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December 2019
Vol.69 No.830

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SUBSCRIPTIONS

My Time Media Ltd., 3 Queensbridge, The Lakes,
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CURRENT AND BACK ISSUES

Visit: www.mags-uk.com

Telephone: 01795 662976

EDITORIAL

Editor: Martyn Chorlton

Suite 25, Eden House, Enterprise Way,
Edenbridge, Kent, TN8 6HF.

Email: editor@modelboats.co.uk

PRODUCTION

Designer: Richard Dyer

Illustrator: Grahame Chambers

Retouching Manager: Brian Vickers

Ad Production: Nik Harber

BUSINESS DEVELOPMENT MANAGER

David Holden:

Email: david.holden@mytimemedia.com

SUBSCRIPTIONS MANAGER

Kate Hall

MANAGEMENT

Commercial Sales Manager: Rhona Bolger

Email: rhona.bolger@mytimemedia.com

Tel: 01689 869891

Chief Executive: Owen Davies



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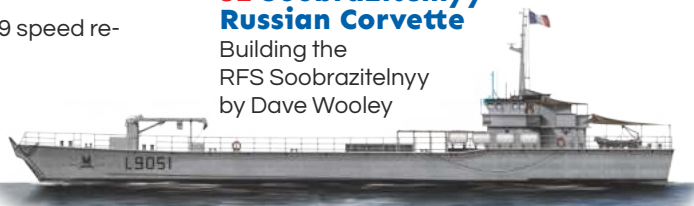
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Looking for a new model or making room for another? This is the place to buy and sell!

Welcome to the December 2019 edition of Model Boats Magazine which, as always, aims to dip its toe into as many aspects of our hobby as possible. It would and sometimes can, be very easy to become a little depressed this time of year following the changing of the clocks and the relentless rain that this autumn is bringing to us so far (if you're not getting it, you are extremely lucky!). However, this is a great time of year to consolidate where you are in the hobby and to take a look in the workshop to see what projects need finishing off, or maybe starting from scratch. If you anything like me, I know for a fact, before I even walk into the workshop, that I've got at least three projects to finish off and a couple of repairs before I even contemplate a new project; there is always something to be done. Personally, by the time I've done these jobs, spring will be knocking on the door again!

Despite this month's mag being the 76 page version, I have surprised myself how many features we have managed to cram in. This has mainly been aided by the usual, near end of year flurry of show and event reports which are proving to be popular with the readership. It's a nice and easy way to promote model boat clubs and individuals who do not usual appear in the magazine as part of build or 'how-to' type article. Diary dates is understandably bereft this month but please start sending your 2020 plans to me ASAP so I can plan my own calendar for the year, which is already beginning for fill. We need more 'Your Club' contributions as well please, not to mention 'Reader's Models'; keep them coming!

Martyn Chorlton

Compass 360

Our news round-up from the model boating world

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



ABOVE: The fleet, race team and family supporters.

2019 BOTTLE boat Championship at Waldringfield



Matthew Lake '32' gets away with a port tack start.

Good winds, tide and sunshine allowed this unusual and spectacular radio sailing event on the tidal River Deben to be thoroughly enjoyed by competitors and spectators alike. 17 entries travelled from three MYA districts to sail 16 races in almost perfect conditions in front of the Waldringfield Sailing Club, who were hosting the event. The BOTTLE boat is a simple high-performance one design radio boat that allows keen competition between juniors and sailors of several dinghy classes and there were seven different winners.

The Stollery race team set a simple windward/leeward course parallel to the beach, which gradually increased in size as the tide went out. Starting with the tide against the southerly wind was not a problem for these competitors and there were very few general recalls at the starts. Previous winner and Wayfarer sailor, Mike Pert set out his stall by winning the first race with junior Topper sailor Jos Glen in 2nd and Graham Viney 3rd. Graham then went on to win Race 2. There were a few technical problems with the wind increasing and several competitors changed to the small rig. Bernard Kufluk won Race 3 and OK sailor Jonathan Fish won the next, after having repaired his technical issues. This was a similar story for RS 200 and Laser sailor, Stephen Videlo, who won Race 5. Young Topper sailor, George Moss finished the morning sailing with a win.

At the lunch break Bernard was top of the leaderboard with 20 points followed by Graham 25 and Mike 26 with last year's winner, Matthew Lake with 27 in 4th.

In the early afternoon there was more spectacular planing speeds as the brisk sea breeze filled in. Jonathan won both Race 7 and 11 and in Race 8 top Footy sailor, Peter Shepherd beat his fellow Abington Park clubmate,

Peter Jackson from Northampton into 2nd place. However in Race 9 Peter Shepherd was beaten into 2nd place by Stephen. Mike came back to the top in the next and last race before the tea break was won by Bernard in the first of his hat-trick of wins.

The top of the leaderboard had not changed except for the William Ogden/Giles Themans team moving up to 3rd with 50 points and a tie between Jonathan and Peter Shepherd on 52 in 4th.

There was all to sail for in the last few races with Bernard's six-point lead being challenged by Graham's consistency, finishing with two seconds and a win. As the tension rose Bernard had a 7th in the penultimate race and he could so easily have lost the championship, but in the final race his 4th place tied his points with Graham. The tie was broken with Bernard taking the championship trophy as on countback he had 4 wins to Graham's 2.

At the prize-giving WSC Commodore Ian Videlo thanked the family race team of Roger, Susan, Peter, Linda and Adrian for organising another successful event.

