image of the latest edition to the Russian Navy, the Sovershenyy at Komsomolsk-on-Amur on 20 July, 2017 with the PUMA ringed in red (**Photo 8**).

Construction

Viewing this radar, it will appear at first to be complex and a challenge to any model maker. However, using the method of reducing the fitting to its component parts and with the advantage of a basic drawing and a number of superb images, the task becomes less problematic and much easier. The drawing provides the necessary dimensions rather than having to extrapolate using proportional



10: A high resolution view of the PUMA fire control radar showing the front and right-hand side.



11: The PUMA fire control looking towards the left-hand side.

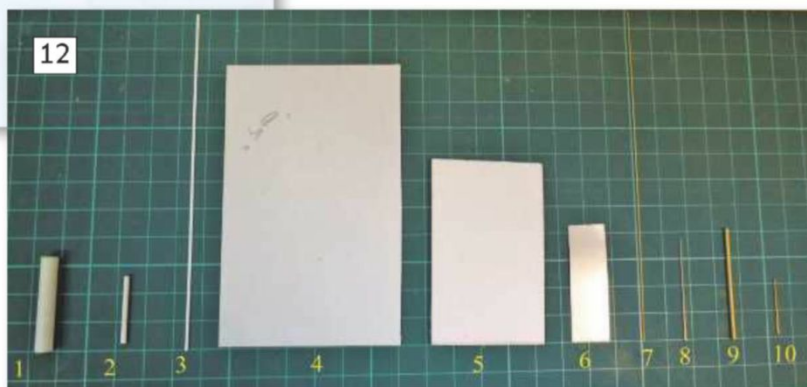
method and approach to the scratch building that can be applied to any fitting or part of a model which reduces the most complex parts to a simple assembly.

This consisted of a series of circular mountings, radar housing and base marked 'A', 'B' & 'C' in **Photo 13**. The former consists of a series of discs onto which a platform/ base will be fitted. The platform is made from several thicknesses of 2mm styrene covered

imaging (**Photo 9**). Having high quality pictures reveals detail such as the locking bolts around the radar frame housing and all the various inspection panels, instrument boxes, the laser range finder and infrared optics mounted on either side at the top of the radar housing (**Photos 10 & 11**). The first task was to select the material (**Photo 12**).

12: The basic material for the Radar (see text).

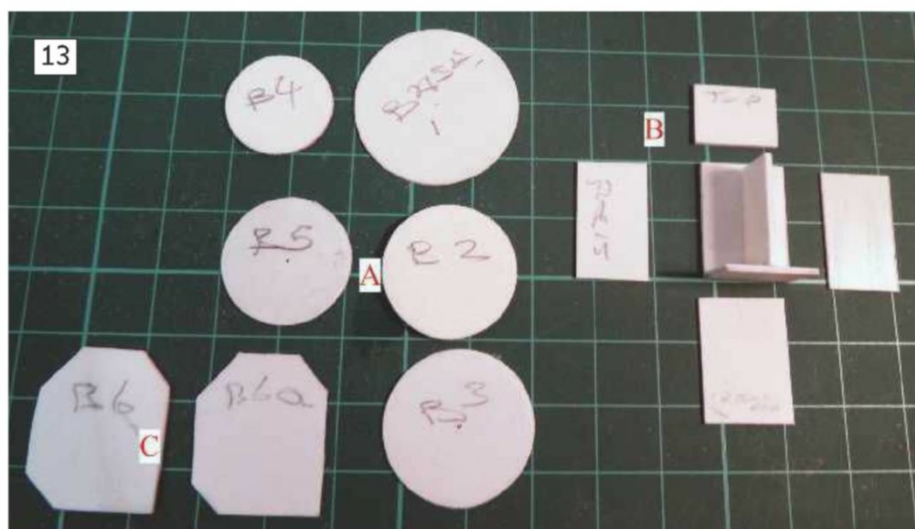
13: Three basic parts, 'A' the mounting, 'B' Radar housing and 'C' the base for the housing are prepared ready for assembly.

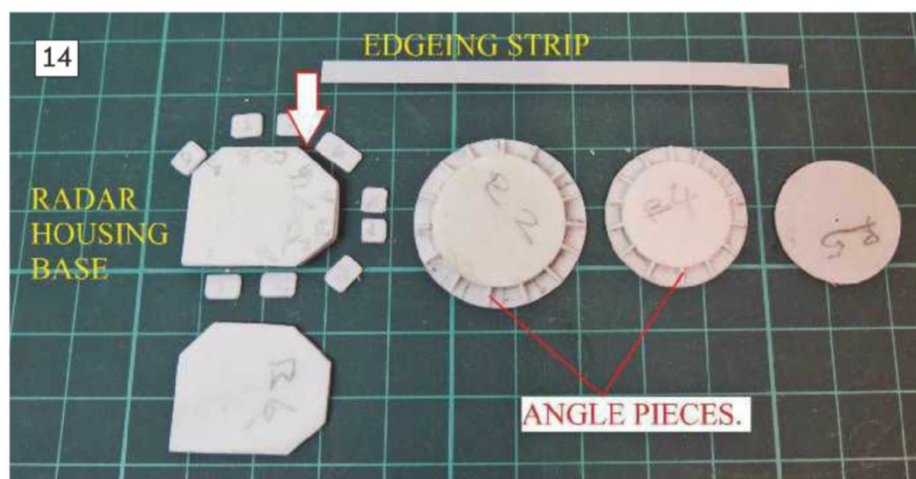


Materials

- 1 Styrene tube 5.5mm
- 2 Styrene rods (Marquette 54/3) 2mm
- 3 Styrene strip 1mm x 0.38 Evergreen 112
- 4 Styrene sheet 0.50mm thickness
- 5 Styrene sheet 2mm thickness
- 6 Strip Litho .25mm thickness
- 7 Brass rod 0.6mm
- 8 Nickle silver rod 0.6mm
- 9 Brass tube 1.5mm od
- 10 Brass wire .45mm

The next step was to reduce the whole fitting down to three distinctive parts onto which all the additional parts will fit. As a reminder, although most modellers reading this may not be interested in making this fitting, it's the

