

**INSIDE
THIS ISSUE**

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Sail & Scale**

October 2019
Vol.69 No.827

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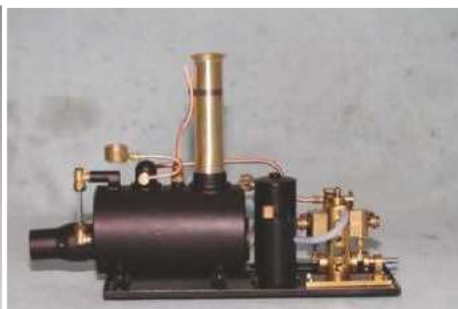
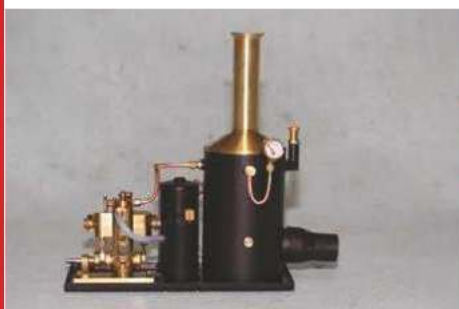
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Suite 25, Eden House, Enterprise Way,
Edenbridge, Kent, TN8 6HF.
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Model Boats, ISSN 0140 - 2910, is published monthly by MyTimeMedia Ltd, Suite 25, Eden House, Enterprise Way, Edenbridge, Kent, TN8 6HF, UK. The US annual subscription price is 89USD. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Model Boats, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at DSB.net Ltd, 3 Queensbridge, The Lakes, Northampton, NN4 5DT. Air Business Ltd is acting as our mailing agent.



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

Welcome to the October edition of Model Boats Magazine which may, accidentally be a record breaker because we have managed to squeeze 16 articles in this month. One of the reasons for this, is that we are receiving an increasing number of event reports which has the multiple positive effect of promoting more clubs and their members and visitors boats to a wider audience. Most people like to show off their boats and this is a good way of getting them into the magazine, coupled with the new style Reader's Models. The more events and clubs we can promote the better, raising the profile of this hobby so as to attract as many newcomers as possible. So, please don't be shy, tell us what's going on; take some photos, write a few words and then, you never know, the 'Backwater' MBC, may become 'The Most Popular' MBC just because of a little bit of PR and self-promoting work.

All contributions and contributors are most welcome and I would like to put right something that I was told a few weeks ago concerned the sad demise of Marine Modelling International. It has come to my attention that contributors to MMI were told by a previous editor that they were not welcome in these pages. I would like to categorically state that this is certainly not the case from my point of view and your allegiance to MMI or to any other modelling magazine across the globe is irrelevant to me. If you want to contribute – please do, you will be made most welcome just like everyone else!

Martyn Chorlton

A statement for the benefit of a few individuals who think because they cannot work it out, there must be something wrong with it!

'As long as you're learning, you're not failing.'
Bob Ross (Painter)

Compass 360

Our news round-up from the model boating world

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

The Chantry Model Boat Club Open Day

Situated in the conservation area of the Bluewater Shopping Centre, Kent, the lake is shared with the local wildlife, including Geese, Swans,

and various other water fowl and wildlife.

The Open Day on Sunday 14 July, 2019, was a well-attended event and a vast array of model

boats was on display, including Tugs, Life Boats, Launches, Sail Boats, navy Ships, Submarines, and we also had the RNLI in attendance with their own stand.

After a rather damp and overcast start to the day, the weather soon brightened and sailing began at about 10.00am. The lake was soon covered with many different types of models, all managing to avoid any collisions and a very friendly atmosphere soon descended over the visitors and club members alike. Free sailing was

the order of the day and this continued until the buffet was opened for lunch. A huge thank you goes out to all those involved in supplying and serving the food, it was very well appreciated by all.

After the lunch break, sailing continued as before throughout the afternoon, with the weather staying dry and bright. As the Open Day came to a close, both visitors and club members went away feeling that they had enjoyed a great days sailing.

Brian Barber



ABOVE: A great variety of model boats were in attendance at the Chantry Model Boat Club Open Day at Bluewater.



Public Relations Officer

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07 August 2019

Re: Kirklees Model Boat Club Open Day Raffle.

I am pleased to announce after a successful Open Day raffle we were in a position to donate £272.82 to the RNLI and with sales on their sales table the combined total was £400. On behalf of the committee and members I would like to thank you for your continued support. It is much appreciated and I hope that you will be able to support us next year.

Yours sincerely

Stan Reffin
Public Relations Officer



The Prop Shop

In the August 2019 edition of our magazine one of our contributors stated that the Prop Shop has 'sadly gone out of business'. Apologies Simon.

The Prop Shop has obviously not gone out of business, so please visit www.prop-shop.co.uk for all your model propeller needs or contact Simon Higgins at Prop Shop, c/o Protean Design, 21 Victoria Cottages Shipston Road, Stratford on Avon, CV37 7LN;

Tel +44 (0)1789 565228,
Mob +44 (0)797 7193759 and/or
e-mail, simonhiggins181@btinternet.com.



ABOVE: Just after the start Martin Crysell '52' and Colin Goodman '61' are already nudging ahead of the fleet. Ray Darby. RIGHT: Colin Goodman's GRUNGE '61' and Roger Stollery's UP '117' are neck and neck at the finish. Ray Darby

GAMES 9 Marblehead interclub at Radio Sailing, Woking in Goldsworth Lake

Short report by **Roger Stollery** based on a report by RO **Peter Kirby**

Sunday 28th July dawned with a cloudless sky, comfortable temperature and best of all, a variable south-westerly breeze for the duration of the first Interclub GAMES event that RSW had organized.

The wind allowed a 200 metre windward/leeward course to be set along the centre of the lake. Eight Marbleheads sailed 17 races in one fleet in a 3-10mph breeze with gusts of 15mph. There was close company in the beats to the windward and spreader marks, followed by runs accelerating into occasional exciting planing speeds to the leeward gate.

The racing die was cast from Race 1 onwards in that Colin Goodman (Grunge) in the majority of cases took the lead from the windward mark, thereafter to rocket downwind with others, notably Dave Andrews (Grunge), Roger Stollery (Up) and Martin Crysell (Prime Number) in hot pursuit, but were seldom able to depose Colin from taking the spoils.

In the wind shifts, local knowledge of the peculiarities of the lake was put to the test by 'home representatives' Roger Pearce (Prime Number), Simon Jeffs (Prime Number), Peter Dunne (Starkers), and Peter Chance

(Starkers), but to no avail as Colin Goodman claimed a well-deserved top place on the podium with eleven wins and this result now puts him at the top of the leaderboard of the GAMES series.

At the prize giving in the Radio Sailing Woking club room, Race Officer Peter Kirby was pleased with the competitors well-disciplined conduct, which resulted in no protests and all incidents resolved on the water, as he had requested. The competitors thanked him and the



three-man race team for running this event and taking on this GAMES interclub event.

The overall GAMES results are available on the Guildford MYC website www.guildfordmyc.co.uk and more information about activities at Radio Sailing Woking can be found on www.radiosailingwoking.uk.

Results:

Pos.	Skipper	Club	Boat	No
1	Colin Goodman	Chelmsford	GRUNGE	'17'
2	Dave Andrews	MYSA	GRUNGE	'32'
3	Roger Stollery	Guildford	UP	'36'

DIARY DATES 2019

Fri-Sun 6-8 September

Our well known and popular Open Days will be running again to the same format as previous years. Opening times are 10am - 5pm. We will have on display over 200 of our models in the showroom. The new Outlet Centre will be open, well-stocked with our kits and many others items for the boat modeller, plus the Marine Plastic Kit Section. The latest release to the fleet will be on sale for the first time on the first run system at this event, plus display models of proposed new additions. There will be building demonstrations in our workshop, and free help and advice sessions. Other model traders have been invited. To date, Mike Allsop flags, Mobile Marine models,

Linkspan Models will be displaying the first release, Mouldeans hulls, Karin's second hand kit shop (rare kits and books) and Kath's model shop. Models for display stand (bring & buy stand), club stands with models on display and our test pond will be free to use for sailing. A Bar-B-Cue and entertainment on Saturday evening (weather permitting). Refreshments will be available on site and there will be a Perennial Plants direct plant/flower stall at the show. There is limited camping and caravanning in the paddock adjacent to the workshops but space must be booked with us, priority will be given to trade and club stands. There is no charge for entry. A donation box will be at the entrance, all proceeds will be to local charities, all the staff at the event will be giving time free to help raise funds. Full information of the event + location map + accommodation information are on our website.

Sun 29 September

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

Sun 27 October

Halloween 'Spooktacular' at the Grantham Model Boat Club. Halloween trail, crafts, activities and children's fancy dress competition (£1.50 per child) 1 pm - 3.30 pm. The park car park is free, but not very big!

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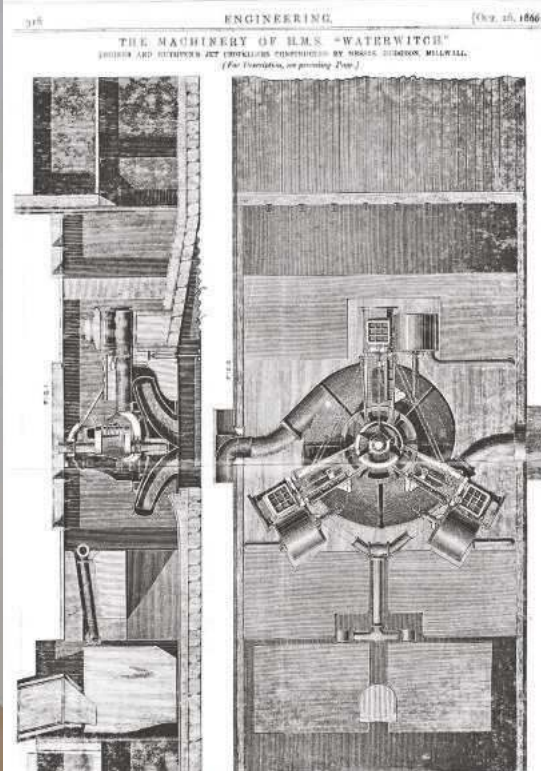
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ABOVE: The machinery of HMS 'Waterwitch'.

LEFT: The finished Waterwitch.

BELOW: HMS Waterwitch, c1866.

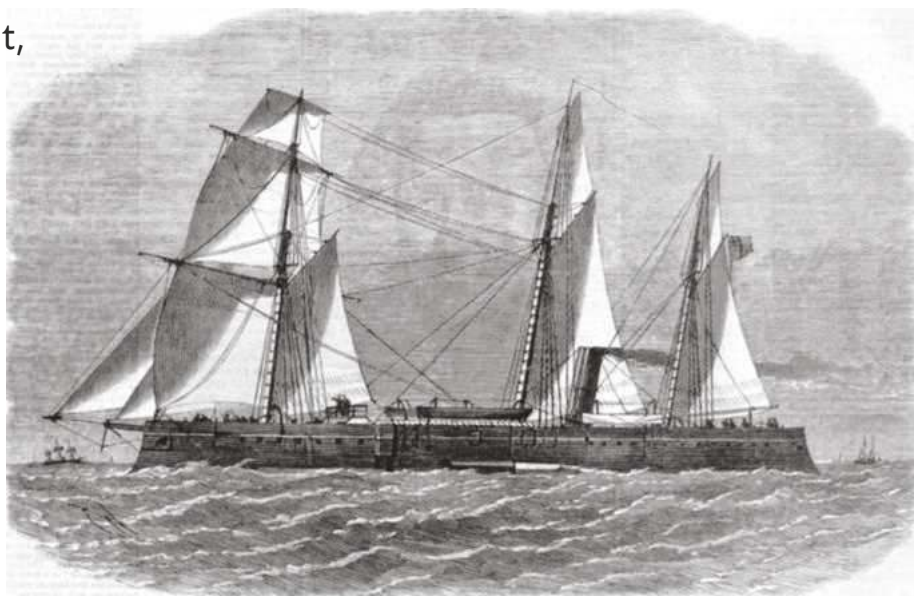
HMS Waterwitch

Armoured Hydraulic Gunboat, c1866; the first warship to have water jet propulsion
by **Alan Ludbrook**

Following the construction of HMS Warrior in 1860 there was a belief in naval circles that all future warships should be armoured. However, the Constructor's Department of the Admiralty claimed that it was impossible to build an effective ironclad of less than 4,000 tons displacement.

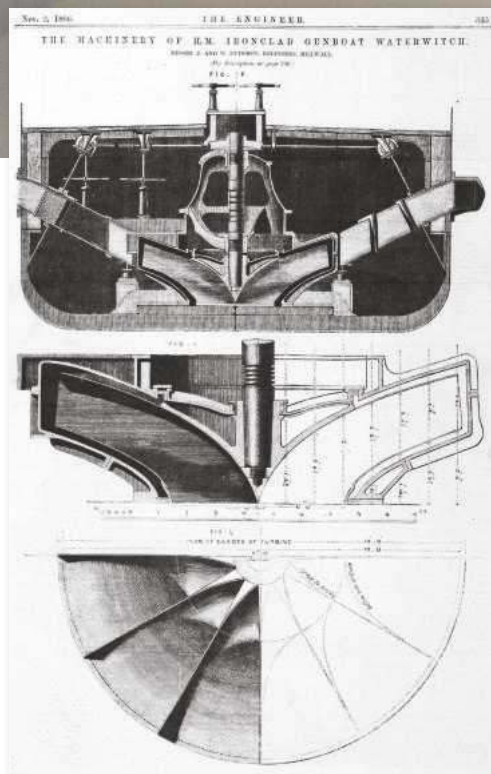
In 1864 three experimental armoured gunboats were ordered in an attempt to try and produce small ironclads. The ships were about 1,230 tons displacement and 160ft long with a complete water line armour belt and a central armoured casement. They were to be armed with two 7in MLR and two 20pdr BLR. Viper and Vixen had twin screws but the Waterwitch, which was designed by Rear Admiral George Elliot and the Constructors Department, was fitted with the Ruthven hydraulic drive.

J & N W Ruthven had taken out a patent in 1839 where a centrifugal pump, pumping water through nozzles was used to propel the ship. A 9ft long model was built and demonstrated on the Union Canal in Edinburgh. In 1844, a 40ft-long steamer was demonstrated on the Forth and was inspected



by the Admiralty. In 1849 a second patent, including some improvements, was secured and a 30ft-long steamer was exhibited on the Thames. In 1853, the Albert was built in Prussia and was successfully employed on the River Oder. In 1863 Ruthven's patent expired and his son applied for an extension. Unusually it was renewed by the Privy Council for ten years. In 1866 the Nautilus was launched, a vessel that was designed to compare with one

of the Citizen-class of steamers operating on the Thames. Comparison trials took place in April 1866. These were reported on favourably for although the Nautilus consumed more coal than the Citizen-class it was seen to be much more manoeuvrable. The Waterwitch had already been ordered from the Thames Ironwork and Shipbuilding Company, Blackwall on 24 October, 1864. She was launched on 28 June, 1866.



LEFT: 'The machinery of HM Ironclad gunboat Waterwitch'. ABOVE: Lower hull under construction.

Drive over screw

This was a time of much discussion regarding the future of warship design. There were many who argued for the retention of sail with steam as an auxiliary power for use in battle. This party, led by Rear Admiral George Elliott, saw hydraulic drive as having distinct advantages over screw propulsion.

These advantages were, firstly, the removal of the vulnerable propellers, which also gave better performance under sail; secondly, improved manoeuvrability and thirdly, the operating wheels for the directional control valves could be on deck under direct control of the Officers and the ship could be manoeuvred

without having to reverse the engine, a time consuming operation in those days.

The Waterwitch was built of iron; she was 162ft long, 32ft beam and 13ft 9in deep. She had a flat floor and was double-ended with integral rudders fore and aft. She had a complete waterline belt 4.5in thick which rose amidships to form the sides of an armoured casement made complete by two armoured bulkheads forming the ends. The armour was backed by 10in of teak. The forward armoured bulkhead rose above the deck and was pierced with two ports for the 7in MLR. In expectation of the rapid-reversing available from hydraulic drive and the similar performance in both directions,

the Waterwitch was fitted with a ram and a rudder at each end.

The machinery was provided by J & W Dudgeon and comprised a horizontally-mounted three-cylinder radial engine of 167nhp and 760ihp which drove a centrifugal pump with a 14ft diameter impeller. The impeller had twelve vanes and weighed about 8tons and worked in a chamber 5ft deep and 19ft diameter. Water was admitted through slits in the ship's bottom into a rectangular box and then conveyed via four sluice valves and pipes to the pump casing. On each side of the pump casing an outlet pipe led to a directional control valve which then discharged the water either ahead or



First attempt at fitting integral rudders.



ABOVE: Stand with part of ships bottom containing scale inlet ports. BELOW: Lower hull with aperture for stand.



ABOVE: Lower hull on stand.

astern through nozzles 24in x 19in arranged just above the waterline on each side of the ship. Each discharge nozzle ran alongside the hull for about 8ft and the double nozzles on each side were fitted in an armoured housing. She was fitted with three masts and was barquentine rigged.

Armament & performance

The armament was two 7in 6½ton MLR firing forwards and two 20pdr BLR on rear chock carriages firing aft. The 20pdrs were replaced by 24pdr howitzers in 1868. The guns were placed in the sunken well deck amidships and fired over the iron decks fore and aft. To prepare for fighting, much of the rigging would be struck down, deck furniture removed and the hinged bulwarks lowered. Complex gun races were fitted to allow the 7in MLR to turn and fire through broadside ports.

The performance of the Viper was used as a yardstick to evaluate the performance of the Waterwitch. The Viper, with similar displacement and engine power and twin screws had made 9kts. The first trial on 19 October, 1866 was fully reported in the Times (only Times reporters were allowed on the trials of government ships).

The Waterwitch left Woolwich at 8:30am with Admiral Elliott, Admiral Belcher, Mr Murray of Portsmouth Dockyard, Messrs T and W Dudgeon and Mr Ruthven on board. The Long Reach measured mile was passed at 9.474kts and 37rpm. She then steamed on to Tilbury and Southend and then made two trial runs on the Lower Hope measured mile.

Run 1 with a ½ knot tide against the ship and wind Force 3 on the port bow made 8.276kts at 41rpm. Run 2 with ½ knot tide with the ship and nil wind made 9.549kts at 42rpm. These trials were considered fairly successful as a double-ended hull was judged less efficient and it was claimed that 'the coal had not been handpicked and the stoking was badly managed'.

At full speed she could turn in 3min 17 secs but at rest she took 6min 30secs to turn in her own length. The figures for Viper were 3min 17 secs and 3min 6 secs respectively. Further trials took place at Maplin sands on the 1st and 17 January, 1867 where she achieved her highest speed of 9.909 knots.

The Waterwitch was commissioned on 26 June, 1867 and was attached to the Flagship, Sheerness for experimental purposes. She was inspected by Admiral David Farragut commanding the American European Squadron. On 7 July, 1867 she arrived in Portsmouth where she remained until 19 February, 1868. She was subject to a number of trial runs in Stokes Bay and was modified by the addition of a Hurricane deck fitted over the central well deck with the control wheels for the nozzles being raised to this level. A protective fender was fitted above the nozzles. These trials revealed further problems with the ship. Her coal consumption was very high and her efficiency low as much



ABOVE: Modified NQD water jets on baseplate.

power was used in raising the water to the level of the nozzles. The side-mounted nozzles performed less well when the ship was rolling. The depth of immersion of the nozzles was fairly critical with the best speed being achieved with the top of the nozzle 4ins above sea level. There was a tendency for the bow to dig in when turning at full speed.

Stationed at Devonport, though expensive to run she was, initially, still seen as a viable warship. In 1870 there was a proposal to improve the ships fighting ability by fitting a normal rudder astern, fitting two extra 7in MLR to fire astern and removing all the sails and rigging. This was not done as concern was expressed that the modification would require the stern forging being cut away rendering her unable to ram astern.

In 1872 she was made tender to the gunnery ship HMS Cambridge, and in 1874 she was placed in the 1st Division Reserve. In 1876 she returned to Portsmouth where she apparently stayed for the rest of her working life. She was broken up in 1890 and my model represents her as commissioned in 1867.

The model

I became interested in this ship many years ago when I saw her builder's half-model in the Science Museums maritime galleries (now sadly gone). Initially, I only wanted to make a static model of her as I thought she was an interesting example of Victorian engineering and started obtaining plans and relevant information. However, I did wonder if I could make it a working model and sketched out different ways of producing the hydraulic drive using a variety of small pumps and valves, none of which seemed very satisfactory.

In the June 2015 Model Boats I saw an article using NQD water jet drives in model speedboats. I thought that these might prove a workable solution and, having found a bargain offer on the internet, four drives were ordered. I was concerned about how effective the drives might be as they would have to force the water through two elbow joints and tried to fit them in the smallest possible displacement. This led me to choose 1/64 scale.

I was also concerned that the original inlet ports in the ships bottom would be too small if made to scale and would throttle the flow of water to the jets (water cannot be scaled down). This led to a rather unusual method of construction. The part of the ships bottom containing the scale inlet ports is permanently fixed to the boat stand. This false bottom



ABOVE: Baseplate fitted in lower hull. BELOW: The stand and the lower and upper hulls.



locates in a rectangular hole formed in the bottom of the model's hull. The boat stand is fitted with a mirror to enable the inlet ports to be seen.

Because of the size of the jet units and the complexity of the ships rigging, access

hatches in the deck were not an option. Therefore, the hull is split at the waterline with the upper hull fitting over the lower hull like a shoe box. The propelling jet nozzles in their armoured housing were made integral with the lower hull.



ABOVE LEFT: The upper and lower hulls ready for trials. ABOVE RIGHT: Paddling pool trials.

Jet units

Each NQD jet unit had its steering nozzle removed and these were replaced by a plumbing elbow epoxied in place. The four jet units are mounted on a baseplate which fits over the rectangular hole in the models bottom and is secured by screws and made waterproof by a rubber gasket. This baseplate has a large hole for each jet inlet.

The propelling jet nozzles on the outside of the hull were formed from copper pipe bent at right angles and fitted as pairs on each side of the ship, one nozzle facing aft and one forward. On the original ship the nozzles on each side were in a common housing and flow was controlled by valves. On my model each nozzle is independent. Neoprene hose is used to connect each jet drive to its relevant nozzle outlet using suitable hose clips.

The upper and lower hulls are plank on frame construction with 3mm ply frames and 1.5 mm planking. The lower hull is formed with the rectangular hole mentioned above. The rudders are integral with the hull and conform to the ship's lines. These were difficult to make and fit as the rear face of each rudder is roughly conical as is the rear face of the hull aperture. The frames round the rudders which also form the rams were made from brass.

The rudder stocks were made from sections of round and square brass tube such that the square section passes through the rudders. The rudder operating arms have to be high enough to pass over the raised sides of the lower hull. The ends of the upper hull have to

be carefully constructed to allow room for the rudder operating arms to operate.

The hull was then plated in cardboard. The lowering bulwarks were deemed much too delicate to be working and were made solid with the individual sections indicated by card plating with dummy hinges. Each lowering section is fitted with two triangular brackets which support the bulwark when in the raised position and provide a purchase for the raising procedure when lowered.

The well deck was planked with lime. The fore and aft decks were originally iron as they had to withstand the blast from the guns, these were painted red oxide. Deck fittings were constructed from thin ply and card. The companionways fore and aft of the capstan must have been removable to allow the crew to man the capstan so they have been fitted with carrying handles. One of the ships boats has been left off to allow the nozzle control wheels to be clearly seen. They are mounted on the forward end of the of the engine room skylight.

The dimensions for the masts and spars were given in the ships book. A major problem was the belaying points for the rigging. As the ship has lowering bulwarks there are no pin rails along the ships sides and the normal arrangements for belaying could not be used. Much studying of contemporary models led to my final rigging plan but I cannot call it anything but a guess. However, the decision to model her at 1/64 proved to be a mistake as the size of the water jets and the water pipes left very little room for batteries and

radio control. Initially I had hoped to run the jets in forward and reverse and steer her with the rudders. However, the scale rudders have little effect and the design makes it difficult to fit rudder extensions. Also, as the water jets have to fit under the mid-ships well deck, they have ended up too near the waterline and water leaks back through the bearings when they are running.

The model has been tested in my test tank (paddling pool!) and the motive power does work. Scale speed is achieved with remarkably little disturbance in the water. Some form of tank steering with individual control of each jet might be possible to compensate for the useless rudders. However, the model has proved too delicate to be regularly sailed as some part seems to get broken or lost each time the hull units are separated. So, reluctantly, the motive power has been removed and the model will be dry docked in a glass case.