With the limit 'big rig' wind conditions Adrian Price was a key team member and not only recovered boats in trouble, but throughout the event filmed the racing with a camera attached to the bow of his inflatable kayak. He put together a film which is now on YouTube with the following link: <https://m.youtube.com/watch?reload=9&v=ecyWw7zUazw>.

Roger Stollery



Champion Bernard Kufluk collects his trophy from Ian Videlo.

Top 6 results:

Pos.	Skipper	Club	Points
1st	Bernard Kufluk	WSC	45
2nd	Graham Viney	Guildford	45
3rd	Jonathan Fish	WSC	48
Junior BOTTLE boat champion was Joc Gwen			



Cake at the Lake, Beale Park, 2017.

Mid Thames MBC to exit Beale Park

Since 1980, Mid Thames Model Boat Club and Beale Park have enjoyed a mutually beneficial partnership, with MTMBC basing its headquarters and model boating activities on the inner and outer lakes. The MTMBC has been a source of companionship, socialisation, information and knowledge sharing, model boating events, connection with model boat clubs and attraction of tourists, an additional modest revenue stream for Beale Park, contributing to the local economy. The value of the club cannot be underestimated.

On 14 July, 2019 the MTMBC Chairman received notification by email of the decision taken by the newly formed trustees of Beale Park, requesting MTMBC to vacate the park and to cease all activities, no later than March 2020.

The strong tradition and history of model boating at

Beale Park was endorsed and positively encouraged by the co-founder of Beale Park, Richard Howard, who sadly passed away on 18 March, 2017. MTMBC are saddened to see the breaking up of Richard's historically valuable boat collection, which was, until May 2019, housed at Beale for the enjoyment of the visiting public. The exit of MTMBC will mean that the long-standing model boating heritage will be lost. The request to exit Beale came as a massive shock to the MTMBC, with no prior warning. Beale trustees had tentatively agreed that the club, in conjunction with Kent Model Boat display team, should proceed with planning for the 'Beale Park Model Boat Show'. Plans were being made to theme the 2020 show around the 75th anniversary of VE day. MTMBC had started negotiations with other stakeholders.

Over the last 39 years MTMBC has been responsible for introducing the younger generation to the joys of model boating, which translates into many avenues, e.g. fast electric, steam, sailing, tug towing and 'Club 600', unique to MTMBC. The skill sets required in model boating range from model making and electronics and something which old and young alike have participated in for mutual enjoyment. The membership has dedicated thousands of hours into the building, maintaining and running of their crafts and it is unconscionable that this should cease.

Other achievements over the last 39 years have been, exhibiting at many shows and other clubs that include model boating (Kew museum for example), delivering 'Have a go boating' for Beale Park 60th

anniversary, co-hosting for several years 'Beale Park Model Boat Show' with KMBDT on behalf of Beale Park.

In 2018 members were involved in supporting a project to produce a 3D-printed model boat capable of crossing the English Channel autonomously. The aim was to deliver an engineering project that schools and universities could reproduce at reasonable cost to promote engineering and science. A spin off from this is a Guinness record yet to be claimed for the furthest a 3D printed model boat has gone in 24 hours.

MTMBC are now urgently looking for a venue where they can be based to continue their activities and to hand over the precious legacy which they have built up to the next generation. If you can help please contact Tony Simons, email tony406@btinternet.com.



Bart's Bash; Biggest Little Boat Bash



Bart's Bash; Biggest Little Boat Bash is a charity event set up especially for radio sailing by MYA president's son, Shaun Priestley, who works for the Andrew Simpson Foundation, which is promoting this world wide event, which took place on 14 September, 2019.

As there was virtually no wind, we raced Footy round

the Footy Internet Course (FIC), because they go amazingly well in light winds as a result of their big sail area and lightweight displacement. The course is a special windward/leeward course, exactly 50ft long because the windward mark attached to the ground in the normal way connected with a 50ft underwater line to

the leeward mark, which has a sail on it and streams with the wind so that the course is always windward/leeward.

We sailed three times round the course, as is required by the FIC rules to complete a race and we raced six times. Race 3 was good for both competitors, because Roger was timed at

3.00mins dead and Martin at 3.03mins. It was close racing! Our worst results extended Martin's winning time to 8mins 31secs and Roger was unable to finish! Guildford Model Yacht Club is donating a minimum of £50 to the Andrew Simpson Foundation.

Roger Stollery

Guildford Model Yacht Club

Abbey Meads lake, Chertsey

Footy Class

Footy Internet Course: total windward/load course length of 300ft (91.4m)

Wind: 0-1 mph

Best times

Roger Stollery

Martin Crysell

ICE design

ICE + design

Footy

Footy

327

524

- 3.00mins

- 3.03mins

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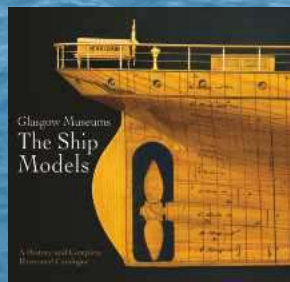


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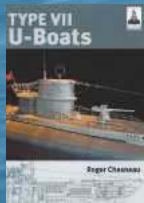
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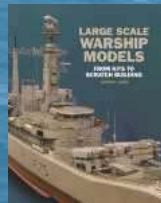
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HMS Iron Duke

How to simulate gunfire by **Geoff Dixon**

I have been making models virtually all of my life and like many people started with the Airfix and Revell kits that were both cheap and readily available.