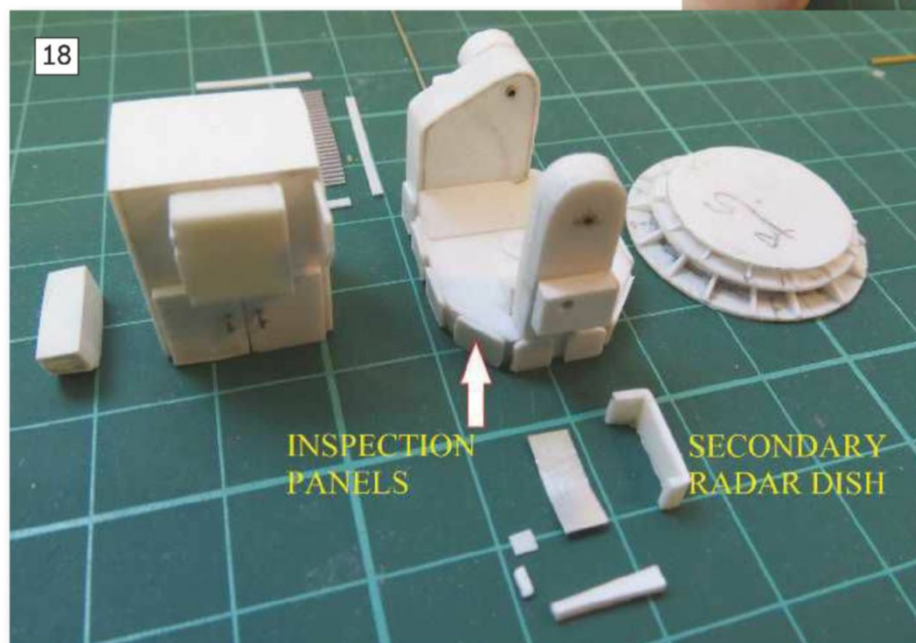
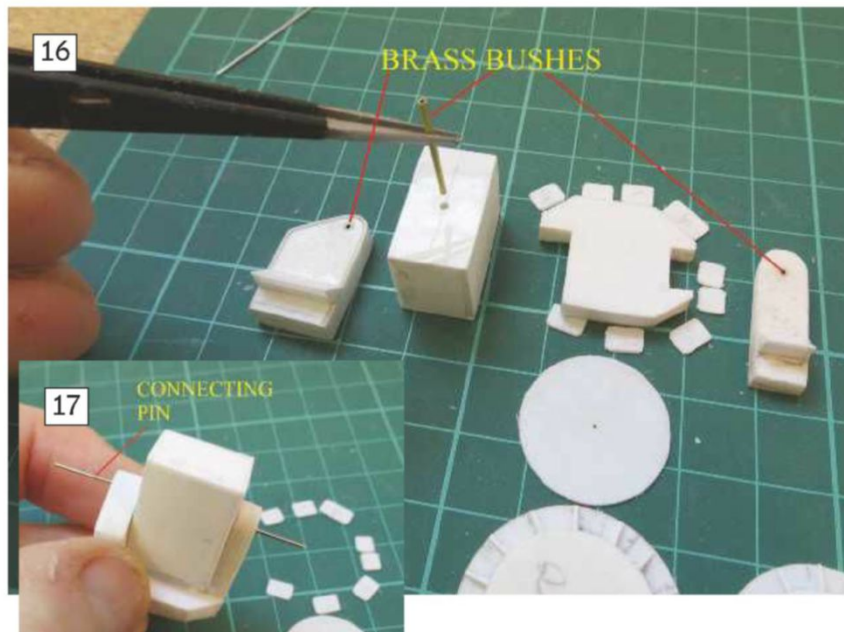
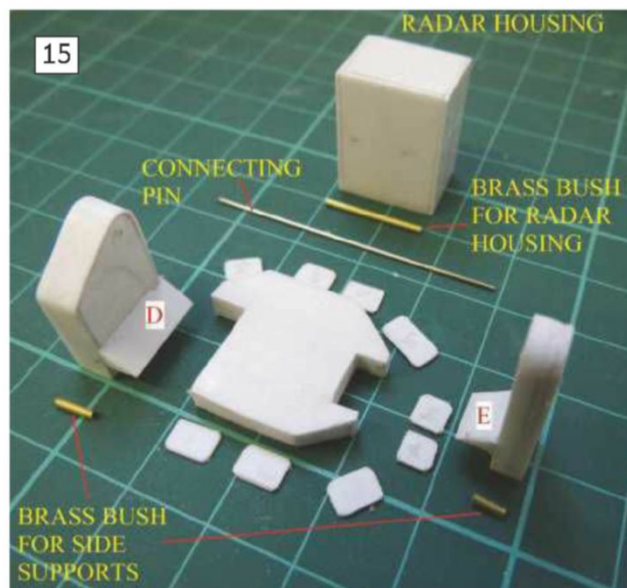




14 Each of the mountings are prepared and angle pieces set into place around the circumference.

15 Side supports 'D' & 'E' slot into the cut outs on the base.

16 Fitting the bushes into place in both housing supports and radar housing.



17 The connecting pin is inserted through the housing supports and radar housing.

18 Each of the original three sections that make up the Fire Control array (PUMA) are almost complete save for the secondary radar dish, grill and grill supports.

around the outer edge with .50mm thickness styrene strip. The radar housing is like an elongated box formed from .50mm styrene and shown here partially built.

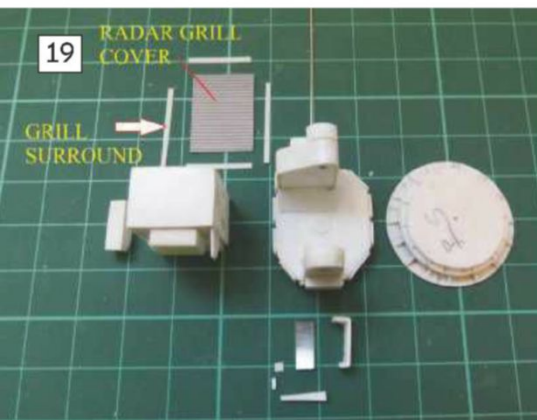
The circular mountings are joined, one on top of the other with angled pieces around the edges (**Photo 14**). With the base cut

and shaped to accommodate the two radar housing supports. Both left and right supports are prepared which includes a curved top but as the drawing indicates, same height but differing widths. Also, there is a splay at the foot of each support denoted as 'D' & 'E' in **Photo 15**. Next, the brass bushes and a nickel

silver connecting pin are cut to size. The latter, passes through the radar housing and the side supports. The purpose is to allow movement in both elevation and provide an easy method of removing the housing for further work and airbrushing (**Photo 16 & 17**).

Assembling the parts

At this stage, various boxes, doors and fittings are attached to the side of the base, radar housing and side supports. There is also a secondary radar dish mounted on the side of the support and shown here ready to be assembled (**Photo 18**). The next stage is to prepare the radar grill/cover. Problem is there is no indication on the full-size PUMA as to what material this is, and it had to be removable for airbrushing. The result was the radar grill being formed from peel off material provided by BECC for my Type 45 project. All that was required was to cut to size and attach the material to a corresponding sheet of .25 styrene. The grill surround was formed from Evergreen strip which will be



slightly raised clear of the front of the housing allowing the grill to slot into place (**Photo 19**). At this stage, more of the fittings can be added such as this optical and IR sensor box (**Photo 20**). This is followed by the fixing of the secondary radar which includes the dish formed from Litho plate and feed horn from styrene (**Photo 21**).