Sources

Original drawings in the National Maritime Museum; The Ships Book in the National Archive ADM 135/508; Two photographs in NMM, both taken after the 1868 modifications Illustrated London News, 17 November, 1866; The Engineer, 13 April, 26 October & 2 November, 1866; Shipbuilding in Iron and Steel, E J Reed 1869; The Sail and Steam Navy List, David Lyon and Rif Winfield and Warrior to Dreadnought, D K Brown.

The lower hull on trial.



Barbie goes water skiing

By Ernie Lazenby



What does a 71-year-old man do with a Barbie doll; make it water ski of course, what else? Easy to say, but harder to do. My wife had been worried about me sitting on the floor playing with a load of Barbie dolls I had bought at a charity shop and wondered if I had lost the plot; that said she still felt I needed help when I explained what I was going to do.

The project

Primarily, the project was to get a 1/6 scale (12in) doll to water ski with scale water skis minus any weight appendages to keep it upright, a real challenge.

First job was to contact a retailer of full size water skis and get the average measurements closely followed by talking to someone local who had experience of water skis. The lady who owns my local model shop said she had such experience and was able to provide valuable advice.

At times, things happen in life that are sad but often some good comes out of the sadness and at the time I was thinking about this project one of my club members and friend passed away. His widow put his boats up for sale and I was able to acquire

an old MFA Avenger that seemed to be about the right size to marry up with the Barbie doll, because as **Photo 1** shows, the Action Man figure (also 1/6) sits nicely into the modified cockpit.

Making the water skis was quite a simple job, made from aluminium sheet glued and screwed to the bottom of the dolls feet which were polished on the underside. Having sorted the basics, it was time to start the number crunching and experimenting. The Barbie doll needed to be doctored so when it was in the water ready to move off, its head was just above the water level as per a real person. A fairly easy job, I carved the back out a little and put in some buoyancy foam from a spray can, experimenting until it was about right, but leaving it a bit too buoyant to allow for the extra weight of the tow wire. At this point I left the doll unpainted.

The next consideration was what to use to pull the doll along behind the boat at speed; a non-rigid tow such as a thin rope was not going to work, so I opted for a length of piano wire that has flexibility (**Photo 2**). I found some bits and pieces for a transom mounted rudder assembly and constructed the fitting at the back of the boat and then silver soldered a small rod to the tow wire. The small rod drops

into a hole on the fitting. It does not need any fastener; it stays in place but allows the tow wire to pivot side-to-side.

Moving along at a pace, much to my wife's annoyance at seeing bits of several Barbie dolls, wire and much more scattered around the kitchen table, I needed to work out how to connect the tow wire to the dolls hands. I don't think any water skiers have had holes drilled in their hands to go water skiing but I





concluded this was the only method to hold everything in place given the forces involved; it looks fine on the water. It also allows the skier assembly to pivot on the tow line thus allowing the skis to exit the water at the correct angle (**Photo 3**).

Now we come to the physics of dealing with an inanimate object, the doll, unlike a human, cannot do anything to stay upright or exert any pressure onto the skis. The question was how to pull the doll out of the water and get the skis skimming the surface of the water? The answer was to fit a thin braided wire from the front of the skis to the main tow wire creating an angle (**Photo 4**). The angle is critical to get the skis to come out of the water at the correct angle and retain the correct running attitude. The small thin wire is not visible when the model is running.

Readers may well ask what keeps the doll from falling over; well it's simply the torsional strength of the piano tow wire and a relatively low centre of gravity of the doll/skis. The dolls arms and legs are glued in place and that helps prevent undesirable movement.





Having sorted everything out it was time to clad the naked doll; I was tempted to leave it naked but when I suggested that to my wife she gave me one of those withering looks indicating I best think again. I spoke to my advisor in the model shop who said a full body wet suit would be fine so I found a pot of blue enamel paint and created what you see.

Although the total weight of the doll's skis and wire is very low relative to the all up weight of the towing boat it still needs power to get the mass out of the water and skimming the surface. The Avenger is fitted with a large sized low KV (revs per volt) outrunner brushless motor powered by 4S lipos (14.8v) driving a metal two blade 50mm prop. The power available is more than

sufficient giving the ensemble a realistic speed and appearance.

One down side is if turns are attempted at full throttle the doll momentarily flips onto its side as the forces involved try to overcome the torsional strength of the piano wire however this is quickly overcome by the strength of the wire and normal service is resumed. Turning at lower speeds does not cause the flip.

The water skier can be made to move side to side across the water by gently turning the boat.

Future developments

I intend to experiment to see how long the tow wire can be before the skier falls over

overcoming the resistance afforded by the torsional strength of the wire. A twin skier set up is also on the cards; ought to be interesting. Some detail is needed around the feet of the doll to include locating fitments as on a real ski.

Conclusions

This project was not to produce a fine-detailed scale model, that's for other days, this was to prove a model water skier could be made to work without the addition of weights skegs etc. to keep it upright. Looking at a full-size water skier what does one see? A boat, a water skier and a tow rope, well that's what is seen when the model is on the water. ●





HMS Renown

A much-modified Billings
50ft Naval Picket Boat kit by **Ian M Barker**

Introduction

I originally purchased this kit from the 'Marketplace' section in Model Boats magazine. The original purchaser had bought the kit with the intention of making it a working model with miniature R/C. The main backbone had been cut about a bit, as had some of the cross section members, but nothing of any great significance. It had not

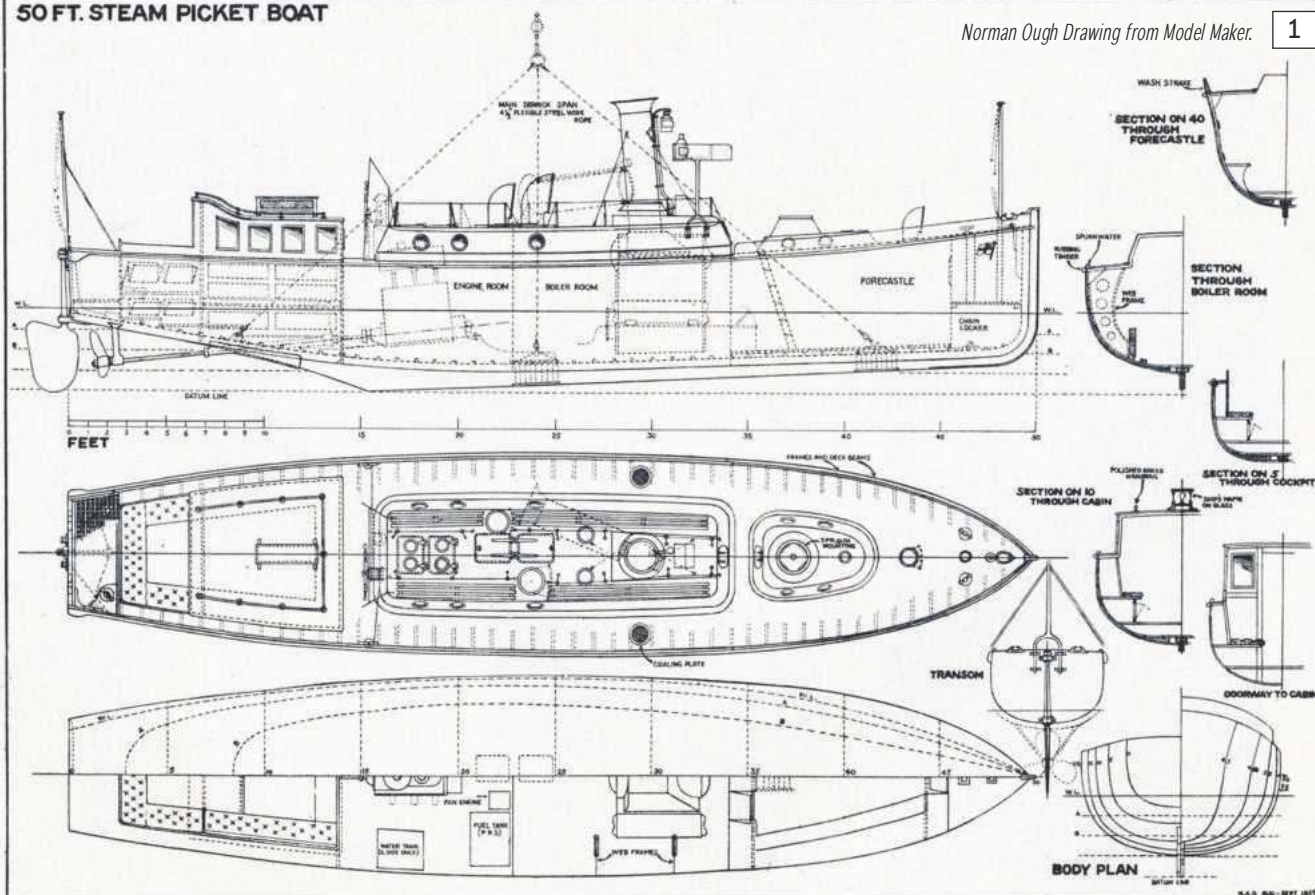
been assembled in any way and the owner had decided not to pursue with this idea and hence the sale. So to all intents and purposes, I had a kit that was not really used in any significant way. I had always thought that this particular ship would make an interesting model as it had a rather nice look about it. It was a comfortable size at 1/35 scale, making the model just 435mm overall in length. I had

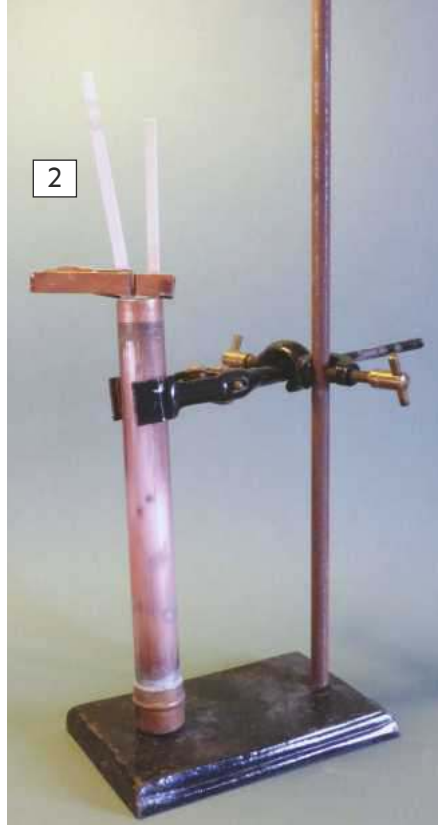
resolved not to use much of the contents of the kit as I much prefer working in wood rather than any other material. All major plastic components were therefore discarded. I did however use the plastic portholes (subject to modification) together with the cooling plates and the small hatch covers to the engine room casing.

50 FT. STEAM PICKET BOAT

Norman Ough Drawing from Model Maker.

1



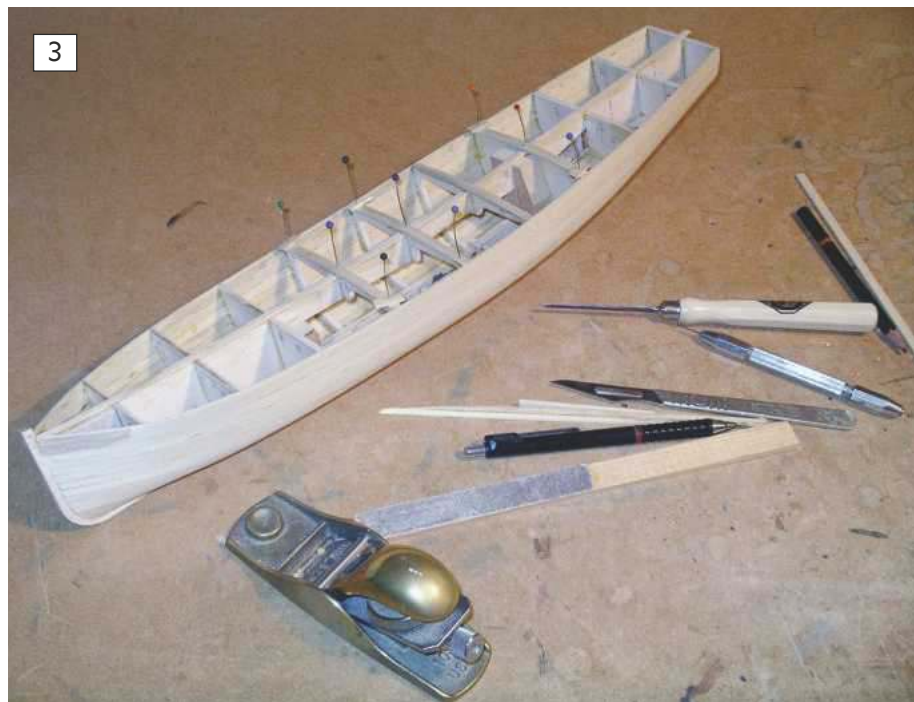


The drawings

I did refer to the kit drawings, but increasingly relied upon the drawings produced by Norman A Ough which were reproduced in the Model Maker magazine in October 1959 (Photo 1). He also produced a finely detailed drawing of the 3-Pounder Saluting Gun which is mounted on the foredeck. This was published in the same magazine in May 1964. I then enlarged the drawings to the same scale as the Billings drawings. In those far off days, the Model Maker magazine very often reproduced plans and drawings at reduced sizes to fit the magazine format.

Building the hull

The main materials used in the construction of the model were largely timber but also included plywood, brass sheet and rod, tissue paper, fine wire and small pieces of card. The main timbers were Lime, Obechi and Jelutong, but others included were Mahogany, Pear and Birch plywood varying in thickness from 1/8in to 1/64in. The basic hull was set up using the ply backbone and cross section members in the usual way. After gluing in place, they were all carefully bevelled as appropriate using a small batten to ensure a good line across the length of the hull and a space was provided for the propshaft. The planking was then carried out by cutting planks from a 1mm sheet of Obechi. Each plank was individually shaped using a paper template to transfer the shape to the sheet material. Each plank was then trimmed with a small plane and profile sanding blocks made especially to suit. This ensured that the planks could be laid without undue stress. They were pinned in place both for setting, after soaking in boiling water, and for gluing after the final shaping. I used a piece of copper pipe, held in a clamp, filled with boiling water and the planks held down with a clothes peg to enable the wood to become more bendable (Photo 2). Since the hull would be painted,



ABOVE LEFT: Copper tube in clamp for holding boiling water for wood bending. ABOVE RIGHT: The basic hull planked to deck level.

it was not considered important if a few pin holes were to be seen in the planking as they would be covered over in due course. PVA and Gorilla glue was used throughout, which seemed to work very well (Photo 3). Care was taken not to plank quite to the deck level as the hull extends above this with the provision of the spurnwater and the wash strake. The spurnwater and wash strake were formed on a template or jig off the model. They were laminated from three pieces of pear veneer. The use of soaking in boiling water helped to make the forming around the bow shape that much easier. Once the glue had set, the final shaping was carried out and the resulting pieces attached to the hull.

Refining the hull

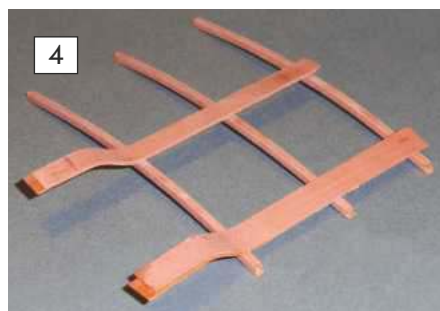
At this point a couple of blocks were glued into the base of the hull, at keel level, to strengthen the 1/8in ply backbone at the point where holes were to be drilled into the keel to take the two brass rods that would support the model above a baseboard. Blocks were also fitted at the points where the supports for the propshaft would be fitted at the stern of the model. The deck has a noticeable camber and this required adding suitably curved pieces to the top of each of the cross section formers. Once these had been fitted the deck was planked over with planks of 1mm Obechi. The final decking was undertaken later after the hull had been painted. The whole hull and deck was now carefully sanded to a fine finish, using various grades, in the usual way. The hull was covered with tissue paper using cellulose dope as the adhesive. This is a well-established and traditional technique which I have found to work very well. Doping and light sanding was continued until the hull was ready for painting. This was carried out using Humbrol enamel applied using an airbrush. The topsides colour of blue was carried over to the inside of the spurnwater and the

wash strake. Once this was finished the final deck planking was put in place and sanded carefully before being varnished with a satin polyurethane varnish.

The rubbing strakes at deck level required very careful attention. These were laminated on a jig off the model. They were made from two layers of lime and the usual process of soaking in boiling water, drying on the mould, gluing and final shaping was followed. The next stage was to paint them after which they could be attached to the hull. I had decided that it would be impossible for me to paint them if they were in place on the hull. They were fixed in place with very small bamboo dowels. These were made with the aid of a drawplate; the dowels being about 1.0mm diameter. The rubbing strake was held on the hull and small holes drilled through into it. The bamboo dowels were then pushed in and to hold it in place, a spot of paint on the end of each; they became very difficult to identify!

The aft cabin

This was a fairly intricate piece of construction; the sides were made up from 1/32in plywood being faced with mahogany veneer. The window was framed with very small pieces of mahogany veneer and the spacing was critical; the camber of the deck had to be taken into account. Several attempts and prototypes were made before the final shapes were satisfactory and set into the hull space. Celluloid was applied to the inside of the windows. The bench seating in the aft well was built up from Jelutong pieces and then covered with green card to simulate leather seating. The cabin door was built up as per the full size with panels, stile and rails, hinges and a handle. The cabin roof was a feature that needed special attention. It can be seen to be shaped fore and aft and with a camber to port and starboard. Once again the laminating technique was used to solve the



Laminated shapes for cabin roof.

problem. Curved laminated roof beams were made to support the laminated sections of the roof which were all joined together to form the complete structure. The idea is shown in **Photo 4** and the templates or moulds used to produce the laminations are shown in **Photo 5**. Once all this had been glued in place it was sanded and a piece of tissue paper doped into place (**Photo 6**). Finally the cabin roof was painted with Humbrol enamel using the airbrush.

Engine room casing and gun mounting

These items were reasonably straightforward being made from Jelutong and 1/64in ply. The use of solid wood makes life a lot easier when small fittings have to be held in place and soldered pins meant they could be pressed into position. The flange at deck level was made from the 1/64in ply after the underside of the casing had been shaped. **Photo 7** shows the engine casing being tried for fit against the deck. When the final shape had been obtained, the casing was tissue-covered and doped in the usual way. The same process applied to the gun mounting, although part of the construction involved turning on the lathe; part of this is shown in **Photo 9**.

The funnel

The funnel is a major feature of the model. It is made from pear veneer and tissue Paper Mache. This involved making several different moulds from lime on a Cowells 90 lathe. The main stem of the funnel was made by wrapping pear veneer around a suitably sized dowel. The veneer had been soaked in boiling water. When dried, it was cut with a scalpel to form a vertical joint and subsequently covered with tissue paper and cellulose dope. It was left on the dowel and mounted in the lathe and slowly rotated whilst holding a scalpel



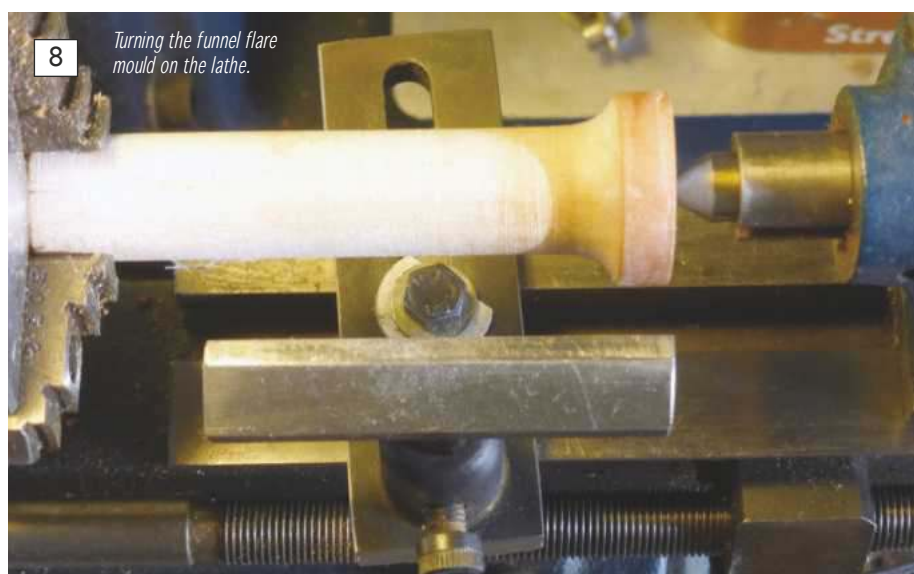
ABOVE: Templates/moulds for cabin roof laminations.



ABOVE: Cabin roof with tissue applied. BELOW: Fitting the engine room casing base to the deck.



blade against it to cut it, top and bottom, to the required length. The top flare of the funnel was made from a mould formed on the lathe (**Photo 8**). After being thoroughly waxed with a candle, small pieces of tissue paper were



Turning the funnel flare mould on the lathe.



RIGHT: Paper Mache moulding for funnel together with other moulds and ships wheel prototype.

BELOW: Close up view of funnel.

applied with cellulose dope to form a Paper Mache shape. When a suitable number of layers had been built up it was sanded very lightly and put back on the lathe and cut off by holding a scalpel blade against it. This was then joined to the main stem of the funnel using tissue paper and dope (**Photo 9**). The same process was used to produce the base of the funnel. When all three components were assembled, sanded and doped, the whole thing was airbrushed. It was a most effective structure and made the attachment of the various fittings quite easy (**Photo 10**).

The 3-Pounder gun

Norman Ough's drawing refers to this as the Hotchkiss 3-Pounder Saluting Gun. I used this drawing as the basis for making the gun on the model. It was mainly made from boxwood, a cocktail stick, a few small pieces of brass and a piece of 1/64in ply. The barrel, shock absorbers and the gun cradle were turned on the lathe. The gunner's location arm was made from small pieces of brass and soft soldered with the aid of a carefully constructed jig. The blast shield was made from 1/64in ply and tissue covered and doped. When finally assembled, it was spray painted with the airbrush (**Photo 11, 12, 13 & 14**).

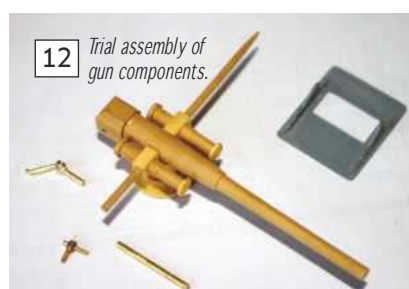
Other small items

The flag staffs were made from pear wood and turned on the lathe. The navigation light brackets were made from brass as were the stern flag staff brackets. These were soft-soldered and held on specially designed jigs. In all cases, locating pins were soldered in place so that the fitting could be pressed into place once pilot holes had been drilled. **Photo 15** shows

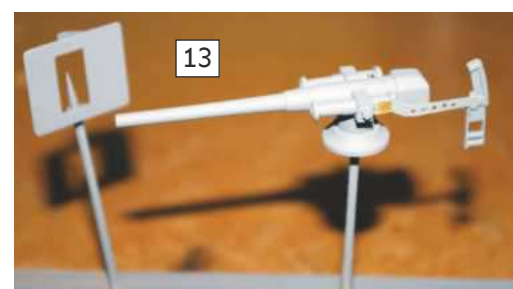
the navigation light brackets after soldering. The ships wheel was rather a challenge; it was formed from pear veneer, boxwood and brass rod. The use of laminating once again resulted in the veneer, after the hot water treatment, being rolled around a suitable diameter piece of dowel. When dry it was glued and cleaned up on the lathe. The hub was turned on the lathe. Both these components were then mounted on an



ABOVE: The gun components.



12 Trial assembly of gun components.



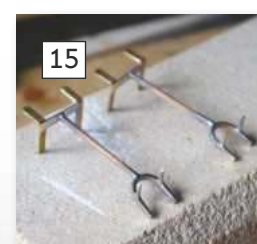
13

ABOVE: The gun after spray painting.

RIGHT: Close up view of gun in position on the model.



14



15

LEFT: Navigation light brackets after soft soldering - note pins.

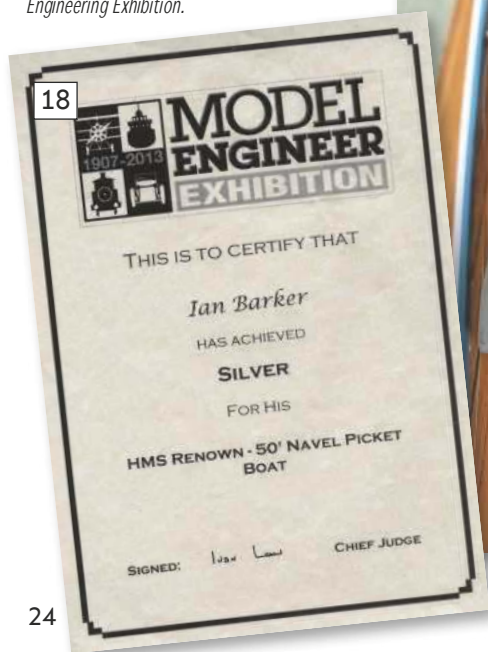




ABOVE: Ships wheel and other cutting tools.