As time went by, my focus moved onto warships and of course Battleships. Once you start building Battleships the obvious question is how can I simulate gunfire. Over the years I have seen numerous methods principally involving black powder, most using

a hot element to ignite the mixture. Some of the systems have been quite ingenious, including barrels that unscrew so a pre-prepared cartridge can be inserted and other systems somewhat less sophisticated!

Such systems are all very well but are typically frowned upon by the authorities and what was acceptable 30 years ago is no longer acceptable as we all live in a very different world. It was with this in mind that I

set out to develop an alternative system that was not based on pyrotechnics.

Whilst a little off topic, the other effect we typically seek is smoke from the funnels, the typical unit using a wick of some description with a coil of Nichrome wire to burn off or vaporise a mixture of oil. The problem with such units was the tendency for either the oil to catch fire or for the carbon residue to bake itself onto the element, causing overheating and element failure. There was also a residue issue and a current consumption issue with currents typically being in the 5amp range, so the effect was limited in duration.

There are alternative water-based 'smoke' systems now available but they are outside the scope of this article for reasons which will become apparent.

'Fog Fluid'

A good number of years ago I began to experiment with funnel smoke units with 'Fog Fluid' which is used in stage shows and night clubs for effect. Such units worked well with a fire proof wick and Nichrome wire, with one end in a bath of fog fluid and a small PC fan to blow the vapour out the funnel. These units produced significant smoke which is quite durable but again suffer from relatively high current consumption. However, now that we have a way to make a decent volume of smoke on demand, I reasoned that if I built an enclosed box beneath the turrets with a smoke generator inside, it should be possible to blow the 'smoke' out of the barrels and simulate gunfire. The boxes under two turrets were about 8in long x 4in wide and 2in deep, so a sizeable volume to fit into a hull. This system actually worked but there were four problems:

[A] How to blow the smoke out? – I first used powerful PC fans but no matter what I did there was blowback and sequencing issues. I eventually used an old hairdryer motor and fan and complicated pipework to connect all the turrets together but connections still proved a problem





[B] With 12v batteries in parallel and using three smoke units 'A' & 'B' and 'Q' and 'X & Y' (five-turret battleships had these designations fore to aft) I could not get the units to balance, sometimes the front ones worked and sometimes the rear ones – all very frustrating.

[C] The actual effect was reasonable but very gentle so was only suitable for calm days.

[D] The key problem was that some of my funnel smoke generators caught fire!

Whilst item [C] was a problem it was the last item, [D] that effectively killed this concept as an internal fire is very difficult to get to and could destroy the model. Further investigation online showed that despite the fog fluid being made of de-mineralised water, glycerine and a certain type of glycol and not having a flash point, if vaporisation wasn't complete, a residue formed and in concentration the residue was flammable; nothing more than a candle flame on the wick but that could be sufficient to potentially destroy a model even if precautions were taken.

I did some further research online to see how the real fog generators work and essentially they have a block of alloy with a small chamber inside and a narrow exit. This is surrounded by an electric heating element covered in insulation. So with the functions being switched on, get to the temperature and pump in fog fluid. The thermal mass of the metal core acts as a heat capacitor and energy dumps and the fog fluid flash vaporises, pressurises and blasts out the narrow exit hole in a jet of fog. Very effective, the key part being the fog fluid never comes into contact with a red hot wire so there is no potential ignition source. Such units are typically the size of a very small suitcase or sewing machine and use mains power so are not suitable for our purposes.

Positive Temperature Coefficient

Further research into the food and chemical industry revealed that whilst they used to use Nichrome wire to heat solutions, they now typically use PTC (Positive Temperature Coefficient) Thermistors as a heat source. These are semi-conductors with specific mineral internal architecture such that when you apply current, the internal resistance

increases, which creates heat, but the important thing is the temperature is self-regulating, so once up to their designed temperature, they stay there. This gives a non-contact heating source which is a key element of the design.

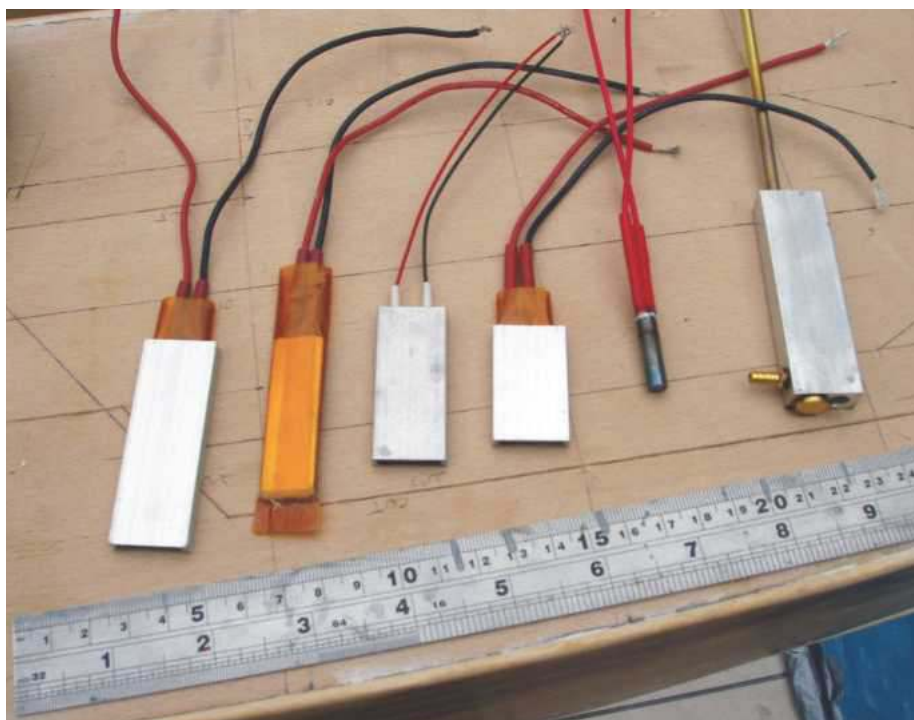
I purchased some PTC Thermistors from Amazon (E-bay is another good source). They are about £4 each so an acceptable experimental cost. Mine looked like a block of alloy 6cm x 2cm x 0.5cm with two wires. On 12v they reached a temperature of 230°C and stayed there. There are different PTC thermistors of all shapes and sizes and temperatures, but I have found you need 200°C to 230°C for best results. Note these are very different from NTC thermistors.