As mentioned, the grill fitted to the front of the housing required a frame which is shown clearly on the full-size radar. The strip Evergreen 112 is shown here being set into position using Tamiya Extra thin styrene solvent. The result is a grill easily fitted but can be removed as required for airbrushing (**Photo 22 & 23**). With



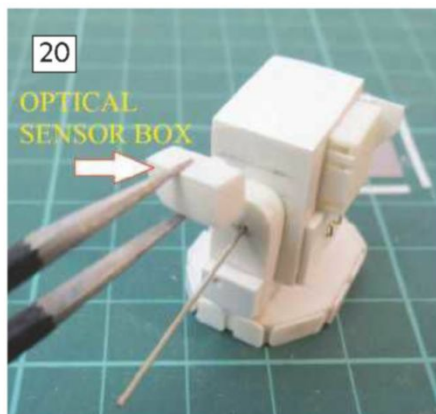
22: Fixing the trim that the grill slide's into.



23: The radar grill slots into place.



24: The three separate parts that make up the PUMA radar are brought together as one. A comparison of size can be seen using a well know source of modellers paint.



19: Radar grill and the surround ready to be fitted to the radar housing. 20: Fixing the optical sensor box, one of several additional fittings to be added to the radar housing. 21: Secondary radar and feed horn being assembled.



all the parts added to the housing, including the laser range finder fitting, the PUMA fire control radar is now fully assembled with **Photo 24** showing a comparison of size when compared to a Humbrol tinlet, all that is now required is airbrushing but that will have to wait for a later date (**Photo 25**).

Conclusion

Before the advent of the 3D printer for producing parts and fittings there was resin and injection moulding. Shapeways 3D has set the standard as defining detail and quality of a generated fitting or part of any model and as a result interest has grown in 3D. Printers have become less expensive, therefore more accessible for the average model maker and part of the skills have shifted from the bench to the computer. The aim of these articles is not to hark back to the past or conjure up some long-forgotten memory of how modelling was. No, the aim is simply to generate interest in scratch building and the basic satisfaction of a job well done. There is no



magic formula just method, apply that and you can replicate even a complex fitting with your own hands.

Next month, mast sensors and the much vaunted VLS (Vertical Launch System) (**Photo 26**).



26: A brief glimpse of next month's build project; the VLS

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 Soobrazitelnyy; 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 Jacobin www.jacobinplans.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 3D PUMA radar is available through Mark Hawkins at Shapeways as are many of the fittings covered in these articles.

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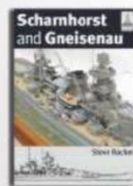
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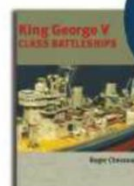
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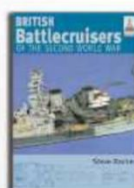
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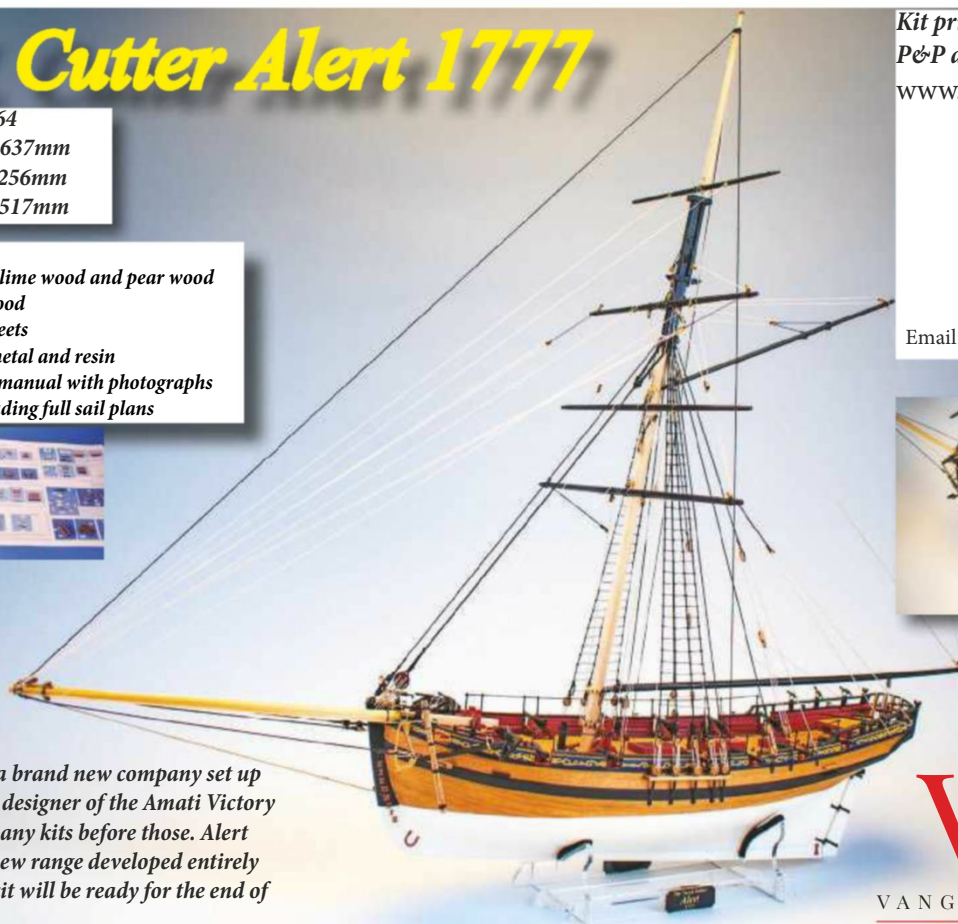
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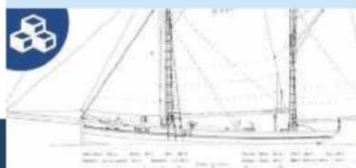
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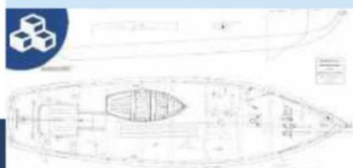
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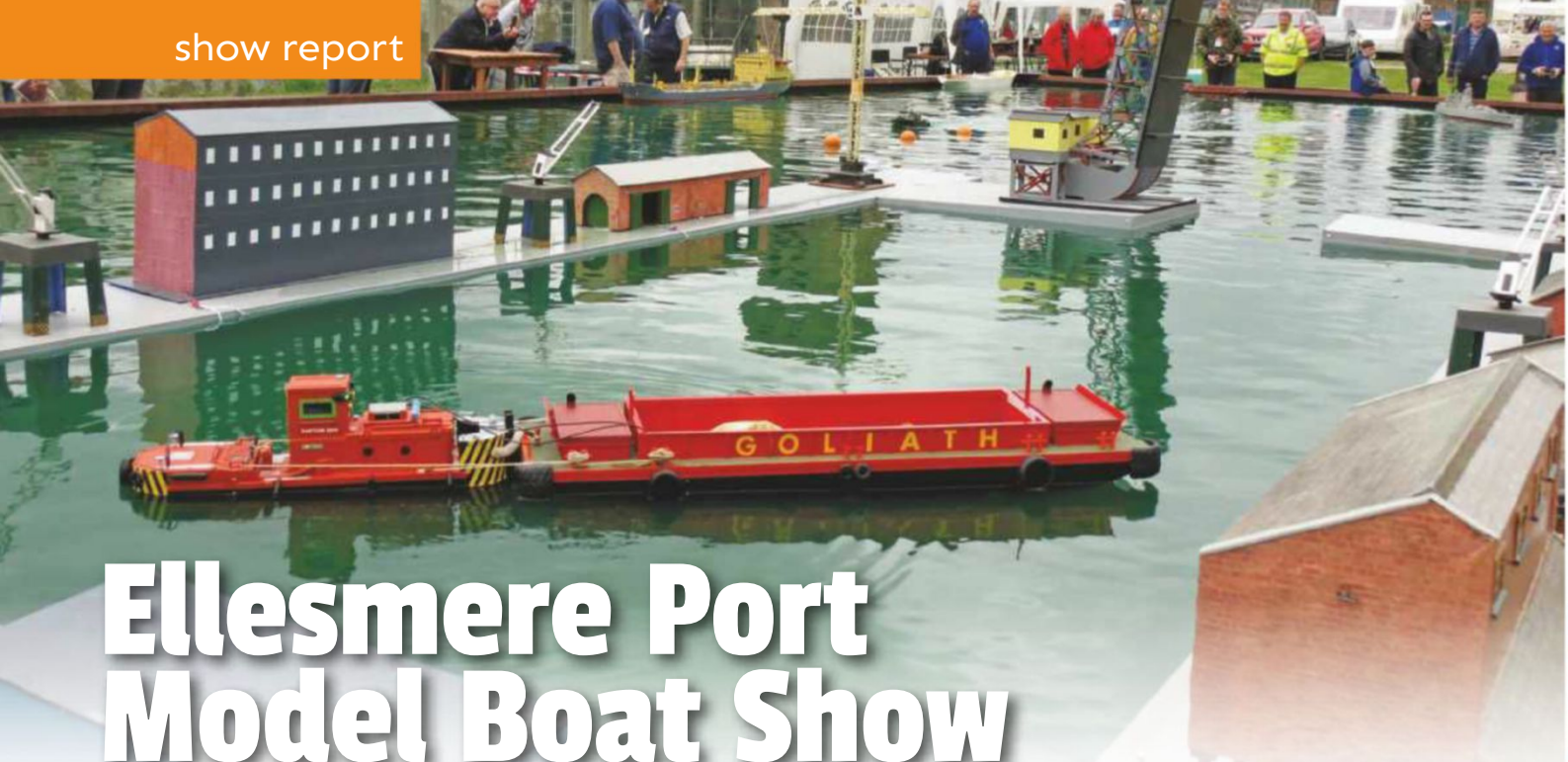