RIGHT: Close up view of ships wheel in position on the model.

BELOW: Certificate of Silver Medal from Model Engineering Exhibition.



indexing unit which enabled the spoke holes to be drilled into which the brass spokes were fitted (Photo 9, 16 & 17).

Further minor items

The number of commercial fittings used was kept to a minimum although the portholes were used from the kit. However, I felt it necessary to modify them to include a piece of celluloid in each porthole. Small circles were punched out of a sheet of celluloid using a punch made on the lathe. This can be seen in **Photo 16** which also shows a punch to cut into the deck so that the coal plates could be fitted. It was not used as a punch, but rather carefully rotated to cut through the deck planking forming a good circle, the centre then removed with a miniature chisel. The cowl ventilators were from John Haynes and modified in height and the bases drilled out. I did also use the grating from the kit as this could not be bettered!

Conclusion

Overall the result has proved to be quite satisfying; the main objective of making as much of the model as possible from timber had been achieved. It is quite a decorative model and is now installed on a suitable baseboard, supported on two brass rods holding it clear of the base. A commercial acrylic case has been purchased which securely protects it from the immediate environment.

I was pleased to be awarded a Silver Medal for this model at the Model Engineering Exhibition held at Sandown Park in December 2013 (Photo 18).

H.M. Cutter Alert 1777

Scale - 1:64
Length overall - 637mm
Width overall - 256mm
Height overall - 517mm

Laser cut materials
Double planked hull in lime wood and pear wood
Deck planking in boxwood
3 photo-etched brass sheets
Fittings in wood, cast metal and resin
Full colour instruction manual with photographs and line drawings including full sail plans



Alert kit price is £180 for the pear and boxwood version and £160 for the Tanganika version and can be ordered from:
www.vanguardmodels.com

Vanguard Models
70B High Street
Cinderford
Gloucestershire
GL14 2SZ
UK

Tel - 01594 824610
Email - sales@vanguardmodels.com

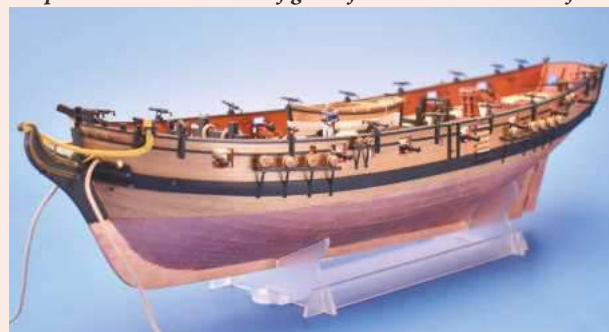


Available now

Cast (unpainted) resin figure of Lord Nelson in both 1:72 and 1:64th scale, priced at £12 for 1:72 scale and £12.50 for 1:64 scale.



Vanguard Models is a brand new company set up by Chris Watton, the designer of the Amati Victory Models range, and many kits before those. Alert is the very first of a new range developed entirely in the UK. The next kit will be the 14 gun brig-sloop Speedy (1782). Speedy will be 1:64 scale and include copper plating, laser engraved main deck, a very detailed 18 foot cutter and cast resin main and swivel guns. Also included will be a finely sculpted resin cast 1:64 scale figure of Lord Cochrane himself. This kit will be ready for release in October.



Lord Cochrane figure (cast resin, unpainted) can be purchased separately now via the website



Vanguard Models is now the UK distributor of Master-Korabel kits and fittings, a relatively new manufacture based in Russia. The kits are 1:72 scale and are very pre-fabricated, with some kits, even the hull planking is laser cut and treenail holes etched into each plank, including the decks and inner bulwarks. We also stock the very realistic looking machined pear wood blocks and deadeyes. Visit our website at www.vanguardmodels.com to see the full range of kits and fittings.



MASTER KORABEL

Brigantine PHOENIX
1787, wooden kit
Length: 590 mm.
Height: 440 mm,
Width: 220 mm.
Included Lifeboat MK0101
All hull planking and details are laser cut.
Price - £225



Deck-Boat St. Gabriel 1728, wooden kit
Length: 350 mm.
Height: 300 mm,
Width: 150 mm.
All hull planking and details are laser cut.
Price - £130



Shooner POLOTSK 1788, wooden kit
Length: 580 mm.
Height: 456 mm,
Width: 175 mm.
Included Lifeboat MK0102
All hull planking and details are laser cut.
Price - £188



Tender AVOS 1806, wooden kit
Length: 420 mm.
Height: 420 mm,
Width: 175 mm.
Included: Lifeboat MK0103
All hull planking and details are laser cut.
Price - £149 without sails and £194 for the pear wood planking and pre-sewn sails version





ABOVE: The 2in, 3in and 4in burner units with their very nicely made packaging.

Boiler Room

A new burner

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

We have discussed boilers and burners quite a bit recently and while I had intended moving onto some new areas, I just wanted to bring to everyone's attention something new in the burner market.

I think that despite the importance of the boiler to be able to provide the required amount of steam for our engine, we do not always place enough importance on just what is going on in the boiler and how we can maximise its efficiency and all the benefits that brings with it. Boiler performance is obviously completely dependent on its physical characteristics and therefore its ability to transfer the heat produced by the burner, however, back at the very heart of your plant, the boiler could be the best in the world but, if we are not putting enough heat into it, the boiler simply will not provide enough steam. So the question becomes, what can we do to get the most efficient combustion from our burner? We have looked at varying burner types in the past from the Hemmens poker-type to the Cheddar and Forest Classics ceramic disc-type to the newer Pendle drilled brass disc-type but, in all honesty, we have not seen much in the way of a new idea in burners for many years; until now.

I have just received samples of some very interesting burners from Miniature Steam, based in Australia. If you remember, I did an in depth review of their Clyde Plant

Kit in the Sep 2012 edition of Model Boats Magazine and I have kept an interested eye on their range of products ever since. Miniature Steam have, quite rightly, determined that the key to performance success of the plant has to start with the burner, so why have we not put a bit more research into this critical area before now and why have we simply accepted burners made in pretty much the same way as they have been for many years? Starting with a fresh piece of paper, Miniature Steam decided that they wanted the burner to be capable of producing a strong enough flame to penetrate a horizontal boiler, they wanted a ceramic disc to enable future replacement when wear and tear reduced performance, but they wanted a much more accurate flame structure to give the best possible combustion and therefore heat output. Cutting up pieces of ceramic tile simply wasn't going to achieve this, so they set about sourcing a supplier and designing a ceramic disc that was specifically matched to the boiler and the jet size. The result is a ceramic disc designed to give the optimum combustion for the set of conditions it is supplied with. The disc is no longer simply cut from a tile but it is individually cast to ensure the

specific design of varying hole sizes are exactly where they need to be to produce the flame that is required. This results in a stronger flame that penetrates the boiler furnace better, a hotter flame to convert as much of the gas energy as possible into heat and a clean flame to ensure no deposits are left in the boiler to reduce the transfer of heat and reduce the boiler efficiency. The idea sounded very good, but it was time to have a good look at the burners and see just what the new type of discs actually look like.

In the box

Miniature Steam sent me three burner units, each one tailor-made to suit the boiler they are designed to fit. These burners were for the two inch, vertical and horizontal, the three inch, vertical and horizontal and the four inch horizontal boilers. The burners all come superbly packaged and reminded me very much of the packaging used for the Clyde Plant Kit, so this is obviously the standard for the range of products (**Photo 1**). In each box was a burner unit, a gas supply pipe pre-fitted with a gas tank valve, knurled fitting on one end and a dedicated jet fitted to the other, a spare ceramic disc, an Allen key to fit the

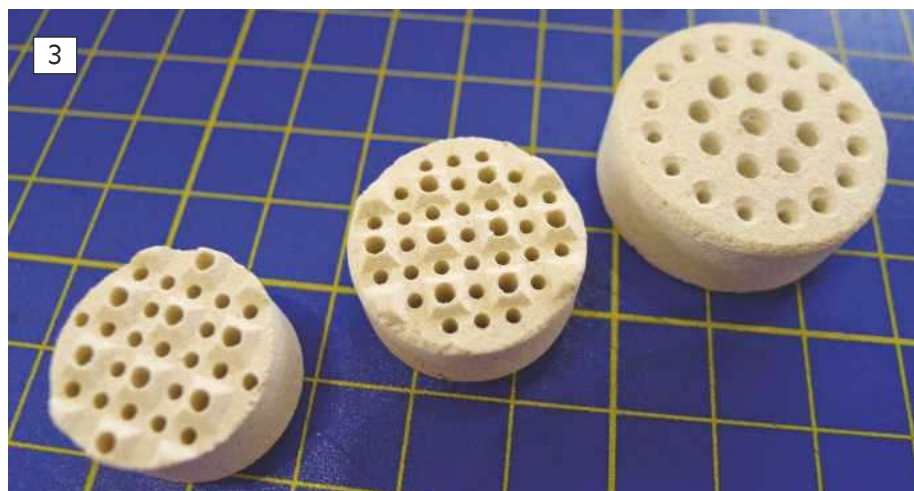


ABOVE: Each burner unit comes complete with its own gas pipe, pre-fitted with the appropriate sized jet, an Allen key to adjust the nozzle position, comprehensive set up instructions and a spare ceramic disc.

RIGHT: Looking at the three different sizes it is very clear to see the totally different hole sizes and configurations for the three boiler sizes.

locking grub screw to hold the jet holder and a very clear and well put together instruction sheet to help you set the jet position correctly in the air inlet port (**Photo 2**). Close inspection of the burner unit shows additional air holes around the flame to further support combustion and the fact that the ceramic disc is held in place with a black sealant, which I assume is very much like the high temperature black silicone that you can buy to fit the sealing ropes to wood burning stove glasses.

The real interest of course, is the fact that the ceramic disc looks quite different to any disc I've seen before. There are holes of differing sizes in the disc and a very regular pattern of holes radiating from the centre to the edge, but the real difference is that each ceramic disc is designed and tailor made to suit the jet and the specific boiler it is fitted to (**Photo 3**). The machining of all the components looked first class and very nicely finished with all burrs removed and all surfaces cleaned and brushed and of particular interest again are that each burner is specifically designed to match the boiler it is fitted to (**Photo 4**). The jets noticeably do not have any numbers stamped on the flat faces, as I would expect, however, the jet sizes are quoted on the boxes, so a careful note of this needs to be made somewhere and kept safe. It was interesting to note that each burner had a different size jet and the boxes contained the warning, not to mix up the gas pipes, as this would obviously upset the fine balance designed into the burners.



Even the construction of the 2in and the 3in burner units are quite different with additional air holes in the periphery of the burner to admit further air supply.

5



Pushing the nozzle holder all the way into the burner pipe, turning on the gas and igniting the burner produces a very 'Rich' mixture that burns weak and relatively cool.

6



Pulling the holder all the way out admits too much air and consequently a 'Weak' mixture.

7



Get it just right and the flame cones should be just sat above the ceramic disc.

Setting up

Before doing anything else it is a good idea to read through the supplied setting up instructions and assemble the bits and pieces you might need to set up the burner. I cannot emphasise enough the importance of doing this correctly, as I hope you will see when you do it. I don't think sometimes steam modellers realise just how much this simple little set up process can affect combustion and, if you get this wrong, all the care and effort that has been put into these burner designs will have been wasted.

The process is basically as follows, with the jet holder placed into the burner as far as it will go and the locking grub screw slackened off, open your gas valve and ignite the burner. You should see a very lazy yellow flame that is easy to displace with only a slight breath of air movement and the tip of the flame will show quite a black colour, which is unburnt gas in the form of carbon. If you used the burner in this condition the insides of the boiler would become coated with soot very quickly and affect heat transfer significantly (**Photo 5**). What you cannot see, but if you have a remote thermometer you will be able to measure, is that the flame is relatively cooler than it should be. I say relative, as it will still burn your fingers. Next, you move the jet holder as far back as possible to expose the maximum area of air hole. You will now see that the flame is much more of a blue colour, the cones of flame are very distinctive above the ceramic and the flame is actually quite a bit hotter. It is now above the designed combustion mixture and the flame is not quite as stable and likely to be blown out (**Photo 6**). If you push the jet holder in slowly, you will see the flame cones move down and stabilise when they are just above the ceramic surface. This is the ideal position and is the best combustion you will get (**Photo 7**). The flame should be at its most stable and less susceptible to air movement and is actually the hottest it can be. Now you can see clearly the different sized cones of blue flame above the disc and there should be no discernible colouration of the gasses above the flame.

If you perform this simple setting up process with the burner outside the boiler, not only will you obtain the best possible combustion, but it will also very clearly demonstrate the importance of setting your jet position. Most burner manufacturers have some sort of similar adjustment, although not all, but I suspect that a lot of steam modellers have not adjusted their jet positions for some time. What this also demonstrates is that you have now set up your burner to operate at its optimum. As soon as gas pressure drops as a result of the gas cooling effect, you immediately start to lose those perfect conditions again. We cannot be continually adjusting the jet position as we use the model on the water, but what we should be doing is looking for ways in which we can either compensate for or, better still, reduce the cooling effect to help us maintain the best possible combustion conditions.

8



ABOVE: The 2in cast ceramic burner in place in a Clyde 3in vertical boiler plant.

Assembly

When the burner is set up correctly, it can be replaced in the boiler, connected up to the gas tank and the plant made ready for use (**Photo 8**). Experience will also determine that fine tuning of the flame may be required once the burner has been replaced in the boiler as a very slight back pressure on the flame from the boiler furnace might require further adjustment. It must be remembered that the movement of the jet holder to achieve

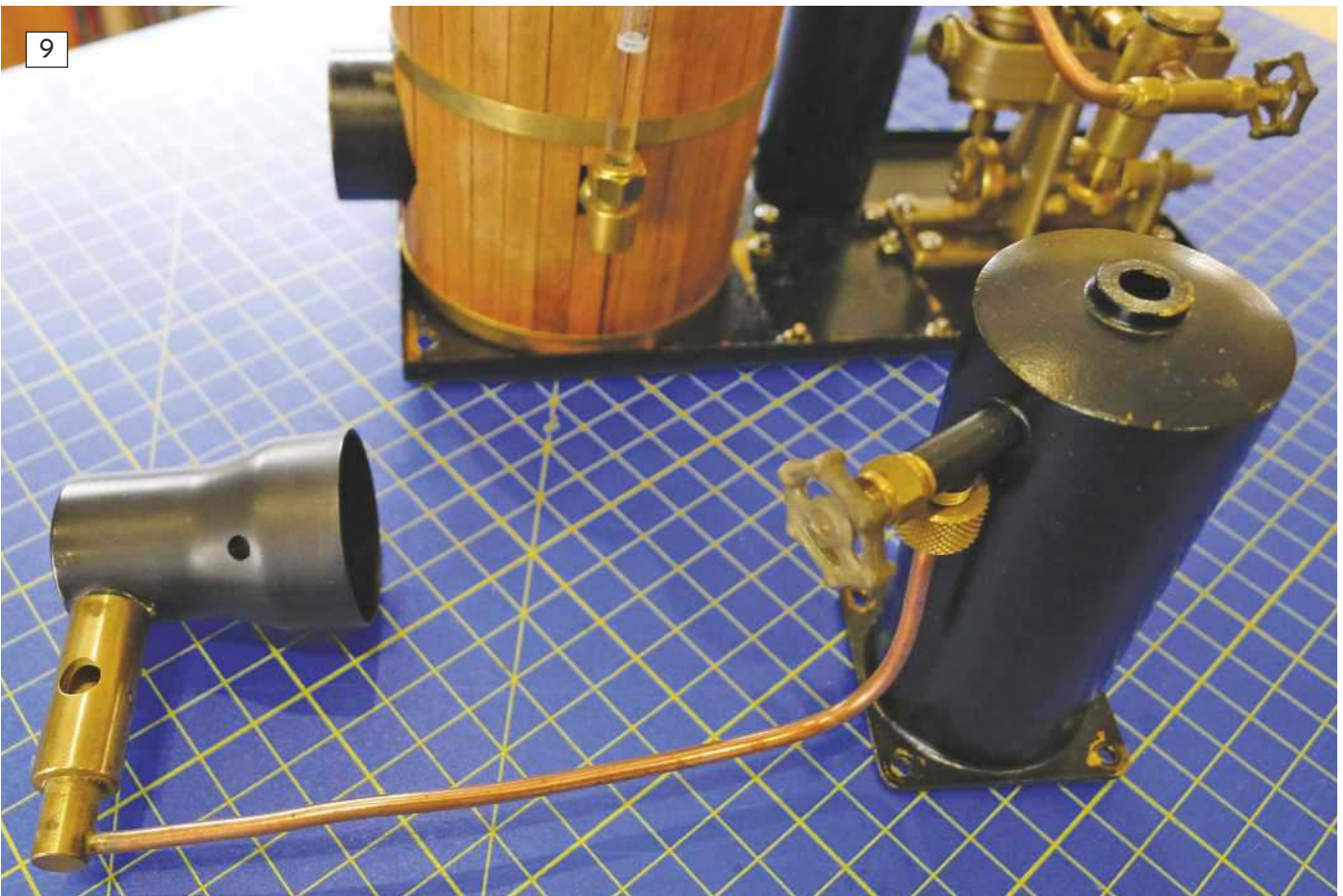
a change in flame is incredibly slight so great care must be taken not to completely upset the mixture setting that you have already obtained. With the larger four inch boiler, it is a little bit easier as the sound the burner makes is quite distinctive and easier to adjust until the loudest noise is generated. The Miniature Steam range of boilers are all designed to allow quick and easy removal of the burner unit for the purposes of setting up outside the

boiler and easy installation without disturbing the jet position (**Photo 9**).

It is not easy to generate credible numbers to compare the differing performances of similar sized burners, however for the next Boiler Room, I will compare some similar sized burner units to try to get a feel for just how much more efficient the cast ceramic burners may be and try to get as close as possible to an objective appraisal. ●

BELOW: The burner and gas tank can be easily removed to enable the burner to be set up quickly and easily outside the boiler.

9





ABOVE: The Sea Nymph kit introduced many of us sixties boys to model boating. BELOW: Box top art; what your example could look like.

Just a Little Nymph

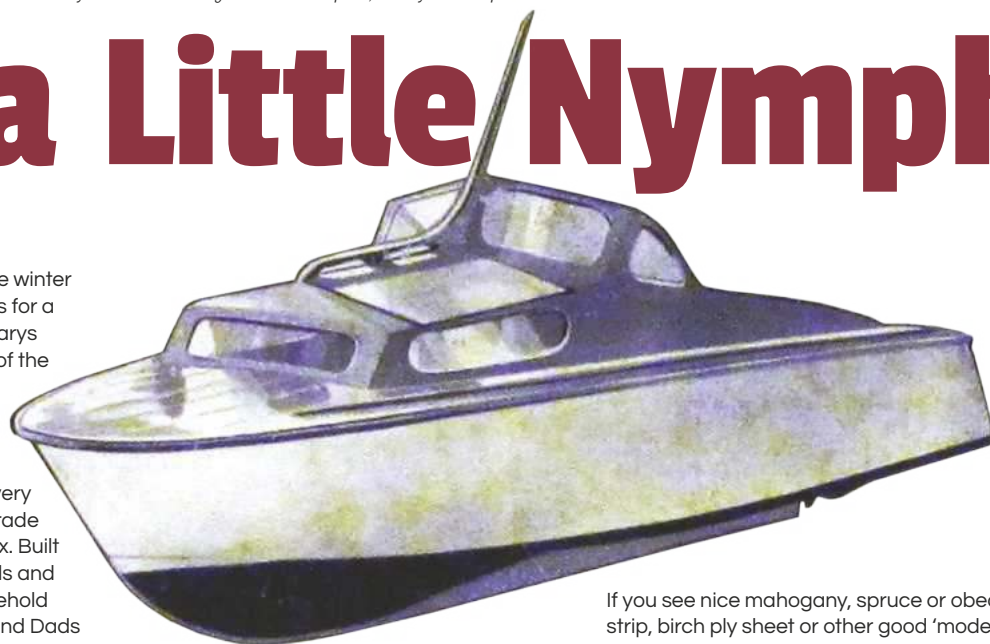
By David J Wiggins

As I promised you way back in the winter I'm presenting good old Aerokits for a second time as we leave February's little patrol boat to look over another of the smallest models designed by Les Rowell for his 1950/60's kit brand. If any 'Aerokit' was 'the' starter kit for a young builder it was the 18in Sea Nymph broads cruiser which sold in very large numbers via Mr Rowell's main trade distributor KeilKraft of Wickford, Essex. Built from simple but good quality materials and assembled using only common household tools lots were made by youngsters and Dads alike. Thus, many survive today as do a few original kits that are often found badly or half built (as this one was), or (joy!) unopened plus all stops in between.

My own kit (as shown) was just such a find. Found and bought cheaply on an internet site, many essential parts, including most of the bulkheads and some strip wood, were missing, but I cut myself a new set of bulkheads using templates originating from sample tracings supplied long ago by kindly friend Mike Beesley of the Fleetwood club. By such means, enough new parts to make up a complete kit were thereby put together very quickly using nothing more complex than a Makita jigsaw with a fine 'curve cutting' blade and a small piece of 1/8in marine quality ply.

Free running or radio?

Let none of us forget that the trio of baby Aerokits (the Sea Urchin, Sea Nymph and Patrol Launch), were never intended to carry R/C, being much too small to carry such a burden and almost all were operated by mostly young owners as little free runners equipped with the small serrated brass



rudder racks and tillers sold by distributors 'KeilKraft' along with a small brass rudder, a water scoop and outlet set, an engine coupling, glue and paint, engine mounting screws and nuts and the essential shaft/tube set that everyone had to purchase at extra cost (though they did supply nails). I often wonder just how much of Keil's (and their retailers), profit margin came from the host of 'extras' they sold us and how much from the kit itself, not to mention from the essential diesel or electric motor and its fuel tank or lead-acid battery.

Timber quality

By 'marine quality' ply I mean nice, white, birch ply that is hopefully resin bonded unlike the cheap and nasty, splintery brown 'shuttering' rubbish offered by the large DIY 'sheds'. Avoid this stuff at all costs readers, it's simply dreadful. My own material came from 'Balsa Cabin' in Maldon, Essex and from a local model shop that closed many years ago as I like to stockpile ply sheet for future use. I thoroughly recommend this practice.

If you see nice mahogany, spruce or obechi strip, birch ply sheet or other good 'model quality' timbers then buy it and put it by for future use is my advice for all such desirable (to us wooden boat builders), supplies will ever do is to get scarcer and more expensive. Much the same applies to Balsa; if you use Balsa though do be aware that it can harden in long-term storage. If you take a look at my pictures you'll see that the material originally supplied in a 1960s Aerokit was really quite decent. My judgement is that this is quite an early kit and probably from Norfolk. The Patrol Launch kit shown last February had a slightly later Suffolk address on the box, but both are 100% genuine vintage items and are therefore much nicer to collect than a modern CNC reproduction though these do of course have their place (where else will you buy a 'Wavemaster' these days?).

Power - vintage or modern?

As to vintage power, this sweet little motor boat was probably at its best with a small electric motor; a Taycol 'Target' and a little lead-acid accumulator for just 'puttering about' in true Swallows and Amazons style perhaps, or maybe a tiny marine diesel, something like a water-



ABOVE: An ED 'Baby' is the perfect miniature diesel for a sweet little Nymph.

BELOW: Engine parts and power curve for the Mk1 'Baby' diesel from ED.