PTC = the internal resistance increases as they get hot and as they get hot the internal resistance increases = more heat.

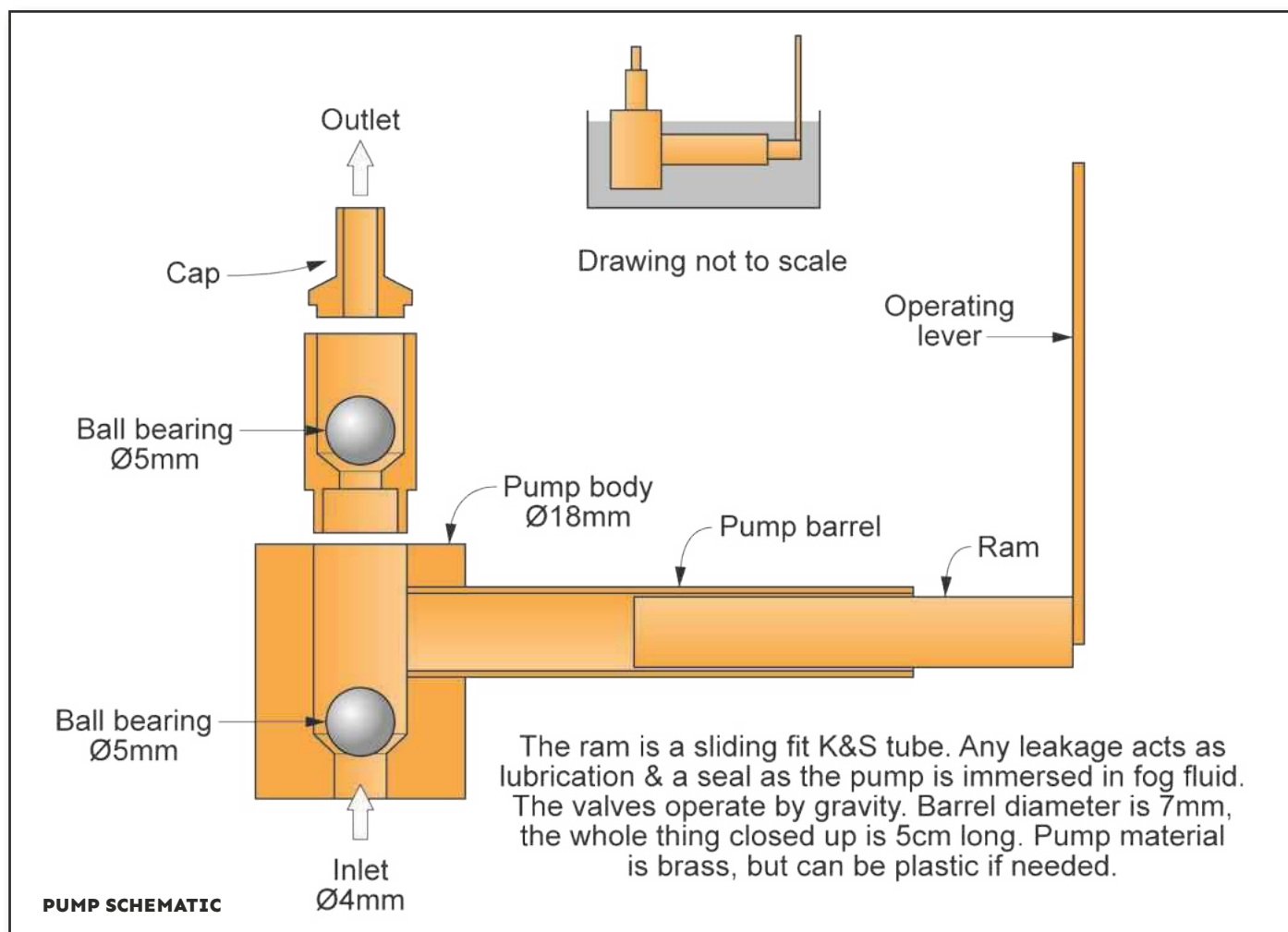
NTC (Negative Temperature Coefficient) = the internal resistance reduces as they get hot – these control the temperature gauge in your car.