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Ellesmere Port Model Boat Show

Hooton Park, 18/19 May, 2019 by **Dave Wooley**

ABOVE: The new lake at Hooton Park fitted with docks and harbour and wired with lights for the evening sail and BBQ.



Providing an international flavour at Hooton Park is Ron Burchett from British Columbia Canada with his 1/32 ASD tug Shuswap.



A very realistic PBR Mk 11 Vietnam-era riverine patrol boat put through its paces.

Venue

I first made mention of Hooton Park three years ago after the Ellesmere Port Model Boat Club made the move from the Canal Boat Museum to the former RFC/RAF aerodrome at Hooton Park, Ellesmere Port, a mere two miles from the previous location at Junction 6 on the M53. After two years of hard work, constructing a new purpose boating lake complete with a filtration system, model docks, harbour and a raised surround, a boon when launching a heavy model.



Michael Williams with his exceptionally fine all metal 1/96 model of the Bismarck.

The club in conjunction with the Hooton Park Aviation Trust have for the first time established a new model boat show but capitalising on the location and spirit engendered from their many years at the Boat Museum.

So fast forward to the 18/19 May, 2019 and the very first major event for model boats at the new venue. Access to the site was limited to clubs and traders with visitors directed a relatively short distance away for parking, with a free and frequent bus service provided by a vintage bus enthusiast group also resident at the venue. This added to the experience as the service harked back to a time when conductors were the norm, a nice touch.

Displays and traders

The bus drops the visitors at the main gate, and you are ushered through to a pay booth then into the site proper. The lake is separated from the display area which is the second of four vast hangers all listed buildings and built during WW1. There is no shortage of space

and with a good number of clubs and a fair input from the trade, the display area looked well-stocked. Unlike the previous venue, all of the activities were at one level, no stairs, no multiple levels, no hidden areas and no laments of 'I never got to see that' and wheelchair friendly a must these days.

The club and individual displays are very much as you would find at any other model boat show, no changes there. Yet the organizers have faced up to the future and incorporated a dedicated area within the hanger for R/C trucks with off road crawlers and R/C tanks on an area adjacent to the new lake.

Sailing

As mentioned above, the lake is purpose built over two years by members of Ellesmere Port MBC. Compared to many other lakes it is small, but much thought has gone into the developments and with the support of the Aviation Trust it can claim to be one of the best in the area for scale models. One



One of the advantages of these hangers is the plentiful natural light, great for displaying models such as those on the Potteries Model Boat club stand.



ABOVE LEFT: Model ships appeal to all age groups, Hooton Park confirmed this. ABOVE RIGHT: At Hoylake MBC, Mersey Ferries are a popular subject and one of the latest examples from Clint Nichols is this paddler the 'Birkenhead'.



I suppose you could say your interest is served well with this 1/35 RCTV Arezzo, if you build both R/C ships and Tanks.



ABOVE LEFT: Preparing HMS Nelson and the Bismarck for a sortie around the new lake. ABOVE RIGHT: An impressive 1/96 HMS Rodney.



John Dowd, well known in the North West for his superb yachts.

of the major features built by the members is the filtration system which helps to clean the water and reduce the problem of algae, additionally eco-friendly additives have been added which help in reducing growth.