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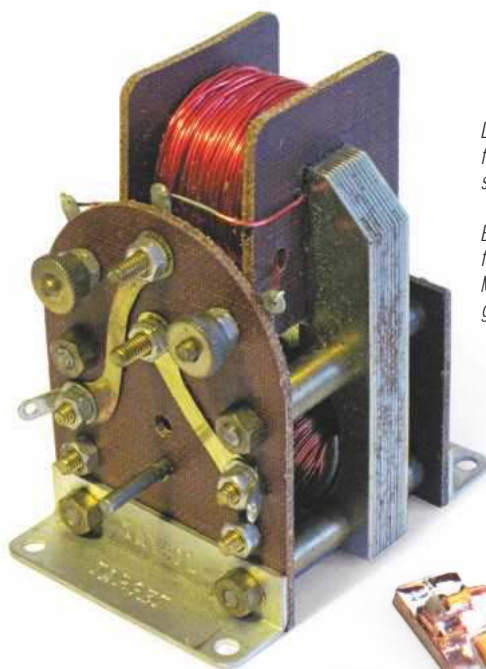
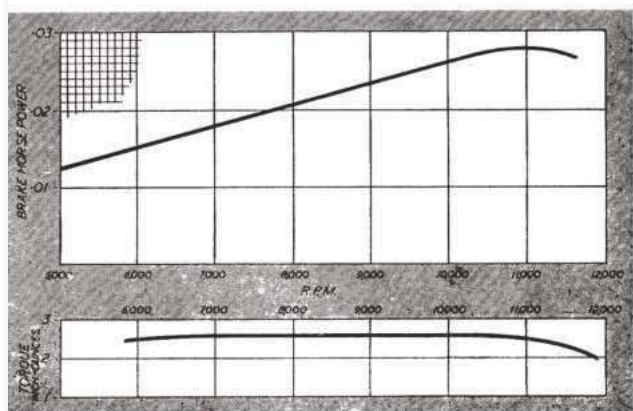
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Breakdown of parts gives an idea of the diminutive sizes involved. The thread on the crankcase indicates where the cylinder head screws down, at the same time locking the cylinder timer in position.

approximately 50 mins. total running time, had a tendency to slow and stop after some ninety seconds "flat out". It was then difficult to re-start until it had cooled down again. The makers, incidentally, recommend a 6x3 propeller for the "Baby", which would appear a little smaller than the optimum for free flight work.



LEFT: Vintage electrics for 'puttering along' slowly; a Taycol Target.

BELOW: Vintage deck fittings from 'Mersey Marine' would be a great fit on a Nymph.



cooled Mills 0.75cc, a DC Dart, a Frog '50 or a marine ED 'Baby' like that pictured if a bit more 'urge' was desired by its young teenage owner. Anything bigger is excessive and my recollection is that most Nymphs were electrically propelled.

Back in 1952 reviewer Ron Warring said of the 'Baby' from ED that - 'the test engine gave no starting trouble at all'. This is interesting to me as model compression ignition engines (aka diesels), are not known for easy starting in very small or very large sizes, the optimum being in the range one to 3.5cc for single-cylinder power units. Ron was a bit critical of the Babies power output (under 0.03bhp at about 11,000rpm), so maybe that's the reason. More a plodder than a hot rod! Restoration of a simple little engine like a 'Baby' (0.46cc) really is really quite straightforward being similar to the slightly bigger 'Bee' discussed a few months back. Small can be tricky with less of a 'heavy hand' required than with, say, a bigger engine like a 2.46cc 'Racer'. For a vintage electric motor like the little Target pictured, the restorer's main job will be to clean and polish the two brushes and the brass commutator used on the small Taycols.

A spot of light oil was recommended by manufacturers Taylor & Collis to reduce brush sparking but any modern user will I think be quite taken aback by the 'firework display' any Taycol supplies in his/her model! Capacitors are most definitely recommended. How a modern 2.4 radio will handle that sort of thing I honestly don't know but old style 27AM gear hated it.

You could fit a small modern 'brushless'. Much more exciting, these motors are fully up to driving a Sea Nymph at 'small diesel speed' and beyond. I have used such a setup in Sea Nymph hulls myself and can tell you that you'll need to keep your left hand firmly on the throttle stick or the hull can 'take off' and 'rock n roll' in bad-tempered style but it's safe if you keep to about 2/3 throttle. If I was being completely honest, I'd probably recommend something much more modest speed wise; say, a modern '380' size brushed motor (a 7.2v Graupner 'Speed 400' if you can find one), fed with five or six (6-7.2V) Ni-Mh cells. For 'puttering along' rather than mega excitement!

Finally, it's always nice to pop on a few genuine vintage deck fittings once your boat is built and painted/varnished and such are not hard to source given some patience. I illustrate some examples from 'Mersey Marine' but Veron, KeilKraft and Yeoman all made perfectly nice chromed plastic mouldings in the 1960s. If you desire 'posh' then anything brass from WEB is exceptionally nice but very hard to find nowadays.



Svitzer Monarch

A powerful Thames RAstar 3200 tug - photography by Fraser Gray



Constructed by Hin Lee (Zhuhai) Shipyard Company, Ltd in Hong Kong, this RAstar (Robert Allan Ltd.) 3200 tug was launched in January 2016 and was originally named the Svitzer Helena. She was completed at the Cheoy Lee Shipyards Ltd also located in Hong Kong by July 2016. Under the ownership of Svitzer Americas Ltd, the tug made its way to Chatham in March 2017 where it was renamed the Svitzer Monarch and came under the direct control of Svitzer Eastlands Ltd based in Hull. She is a common sight in the Thames Estuary/ Gravesend/Sheerness area.

DATAFILE

Type:	Tug
Builder:	Hin Lee (Zhuhai) Shipyard Co. Ltd
Launched:	22 Jan, 2016
Length:	105ft (32m)
Beam:	43ft (13m)
Tonnage (Gross):	492
Engine Power:	5,220bhp
Engines:	x2 16-cylinder 4SA Vee Caterpillar 3516C-HD diesels
Service Speed:	13.8 knots
Ident:	IMO 9756470
Call Sign:	MAW07







Perry Submersible

By Roger Suitters



What! Even more tanks!

On the underside of the model are two large tanks; these sit central on the model and one smaller tank at the stern, as seen on the real 'Perry' submersible. The two larger tanks are made from aluminium tubes. There are two holes at the bottom for water to enter to submerge the model. When the previously mentioned piston is at the top of its travel, the tanks are full of water, but no water actually enters the piston unit (**Photo 1**).

Due to the model's centre of gravity, it would be difficult for the model to be inverted; however, there is a valve mechanism inside these tanks which immediately closes, to restrict air escaping and sinking the model. The valves are made in the same way as the previously mentioned tanks; black wire is used to simulate the air hose, (See **Photo 7** in Part 1).

Also fitted to these tanks, is a brass trim weight, which can be adjusted from the stern end to fine trim the model. The bracket securing these tanks is made from Plastic-card and is simply glued to the hull.

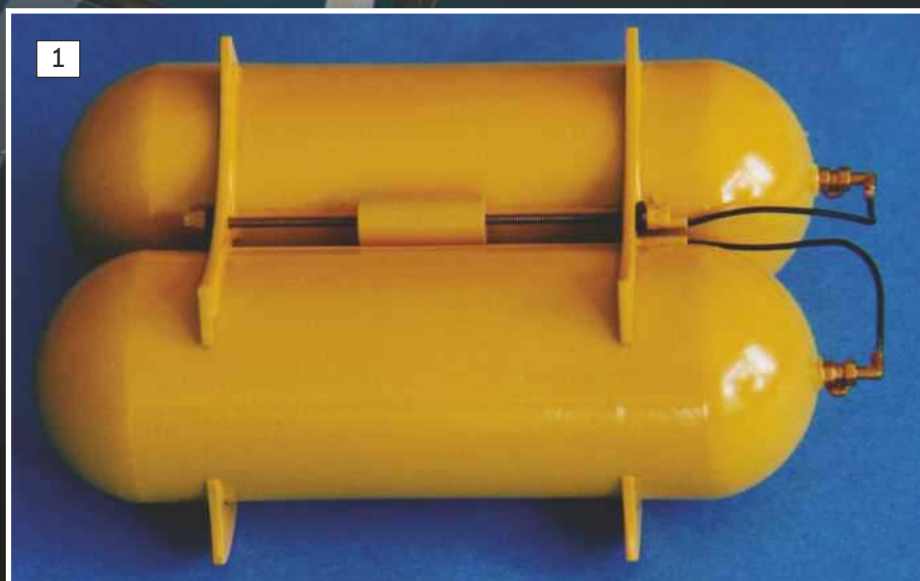


Photo 1: The large tanks on the under-side; I don't know their function on the real submersible, but on the model these tanks fill with water, destroying buoyancy so the model can dive.

Making our way to the stern is our final tank. I don't know what this tank is used for on the real submersible but I used it as a charging port (**Photo 2**). This tank was made from a plastic tube with end-caps being made, again cast from measuring cups. The tank is in two halves, an internal fitted aluminium sleeve allows for the rear section to be a push fit in to the other half, which is secured to the hull. The small valve is made in the normal way. Inside this tube is the electrical socket, so the charging probe can be inserted to charge the batteries. Once the batteries are charged, a tapered silicone plug is inserted and secured with a screw cap. The rear tank case half is now slotted in place and this completes the lower half of the model.

Moving to the upper section of the model is the canopy. To support this Plastic-card canopy, Plastic-card frames were made and holes were drilled in these frames to allow the water to flow through and reduce weight. These were glued to a Plastic-card sheet; the sheet was then rolled around the frames, then clamped between two sections of wood batons, then placed in very hot water, allowing the sheet to form to the correct shape. Once satisfied, the remaining areas of the frames were glue in place and a thin length of brass square tube was glued to the inner edges of the canopy to maintain a straight edge. A slight gap was left between the hull and the canopy's edge to allow the free flow of water; various slots in the deck would allow the air to escape when diving (**Photo 3 & 4**).

A hole was cut into the canopy to allow for the fitting of the conning tower, and a large slot was cut into the centre section of the canopy so a lift hook could protrude through it. The real canopy had removable panels to



Photo 2: Another, but smaller tank on the underside; again I don't know its function on the vessel. On the model, the back of the tank can be removed revealing the charging port. The cap contains the valve as described in the text.



Photo 3: The name of the submersible on the rear of the model.

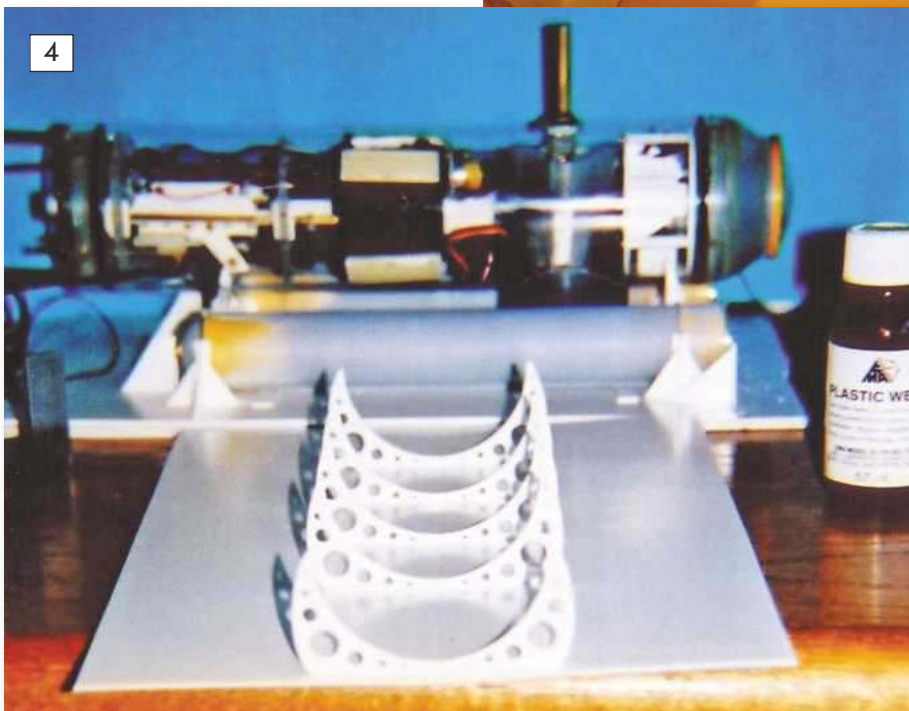


Photo 4: The frame work cut out from plastic card; which will form the canopies shape. The actual submersibles tube is lurking in the back ground.

allow for maintenance; these were simulated by scoring lines into the plastic giving the impression of fitted panels. Near the edge of these panel lines small holes were drilled, these holes then being fitted with a thin strip of Plastic-card across the holes centre line. This was to simulate one of those types of catches where one places their hand in the hole and grabs the centre bar, which is rotated, to unlock the catch allowing for removal of the required panel.

Fitted on to the canopy, in front of the tower, is basically a square box. In the real world this is filled with lead slabs and these simply slotted in to trim the craft. On the

model, this Plastic-card box is solid and filled with filler so no air can remain trapped. On top of the box, strips of Plastic-card were glued in place to simulate the weighted slabs. The valve assembly by the side of the trim container was made from plastic rod and brass nuts (**Photo 5**).

Behind the trim container is the entry tower, being the highest part of the submersible, this was made from a thicker grade of aluminium tube. Holes were drilled in the wall of the tube to take the port holes. Smaller holes were also drilled in the aluminium tube wall, to take the various brass hand-rails. Two acrylic rings were made; one which simply slid over the outer tube wall and was glued to the lower

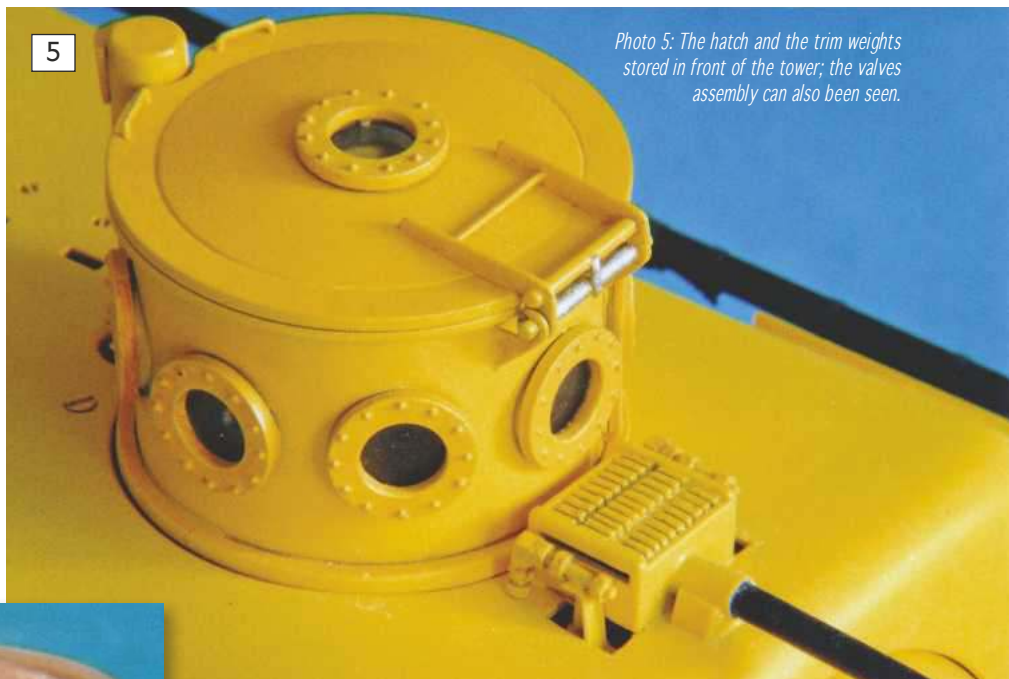


Photo 5: The hatch and the trim weights stored in front of the tower; the valves assembly can also be seen.

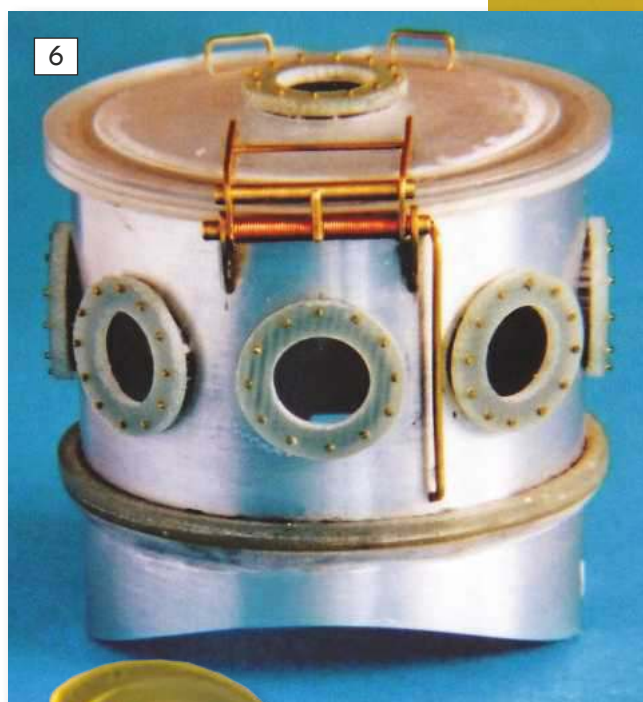


Photo 6: The aluminium tower and its fibre port holes. The hand rails are brass rod and the spring on the hatch is made from copper wire wound on to a brass rod.

Photo 7: The tower with its open hatch. At the top of the hatch, a small magnet can be seen which keeps the hatch secure when closed. Two nylon screws can just be seen in-side securing the tower to the main acrylic body. The previously mentioned trim weights can also be seen. At the back of the tower is the brass tube where the rack for the ballast tank resides. To the right of the tower is a small lockable hatch; removal of this hatch will reveal a large head brass screw, which allows access to the interior for venting purposes.



section of the tube. The upper ring was fitted and glued on the upper section of the tube.

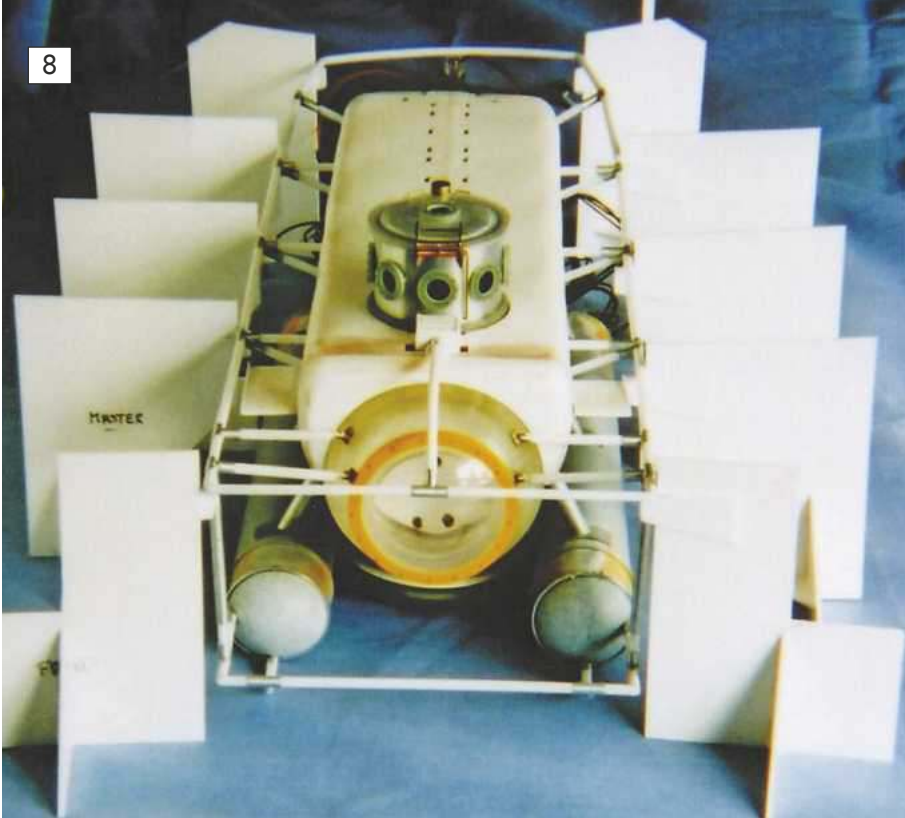
A third acrylic ring was made, to match the diameter of the previous top ring, but an insert was cut out to take a turned acrylic dome section. The domed section was glued to the ring and a hole was drilled in the centre to take another port- hole.

Brackets were made from brass plate; the brass pivot pin was wrapped in thin copper wire to simulate the balance spring, for when the hatch is opened. Small magnets were placed in-side; one attached to the hatch, the other to the inner wall of the aluminium tube. These magnets kept the hatch securely closed when required (**Photo 6 & 7**).

The port holes were made from plastic tube; on one end of each tube a fibre board was glued in place then positioned in a lathe chuck to turn the required flange diameter. Of course, these days, they can be moulded from various resins such as, 'Easy flow' from Amazon, or 'Alumilite' from Hobby's, www.hobby.uk.com. Unfortunately, there are more studs in these port holes than the ones you can purchase; hence the reason I had to make them. For studs, I used 0.5mm brass rod, but first I had to drill each flange therefore a brass jig was made, so each port-hole could be inserted in to the jig and each port-hole drilled with the same accuracy. Lengths of brass rod were glued into each hole of the flange then a few washers were slipped over the brass rod. Then the rod was cut to length and de-burred; the washers ensuring each stud were the same length (**Photo 6**).

Port-holes

Once the tower was sprayed, small clear plastic windows were fitted and glued from the inside, but the port-hole on the hatch was a different problem. This port hole is at the highest point, therefore air will become trapped. To overcome this problem, I decided to make the artificial glass from a turned piece of acrylic rod, one end flat, the other



curved. Once polished, the window was fitted into the port-hole but held in place by three equal spaced spacers, thus leaving a slight gap between the glass and the edge of the port-hole wall. Once water entered the tower, it would make contact with the curved area, directing the flow of water and air through the gaps. Viewed from out-side, it appears to look like a normal fitted window.

All submersibles must be protected from damage, being particularly vulnerable, when hoisted in and out of the water so they have a protective frame around their perimeter. The choice of materials to use on the model was not an easy one. Brass tube was too heavy, aluminium would easily be dented if hit by another surface craft. So I decided on plastic tube due to the fact it is flexible. Should the plastic tube receive a moderate blow, it will just give. If the frame receives damage then a section is simply removed, a new section simply pushed in place and painted. The plastic tube sections are not glued in place, but each end of the tube is filled with filler/ glue so no water enters the tube.

With the model resting on its pods and the canopy secured in place a height gauge was used to mark the required area of the canopy. This area was drilled where the frame would be attached to the model. The 'frame support tubes' contain one horizontal tube and one angled tube. Where the angled tubes meet, three small aluminium tubes were glued together. One aluminium tube section would allow for the previously mentioned horizontal plastic tube to slide in, the other aluminium tube would take the angled plastic tube while the third aluminium tube would take the horizontal plastic tube which runs around the models perimeter. A Plastic-card jig was used to maintain the required angle, while the glue cured on the aluminium sections.

Inside the canopy wall, where the holes have been drilled, a larger plastic tube was glued in place using slow setting glue. These will take the smaller 3mm diameter plastic support tubes. The smaller plastic tube is

a firm push fit; a gap remains between the models outer hull and the inner canopy wall therefore, should any surface craft hit the model, the tube will move with the applied force, but no damage will occur.

With the outer perimeter tubes cut to length and the frame assembled, the assembly is offered up to the canopy. A simple Plastic-card jig sets the required distance between the outer canopy wall and the frame.

Obviously the weight will not allow the frame to remain level, while the glue on the larger plastic tubes, on the inner canopy wall is still uncured, so Plastic-card height gauges were made to support the weight of the frame and left over night until the glue had cured (**Photo 8**).

Small aluminium tubes, like the aluminium section were fitted to the forward section of the main battery pod. There is also plastic tube sections fitted to the top of the pilots acrylic dome housing. One end of this tube would slide into the aluminium tube, but the other end, which fits on to the acrylic housing, has a very small flat Plastic-card piece glued to the plastic tube; this flat piece contains a hole. On the dome housing a small brass plate is glued in place; this plate contains a brass stud, the flat section of the plastic tube slides over this stud and is secured in place via a 16ba brass nut (**Photo 8**). This section is the weakest link

Photo 8: The fitting of the completed plastic card canopy as mentioned in Photo 4. The protective frame made from plastic tubing is formed around the model. Plastic card height gauges were placed around the model so the frame would be secured at the correct height while the glue dried.

in the frame, but if hit by another model, the flat section will simply snap. This was actually tested, the results were very satisfactory.

Fittings

Now the main structure of the model is complete, there remain a few additional fittings. Starting with the dummy thruster motors, these were turned from acrylic rod on the lathe; holes were drilled on the underside to take plastic micro rod to simulate the stud fittings.

Brass rings were made to fit on to the upper section. On each brass ring, three 0.5mm brass rods, equally spaced, were soldered on then each rod bent outwards to accept the larger ring which protects the propeller. The propeller guards were made from aluminium strip; this strip was placed in a previously made brass jig, which was coated in release agent. The aluminium strip, now formed into a ring was placed in the jig, so the ends of the strip could be glued. Once the glue had cured, the three brass rods extending from the previously brass ring, were glued in place. The ring assembly was cleaned with an abrasive gun, cleaned with alcohol and coated in gloss polyurethane. The main square body which was made from Plastic-card, again, micro rod was used to simulate studs; this unit then being glued to the thruster unit. The propellers were made by gluing some plastic rod to a brass shaft and the rod was shaped to form the propeller boss. A scalpel blade was offered up to the spinning boss, eventually cutting through the plastic boss, then drawing the blade towards the drill, leaving a small plastic ring.