So proof of concept was next, would the methodology work in miniature. I used a 6cm x 2cm x 1cm brass block with a 6mm hole drilled lengthwise; nearly to the end and then a 2mm exit hole. The entrance hole was soldered with a narrow pipe to pump in fog fluid using a syringe so I could check what volume was best. The PTC Thermistor being strapped to the back to facilitate rapid heat transfer and all tried it out. It survived long enough to show I was on to something before it fell apart. I had overlooked solder melts at c200°C and the PTC was at 230°C!!

Okay so back to the drawing board and I decided to use alloy of the same size. Copper would probably be best but would be hard to machine and for the size we were working at, alloy was the next best alternative. This time the internal hole was again 6mm in diameter with a longer 4mm exit hole and a 4mm copper pipe some 12cm long sweated in (interference fit). The same went for the supply nozzle at the other end in brass with the rest of the structure being the same.



A selection of PTC Thermistors; the one on the far left was used for Iron Duke. The far right shot shows a heat exchanger and inner barrel. The hole on the right was to test the 3D printer unit; more experiments needed.



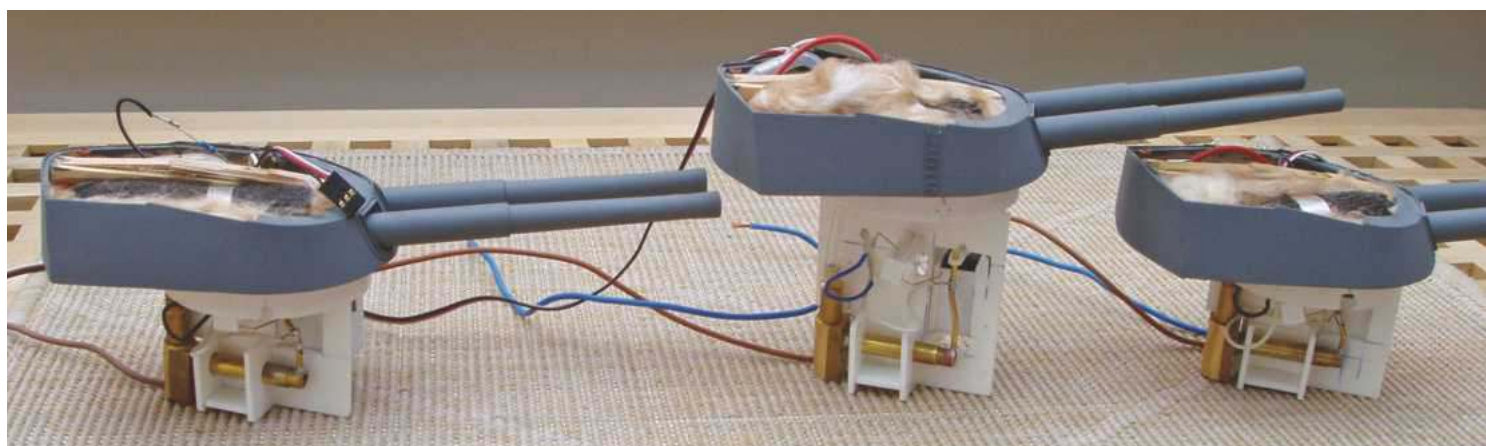
This worked extremely well with a very audible 'whoosh' on firing and more importantly proved to be entirely repeatable. The next question was how to pump the fog fluid in and after much thought I designed and build a small long piston pump to be operated by a small servo. The capacity of the pump was about 0.3cc. I next built a duplicate Iron Duke turret to see if I could fit the internals into the turret and base. My pumps were made of brass but they could also be made of plastic tube with an inner brass tube.

The valves are corrosion resistant ball bearings gravity operated. There are no piston rings or 'O' rings the sliding fit of the brass tube/piston is sufficient to produce adequate pressure with the fog fluid acting as both sealant and lubrication.

The heat exchanger and PTC Thermistor would just fit into one side of the turret using plumbers' mat as the main insulation with loft insulation crammed into the turret. I then hung the servo and pump beneath the turret. This then effectively plugged

into a cylinder which could be filled with fog fluid. The 12cm barrel being insulated with wound string. A small Venturi was soft soldered into the end of the barrel as the restriction increases gas velocity.

On full testing operation using a 12v 7amp hr lead acid battery I achieved just over 100 shots before the battery died. This took over half an hour with shots being fired every 10 to 30 seconds. Early tests can be seen on you tube.