Unlike other model boats shows, the lake is not centred within the display area. This posed no problem as various gazebos where provided close to the lake to rest the models prior to getting onto the water. No difficulties launching as the water level is at such a height as to reduce the effort of lifting a model onto the water. Hence the reason why there where a number of large models such as the mammoth 4m long Tanker Essi Gina built by Mike Friend and now part of the Wirral Club. During the weekend this provided plenty of opportunities for tug skippers to show their abilities. In fact, one of the skippers came all the way from Vancouver, Canada to attend the event. Organisers please note you can now genuinely use the prefix International. The North West clubs really did well in supporting this event and brought many outstanding models.

Conclusion

Ellesmere MBC pulled out the stops for this event and it is now firmly on the model boat circuit. Yes, it replaces the former and much-loved event at the Boat Museum but establishes Hooton Park as the new venue. Just to say the organizers and the club made visitors, modellers and trade feel very welcome as they always did at the previous venue but that will always be one of the aces for the organizing club. Yes, some of

RIGHT: The Mersey Ferry Royal Daffodil 11, totally scratch built by Clint Nichols fits in well with the backdrop of the dock scenery.





*Scratch-built
NAU Portugal
by Michael Roffe.*

NAU PORTUGAL

The original carrack was built when the Portuguese had a monopoly on the spice trade in the 15th and 16th Century. At

the time she was built, she was the largest ship in the world and made numerous trips to the East Indies. Heavily armed, she was reportedly attacked by a group

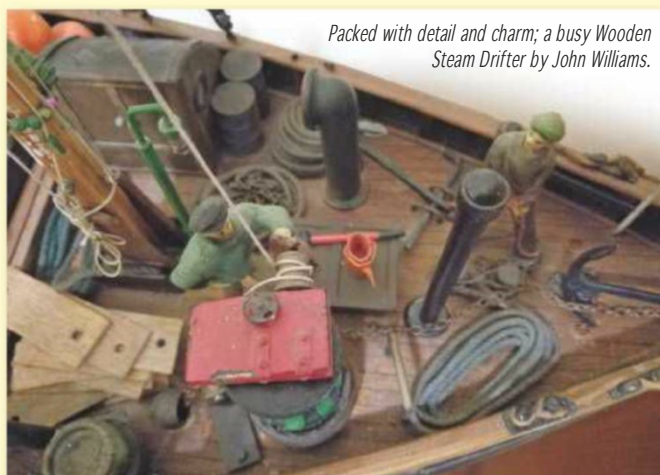
of pirate ships but drove them off after a fierce engagement. At the end of her career she was used as a store ship before finally being demolished. The

HMS NEPTUNE

HMS Neptune was launched at the end of 1700 as a Third-Class vessel (55/60 cannons). She took part in the Battle of La Hougue on 2 June, 1692. Neptune

Reader's Models

We are receiving an increasing number of images of completed models by contributors who do not feel like producing an article but would love to see their 'pride and joy' in print. If you have a model that you would like to see in this new version of Reader's Models, please send to editor@modelboats.co.uk



*Packed with detail and charm; a busy Wooden
Steam Drifter by John Williams.*

Wooden Steam Drifter

40-years ago the model was steam-powered, but is now Decaperm electric because grand kids need 'instant' gratification. eBay has been a wonderful source of very cheap bits and pieces from China. The blue tooth mini-speaker sound system \$1.99, electric winch motor \$2.00, pack of 25 1/24 scale rail figures



\$9.00, pack of ten baskets \$4.00 and so on. The four channel radio model has a working winch and lights and an SG-Plus smoke generator. Many hours of research has been carried out on the internet out looking at old photos of Steam Drifters to get a sense of the deck equipment and layout. The crew members are commercial figures supplemented by modified railway figures and even 'pirates'. Cheers from Down Under - **John Williams** (Adelaide)



Corel's HMS Neptune
by Michael Roffe.

has decorations that are typical of the Royal vessels of the period. She underwent several refits during her life and was present at the Battle of Trafalgar. The hull

is particularly pleasing from an aesthetic aspect and represents possibly one of the last British Vessels so rich in decoration, be it that most of this was removed

prior to Trafalgar. The model is based on a 1/90 scale single plank on bulkheads, based on plans produced by Modellismo COREL, MILANO.
Michael Roffe

USS Pegasus PHM-1 (Patrol Hydrofoil Missile)

The USS Pegasus was the first of a proposed class of fast hydrofoil ships designed for coastal waters that larger destroyers or frigates would have difficulty operating in. The ships were to be fast, manoeuvrable and well-armed considering their size. The proposal began in 1970 and involved the US Navy along with several NATO nations and originally called for 100 ships to be built. Due to delays, the other countries lost interest and the US Navy eventually ended up seeing the design fulfilled and launched in 1974 with Pegasus

entering service in 1977. All in all, this class had six ships, the last retiring in 1993.

I was a little curious about life aboard the Pegasus, how she handled etc. and my friend answered: "The ride was smooth, even in 10ft seas. It had an automatic control system (ACS), which had sensors in the hull pinging the surface of the water, and automatically manipulating the flaps on the foils to keep the ship level in whatever seas. You could also do a 90° turn at full speed, and not have your plate slide across the table on the mess deck because it banked into turns like an airplane.

The 'wheel' was actually an aircraft type, sort of 'W' shaped. With the turbine gauges, and the big lever to go up on the foils, it looked more like a plane than a boat up on the bridge. If you were driving and did a zig-