Brass shim was used to make the propeller blades; once filed to shape, the blades were slid onto the shaft, followed by the small plastic ring, the two items being glued to the shaft to form the propeller. The propeller and its shaft were then glued to the thruster unit, which was then spray painted. A thin black wire was inserted into the thruster body, completing the unit (**Photo 9**).

On the forward section of the protective frame are four adjustable flood lights. Viewing these lights, it would appear they are all the same, but on close inspection, two have rims fitted like the cars of the 1960s. The remaining two had castle-nut-type rims.

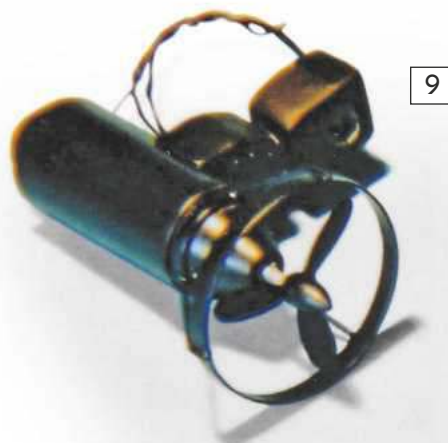


Photo 9: The dummy thruster motor castings.



Photo 10: The LED spot lights. Note the difference around the outer lens area.

The splined rings used for making the lights were from an old car aerial, the remainder of the shell was turned on a lathe. These two sections were glued together then a mould was made, so four lights could be produced. Once the cast had cured each unit was drilled to take a 5mm diameter bright LED. These LED's are common place these days, but at the time this model was built they had just come out and were something new.

The rims were cut out from an aluminium tube and glued in place. The light bracket was made from aluminium shim; the width kept in check by sliding the shim into a slotted jig and filing to the required width. This frame was then formed around the light body; the frame was then drilled to take a brass shaft. The light housing was also drilled, the shaft passing through the housing allowing the light to swivel. Glued to this frame, was another clamp ring again, this was made from aluminium shim formed over a 3mm diameter plastic tube and shaped to form a clamp ring; brass rod was again used and inserted through the ring assembly to simulate the locking mechanism (**Photo 10**). Once the lights were finished, they were sprayed and slid on to the protective frame (**Photo 11**). The thin wires leading from the lights were laced to the frame; the lacing being black does not show against the black frame.

The final fitting was some drop weights fitted to the bottom of the main battery pods. A Plastic-card frame was made and glued to the main battery pods; the drop weights were then fitted into these frames using quality double-sided sticky tape. After a prolonged period in

Photo 12: The model without its canopy and protective frame. The top of the tube was not painted, leaving the acrylic tube see-through making assembly easier.



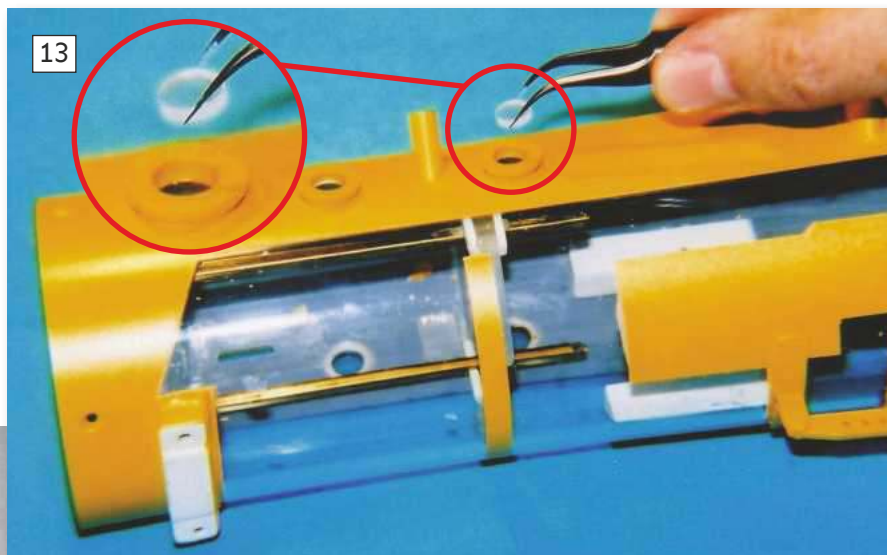
Photo 11: The spot lights switched on.

water, these weights would start to drop off surfacing the model, unless the model got stuck in muddy sediment. Every time I sail the model, the double-sided sticky tape has to be replaced.

The model was finally sprayed in 'Plasti-Coat' Golden Yellow. The hull was masked off, so only the lower portion was sprayed; this made assembly of the inner mechanism easier when viewing through the acrylic structure (**Photo 12**).

Once the canopy is fitted, the clear top section of the acrylic tube is covered. Once the paint had fully cured, the view ports, with their clear plastic, were glued in place (**Photo 13**). All the small items were sprayed with Humbrol paint. To give the model submersible additional depth (excuse the pun) the hull was first sprayed in a grey primer; the small yellow items were first sprayed in a white primer.

Photo 13: Shows the fitting of the acrylic port holes. Between the port holes a tube extension can be seen; this is the top section of the main battery supports.



2019 Marblehead National Championship

A good lineup of top skippers of the start line.

West Kirby 20-21 July, 2019, a brief report by **Roger Stollery**



The championship experienced two different weather conditions, with the excitement of strong winds and the smallest suits of sails on Saturday, with a fleet of 34 was split into two heats. The wind was blowing straight down the lake and so control was from the walkway between the River Dee and the lake. There was a lot of walking up and down, although offwind it had to be running as the boats were going very fast. The day belonged to Brad Gibson and his

GRUNGE as he won half of the eight races and counted seconds in the rest!

Sunday's sailing was less exciting and the wind was blowing across the lake, so control was from the promenade and as the wind was constantly varying, it was a nightmare for race officer Peter Baldwin and assistant Derek Priestley, causing delays and frustration for some skippers. Local skipper Martin Roberts sailing a borrowed STARKERS, was most consistent and Peter

Stollery won two races, one more than the other top skippers, including Brad who was not so dominant.

This event was used as a dummy run for the World Marblehead Championship which will be held this time next year and umpires were used to ensure incidents were settled on the water and this worked with just one outstanding protest. Lots of lessons were learnt, which hopefully can be built into the organisation of the event by the MYA.



ABOVE: Local skipper Dave Potter 20 leading the fleet at the windward spreader mark.



ABOVE: Race 1B start in really big waves.



ABOVE LEFT: No hull shows of Peter Stollery's UP except a little bit of bow, some spray and the rig. ABOVE RIGHT: 'A' heat boats rounding the windward and spreader marks with Darin Ballington 68 chasing the leader, Tony Edwards' green GRUNGE. All photos by Roger Stollery





Military invasion at Bournville



Bournville Military Boat Day 23 June, 2019 by **Rob Fowler**

Well what can I say, but 'WOW', what a fantastic day; the people, the models and the weather. Bournville's Military Boat Day is open to all modellers to join in, as long as their model has a military connection. The tables had been set up by 0930hrs, the waft of bacon filled the air and people were starting to arrive for the 1000hrs start. It was soon obvious there may not be enough tables, as model after model turned up; over 60 in all. Visitors from around the country, from Devon, Worcester, Gloucester and Edinburgh were all keen to get the best spot, check out the lay of the land and grab a cuppa in the process. The event is an informal gathering and it was not long before boats were on the water.





I have to say that the overall standard of the models was very high indeed with a variety from patrol craft, rescue launches, gunboats, destroyers, corvettes, submarines, ammunition barge, landing craft, tugs and even amphibians in the form of not one, but two DUKW's that were using the makeshift ramp to full effect along with the landing craft that were deploying their tanks and jeeps. What was also interesting was the amount of Coastal Forces vessels in attendance. Predominantly due to the Face Book group that had seen this day as opportunity to meet up have a chat and look over their models. There was so much to see the time seemed to fly by until, just before 1400hrs, a request went out that at 1400hrs would the skippers like to participate in a fleet review. The wonder of 2.4 meg made it possible to have over 30 boats on the water at the same time. What a sight to see, a few commands were shouted out and slowly and surely the boats fell into line to form a convoy; miraculously, there were no collisions.

A special mention must go out to Chris Walters, who without her help we would not have these superb pictures you see here. She spent most of the day in waders on a chair sitting in the water. I could rattle on more, but it would take up precious space the pictures need. Also, a big thank you, to all at Bournville

that helped to make this day so successful. If you want to see more from this day visit FB group, 'coastal defence vessels ww2' and the YouTube channel, RC Model Warships, or better still, come along to next year's event and help, make it another great success. ●

Picture credits go to Chris Walters and Martin Gazeley



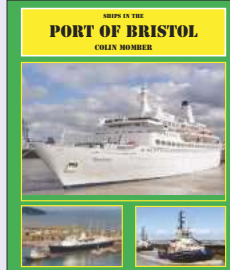
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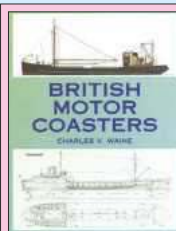
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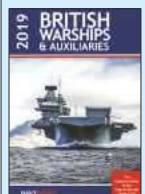
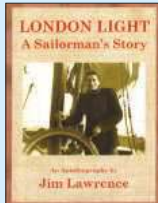


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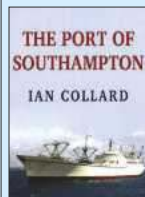
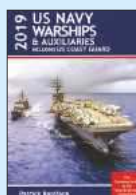
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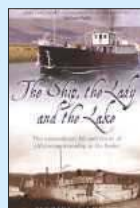
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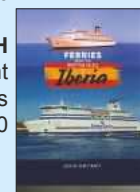
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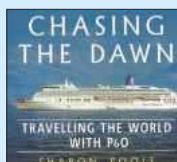


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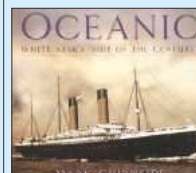
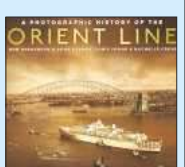


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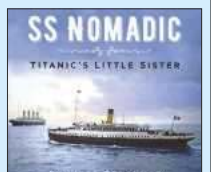
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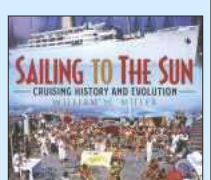
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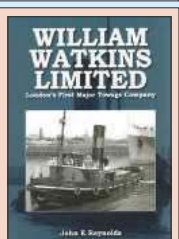


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Kirklees Model Boat Club Summer Open Day 2019

By Richard Simpson

I always find it surprising when another club event is suddenly upon us and we all realise that another twelve months has passed since the last one. Such is the case with the Kirklees Model Boat Club Summer Open Day, this year held, as usual, at Wilton Park, Batley, West Yorkshire, on 14 July, 2019. The park boasts an excellent pond, two internal car parks, toilet and cafe facilities all in a beautifully kept public park and with excellent access to the water's edge from a low path so the club do consider themselves to be lucky to have access to such an excellent facility. Plus, of course, it provides the opportunity to show off the club to the passing public any every opportunity, always good for generating new membership. There is a wide grassed area on the South side where gazebos can be erected to accommodate any of the club events, with just a few short steps to the water's edge, making for quick, easy and convenient display and launching of model boats.

As usual the day starts with the club getting together at the venue at around eight o'clock to commence the well-practised procedure of emptying the contents of the club container, transporting them to the other side of the pond and assembling gazebos, display tables, stands and the most important item



1: The St Helen's team holding conference on the plans for the day.

of all, the boiler and tea making facilities. The floating harbour was assembled adjacent to the gazebos to enable convenient holding of models that owners did not want to remove from the water and the rescue boat was tied up alongside just in case it was going to be required at any point in the day. As it happens on this occasion it proved to be the rescue boat that required rescuing, but more of that later. The control gazebo was also set up with the public address system and tested, thereby proving beyond doubt that Stan Reffin does not actually require the use of a

PA system to be heard on the other side of Batley, and the large number of prizes for the largest raffle in the model boat world were removed from the 'Tardis', or Stan's car, and stored in the control gazebo.

A great turn-out

Also during this time the invited clubs started to arrive and set up their own facilities, and laying out their own displays of models and associated items for everyone to enjoy looking at. It still never fails to amaze me just how



2: The Liverpool team fully set up and wondering what time to start cooking the bacon sandwiches. 3: 'I'm not kidding it was this big'. 4: John Dowd's boats are an absolute pleasure to look at and to watch sailing on the water.

well organised some of the clubs are and just how quickly they are in a position to be able to produce serious quantities of bacon sandwiches. This year the attending clubs were as follows:- St Helens and District (**Photo 1**), Goole, Liverpool (**Photo 2**); Redcar (**Photo 3**), Leeds-Bradford, Balne Moor, Potteries, York, Ribble, Rawdon, Grimsby & Cleethorpes, Kinglear and the Sheffield Model Boat Clubs and the Lifeboat Enthusiasts Society.

Also in attendance again was John Dowd with his stunning display of model yachts, which always look beautiful both on and off the water (**Photo 4**). Trade support this year's event was provided by:- Deans Marine, in his impressively stocked and kitted out mobile shop (**Photo 5**), Mount Fleet Models, with a display of accessories and built up models and Scale Flags and Ensigns, with their incredibly extensive range of superb quality model boat flags, (**Photo 6**). Morley 3D models, who are offering to be able to recreate a wide range of parts from existing examples or working drawings by a 3D

printing process and of course the RNLI were in attendance raising funds with their team of volunteers and a well-stocked stall, (**Photo 7**).

Throughout the morning the relaxed schedule allowed everyone to get their boats on the water for a pleasant sail or have a look at what the vendors have new on offer this year. It is always interesting to see what new models have been completed since the last event and to marvel at the wide ranging diversity of the model boats on show. For me it is a great opportunity to have a chat about steam related issues with the steam modellers in attendance without the pressure of having to complete steam testing and certification and to have conversations with those who may be looking at getting into steam but may be unsure as to how to best go about it. Again, the armoured vehicle section of the club put on a display of some 1/16 scale radio controlled vehicles over the obstacle course laid out just for them.

Some of the more memorable boats available to look at this year were as follows: 1) Andy



Water of Kirklees has built and heavily modified this beautiful example of the Mobile Marine Models Portgath tug. The finish is beautiful and the model handles superbly on the water (**Photo 8**): 2) A selection of hovercraft models by Tim Stevenson of Kirklees was on display, with one shown under construction. They are all scratch-built to a very high standard and all perform



5: Dean's Marine, efficient as ever, sets up his mobile shop in amazingly quick time. 6: Scale Flags and Ensigns have an unbelievably large range of available stock suitable for just about every model boat requirement imaginable. 7: The Mirfield branch of the RNLI doing their best to add some much needed funds to their own worthwhile cause. 8: Andy Waters' Portgath giving the crew a well-earned rest after bringing in a large tanker. The bridge detail is well worth studying.





9: Only a small part of Tim's extensive scratch-built collection of hovercraft models. 10: Musical entertainment was provided throughout the day by the Ronnie Tucker, looking perfectly the part and every bit the American inland waterways pusher tug. 11: Each of the barges is an individual piece so it can be easily separated for transportation. The tug has a very interesting vintage propulsion and steering system working just as well as it has always done. 12: Very enjoyable to not only see a lovely scratch-built model but to read about how it was constructed. The power switch is, appropriately, inside the opening door to the electrical locker.



13: Sail has never really captured my interest but a beautifully put together scale wooden model such as this gliding along with a gentle breeze certainly looks particularly attractive. 14: The Steam Launch, Abby getting ready for a sail. A lot of work has gone into sorting this model to make it as reliable and easy to operate as possible using its controllable-pitch propeller and Stuart Turner non-reversible 10V engine. 15: Another lovely Windermere steam launch with a modern Stuart Models plant in it. This model performed flawlessly all day.

faultlessly on the water (**Photo 9**): 3) Musical accompaniment was provided throughout most of the day by the attending American pusher tug and mineral barge by John Bradford of Liverpool MBC. Music was piped out throughout the day to a surprising volume, not to detract of course from the fact that it was actually a very well-constructed and detailed model (**Photo 10**): 4) John Pollit of Balne Moor had his vintage pusher tug on the water very competently handling a large rake of barges in true American laker-style. He showed me the insides of the model, which had three 'mechanical' speed controllers operating the motors and separate servos for the ahead and astern rudders (**Photo 11**): 5) A beautifully built 'Girl' class tug

scratchbuilt by Jo Lang of Liverpool MBC. His associated folder outlining in detail the build process is an interesting read in itself and shows just how much work went into the construction, (**Photo 12**): 6) One of my favourites of the day was this beautifully put together sailing model, Christiania, by Ian Jones of the St Helen's Model Boat Club. Sailing boats have never

really captured my interest however there is something to be said for a lovely presented scale sailing model such as this one, (**Photo 13**): 7) Steam Boats were also in attendance with Jerry Spiers putting his controllable pitch propeller powered model Abby, (**Photo 14**) and Gavin Druce his Windermere steam launch, (**Photo 15**), onto the water for impressive sailing





16: One of the largest models around at 1/6 scale; this Clyde-Class Lifeboat certainly has presence. Once under way, it is hard to distinguish it from the real thing. 17: David Moss being presented the Dennis Smart Trophy by Martyn Chorlton. 18: Roger Allsop receiving the award for best tug, The Aziz, from Martyn. 19: The Aziz under way looking for its next job.

demonstrations and 8) The beautifully built 1/6th Clyde class lifeboat by Steve Bennett of the Lifeboat Enthusiasts Society was one of the largest models you will ever see. Not only a beautiful boat but also so well-sorted it is scheduled to take part in the Windermere challenge next year when it is hoped it will sail the full length of the lake, (Photo 16).

The largest flotilla

In the afternoon a slightly more structured schedule starts off with the presentation of two trophies, presented by our very own esteemed editor Martyn Chorlton. First up was the trophy for the best Kirklees Model boat on display, the Dennis Smart Trophy, won by David Moss for his scratch built springer tug 'Still Running', Photo 17, followed by the award for the best tug at the event, which this year went to Roger Allsop of Balne Moor, Photo 18, with the tug 'Aziz', Photo 19.

After that, at two o'clock in the afternoon, as many model boats as possible were encouraged to assemble at the top end of the lake and perform a sail past display for the public. This year, 32 boats were counted in the sail past, which I believe is the largest flotilla we have had for the event, consisting of everything imaginable from scale sail, though kits, scratch built, steamers, tugs, warships and many more; quite an impressive sight, (Photo 20).



After the sail past is completed and everyone has recovered their models the event of the day takes place, generally believed to be the largest of its kind in the country, and that is Stan's Raffle. I did ask Stan prior to this year's event whether he needed any more prizes, at which point he almost sheepishly admitted that he had around 55 already. Consequently the jokes about people falling asleep at the back while some members were losing the will to live were coming thick and fast however, of course, on a more serious note, the raffle is designed to put funds into the club coffers and to that end Stan's pestering of the trade in general certainly pays dividends. People were walking away with anything from plastic kit aircraft carriers, miniature drones, electronic speed controllers and even cases of fizzy drinks so there was plenty to be had. Mind you, the lady from the RNLI tent would not part with her



ESC despite not knowing what it was for or having a boat to put it in. This year the raffle went on for so long even the rescue boat decided 'enough was enough' and slipped its moorings before trying to make a desperate escape bid to the other side of the pond. It was subsequently rescued itself by a very competently manoeuvred fishing boat and tied down more securely (Photo 21).

So another year and another successful 'Open Day' for The Kirklees Model Boat Club. Hopefully future membership will benefit from the exposure but, if not, it has still been a very enjoyable day to catch up, have a chat, enjoy the sunshine and 'play' with our model boats.

For details of the Kirklees Model Boat Club visit <http://www.kirkleesmodelboatclub.org>. uk or simply turn up at Wilton Park, Bradford Road, Batley, WF17 8JH on any Sunday morning, Wednesday afternoon or any of the advertised club events.



20: This year the sail past consisted of 32 models, of which this is only a very small part. It certainly made for a very impressive flotilla.

21: The rescue boat being rescued. You can't escape the raffle as easily as that!

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



RAVENNA

I wanted to have a go at a scratch build and fancied building a personal launch, but something different from the 'Huntsman' style, and found Jim Pottinger's 2005 plan

of Ravenna to be of interest, especially in view of the scale being 1/12th. Having purchased the plans, I set to work, firstly by undertaking a major purchase exercise at Warwick Exhibition for materials, and

the job was completed in about twelve months of actual work (lapsed time was much longer).

Radio equipment used is the Turnigy TGY-i6 AFHDS Transmitter, which I use for most of my boats, with 6CH Receiver which is housed under the seat, and powered by a 6v 5-cell battery pack. I put the emphasis on producing a well finished model, with plenty of polished timber and I think I achieved that. Fittings are a mixture of scratch-built and bought in. Lighting circuits for internal and external 6v lighting (eight bulbs) and a horn with 4in waterproof speaker hiding under the covered fish crate and able seaman at the helm are powered by a PP3 9v rechargeable battery located under the seat; all courtesy of Component Shop. The hull frame was clad in 1mm ply, just five pieces used. No resin sealing was used, just plenty of paint. Some Plasticard is used where appropriate, otherwise plywood and veneers are the main raw materials.

Controls are accessed by twisting the fish crate to reveal two switches, three battery charging leads and the prop oiler pipe. The cabin interior is totally invisible with the roof in position. The boat performed well on the water right from the outset and produces a realistic turn of speed, but it cannot be described as being a speed boat! Data:- 76cm L; 24cm B; 12.4Kg. 600 motor powered by 7-2v 3300 Nimh battery installed under the cabin floor. 35mm two-blade single prop shaft/propeller is fitted.

Roger Davidge

The Jim Pottinger-designed Ravenna by Roger Davidge.



SAN DIEGO

Here is a picture of my 1/25 scale Robbe 'San Diego'. I built the boat nearly 20 years ago and still sail it regularly at Etherow Model Boat Club (<http://etherowmodelboats.blogspot.com/>). I thought this could be of interest as the kit has recently become available again after being out of production for many years. **David Swindells**



David Swindell's lovely 'San Diego'.

PT109

I am an avid reader of your magazine, and after seeing other reader's articles about their models, it inspired me to contribute with my model. It all began with a trip to the local hobby shop to pick up a few supplies for another project. Me being me, I had to stop for at least 15 minutes to admire the wonderful selection of plastic aircraft, boat, and land vehicle models. It took all my strength to not buy everything that took my fancy!! As I was about to head on my way, a Revell box in a lonely corner caught my eye. On closer inspection it was revealed that this was a 1/72 model of the Kohn F. Kennedy's PT109. I just had to convert this to R/C.

So off I went, kit in hand, to the bench for a look in the box. What I found was a well-detailed kit for its size, a spacious hull that can fit any RC gear, and a rather conveniently placed engine bay hatch at the rear that is perfect for a battery. The real PT-109 was powered by three 1500hp, 12-cylinder Packard engines and although that would be awesome to have in miniature, I had to make do. I found a Turnigy 11000KV brushless inrunner and a 10amp non-reversing ESC. Small, compact and powerful enough to just power the central prop and have the others there as a scale fitting. Shafts in this scale are hard to find here in New Zealand, so I used the tubes from a long-dead RC helicopter. The fit is tight enough that only minuscule amounts of water get through (absorbed by a small sponge that is dried out after every trip on the water), but big enough that the motor doesn't have to work hard to rotate it. I also used the same kind of tubes for the rudder system. The engine mounting was easy, a



combination of balsa, foam strip and epoxy created a nice firm mount.

A small micro servo was enough for the single rudder, mounted abeam the rudder horn. The scale rudder is definitely not big enough for tight cornering at slow speeds, so a larger one was fashioned out of a Playmobile underwater motors' rudder. The hatch for the small two cell Lipo is made out of a cover piece for the engine room, sealed by a tight fit by the foam strip placed around the cover and the opening. It works remarkably well, as I have tipped the boat over in choppy

waters and have only gotten about half a teaspoon of water inside!

Well, the day finally came, and with batteries charged, I lowered the boat into the water. I had tested everything during bath trials, so I didn't expect to have any issues. She floated there on the still water perfectly, and when powered up and driven away from the edge, looked amazingly scale! After a bit of puttering about to test the manoeuvrability, I powered over to the far end of the dock and opened up the taps. Wow! She can really fly! At full power she speeds along on the plane with the most scale look I have ever seen, all the while not even showing a tendency to flip or any sort of instability on this flat water. After five minutes of almost flat-out speed runs, the battery was starting to show signs of losing power, so I brought her in to the dock. The motor was warm, edging towards hot, but that was fine, no damage done at all on the inside and no water! Brilliant!

I am super happy with how this turned out; I am getting excited thinking about the other kits I saw that look perfect for a conversion. I have an old Mhz radio sitting at home, maybe a sub then? Right, time for another trip to the hobby shop I think! Anyway, it was quite a journey and I enjoyed it immensely.

Caleb Day (New Zealand)



R/C converted Revell PT109 by Caleb Day.