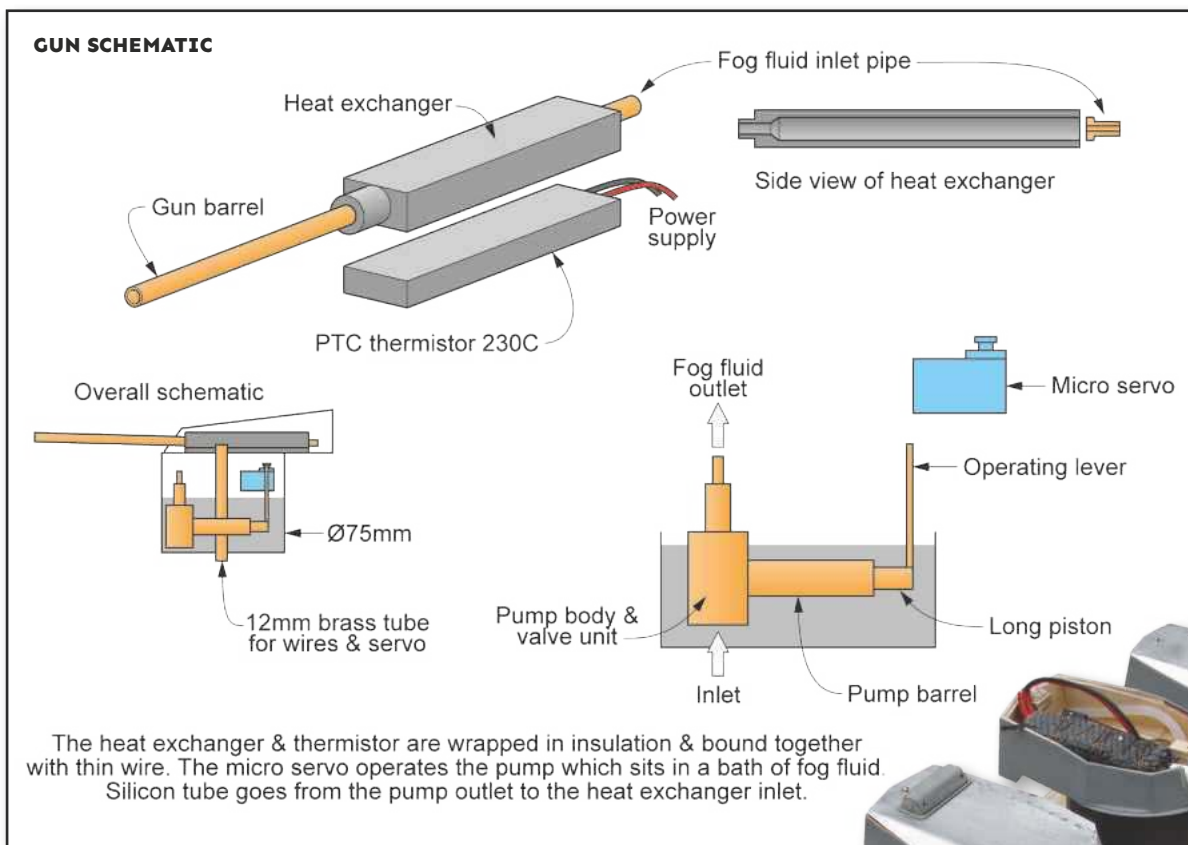


An engineering solution

The next step was to gut Iron Duke and re-build all five gun turrets to accommodate the new system which candidly took quite a long time and created a number of failure modes all of which had an engineering solution. I had split pipes, servo failures, servo gear chain shearing and various leaks but all were overcome with thought and care. The base line concept remained valid.

I used one 12v 7amp hr battery per turret all on separate circuits. This makes it relatively easy to trouble shoot. I use a standard servo to operate a micro switch which operates five relays to switch on five PTC thermistors. Current consumption for each turret goes like this, 1amp, 2amps readily climbing to 9amps to get the PTC Thermistor to operating temperature then dropping to about 3amps. It takes more energy to get to 230°C than it does to keep it there. After 90 seconds full temperature is achieved.

With the PTC Thermistors left switched on, I operate the pump servos several times to



BELOW: A shot of my HMS Invincible which is under construction shows the heat exchangers which are virtually identical to Iron Dukes. It also shows well the turret construction technique and insulation.





prime the system. They inject 0.3cc of fog fluid into the heat exchanger in each turret and there is a very audible 'whoosh' effect. The fluid flash vaporises, pressurises and shoots

out the end of the barrel. The supply pipe is silicon tube which takes the temperature and also acts as a safety valve if pressure should ever be too high as it will split and/or

pop off the end of the connector. Because the vaporisation process has absorbed energy the temperature of the heat exchanger and PTC Thermistor drops and the automatic architecture of the PTC Thermistor pulls current to get back up to 230°C.

With fresh batteries I can fire every ten seconds or so but as they get fired towards the end of a session it can take 40 seconds to reach operating temperature. Because I tend to fire in various sessions rather than a single continuous session which would be more economical with current, I typically get 60 to 70 five gun salvos, so 300 to 350 effective shots each sailing session.

I have been using this system for a couple of seasons now and conservatively believe I have fired in the region of over 6,000 shots!

There have been various failures but mostly split pipes at the joints, servo failure and some pump operating problems but with that number of shots I should anticipate a number of issues. I have been modifying the design during this time with a number of changes to improve reliability:

The fog fluid is now injected at 90° at the rear rather than in line as the silicon pipe had a tendency to kink and restrict the flow.

The link between the servo and pump operating arm has been changed to give a much better linear pull thus easing pressure on the small servos and reducing wear on the pump.

Overall the system has proved extremely reliable and effective. As we are creating a jet of fog rather than smoke with the light at certain angles the whole model almost disappears in 'smoke' on firing. Even at a disadvantageous angle the effect is very marked and very visible 60yds away.

Now that operational experience has been gained there are several elements which are worth considering:

The actual operating barrel is 4mm external diameter so can be used in small models with Lipo's provided a regulator is used to prevent over discharge.

If little pump strokes are used the guns puff, puff, puff like anti-aircraft guns.

There is no need to fit the heat exchanger/PTC inside the turret. It could be vertical with a 90° bend in the barrel.