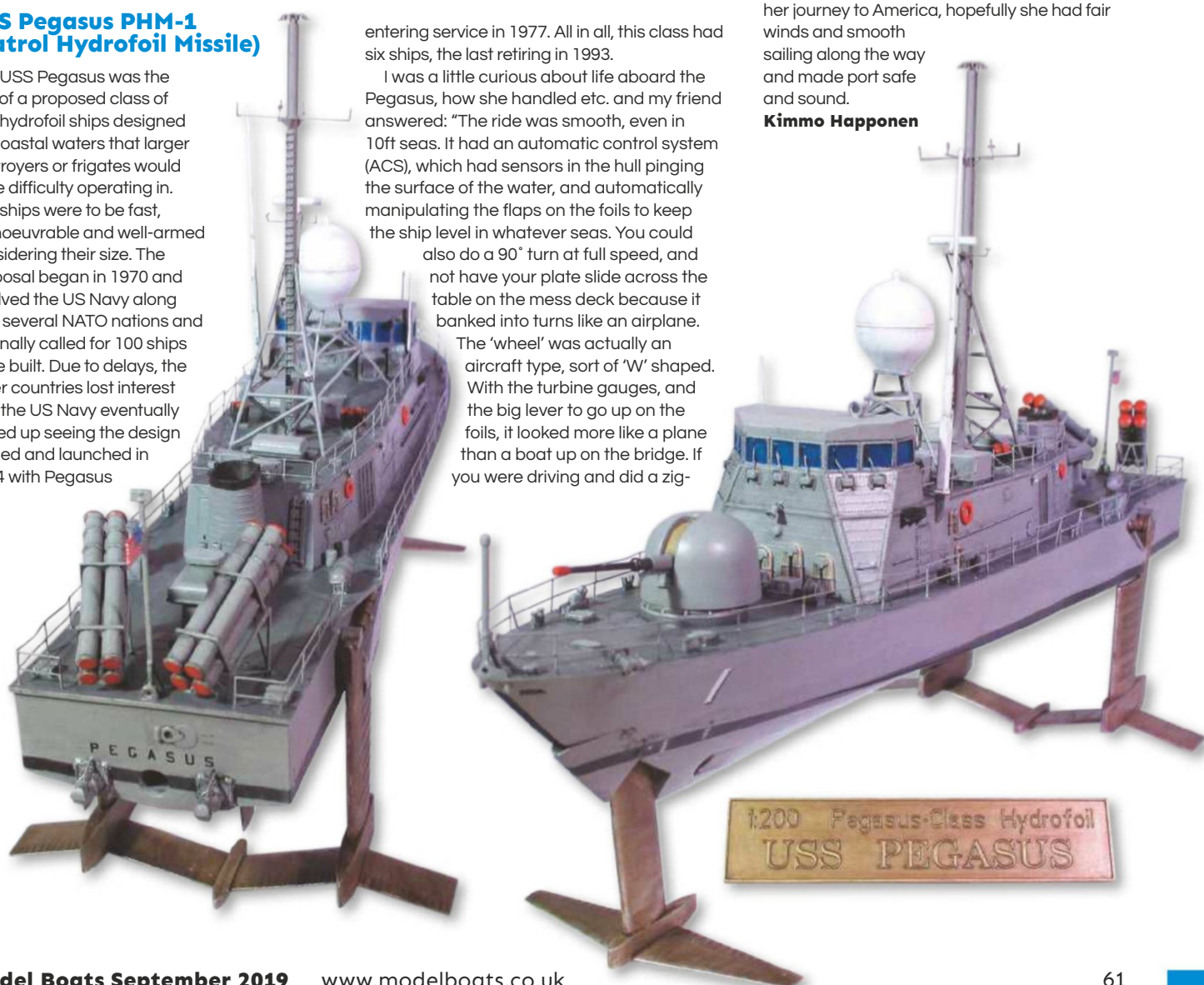
zag manoeuvre, it felt like a sports car going through the 'esses', and there was a curvy bubble trail behind."

The ship deployed from her home port in San Diego, down the coast and through the Panama Canal, setting a record for fastest transit by a warship in the process, and was stationed at NAS Key West. He served as one of two Fire Control Technicians and sat at the radar console to track and engage targets with either the missiles or gun. Speaking of missiles, he mentioned how the ship got within launch range of a carrier during an exercise:

"We did participate in a war game, where we shot two Harpoon Missiles into an Aircraft Carrier because everybody thought we were a helicopter because ships aren't that fast or manoeuvrable. Then we had to drop out of the exercise because we had a shipboard fire."

He enjoyed his time on board, being stationed in Florida probably helped. One still exists today, USS Aries (PHM-5), and is maintained as a museum piece in Missouri with the hopes of restoring her to 'flying' condition. My friend was pleased with the results, and couldn't wait to see her in the flesh. At the time of writing, she had yet to start her journey to America, hopefully she had fair winds and smooth sailing along the way and made port safe and sound.

Kimmo Happonen





Liverpool Model Boat Club

A short history by Hon. Chairman, **Mike Broadbent**



Liverpool MBC history starts in the mid-1950s when a group of model boat enthusiasts starting sailing in Newsham Park, situated in the Tuebrook district of Liverpool and sailed on a Wednesday evening and Sunday afternoons.

This informal gathering went on for quite a number of years, with various modellers coming and going, but there remained a hard-core group of modellers and in 1964, a club was formed.

John McKean, Cliff Broadbent, Tom Mason and Cecil Atherton formed the club's first committee. While there was no meeting place,

the initial club meetings were held in the front room at Cliff Broadbent's house where his wife was kept busy making tea and coffee and never ending supply of biscuits. As the membership grew, the meetings were held at 'Lowlands' in West Derby Village; the former home of Thomas Ismay, owner of the White Star Shipping Line; quite fitting for a model boat club.

The newly formed club joined the Model Power Boat Association and the name of Liverpool Model Power Boat Club was added to the list of M.P.B.A. affiliated clubs around the country. Shortly after, the Liverpool Model Power Club was formed in 1964. Walton Hall

Park model boating lake became available, which included a boat house, somewhere to shelter and make a cup of tea (sheer luxury), and so the club set up base. The club went on to host many M.P.B.A. meetings over the years that followed, and was firmly added to the association's list of events. Members travelled far and wide, around the country to the likes of Huddersfield, Fleetwood Manchester, and some even took off to Torquay, for a spot of offshore racing.

Towards the 1980's things started to slow down a bit and with ever-increasing pressure on the surrounding area, housing, and even a mini-zoo in the park created a situation where the number of cars allowed into the park was limited to 25, and due to the long walk from the carpark, invites to clubs in the northwest region came to an end. To reflect the change in circumstances in 2004 the club was renamed the Liverpool Model Boat Club, as by this time I.C. powered boats had become restricted by council byelaws and none were allowed on any of the water in the Liverpool Park Lakes. After much thought, and due to the Boat House becoming into disrepair (the club had this as 'grace and favour'), and much needed doing to get it fit for purpose, though club members had kept it in shipshape fashion for over 40 years, all good things come to an end.

After a meeting with the council, a newly constructed pavilion was built close to the lake at Newsham Park Lake, and this offered toilets, storage and a cafe. This was 2012, and after a last club meeting at Walton Hall Park, members decided to move to Newsham Park; so the club has come full-circle and we're in our seventh year here.

Since the move back, the club has been hosting Open Days, and clubs from around Merseyside have given us their full support, in fact we had a 'Big Do' in 2014 to celebrate 50 years of the Liverpool MBC.