ABOVE: Northampton & District MBC Home Waters.

BELOW: Dennis Hubble's Imara Tug, finished to a high standard.

Med blue at Earl's Barton

Northampton & District MBC Open Day
Sunday 23 June, 2019 by **Nick Brown**



ABOVE: A nicely finished Sea Queen put through her paces. BELOW: A working Hydrofoil, well until I tried to capture her on film!



I have not been to a club open day for years and when my club received an invitation from our closest club, I thought 'well, why not?'

Northampton Model Boat Club's local water is based at Earl's Barton, and whilst not being the largest lake by any means, it makes up for its size with its fascinating coloured water. It's a stunning Mediterranean blue (caused by the weed control system) and gives any model a beautiful wake. Five clubs were invited Northampton (of course!), King's Lear, Luton, Peterborough, and Wicksteed Park, the host club kindly providing tables and marquees, which gave a brilliant display of a wide selection of models. One of the most popular tents at any event is the tea and coffee marquees with some very welcome bacon sandwiches on offer.



ABOVE: Two models were tied up at the lakeside creating this lovely scene.

RIGHT: The Pirate Captain 'Davy' Sparrow!

BELOW: John V's PBR Boat looking like it's just popped back from the Vietcong river!



Northampton MBC has a resident pirate and he was the first person we met, guiding us to the lakeside; you certainly couldn't miss him! I know that our editor was looking for a hydrofoil and Pete Carmen of Luton MBC didn't disappoint. He not only bought one along but sailed it too... well until I tried to film it! A bent prop shaft was the culprit. Some rather nicely built barges were on display and King's Lear MBC had some hilariously funny models on show including a Batman boat! Model Boat Mayhemer, John V, brought his Vietnam PBR boat fully crewed and some really well thought out details, which made it look quite realistic.

A nice surprise in the afternoon was the announcement of an awards ceremony and local airbrush expert, Ian Peacock, chose three models he liked the most.



ABOVE: Model Barge 'Kathleen' on display showing the pleasing colours of the hull and sails.

I would like to thank Dennis Hubble and Northampton & District MBC for hosting us all, and for putting an excellent day. I enjoyed it, and I know many others did too. I think we as modellers need to start to support these mini-regattas to a greater scale. In-between the larger shows we need to continue our friendships and these events are perfect for this type of socialising. Your closest neighbour shouldn't be regarded as a rival but as a sister-club after all; we are all model boaters and have the same interests. I certainly will be trying to visit more open days put on by my local clubs in the near future and look forward to seeing everyone there!

BELOW: The Batboat seen on the King's Lear club stand.





Goole Model Boat Club Open Day

By Jan McGeachie



Having been assured by its secretary Darran Newman, following the closure of the Yorkshire Waterways Museum, that Goole's Model Boat Open Day would go ahead, what a welcome we received. We parked beyond the yellow lines on Dutch Riverside and walked the last few yards, as the club entrance is easy to find, thanks to two colourful wheels placed at its gateway on the Hoist site.

Just like during our first visit, with the then Town's Mayor and his wife (fellow photographer friends), our arrival this time was warmly greeted by those sat in the pond's shelter but unlike before, we weren't offered the chance for some supervised sailing, instead I was bemused, hearing emphasis put on keeping swearing to a minimum, with a lady present!

Impressed by how neat and tidy the site looked, rather than wait for the wind to abate, I left my husband to ask his questions and headed across to the marquee, to find two friendly female members by the clubhouse, offering coffee and cake for £1, the same price as two years before for non-members!

From its banner and flag, I could read that Goole Model Boat Club was originally founded in 1997, when a new boating pond was built on the site owned by ABP (filled by Humberside Fire Service so we were told) and now has a membership close to 50.

Originally part of the Waterways Museum, Goole model boating lake must be unique, so close to such remarkable historic structures



as the Apex lighthouse, the last remaining twice-restored boat hoist and the Grade II Listed accumulator tower, all within view of a busy working port.

As keen photographers, the derelict No.5 Hydraulic accumulator tower was somewhat of a distraction away from the eventual sailing. Built in the 19th Century for Aire and Calder Navigation, this tall timber-framed listed tower was restored some 20 years ago, its original concept being to raise the coal contents of the Tom Pudding wagons, using its hydraulic power unloading their contents into the hold of coasters on the South Dock. One of the 'Tom Puddings' remains on site, which would have been coupled together with others to carry tons of coal from the mines to the docks, then shipped onto the continent, a system that continued into the 1980s.

I smiled at the model lighthouse on the ponds harbour, aware close by of the larger Apex

Goole Model Boat Club which was founded in 1997 by a small group of local enthusiasts and has now grown to a membership of around 50. Club sailing takes place every Saturday afternoon and most Wednesday afternoons, but the pond is available to club members every day of the year. A formal members meeting is held beginning at 1:00 pm on the first Saturday of each month. The club holds exhibitions, open days and competitions and participates in similar events organised by other clubs in the region. Please visit www.goolemodelboatclub.co.uk.



lighthouse, once located where the River Trent merged with the River Ouse to form the River Humber, before being transported and installed there on the Dutch Riverside.

I was impressed by the bow wave from one model vessel as it cruised past, whilst overhearing members recounting a few interesting tales of other craft coming to grief, thanks to technologies not considered beforehand and how the grating noise of these accidental collisions, though clearly heard, usually resulted in a minimum of damage.

During our hour long visit, we watched radio-controlled scale models of tugs and



yachts being sailed expertly and were told they did occasionally have warships and the odd submarine on the water. I asked if anyone ever bought a catamaran to then be directed to items they had there for sale, all under £100, but sadly nothing of interest.

Having noticed one member netting the pond's excess, we spoke to two members sailing their yachts, who explained they were kit built but each differed as to the sail and shafts used for the impressive masts.

We learned that whatever the weather, all year around the members gather to sail their vessels every Saturday from 1:30pm



and Wednesday afternoons, but the pond is available to club members every day of the year and that not everyone arrives to join the club with a ready to sail model. We must have passed muster as one member there was overheard to say how we were welcome to join the club (only £20 year) as we left to come away.

Thanks to everyone concerned for making us feel so welcome. Maybe they might consider holding an Open Day more Sundays following the loss of the Yorkshire Waterways Museum, as that hour for us was very relaxing. ●



Soobrazitelnyy- Russian Corvette

A superb image of Soobrazitelnyy berthing at Kiel.

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

This month constructing the VLS housing, cell hatch covers and mast sensors



The Poliment-Redut VLS (Vertical Launch System)

Before going into the method of construction for the VLS housing a brief resume of the type of missiles housed within the system. Prior to VLS, missiles were sent up from a magazine two or three deck below to a twin armed launcher and there was always a slight delay in rearming. With the introduction of VLS reaction time was greatly reduced and a missile could be fired regardless of the direction of an approaching target.

Although Soobrazitelnyy is considered a corvette, the VLS arrangement is more akin to a frigate-sized warship and can support 32

medium/long-range missiles or 128 short-range missiles. A single launcher can house either one medium or long-range or four short-range missiles. The missiles housed are the 9M100 area defence missile with a range of 10-15km, the 9M96M medium range of between 40-50km and the 9M96 long-range missile 150km, 35km altitude. The latter is the navalised variant of the S400 a Mach 15 ECCM (Electronic Counter Counter Measures) equipped hypersonic missile with a high degree of thrust vectoring and high-G manoeuvrability. The principle for all of this is multi-tier defence combining three air defence systems capable of engaging drones, aircraft and missiles.

The missile housing

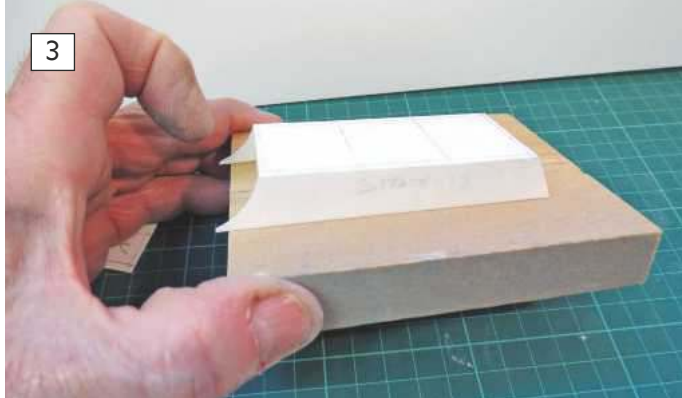
The VLS housing is sited forward of the bridge one level above the main deck containing twelve cells and is shown here in both high resolution (Photo 1) and remarkable detail (Photo 2). Preparation involved the construction of the housing which was touched on at an earlier part of the build. Essentially a rectangular box form which remains level whilst considering the forward sheer and is constructed from 1mm styrene sheet. To aid the assembly of the cell hatches location rods are fitted to the underside of the housing with the latter temporarily fitted to a timber block (Photo 3). Using 1mm styrene the next step is to form a slightly raised section onto



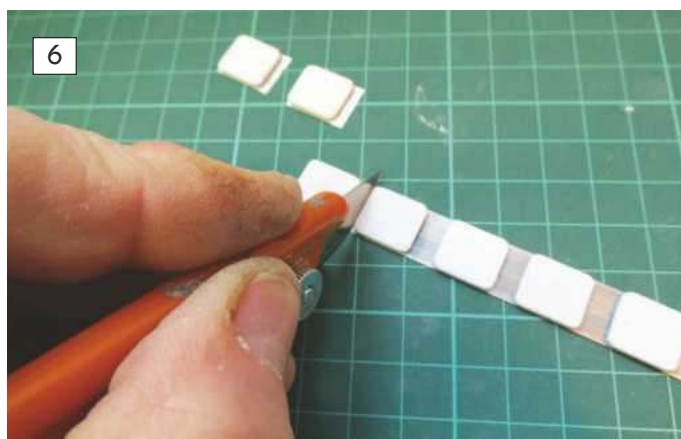
1: Immediately forward of the bridge in a raised housing containing twelve Redut VLS cells.

2: The VLS housing consists of three four cell launches. Official Image.

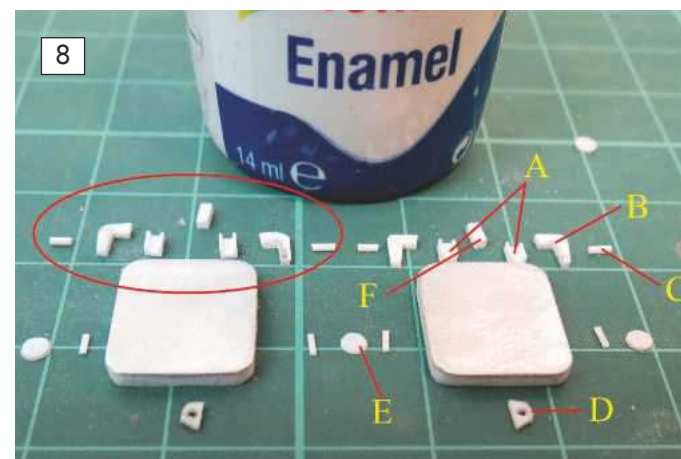
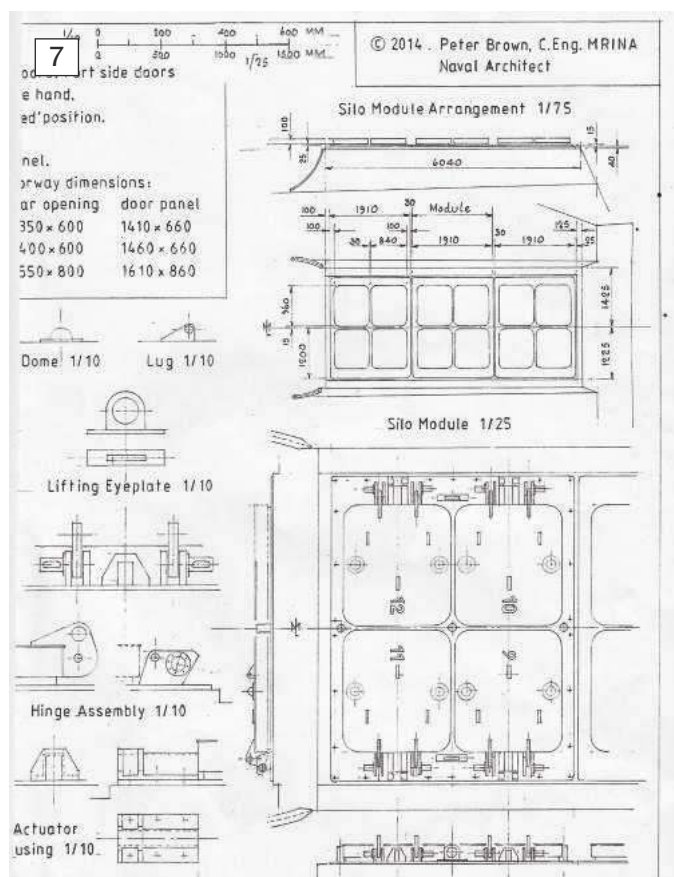




3: Using a block to secure the styrene VLS housing. 4: Positioning the hatch bed onto the VLS housing.



5: Preparing the cell hatch doors using a combination of styrene and litho. 6: Cutting the cell hatches to size.



8: The various fittings that form each cell hatch.

Part

A Hinge assembly bed
B Hinge
C Hinge assembly locking pins
D Lug
E Pressure gas release dome
F Hinge actuator

Material

Evergreen 261 1.5mm channel
1mm shaped styrene
Evergreen 219 0.64 mm styrene rod
.50mm styrene
Punched .25mm styrene
Evergreen 8404 1.09x1.09mm

7: A detailed ancillary sheet for the cell hatch covers.

which the cell hatches will be fixed. Their location is accurately marked with a clear surround from the outer edge of the housing see **Photo 4**.

Forming the cell hatches

As shown last month pertaining to deck hatches the hatches for the missile cells are formed from a combination of 3mm styrene capped with a

litho cover (**Photo 5**). Bonding styrene to litho Evo Stick is a well tried and effective impact adhesive for the job. Care must be taken when positioning the litho as the bond is almost instant (not much time to adjust) but this does allow an almost immediate follow-on step of cutting each hatch to size (**Photo 6**).

Using the combination of an excellent ancillary drawing of the silo hatches and

their various fittings a start could be made of forming all twelve hatch covers (**Photo 7**). You may ask why I didn't just make a single master and mould the rest. Simple, I enjoyed the process of making all twelve, true I really did. All the fittings for each hatch can be easily replicated from Evergreen and styrene strip. Ringed in red in **Photo 8** are all the parts for the hinge assembly.

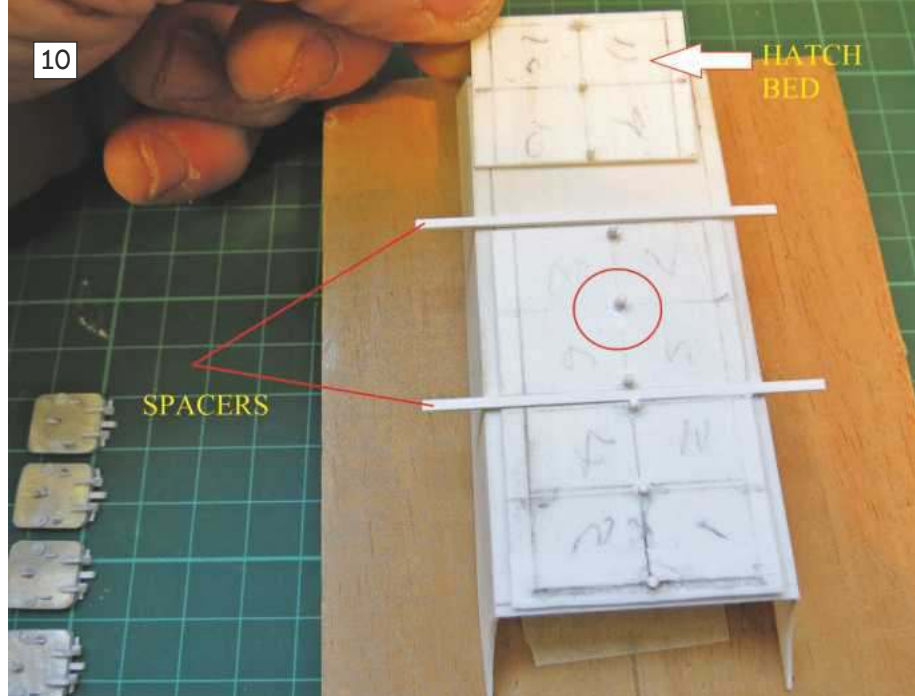
The fittings added to the hatch can be broken down as in **Photo 8** and identified with the drawing for example (see table above).

With all the parts formed, the next task is to assemble these in the right order commencing with the hinge assembly bed



9: Using masking tape to hold the hatch cover in place whilst fixing each of the prepared fittings.

10: The hatch bed is divided into three.



into which will rest the hinge as shown in **Photo 9**.

With this simple method all the hatches where assembled within just a few hours. Of course, preparation is the key and forming each of the fittings for each hatch is far more time consuming than the assembly. The follow on requires the hatch bed to be divided into three

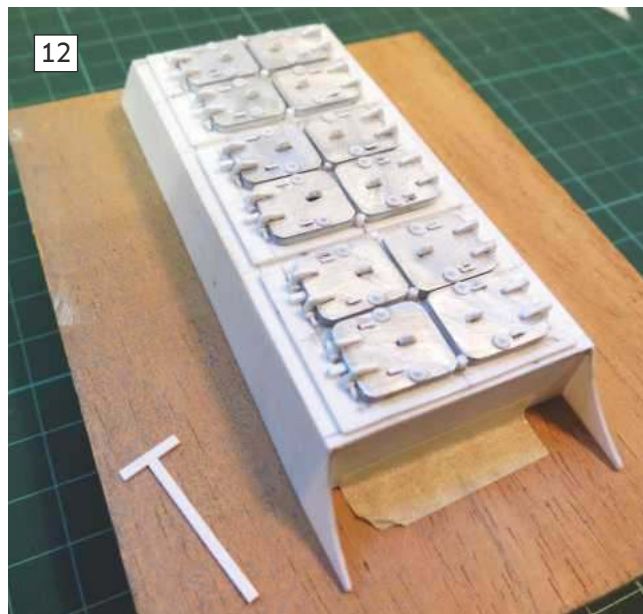
sections using a removable spacer to ensure symmetry. Note also, that as per full size, three small raised nodules per bed, ringed in red are added providing a useful addition for accurately lining up each cluster of hatches (**Photo 10**).

All the fully prepared hatches are made ready to be fixed onto the hatch bed (**Photo 11**). Each

cluster of four hatches is fixed to the hatch bed. Using the spacer, each hatch bed is transferred to the top of the housing as in **Photo 12**. A good example of how the VLS should look viewing the original aboard Soobrazitelnyy soon after commissioning and how the VLS housing slots into place on the model (**Photo 13 & 14**).



11: All twelve hatch covers are prepared, ready to be fixed to the hatch bed. 12: A dedicated mounting which makes assembly so much easier. 13: This superb official image of the Soobrazitelnyy shows clearly the positioning of the VLS forward of the bridge. Official Image.





14: Here on the model is the location of the VLS.

The foremast/radar tower TK25 ECM fittings

As discussed at length in December 2018 edition of Model Boats the prominent foremast or radar tower houses three types of ECM arrays. Just to refresh, these are intended to intercept emissions of airborne and shipborne target acquisition radars, weapon control radars and anti-ship missile radar seekers. In the process performing automatic signal classification, selecting the highest level of threat on to which the jamming can be directed and are collectively known here as TK25 (**Photo 15**).

All have their origins in Soviet-era systems usually assigned with a NATO code name, representing in part their appearance. Although their official name is now well known the old nomenclature remains in use. For example, Wine Glass, the dome shaped jammer at the base of the mast and Half Hat on the platform above. It can be assumed that the arrays fitted to the side of the mast whilst bearing some resemblance to older systems have undergone upgrades to meet the changing electronic environment.

Looking at these types of fittings a decision was made to form a master for the four Wine Glass type and the two Half Hat jammers, creating a mould in order to form resin cast fittings. Those on the top platform where formed entirely from styrene. The reason for casting some and not others is in the difficulties forming four exact Wine Glass jammers and just two Half Hat fittings. Work commenced forming the pattern to create the dome effect for the Wine glass jammer seen here in **Photo 16**. This simple pattern of formers was also applied to form the initial shape of Half Hat onto which is applied P38 fillers and rubbed down with various grades of wet and dry until a smooth rounded surface is produced. Once again, a detailed ancillary drawing is available for all these fittings.

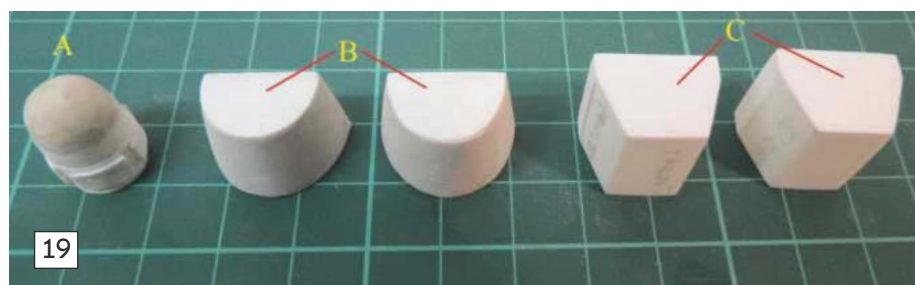
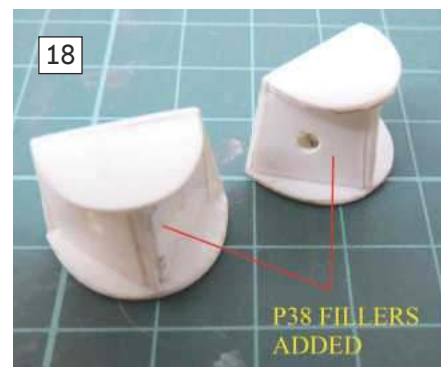
The follow on was to form the box type ECM sited on the upper platform (not moulded). Here is the usual method of construction, reducing the 1mm thickness styrene parts into a simple assembly (**Photo 17**). A similar method was applied for the construction of the Half Hat (for moulding). Here the curved outer surface was covered with P38 and progressively sanded down with various grades of wet and dry (**Photo 18**). The net result can be seen in **Photo 19**. Only the Wine Glass 'A' is ready for moulding. Both the Half Hat 'B' and the upper ECM 'C' require at this stage more surface detailing.



15: The foremast with the various EW sensors mounted on platforms either side.



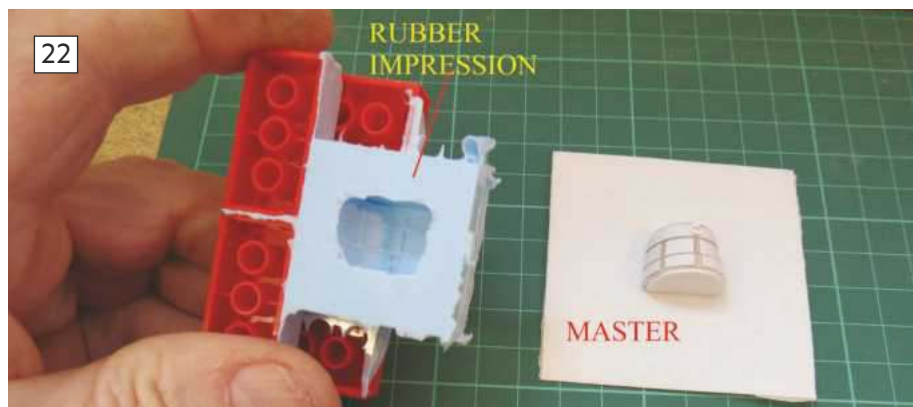
16: The basic shape of this the Wine Glass type jammer, formed from styrene tube and 1mm styrene strips. 17: The box like EW array as mounted on the upper most platform in its pre-assembly state. 18: NATO code Half Hat EW array prepared for P38 fillers.



19: Preparing the master's for moulding except 'C' which will remain when finally completed ready for airbrushing.



20: A simple coffer dam made from Lego bricks to retain the rubber prior to setting. 21: Adding the rubber to create the mould. 22: After a period between 8-24hrs the Lego coffer dam can be easily dismantled.



Moulding

Occasionally I will resort to moulding fittings that are deemed problematic to replicate and maintain consistency of appearance. Both the Wine Glass ECM jammer and Half Hat are a useful example of this. The first task is to secure the fitting onto a level surface, a small off cut of styrene is ideal. Then create a coffer dam around the fitting into which the moulding rubber can be poured and retained. The coffer dam can be easily made from Lego bricks using masking tape to seal the joint between the bottom edge of the bricks and the styrene base (**Photo 20**).