There is no need for the pump to be below the turret and rotate with the turret as a longer silicon tube would permit remote pump and fluid.

Conclusion

This article is intended to explain how you can add a new dimension to your model battleships with safe simulated gunfire. Attached to this article are various photographs which illustrate both the development and design function together with an overall schematic and a detailed plan of the pump together with actual firing shots on the water.

Iron Duke is a large model, some 78in long and 11in beam with an all up weight of 60lbs so is cumbersome, but there is no reason why the mechanism could not be fitted into a smaller model. I have also found that none of the dimensions are particularly critical so fine engineering is not needed to construct this system. A Deans Marine 'Magnificent' could readily be fitted with this system. If Lipo's are used, battery weight is significantly reduced, but you will need to ensure you don't over discharge as this would destroy the battery pack.

To conclude fuller details are shown on the Model Boat Mayhem website (Forum) including all the trials and tribulation of this development and the full construction of Iron Duke whereas this article is intended to present a tried and tested system that consistently works.

There are a number of models under construction with this system so in due course we can probably fight a battle!

There are now only two types of Battleship models in existence, those with guns that fire and 'Targets'!

Also some on the water shots with the finished system. The first one at Wicksteed Park and the second at Wings and Wheels. ●



Video links of HMS Iron Duke in 'action'

<https://www.youtube.com/watch?v=qS84P5wSX9U>

<https://www.youtube.com/watch?v=7lnN82Td2LY>

<https://www.youtube.com/watch?v=w5qwwQkFF1E>



LEFT: SECRET SERVICE at full throttle and on its tiptoes in the Philippines.

Introduction

We have tried catamarans, we have tried wand-controlled T foils, we have tried unstayed una-rigs. We have achieved a top speed of 34kph recorded with a GPS tracker. We have capsized many, many times. We have watched our trimaran cartwheel up the beach and over a fence and we have had a tonne of fun!

We are lone multi-hullers in Perth (and Philippines), everyone else here thinks we're nuts, so in the absence of any other R/C multi-hullers in the region we quickly looked towards the challenge of foiling for entertainment, as opposed to designing boats to be quick round a conventional race course. If we had a racing fleet here, we would not be where we are now with our designs.

I am a Naval Architect by profession, with a BSc from Newcastle-upon-Tyne University, where the first words from the head of the faculty when we arrived were "if you have come here expecting to make a living from yacht design, you can leave now....!" 30 years later I became hooked on multihulls when I watched the America's Cup on the internet while working in Shanghai, and the goal of designing and building radio controlled foiling multi-hulls began.

Hired Gun – 2013

It was only in 2012 that I decided it was time to design and build my own Mini 40 trimaran, but with the emphasis on foiling. Hired Gun

Foiling Multi-Hulls

Our Mini 40 experiments & developments
by **Ian Holt** with **David Burke**



Hired Gun flat; sails by David Potter in the UK.



ABOVE LEFT: Hired Gun in its original blue paint job; you can see the large floats (like a Firedragon) but much smaller bow on the main hull. Sails by Andy Taylor in the UK.
ABOVE RIGHT: The photo that started it all for me, Mike Danni's Ghost Train foiling down the lake at Gosport; I took one look at this and said to myself, "I want to do that".



Skyfall, foiling, but not as we expected it - heavy and slow, complete with T foils on the floats and big wands up in the bows.

was the result. The floats were like the popular conventional trimarans in those days, lots of buoyancy, especially in the bows, but the main hull was significantly smaller. I made the hulls over plugs and joined them along the centreline of the deck. Cross beams were 14mm stubs on the floats that slid into 16mm tubes bonded to the main hull. This needs an accurate jig to line up the tubes so there is no gripping due to a slight misalignment, but the result is a boat that is extremely easy to dismantle for transporting inside a car.

However, the main change to the norm was the introduction of kinked foils. As far as I could tell at that time, all foils used on Mini 40s were in effect asymmetric rudders, slid into tubes fitted to the floats at 45° to the vertical. This meant that the foils were joining the float hulls down under the inboard bilge line, so were considerably narrower than the maximum overall beam permitted. My idea was to fit vertical cases and have a 45° kink in the foil some 6cm below the underside of the hull. This gave some lateral resistance but also pushed the foils further apart, increasing stability.

Uncertain how to rotate the foils in the cases, I made a complicate slot in the case, and some short stubs in the vertical section of the foil. The foil was fitted from the underside of the hull, the stub engaged in the slot in the case, and a simple pin pushed through the foil at deck level stopped it falling out. The angle of the foil was controlled by screw adjusters on the deck.

The rudder and T foil were fitted so that the T foil was parallel to the waterline, no adjustment. The result was an instant success, the boat started foiling within five metres of launching, and we knew we were onto something interesting. It was a successful boat and changed our whole concept regarding what we thought a Mini 40 should look like.

Skyfall - 2015

July 2015, and I now had the support of Dave Burke in Mandurah, an hour's drive south of Perth, who I first met when he offered to repair Hired Gun after a minor collision one

weekend. We stayed in touch and together we decided it was time to try something different. Our definition of 'different' ended up as a single cross beam the shape of a plane's wing, and wand-controlled T foils under the Floats. Simple.....