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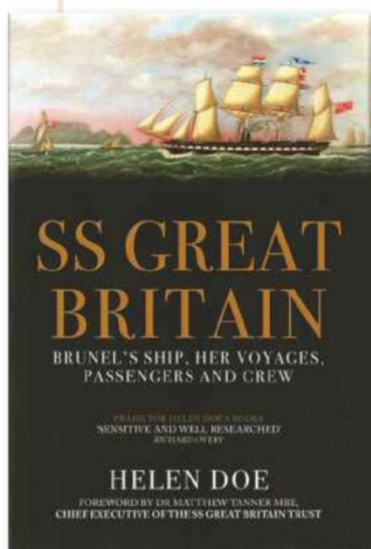


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SS Great Britain – Brunel's Ship, Her Voyages, Passengers and Crew by Helen Doe

Experimental and controversial, SS Great Britain led the way for iron shipbuilding and screw propulsion. In this new book the author, maritime historian, Helen Doe, utilises photographs, drawings, plans and maps in black & white and colour to support her narrative, that charts the ship's brilliant design and construction, and the tribulations of her owners as they battled financial crises to turn Isambard Kingdom

Brunel's vision into reality. Brunel was passionate about his ship and was devastated when a navigational error stranded her in Dundrum Bay, Ireland in 1846. She was rescued in a great feat of salvage and went on to a long life at sea, carrying passengers to New York, troops to the Crimea and India and thousands of emigrants to Australia.

Helen Doe highlights the contribution of the many individuals connected to the ship, ranging from crew members to passengers, at least one grand Victorian scandal, and the mysterious disappearance of her long serving captain. In this way, the ship's life and times are recreated and the history of a technical marvel is given a human face.

The ship was salvaged for a second time, when she was rescued from the Falkland Islands and towed home across the Atlantic in 1970. She now sits in splendour in her original dock in Bristol and is one of the most visited attractions in Britain. This is a compelling account of an iconic ship and of an important moment in industrial history.

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

John Deamer

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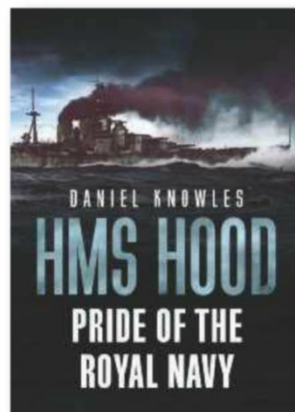
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Format: Hardback - 241 x 165mm

Publisher: Amberley Books

Website: www.amberley-books.com



HMS Hood – The Pride of the Royal Navy by Daniel Knowles

For over 20 years, in the twilight of the British Empire, the battlecruiser HMS Hood, the most iconic warship in the Royal Navy, toured the world showing the flag as a symbol of British power.

Unmatched in her beauty and charisma, HMS Hood is one of history's greatest warships. As the Royal Navy's show-ship the Hood came to command a special place in the hearts and minds of the British public. Such was the regard for HMS Hood that her annihilation in the Denmark Strait on the morning

of 24th May 1941 by the German battleship Bismarck created dismay across the world. Within minutes of entering the battle, the Mighty Hood – as she was affectionately known – was destroyed by a catastrophic explosion, which had echoes of Jutland a quarter of a century earlier. Out of a crew of 1,418, only three survived. The sinking of HMS Hood was the single largest disaster ever sustained by the Royal Navy.

In this fascinating new book the author and maritime historian, Daniel Knowles, utilises over three hundred illustrations including photographs – many from his own collection – together with maps and diagrams, to chart the life and death of this legendary battlecruiser in both peace and war from her design and construction, through the interwar years, to her destruction.

I feel certain that this book will become the definitive work on the subject of one of the most famous warships of the Second World War.

I would like to thank Jay Slater at Fonthill Media Ltd. for the review copy of the book which is available at sales@fonthillmedia.com.

John Deamer

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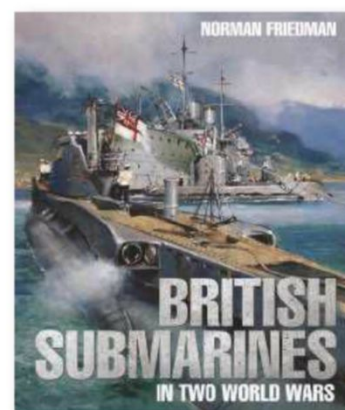
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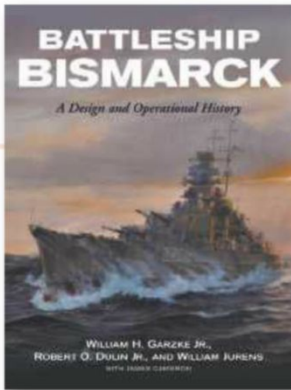
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British Submarines in Two World Wars by Norman Friedman

Although the Royal Navy did not invent the submarine, Norman Friedman's new book demonstrates how innovative the service was, to an extent which few will recognise. Its submarines performed well in combat in both World Wars, and often in unheralded ways. Few will be aware that in 1914 Britain had the largest submarine fleet





Battleship Bismarck – A Design and Operational History by William H Garzke Jr, Robert O Dunlin Jr and William Jurens with James Cameron

Drawing on survivor's accounts and the author's combined decades of experience in naval architecture, this new work is a marine forensic analysis and engineering study of the design, operational career and loss of Germany's greatest battleship. This investigation is the result of fifty-six years of painstaking research, during which the authors conducted extensive interviews and correspondence with Bismarck's designers and survivors of the final battle – of which there were only 115 from a crew of 2,221. Survivors of Bismarck's engagements

actively contributed to this comprehensive study, including Vice Admiral (then Lieutenant) D B H Wildish (RN), damage control officer on board HMS Prince of Wales, who located photographs of the battle damage to his ship.

After the wreck of the Bismarck was discovered in June 1989 the authors served as technical consultants to Dr Robert Ballard, who led three trips to the site. Filmmaker and explorer James Cameron provides a comprehensive overview of his deep-sea explorations of the Bismarck, illustrated with his team's remarkable photographs of the shipwreck.

The authors have utilised, photographs – in both black & white and colour – drawings diagrams and maps to support this engrossing and encyclopaedic account, of the events surrounding one of the most epic naval battles of World War II, that has taken nearly six decades of research and collaboration to produce.

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

John Deamer

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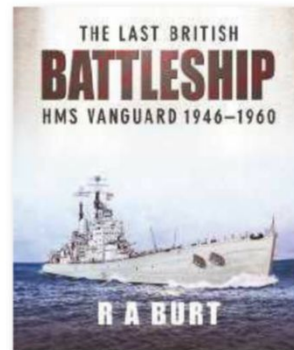
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The Last British Battleship – HMS Vanguard 1946–1960 by R A Burt

The ninth HMS Vanguard, bearing one of the most illustrious names in the Royal Navy with honours from the Armada to Jutland, was the last British battleship. Her design evolved from the King George V class and incorporated much of the fully developed design for the two battleships, Lion and Temeraire, that were laid down in 1939 but never completed. At 814ft length overall and 43,000 tons, she was the largest battleship to be built for the Royal Navy and the only ship of her class. Commenced during the Second World War and

incorporating existing 15in mountings, she was part of the Royal Navy's response to the increasing number of German and Japanese battleships in the early 1940s.