Mixing ratios for rubber/actuator

The moulding rubber comes as part of a kit from Sylmasta (can be bought separately) which consists of actuator, two part moulding resin,



25: Four resin cast Wine Glass fitting in the foreground and to the rear the two Half Hat fittings. 26: Two of the EW fittings mounted on the top platform not destined for moulding.



mixing tubs, spatulas and a number of pipets. The rubber is thoroughly mixed to a ratio of 5gms T26 Catalyst per 100gms of Rubber or 6ml T26 per 100ml of Rubber and poured into the coffer dam as in **Photo 21**. Depending on the temperature the average working time is between 45-120mins curing time for the rubber is between 8-24 hours. Once firm to touch the Lego bricks can be dismantled revealing the mould ready for casting (**Photo 22**). I personally prefer to use weight as a measure and invested in a set of digital scales.

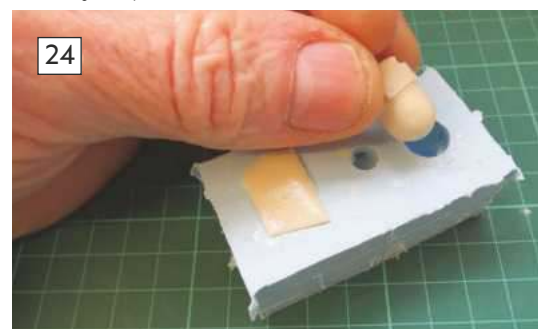
Casting

Now that the rubber mould is ready casting can begin. The resin, from Sylmasta, comes in two parts, A & B. These are mixed in equal quantities into a container dispensed using the pipets supplied, bearing in mind that it is essential to mark each pipet, accordingly, avoiding inadvertently loading resin 'A' into the pipet used for resin 'B', result one very blocked pipet (**Photo 23**).

With the resin mixed the period of use is approximately 30 seconds, enough to slowly pour the contents into the mould. When full take a strip of styrene and use as a spatula to remove any excess that may build up. With the resin set the resulting casting can be squeezed free from the mould as in **Photo 24**. Casting takes only a short time and the net



23: Casting resin part 'A' and 'B'.



24: The resin cast Wine Glass fitting removed from the mould.

result are identical copies of the original warts and all so ensure that any master is as good as it gets (**Photo 25**). The two upper ECM arrays where completed in styrene. They can be moulded if required prior to airbrushing but for now I'll leave well alone (**Photo 26**).

I hope this short summary on moulding some fittings for the Soobrazitelnyy demonstrates the usefulness of this avenue of modelling. Here I prefer to make each part but sometimes it helps to diverge slightly to ensure consistency. No doubt many more fittings could be moulded and cast in resin however I'll leave that one up to the individual model builders' preferences.

Next month scratch building the AK630 CIWS and the Uran KH35 SSM launcher.

References and acknowledgements

Ref - Severnaya Verf, St Petersburg, Russian; Almaz central marine Design Bureau Project 80382 Tiger and Sensors – World Naval Weapons Systems, Pg.507-514.

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 Jecobin www.jecobinplans.com; Albion Alloys www.albionhobbies.com and Sylmasta mould making and casting materials, www.sylmasta.com.

Chantry Model Boat Club, Gravesend

By Brian Barber



The club was first formed in 1988 by a number of likeminded friends who were looking for a suitable place to operate their model boats. Permission was granted to use the local outside swimming pool on Saturday evenings. The pool was closed to make room for a British Telecom van park.

About this time, the club was approached by the head teacher at The Chantry School to run a club at the school to encourage pupils into the hobby of powered models. We did this and hence club became the Chantry Model Club.

The adult members were however, still looking for suitable waters on which to sail boats and in 1994 we were given permission to use the indoor pool at another local school. This was a short venture as the building housing the pool was condemned as unsafe. The same year the club became affiliated to the 'Thames and Medway Canal Preservation Society' so gaining use of the Gravesend

section of the canal. The following year, major works were carried out and it became unsuitable for model boats. The club spent a short time using a lake in local gardens, but this did not go down well with the fishermen who also used the lake as they claimed that our activities disturbed the fish. The club also obtained permission to use the car park of a large supermarket to run radio-controlled cars, but this was stopped when the shop went to 24-hour opening.

The club then spent a number of years renting the indoor swimming pool of the local boys Grammar School on Sunday mornings. During this time, the club held a number of exhibitions using the pool and school hall, raising much needed funds for the club. During this time the membership of the club increased considerably.

Moving forward to the year 2000 when the Bluewater Shopping Centre started to flourish,

a number of model boat clubs applied for permission to use one of the several lakes surrounding the complex. We were the lucky club and were given the use of one of the ponds. In 2001 we were offered the use of No.7 Lake where we are at present located. We have the use of a summer house as a 'club house' on the condition that we maintain it in good order. We have generously been given free use of the lake for which we are most grateful.

During our time at Bluewater we have added the word 'Boat' to our club name; we are therefore now known as 'The Chantry Model Boat Club'.

We have three club days, Wednesday, Saturday and Sunday, sailing tugs, navel craft, submarines and yachts. We hold racing days for Victoria Yachts each month, and various other 'Theme Days'; details of which can be found on our web page; www.chantrymodelboat.club.





Range Finder

This month, for the first time in any publication, an in depth look and appraisal at the new Batch 2 River-class OPV HMS Medway by **Dave Wooley** (Part 1 of 2)



ABOVE: HMS Medway Crest. 1: HMS Medway bathed in the afternoon light, passing Fort Perch Rock heading towards the liner Terminal.

The OPV

In July of 2019 the opportunity arose for me to go aboard one of the Royal Navy's latest warships, HMS Medway, and as usual, photograph as much of the vessel that would be relevant to a model maker. Before going into our detailed look at Medway, a brief resume of the origins of this specific type of vessel, the OPV (Offshore Patrol Vessel).

There has always been the coastal defence ship in one form or another, however the first of what is now termed the OPV, was five modified Ton-class minesweepers forming the sixth patrol squadron in Hong Kong in 1971. This was followed by the seven dedicated OPVs of the Island-class, HMS Anglesey being an example (Range Finder went aboard back in the 1990s). These were added to in the early 1980s by the five ships of the Peacock-class which were built

for Hong Kong duties. However, for UK waters the most significant change was the helicopter-capable Castle-class with HMS Leeds Castle being completed in 1981, followed by HMS Dumbarton Castle a year later; both ships being built by Hall, Russell & Company in Aberdeen.

Forward to 2001, and there was a new generation of OPVs, the Batch 1 River-Class designed and built in part to commercial standards but introduced innovative features such as a wave piercing bow, a heavy lift crane to embark special mission containers and excellent crew accommodation. Range Finder conducted an in-depth modeller's photo shoot and subsequently a 1/96 build of HMS Mersey back in 2004.

Going aboard HMS Medway

This brings us to 2019 and the introduction of the Batch 2 River-class and the arrival of HMS Medway into the River Mersey (**Photo 1**). The only connection these new ships have to the Batch 1s, is basically in the name of River-class. They are to all intents and purposes a

1





warship scale

2: Right forward towards the panama bows. 3: Medway has no screw or blake slips securing the anchor cable, thus a return to the past with a seldom used controller or bow stopper.



4: An excellent view of the bollard and stanchions. 5: Cable holders; note the brake handwheels either side. 5: Cable holders; note the brake handwheels either side.

new design and a departure from the Batch 1s. There are some aspects in the disposition of equipment that retain some similarities, for example the bridge, position and method of deploying the RHIBs and the ability to embark containers. The obvious difference is in the shape of the hull, having an extended bulb forward and a helicopter flight deck.

The displacement is 2000tons in a hull 90.5m in length by 13m in beam, with a draught of 3.8m. Medway was launched (actually rolled onto a semi-submersible barge and lowered into the water) at Govan shipyard, Glasgow on 23 August, 2017 and officially is designed with a global reach. For example, one of the Batch 2s will be deployed when the need arises to the Caribbean, another to be based in the Falklands and possibly others to the Mediterranean as the situation demands. Primary tasks will involve fishery duties in coastal waters, but will include anti-terrorism, anti-pirate and to disrupt and intercept smuggling.

Medway has a range of 5000miles, an endurance of 35 days and a ship complement of 34 but can accommodate double that number should the need arise. Armament is a single 30mm and two mini-guns on the bridge

wings. There is enough space to operate a Merlin HM.1 or a Wildcat HMA.2 helicopter. There are two Halmatic 24 RHIBs either side of the funnel arranged on an anti-swing davit system, as fitted to the Batch 1s.

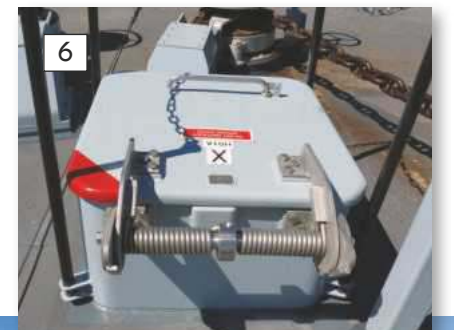
The forecastle

Our in-depth tour, we will commence right forward at the stem showing the panama bows. Interestingly, and unlike the Batch 1s, there is no bulwark around the forecastle (**Photo 2**). Another feature that differs from most other warships, is the use of a different type of chain stopper which in earlier times was referred to as a bow stopper. Here a vertical hand wheels applies a lever to grasp the anchor chain, whilst the secondary horizontal wheel secures the shackle within the hawse pipe, interestingly there is no bonnet over the hawse pipe. Also, no Blake slip stopper or screw stopper on the deck (**Photo 3**). Here we have an excellent view of the type of stanchions used on the Medway, which are now a standard fit and are of box section GRP and collapsible like those fitted to the Type 45 (**Photo 4**). Within the same area are the two cable holders and, in the foreground, the vertical wheel of the cable brake (**Photo 5**). Just forward

of the navel pipe is a hatch with access down to the forward compartment; please note how robust the hinges are, a feature repeated on several WT doors (**Photo 6**).

Remaining on the forecastle and, unlike the Batch 1s, the Batch 2 have the 30mm fully automatic or manual DS30M-mounted on a raised platform; this can be seen in detail in (**Photo 7 & 8**). Interestingly, other navies using the same design have opted for the larger Oto Malera 76mm, a good example is the Thai Navy, HTMS Krabi. Around the side of the 30mm platform are a series of louvered vents. I suspect the spent rounds are discharged into the area below

6: One of the deck hatches installed on Medway, just forward of the cable holders.



7: The DS30M 30mm automatic/manual naval gun. 8: The 30mm gun is mounted on a raised platform immediately abaft of the breakwater.



9: Various types of louvered vents attached to the side of the 30mm gun platform. 10: The vent arrangement over to port is different to that on the starboard side of the 30mm gun platform.



11: Steps at the rear of the gun platform. 12: Standard RN type ready use lockers at the rear and over to starboard of the gun platform.



13: On the portside, looking towards the forward face of the deck housing. 14: On the starboard side, looking towards the forward face of the deck housing. Note the ladder to O1 deck. 15: Shapes and features on the front of the bridge reminiscent of that on the Batch 1s. 16: Two large ventilation housings.

the platform (**Photo 9**). Over to port, the vent arrangement is configured differently (modellers take note). It's also worth noting that the stanchions surrounding the gun platform are of a flat bar section (**Photo 10**). Access up onto the gun platform is via a four-tread stair to the rear of the platform. Note the presence of larger fan housings (**Photo 11**). Moving slightly to starboard is a RUL (**Photo 12**) and directly beneath the gun platform is the magazine.

Moving through 180° over to port, we are now facing the sloping frontage up to O1

deck. This is a busy area regarding fittings. It's worth noting the type of WT doors fitted to the Batch 2s. Here the doors slope backward, hence the large hinges not seen on any previous RN warship and the three boxes containing life jackets (**Photo 13**). Moving over to starboard we can gain a better view of the angled shape of the forward deck housing. Once again, the large hinges are a prominent feature on the WT door accessing officer's accommodation and wardroom. This brings into view the stairway up to O1 deck, bridge wings and the bridge (**Photo 14**).

The bridge and bridge wings

A notable departure from the Batch 1s, is the absence of the gun platform on O1, which as we have seen, is relocated to its more traditional position on the forecastle. The Bridge retains its overall visual advantage, having large windows with an all-round view as seen here looking aft on the starboard side (**Photo 15**). The following image shows clearly the large vent housings which would be quite challenging to make at 1/96 (**Photo 16**). Within sections of O1 bulwark, are a cluster of signage. Signage over the past years has become more detailed and comprehensive, a good example of this can be seen here in **Photo 17**. Moving over to port, we have a visual looking aft with several fittings located into the bulwark. Prominent amongst these is the signalling light and Pelorus (**Photo 18**).

Moving further aft and turning 180°, we are looking at the rear of the bridge and the stairway up towards the flying bridge. Of course, a single image of a particular location does not provide all the visual information needed for modelling hence the second picture, revealing the arrangement around the rear of the stairway (**Photo 19 & 20**). Moving from port to starboard via a raised platform to the rear of the Ops room, can be seen in this general shot and ringed in yellow (**Photo 21**). We gain a visual to starboard looking along the deck housing/ops room and rear of the bridge wing and forward along the bridge wing (**Photo 22 & 23**).



Sensors

Moving up to the top of the bridge and mast we have an array of sensors, the first of which is the Sea Eagle electro optical tracking and fire control for the 30mm gun, seen here ringed in red. Immediately above and to its rear, is the I band surface search radar Sharp Eye, having an high degree of sub-clutter visibility and detection of low RCS (Radar Cross Section) images regardless of sea state (**Photo 24**). The foremost structure is like that on the Batch 1s and mounted at the top is the TS4100 air/surface search radar (**Photo 25**). However, one of the views seldom seen, but useful to model makers, is looking directly up towards the underside of the upper platforms. Here access to three levels is clearly visible (**Photo 26**).

In part two, there will be further detailed images of around the funnel casing, the davits/RHIBS and the flight deck.



17: Signage is constantly being updated and one for modellers to consider. 18: The port side bridge looking aft. 19: Port side bridge wing, looking forward adjacent to the ops room. 20: Immediately to the rear of the bridge to port on O1 with the stairway giving access up to the flying bridge.



21: A platform at the base of the foremast allowing access from the port bridge wing over to the starboard bridge wing and down via a stairway to the main deck.

22: The area at the base of the mast and at the rear of the bridge.

23: Viewing forward along the starboard side bridge wing.



25: On the middle platform over to port is the Sharp Eye E/F band Radar and mounted on the top platform the air/surface search radar.

26: The rear of the foremast ladders and platforms.

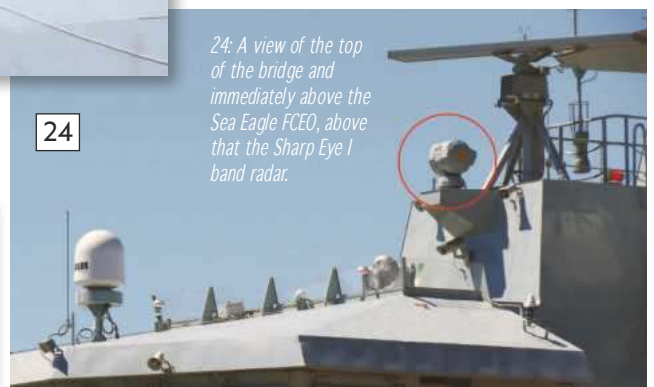


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<https://www.naval-technology.com/uncategorised/newsroyal-navys-newest-offshore-patrol-vessel-hms-forth-begins-maiden-trials-on-sea-5915483/>

Sharp Eye radar Ref- <https://www.kelvinhughes.com/about-us/sharpeye/>. Thanks to Peter Brown, Naval architect (Ret.) for his help and assistance and to the NRO Liverpool, the Captain and ships company of HMS Medway for their time and assistance during my visit.



24: A view of the top of the bridge and immediately above the Sea Eagle FCEO, above that the Sharp Eye I band radar.

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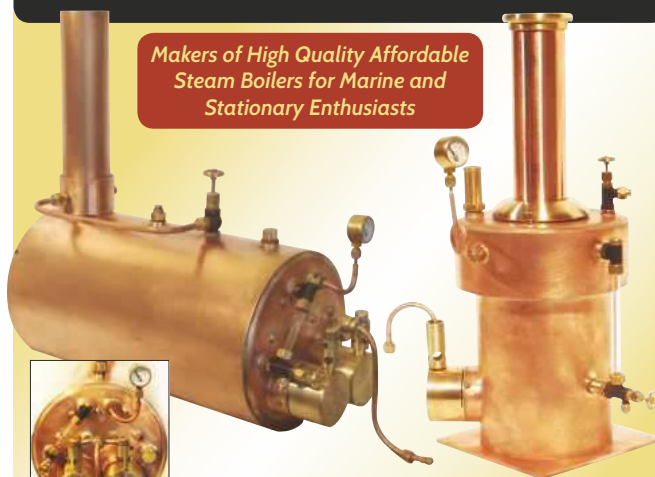
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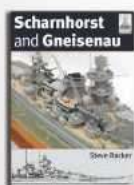


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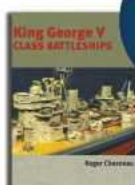
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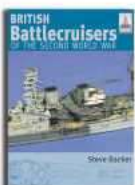


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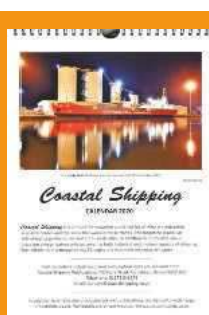
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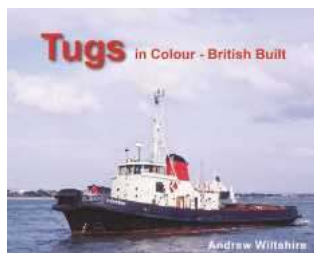
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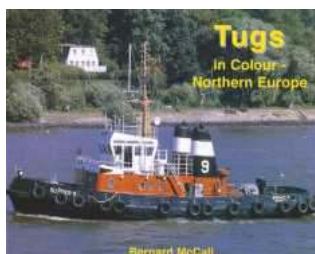
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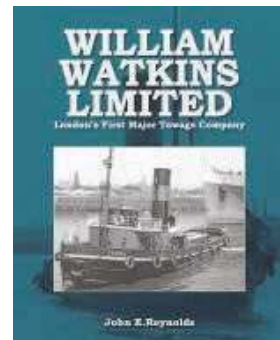
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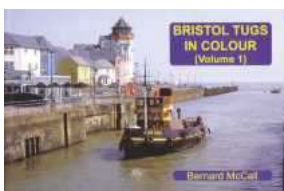
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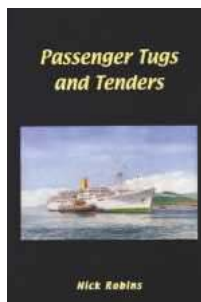


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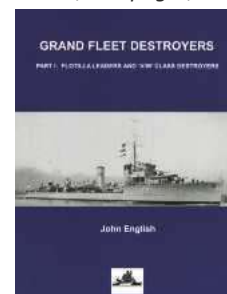
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 Hardback, 96 pages,
 WAS £15.00 NOW £7.00



Grand Fleet Destroyers
 Softback, 138 pages,
 £12.00

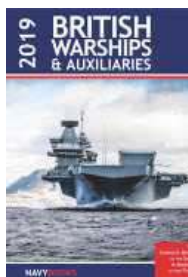


**Bristol Tugs in Colour
 Volume 2**
 Softback, 64 pages,
 WAS £9.95, NOW £6.00

Thames Tugs in Colour
 Softback, 80 pages,
 WAS £9.95, NOW £6.00



SVITZER Tugs (Worldwide)
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 WAS £10.95, NOW £6.00



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Test Bench

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

Test Bench is a service that we provide free of charge to manufacturers, distributors and retailers of model boat-related products. Covering all disciplines, anything from books to balsa is accepted for these pages. To submit material, e-mail the editor via editor@modelboats.co.uk with the relevant information or send samples direct to the editorial address in the front of the magazine.

Mountfleet Models S.S. Jarrix

Not to be confused with the larger 1/32 scale S.S. Ebbrix, released by Mountfleet Models

in 2018, this smaller coaster has been produced in 1/48 scale. The original S.S. Jarrix was built by Cochrane & Sons, Shipbuilders Ltd. in Selby in

Product: Construction kit
Dimensions: Length: 39in (1010mm); Beam: 6.25in (160mm)
Displacement: 14lb (6Kg)
Scale: 1/48
Price: £295
Manufacturer: Mountfleet
Website: www.mountfleetmodels.co.uk

1917, weighed in at 429 tonnes, was a tad under 150ft and was powered by a single triple expansion engine with a single boiler and driven with a single shaft propeller. She served with J R Rix & Sons, Hull from 1917 until 1939 when she was sold to the Ribble Shipping Co. (W J Ireland), Liverpool and was renamed the S.S. Gorsethorne. Under this name, her service

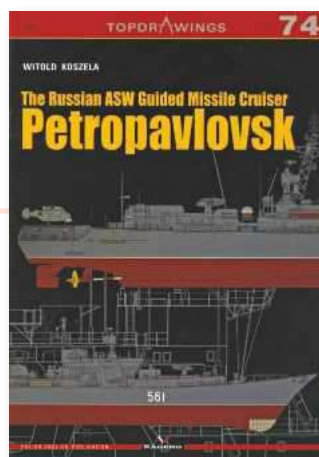
was destined to be short, as she foundered in Liverpool Bay on 8 December, 1940.

Presented in a very solid plain box, this Mountfleet kit contains everything you will need to create an accurate model of this purposeful coaster. The GRP moulded hull is sturdy and will only require a limited amount of preparation. The main rear superstructure and the two lifeboats are also made of GRP, the former needing only the lightest touch before fitting to the deck. The fittings, all in white metal, are all contained in 18 numbered bags, each containing a bundle of parts which can be cross referenced in the instructions and on the detailed full size drawing supplied. The instructions, which are ring-bound A4 in size and complete with supporting photographs, guide you through a straightforward build. All the necessary wood, cordage and wire are included, as is a good quality propshaft and brass propeller.

Thanks very much to Adam at Mountfleet Models for supplying Model Boats with this very nice kit which will appear in the magazine in the near future as kit review/build by Allan Miller.

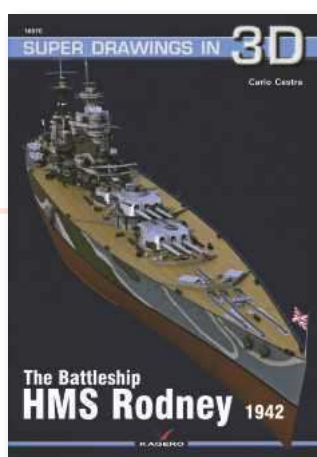
MC





Kagero – Petropavlovsk & HMS Rodney

There have been six Russian ships named Petropavlovsk; the first was an ironclad, followed by a pre-dreadnought (1894), a battleship (1911), a cruiser (ex-Lützow) (1940), a Kirov-class cruiser (1957) and finally, the subject of this Kagero Topdrawings (No.74), a Kara-class ASW Guided Missile Cruiser (1973). Up until now, very little information was available online or in print of the most modern Petropavlovsk which has now been rectified by this book.



Packed with line drawings in 1/50, 1/100 and 1/200, every detail is covered my favourite being a cross section of the ships original AK-726 main gun. As always with the top drawing series, there is a pair of loose sheets with profiles of the ship in 1/200 scale at various stages of her service. One of these sheets, on much heavier paper has three colour profiles of her in full camouflage during her final period of service leading up to her scrapping in 1996.

Our second Kagero is a Super Drawings in 3D of the battleship HMS Rodney, along with her

sister HMS Nelson, a truly unique pair of warships which owe their unusual design to the restrictions of the post-First World War Washington Treaty. Some of the most powerful warships ever built leading up to Second World War, both Rodney and Nelson where the only two battleships to be fitted with 16in guns, nine in all in three large turrets positioned in front of the superstructure.

My Great Uncle served on Rodney, so I have a particular soft-spot for her and this Kagero really opens your eyes to how she was designed. The incredible full colour 3D artwork, on average

two drawings per page near fill this 88 page book. There are actually 140 profiles in total plus an A2 sheet packed with line drawings; one side gives three views of the entire ship in 1/350 scale while the reverse is packed with 1/50, 1/100, 1/200 and 1/350 details of weapons, rangefinder, catapult, cranes and lifeboats. Just a superb piece of work; both books I would highly recommend!