She was immediately recognised by her transom stern and high flared bow and had fine sea keeping ability. Her commissioning, in 1946, after the end of hostilities, combined with her huge crew requirement proved a conundrum for the Royal Navy, and her most significant role was that of Royal Yacht during the royal family's tour of South Africa in 1947. She was broken up at Faslane in 1960.

In this new book her design, construction and career are all covered. Armour, Machinery, power plants and weaponry are examined in detail and the author, Ray Burt, has utilised hundreds of photographs as well as producing some 35 superb plans, profiles and other line drawings for which he is renowned.

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

John Deamer

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in the world, and that at the end of World War I it had some of the largest and most unusual of all submarines – whose origins and design are all detailed.

Like their US counterparts, interwar British submariners were designed largely with the demands of a possible Pacific War, although that was not the war they fought. The author shows how the demands of such a war, which would be fought over vast distances, collided with interwar British Government attempts to limit

costs by holding down the size (and numbers) of submarines. Between the Wars British submariners exploited the new technology of sonar (Asdic), both to find and attack enemies and to avoid being attacked themselves. As a result, they pioneered submarine silencing, with important advantages to the US Navy as it observed the British. And it was a British submarine that pioneered the vital post-war use of submarines as anti-submarine weapons, sinking a U-boat while both

were submerged. A feat which is still unique.

Heavily illustrated with photographs and original plans, this new volume from Norman Friedman, incorporating so much original analysis, will be eagerly awaited by submarine

modellers, naval historians and enthusiasts everywhere.

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

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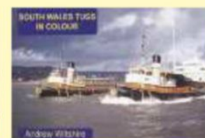
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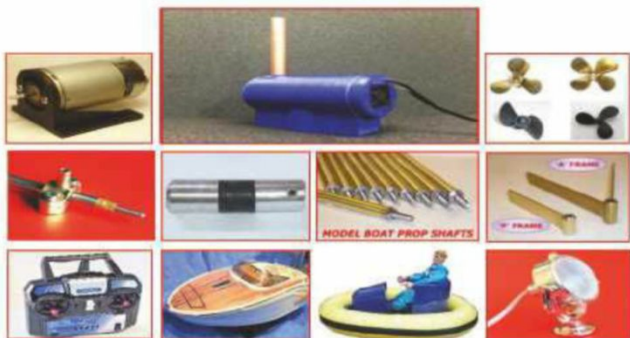
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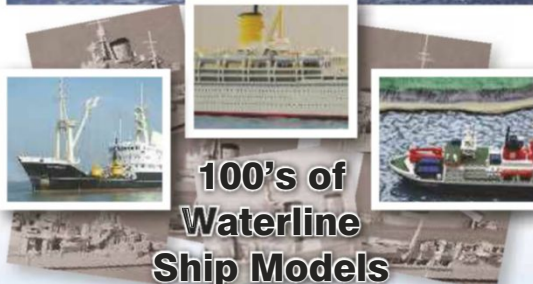
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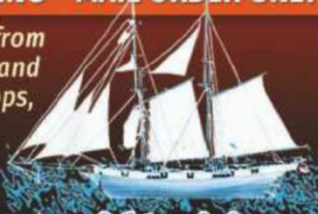
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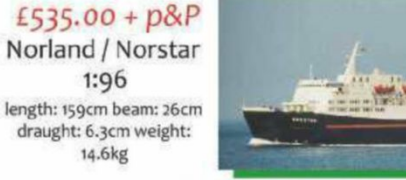
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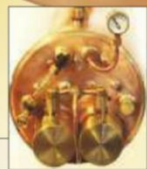
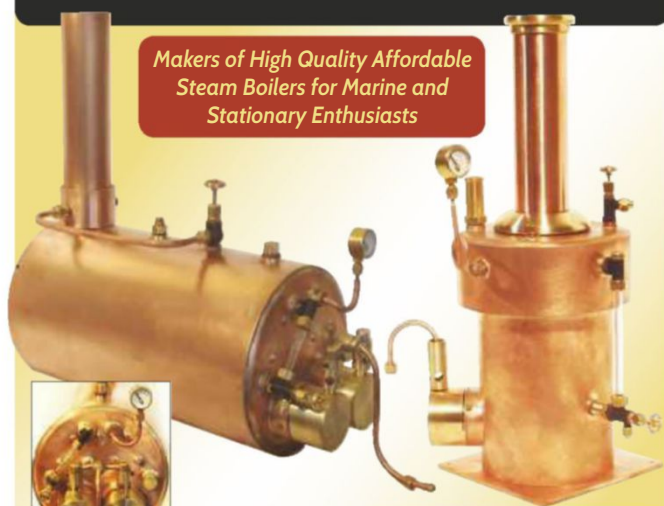
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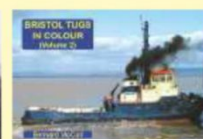
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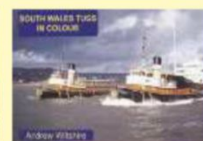
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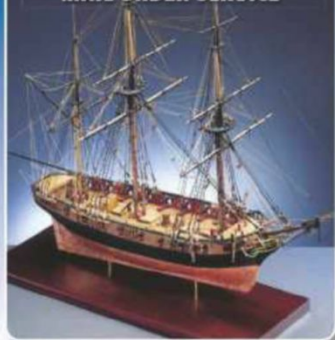
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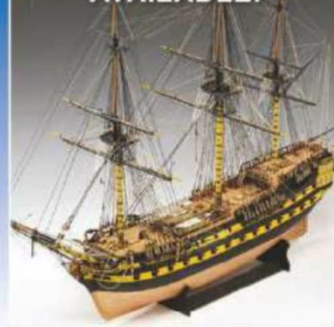
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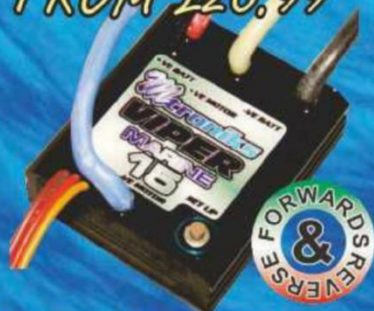
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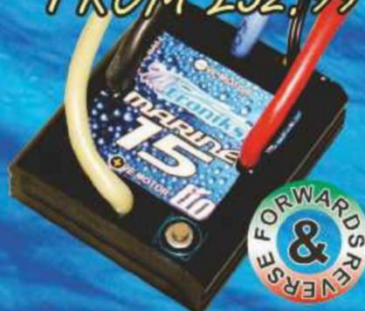
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