Thanks again to all at Casemate for supplying these samples – please visit www.casematepublishing.co.uk to view these and many other titles. **MC**

ISBN: 978-8-366148352 (Petropavlovsk) & 978-8-366148284 (HMS Rodney)
Ref: No.74 (Petropavlovsk) & 16070 (HMS Rodney)
Pages: 16 (Petropavlovsk) & 88 (HMS Rodney)
Price: £16.25 (Petropavlovsk) £25.95 (HMS Rodney)
Format: Softback – 297 x 210mm (Both)
Publisher: Kagero Publishing
Website: www.kagero.pl/



Vanguard Models - Lord Cochrane

Model Boats readers may well have noticed an advertisement from a new company in our August issue, namely Vanguard Models. Pleased to see a new UK-based company and keen to find out more, I had a look at Vanguard Models website

(www.vanguardmodels.com) and discovered that the owner is Chris Watton. Chris has previously worked as a model kit designer for Amati Victory Models so anyone interested in scale period ship models will almost certainly have built one of his. Now Chris is working on his own range of wooden ship kits. He already has his first kit available for purchase (HM Armed Cutter Alert), and recently asked his customers if there would be any interest in him producing a figure of Lord Tomas Cochrane to complement a future kit of HMS Speedy. Obviously the response was positive, and a cast resin figure in 1/64 was the result.

The model consists of two finely cast resin components, the main figure of Lord Cochrane being a single one piece casting (including small circular base) leaving only his sword as a separate component. Both castings are very crisp with only a small amount of clean up necessary prior to assembly and painting. Some extra care may be required when liberating the sword's hilt from the web of

excess resin that surrounds it, but it should come away cleanly with the aid of a sharp scalpel or craft knife.

The two castings come packaged on a bed of cotton wool within a tiny white cardboard box. Text on the box top describes the contents, while the underside has two mono photos of the completed figure. Construction is obvious and an internet search for images of 'Lord Tomas Cochrane' should glean some colour reference. The sculptor has taken inspiration from portraits of the man himself, as there are several images that show Lord Cochrane in what would seem to be a characteristic pose with telescope in hand. In my opinion, the sculptor has done a first rate job in capturing Cochrane's likeness despite the diminutive

scale. As the saying goes he is... 'Small but perfectly formed'! If I had one criticism to make, I would have liked the option of the figure wearing a bicorne hat.

The figure costs £10 plus P&P, which isn't cheap for a 1/64 scale figure, but then who else provides crew figures at this scale and period? I think it's great to see a manufacturer of scale period ships producing figures to complement their models and I hope that Vanguard will produce more in the future. A gun crew or some marines would get my vote. I think that this figure of Lord Cochrane will add some extra human interest and visual perspective to any 1/64 ship you choose him to command. Our review sample was purchased direct from Vanguard Models.

Richard Dyer

Product: Resin figure
Ref: Lord Cochrane
Scale: 1/64
Parts: 2
Price: £10
Manufacturer: Vanguard Models
Website: www.vanguardmodels.com



Trumpeter Prinz Eugen

Prinz Eugen was one of five Admiral Hipper-class heavy cruisers (the others being Admiral Hipper, Blücher, Seydlitz and Lützow) that served during the Second World War and the only one that can still be 'seen' to this day. Having survived the war, Prinz Eugen was initially captured by the British but was transferred to the US as a 'war prize' in December 1945. After being extensively inspected and tested the ship took part in Operation Crossroads (nuclear weapons tests) at Bikini Atoll. After surviving two nuclear blasts, the ship was towed to

Kwajalein Atoll where she was decommissioned in August 1946. Now in poor condition, she sprang a serious leak in December 1946 and on the 22nd capsized close to the atoll, her upturned stern being visible above the surface today.

Initially released as a new tool in 2009, this Trumpeter kit has been revised with new parts in 2010 and 2016, however, our sample is the original. The bulk of the near 600 parts are held on 16 sprues, while the main hull has been produced in seven main components complete with the option of a waterline hull. On top of that, there are three high quality PE sheets, a set of decals,

an A4 landscape all-B&W 20-page booklet of instructions and a full colour A3 painting and marking guide. A large proportion of the part count are those PE sheets, so once you have studied the instruction booklet a few times you will soon realise that this is not a challenging build. This particular version of the kit also includes a

1/350 S-100 Schnellboot and a pair of Arado AR 196 floatplanes, one of which can be housed with wings folded in the hangar, while the other sits on the catapult ready for action.

A great kit of a very handsome warship and one which will not have you pulling your hair out (if you have any left that is)!

Owen Cooper

Product: Construction kit

Ref: 05313

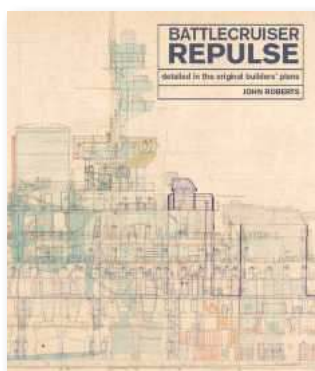
Parts: 595

Scale: 1/350

Price: £83.99

Manufacturer: Trumpeter

Website: www.trumpeter-china.com



Battlecruiser Repulse – Detailed in the Original Builders' Plans by John Roberts

The Technical details of British Warships were recorded in a set of plans produced by the builders on completion of

every ship. Known as the 'as fitted' general arrangements, these drawings documented the exact appearance and fitting of the ship as it entered service.

Today these plans form part of the incomparable collection of the National Maritime Museum at Greenwich, which is using the latest scanning technology to make copies of the highest quality. This book is one of a series based entirely on these draughts which will depict famous warships in a previously unseen degree of detail – complete sets in full colour, with close-ups and enlargements to make every aspect clear and comprehensible. Extensive captions point the reader to important features to

be found in the plans, and an introduction covers the background to the design and its principal characteristics.

The subject of this volume was one of the last battlecruisers, elegant ships which combined a powerful armament with high speed. Throughout their existence, they were controversial – three were sunk at Jutland – and Repulse herself was infamously lost to a Japanese air attack at the onset of the Pacific War. Nevertheless, the type was highly prized:

Repulse and her sister ship Renown were the only capital ships to be designed and built during the course of the First World War; substantial sums were spent on large-scale reconstruction during the 1930s. Both these phases of the ships life are fully documented in two separate sets of plans.

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

John Deamer

ISBN: 978-1-5267-5728-9

Pages: 160

Price: £30.00 (RRP)

Format: Hardback - 296 x 254mm

Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com

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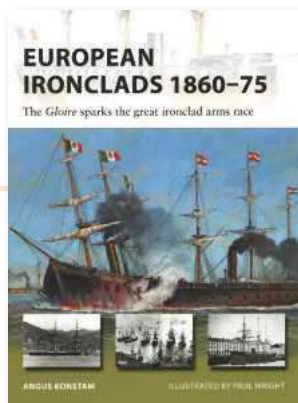
Rock House Bank Road,
Womersley, Doncaster DN6 9AX
Tel: 01977 620386
www.mountfleetmodels.co.uk
sales@mountfleetmodels.co.uk

H.S.L. 1:24 FIGURES (approx. 75mm)



European Ironclads 1860-1875

It was a defining moment in warship design and sea power as a whole when the French warship *Gloire*, was launched in November, 1859. It sparked one of the biggest arms races the world had ever seen because the *Gloire*, was the world's first ocean-going ironclad. This fully illustrated Osprey 'New Vanguard' series (No.269) by Angus Konstam looks at the design and development of the first ironclads, their weapons and the fleets in Europe between 1860 and 1879 that operated



them including Austria-Hungary, Denmark, France, Germany, Italy, The Netherlands, Russia, Spain and Turkey. There is also a detailed look at the only major sea battle that this type of warship took part in, notably the Battle of Lissa, in the Adriatic on 20 July, 1866 between the fleets

of Austria-Hungary and Italy. There is some great reference photography and pleasing artwork including paintings of Rolf Krake in action and *Re D'Italia* being rammed during the Battle of Lissa, a technique which was re-introduced thanks to the ironclad. There are a number of coloured

profiles in this fascinating little book which educates us all into an important period of warship development which quickly led to what we now see as the 'modern' battleship.

Thanks very much to Osprey for our review copy.

Owen Cooper

ISBN: 978-1-4728-2676-3

Pages: 48

Price: £11.99 (RRP)

Format: Softback – 248 x 185mm

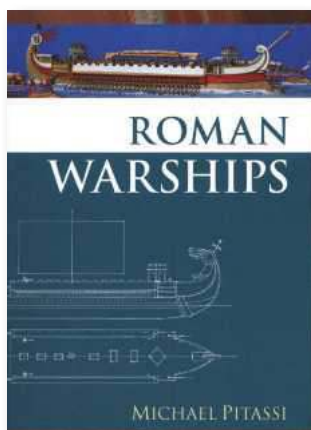
Publisher: Osprey

Website: <https://ospreypublishing.com/>

Roman Warships by Michael Pitassi

Generally the first thing you think about when the word 'Roman Empire' are uttered will not have anything to do with the sea and even less so, from a military perspective. While we obviously know that the Roman Empire was not created by crossing vast tracks of land alone, very little is known about Roman warships which would have existed in great numbers to help the biggest empire the world has ever known survive for 800 years.

Michael Pitassi's book will undoubtedly open your eyes to this overlooked subject which the author obviously has a vast knowledge of. Originally published



back in 2011 as a hardback, on the heels of the same author's *Navies of Rome*, this paperback version is packed with 40

colour and 110 black and white illustrations on this fascinating subject. The book begins in a refreshing way by presenting the sources of how this book was achieved, drawing on literature, iconography and archeology followed by a chapter on how these sources were interpreted before moving onto the ships themselves. The third chapter focusses on fittings while chapter's four to eight look at ships from the

earliest types in the 8th through to the 4th Century BC and onwards to 5th Century AD.

There has always been a lot to learn about the complex world of the Romans, but this excellent book goes a long towards helping you understanding the construction and operation of Roman warships. Thanks to Sean Anderson at Suffolk-based The Boydell Press.

David H. Smith

ISBN: 978-1-78327-414-7

Pages: 232

Price: £17.00 (RRP)

Format: Softback - 240 x 172mm

Publisher: Boydell Press

Website: www.boydellandbrewer.com

Transatlantic Liners 1950-1970 by William H. Miller

This new book is a glorious recollection of a grand but bygone age of those passenger ships, large and small, that crossed the Atlantic. There were the likes of the *Queen Mary* and *Queen Elizabeth*, *SS United States*, *Caronia*, *Andrea Doria* but also smaller, less memorable, ships such as *Noordam*, *Parthia* and *Laurentia*. The ships, over 150 of them, are grouped by owner, from the short-lived American *Banner Line* to Israel's *Zim Lines*. Each ship is illustrated in black & white or colour and



given a full, detailed reference, including its service routing, length, tonnage, builder, machinery, speed and number

of passengers carried, as well as a full chronology of the vessel's career, including changes of ownership and name together with its ultimate disposition and fate.

Being an acknowledged expert in his field, having written over 100 books on passenger liners, the author, Bill Miller aka 'Mr Ocean Liner' has produced this superbly illustrated reference work, in a

larger format than his previous books, which I'm convinced will be a 'must-have' for model makers, maritime historians and enthusiasts with an interest in ships from this 'golden era' of passenger travel.

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

John Deamer

ISBN: 978-1-78155-693-1

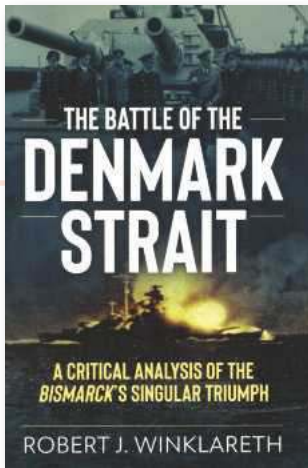
Pages: 160

Price: £25.00 (RRP)

Format: Softback - 276 x 215mm

Publisher: Fonthill Media Limited

Website: www.fonthillmedia.com



The Battle of the Denmark Strait by Robert Winklareth

Sub-headed, 'A Critical Analysis of the Bismarck's Singular Triumph' this book was first published in Britain and USA back in 2012, presumably as a hardback. This really is a super-detailed look at

the Battle of Denmark Strait in the Spring 1941 which saw the pride of German Navy, the Bismarck and Prinz Eugen in support, go up against the crème de la crème of the Royal Navy in the shape of HMS Hood, the new, modern battleship, HMS Prince of Wales as well as HMS Norfolk and HMS Suffolk plus half a dozen destroyers. By the end of this initial encounter, the Hood was at the bottom of the ocean and Prince of Wales had to withdraw because of damage received.

The very comprehensive book literally looks at nearly every shot fired right through to the ultimate demise of the Bismarck and the escape of the

Prinz Eugen. The book is divided into three main parts, the first titled Events Leading Up To The Battle, the second, The Battle Of The Denmark Strait and Events Subsequent To The Battle. The remainder is a gathering of Appendices (A-G) which fill the last 32 pages. I was pleasantly surprised how easy this book is to dip into and on each occasion I found it engaging and very

difficult to put down. As analytical as the book presents itself, it is very readable and will not bombard you facts and figures to point where you grey out! Highly recommended.

Thanks very much to Casemate for supplying this excellent book – please visit www.casematepublishing.co.uk to view these and many other titles.

MC

ISBN: 978-1612007137

Pages: 336

Price: £14.99

Format: Softback – 228 x 252mm

Publisher: Casemate Publishing

Website: www.casematepublishing.co.uk



RPG Models Mk-15 Phalanx CIWS

The Phalanx CIWS is a close-in weapon system with a rapid-fire, computer-controlled, radar-guided gun manufactured by the General Dynamics Corporation. It is designed to intercept anti-ship missiles and other close-in threats on land and at sea. The system is made up of a 20mm M61

Vulcan Gatling gun autocannon, mounted on a swivelling base, linked to a Ku band fire control radar system for acquiring and tracking targets. The Phalanx has a rate of fire of 4,500 20mm rpm which equates to 75rps and is equipped with a 1,550-round magazine. The rounds are armour-piercing tungsten rounds or depleted uranium with discardable sabots. The velocity of the rounds fired is about 3,600fps (1,100m/s). The Phalanx weapon system is installed on all U.S. Navy surface combatant ship classes and 24 allied nations, including the Royal Navy.

The kit comes in a brown card box with a colourful Stars and Stripes outer sleeve. On the rear of the sleeve there is a print of the two brass photo-etched sheets supplied in the kit and the two decal sheets. On the side there are the four colour schemes offered in the kit. The kit itself comes moulded on

five medium grey sprues and on one black rubberised sprue. There is a total of 164 grey parts along with twelve black rubber parts; you also get 161 photo-etched parts and six turned brass barrels. The A5 instruction book is well printed and is on good quality paper. It contains 28 pages with the build split into 44 separate stages. At the rear of the instructions are the more detailed colour schemes which consist of three naval versions, all in grey, and one land-operated version painted in Desert Sand. Colour references are given for Mr Color, Tamiya and Vallejo. The parts are very crisply moulded with no sign of flash or ejector pin marks on the outside surfaces.

When building the radome, there is a large brass photo-etched part (PE-A1) that bends around to form the door, you have the option of leaving this open, so the internal radar tracking device, which is included in the kit, can be seen. All in all this could prove to be a nice kit either displayed built on part of a ship's deck, or on a polished wood base; I think it would turn a few heads on the club tables and shows.

I obtained my kit from Hong Kong-based Hobbyeasy (www.Hobbyeasy.com). They offer a very reliable tracked postage system; delivery to my door took more or less four days to the hour from ordering.

Gary Radford

Product: Construction kit

Ref: NO.35005

Scale: 1/35

Price: Around £35 Inc. shipping from Hong Kong

Manufacturer: RPG

Website: www.RPG-MODELS.COM

Model Craft Collection Hobby Bench Vice

The first thing that strikes you about this chunky little vice is its weight; as in lack of it, thanks to it being made of aluminium alloy. As a result, this vice from the Model Craft Collection is perfect for lightweight or

portable workbenches or dare I say, the kitchen table, if you think you can get away with it! That said, the vice can be clamped onto benches up to 25mm thick and with a jaw width of 60mm and a jaw capacity of 50mm, it is, in itself, no lightweight. Good quality and available at a reasonable price, this little vice will find a home in every

modellers workshop. Thanks to Hobbies for this sample which is available, along with a number of Model Craft Collection

products via www.alwaysshobbies.com.

MC

Product: Tool

Ref: PVC7006

Parts: 1

Price: £12.95 (Hobbies)

Manufacturer: Model Craft Collection

Website: www.modelcraftcollection.com





Hobby Den USN Light SEAL

Ref: HD124
Scale: 1/72
Price: approx £11.38 (The Hobby Den)
Released: 2018 & Jul 2019
Notes: New tool -



Aoshima HMS Norfolk

Ref: 056691
Parts: -
Scale: 1/750
Price: approx £25.00 (Hobby Search)
Released: 28 Jun 2019
Notes: Battle of the North Cape 1943

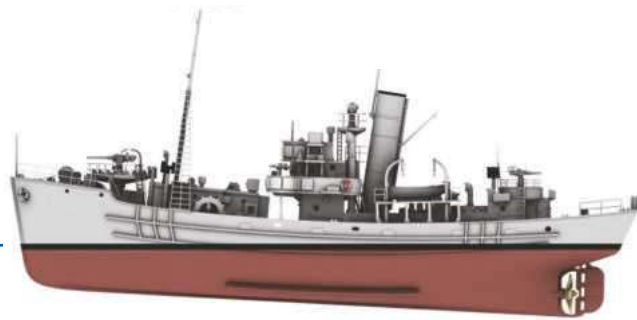


Trumpeter Taszkient 1940

Ref: TM05356
Scale: 1/350
Size: L. 399.1mm, W: 39.1mm
Price: £44.99 (Pocketbond)
Released: Future
Notes: Info courtesy www.pocketbond.co.uk

Airfix Wasa

Ref: AX09256V
Parts: 229
Scale: 1/144
Size: L. 486mm, W: 229mm
Price: £29.69 (Hannants)
Released: Winter 2019
Notes: Info courtesy www.hannants.co.uk



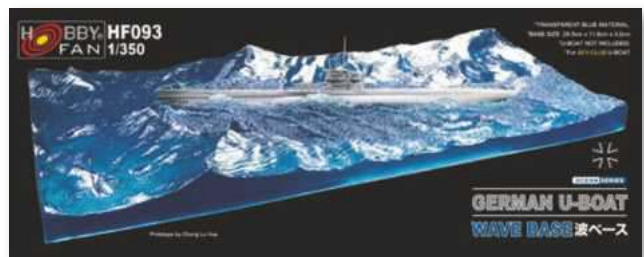
Starling Models HMS Sir Gareth

Ref: STK06
Parts: -
Scale: 1/350
Price: £54.95 (Starling Models)
Released: 27 Jul 2019
Notes: Info courtesy www.scalemates.com



Airfix Graf Spee

Ref: A04211V
Parts: 47
Scale: 1/600
Price: £16.99
Released: Winter 2019
Notes: Info courtesy of www.airfix.com



AFV Club German U-Boat

Ref: HF093
Parts: -
Scale: 1/350
Price: £69.99 (Pocketbond)
Released: Future
Notes: Transparent wave base - Info courtesy www.pocketbond.co.uk

Revell English Man O'War

Ref: RV5429
Parts: 394
Scale: 1/96
Size: L: 74.7cm; W: 63.8cm
Price: £80.99 (Hannants)
Released: nr future
Notes: Info courtesy www.hannants.co.uk





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RAF CRASH TENDER £140



WAVEMASTER 34 £100

SLEC Ltd—Units 8-10 Norwich Road Industrial Estate, Watton Norfolk IP25 6DR

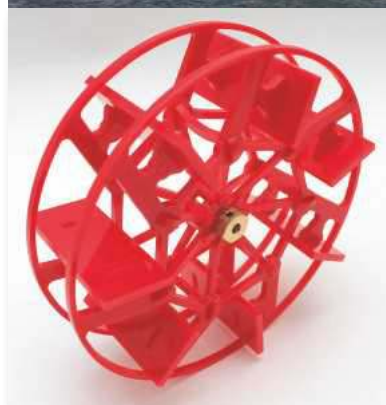
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Don't forget! The November issue of Model Boats will be published on 27th September 2019 price £5.40 – don't miss it! Order your copy now! Or better still why not make it your first copy in a year's subscription to magazine?

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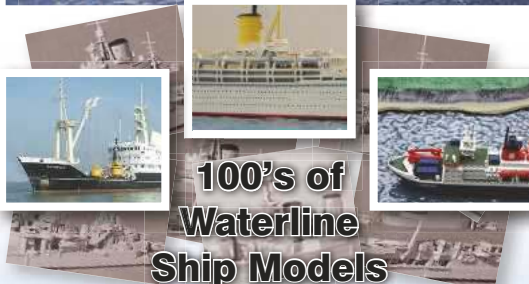
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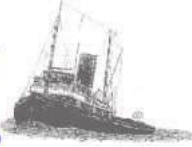
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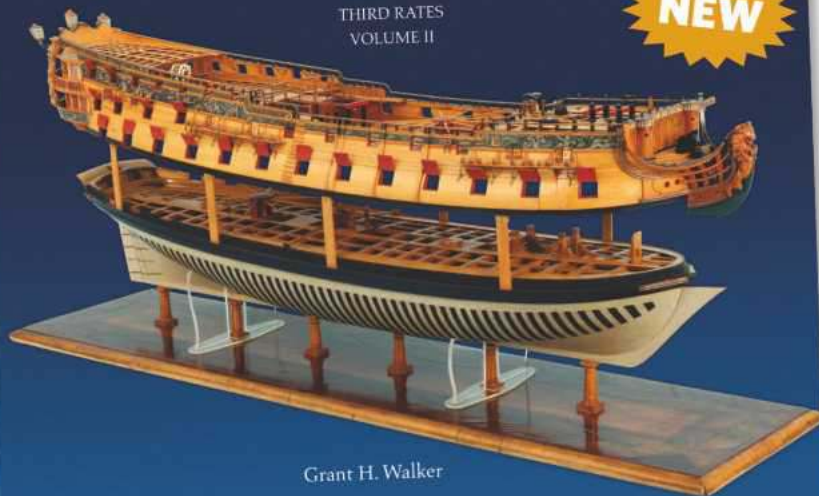
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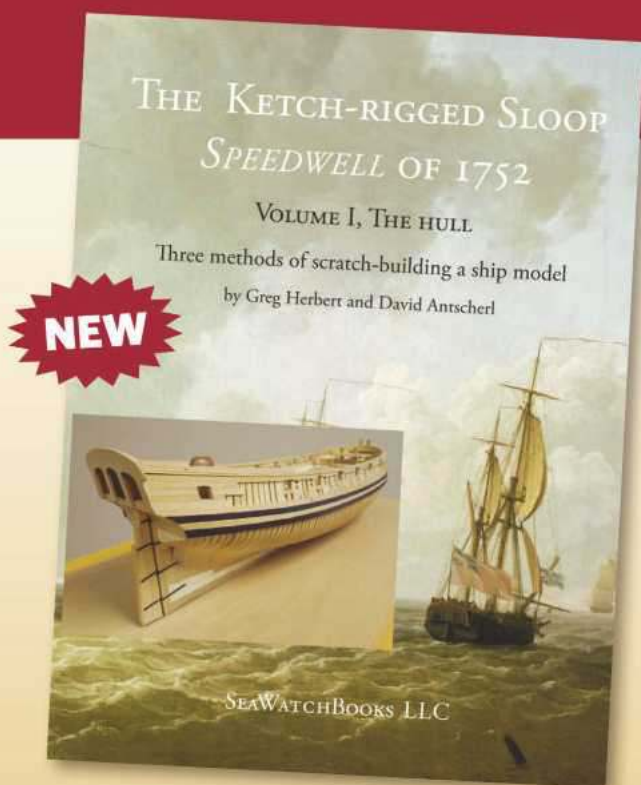


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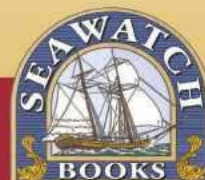
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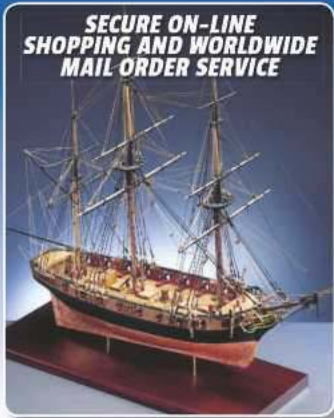


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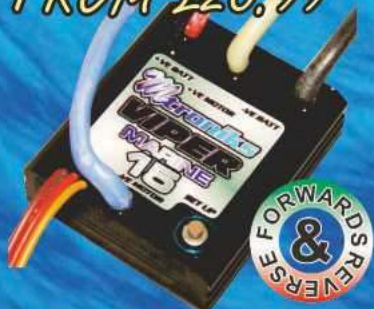
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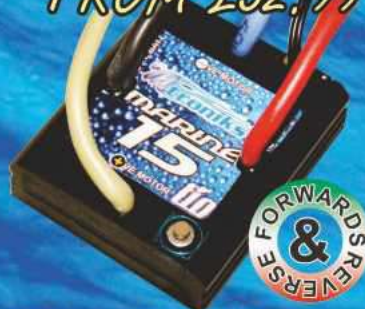


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