Different it certainly was! The single cross beam was far too heavy, and the wands did not appear to control the foils, they had a mind of their own! We had no idea when or why it might foil when sailing. It was also extremely slow. I tried several different wands for stiffness, length and surface area, but the result was always the same, unpredictable foiling behaviour. Another problem with adjustable T foils is the drag from the links attaching the push/pull rod to the T foil, plus you have double the surface area under water when not foiling, plus the design and construction of the pivot mechanism itself. After a few weeks of trialling, we decided that this was a miserable failure, so out came the saw and the wing cross beam was history, replaced by simple permanent 16mm cross beams, with an overall beam a little bit less



ABOVE: Skyfall out of the water. BELOW: Two One Metres.



than the maximum permitted so I could fit it inside my jeep. The T foils also went in the bin and in their place came some conventional (by our standards) kinked foils, slightly smaller than those on Hired Gun. The result was a nice boat that performed very well in light to medium conditions.

Except for SKYFALL in its original setup, all our boats are using the simple fixed hydroptere-style (or 'V') foils, in a fixed position while sailing, and only adjustable when on the shore. We realise that this is not the ideal, but we are a firm believer in a simple setup, with minimal electronics. This concept has its limitations, especially when sailing upwind, but for a fun boat just for foiling around the lake it is hard to beat.

Box – 2016

The 'Box' One Metre started off as a little experiment to see if we could get a smaller tri to foil, and since everyone knows the one metre IOM class we decided to make it one metre long by one metre wide, to fit in a 'box' one metre long, hence the name. The idea of a smaller boat came from all the frustrations of transporting full size Mini 40s inside cars and scraping the interior lining. So, Dave got out some wood one afternoon and knocked up two hull plugs that 'looked right' and we were in business. Each boat is iteration from the previous, and Dave makes wooden plugs for each design (or concept). He has a natural eye for doing this, and it is faster for him to make a new plug than modify an existing one. As a result, we have racks of wooden plugs! But for the Box, Dave made moulds for everything: the hulls (left and right), and the cross beams which are made in two parts out of carbon; a curved upper surface and a flat bottom section. The Box hulls are made from fibreglass to reduce costs, the intention being to produce a 'sports' boat that would be great fun to sail when the wind was up. Somewhat to our surprise it not only foiled but performed rather well. We gained confidence in what we were doing with this boat and decided to make it available to anyone interested and to date have sold eight. We are pleased with this boat; it's a lot of fun and almost as fast as the Mini 40 in the right conditions. Naturally we soon started to look at how we could make it better, and since width has a significant impact on power, stability and hence speed, we soon developed our next line of foils, as Dave worked out how to construct 'Z' foils that increased the distance between the lifting components of the foils dramatically and really helped foiling in a breeze, but their design meant that the boat had a lot of drag when not foiling, as the horizontal part of the foil was underwater when displacement sailing.

Secret Service – 2017

In 2016 I started work in the Philippines and with SKYFALL sold it was time for a new boat, and thus SECRET SERVICE was conceived.



ABOVE LEFT: The prototype Box; an instant success as soon as it hit the water. ABOVE RIGHT: A Box sailing at Champion Lakes, south of Perth. BELOW: SECRET SERVICE sailing in the Philippines, 2018; the sails are my early attempts at sail making. I still have a lot to learn. To date I have been concentrating on lower aspect ratio rigs with larger jibs compared to the popular rigs in the class. The downside is I need more rig tension to keep the jib luff tight.

Up until then we had made no consideration for a boat that dismantled for international travel, but the need to get the boat to the Philippines, and maybe back to Australia later, changed that. Dave developed a small flange setup on the decks of the hulls and using cut up BIC biro pens as compression struts inside the cross beams, we had a system for bolting the cross beams to the hulls. After a few trials, I developed some forward-raked kinked foils that work like a dream on this boat and have so far managed a top speed (with GPS tracker on board) of 29kph. Not only are they forward raked, but they have two components to the lifting foil section. The upper part is at 45° to the vertical, but the lower section is 35° to the vertical, thus reducing the rate at which the boat rises as boat speed increases. SECRET SERVICE was also the first of our boats to use what we call the 'mini z' foil. After exiting the case, the foil then kinks outwards to get to maximum beam before then adopting a lift section.

Box-on-steroids - 2018

While I was busy sailing SECRET SERVICE, Dave back in Australia was studying the Box One Metre moulds and photos and suggested we have another go at this boat, making it more competitive. I had been experimenting with a Mini 40 cat in the Philippines, mainly to see if the grass was greener on the two-hulled





ABOVE: SECRET SERVICE with its #3 rig up and yes, this is the same rig (mast and sails) as shown on the first photo of Hired Gun. This David Potter suit of sails has served me well.
BELOW: Our best speed to date recorded has been 34kph.



side of the fence and had designed to be only one metre wide but have foils that stuck out transversely from the hulls, not vertically. This made constructing the foils something of a challenge, but the concept worked, though it needed a change in thinking on how to adjust their angle of attack. It also meant that there was no case in the water, reducing drag.

This new foil concept really opened the door to apply a sports package to the little Box One Metre and we decided to have another go with the smaller tri. We then had the crazy idea of a bolt-on gantry on the back of the boat to push the rudder further away from the foils to improve stability when foiling.

The foils are fitted inside rectangular transverse cases, installed just below the decks of the floats. They are set up with screw that can adjust the take and the toe-in and toe-out of the foils. Then we had another idea; let's start adjusting the rake of the rudder (and hence the T foil) while sailing. This became

a reality when a googling exercise found the Actuonix linear servos in Canada, perfect for our needs, and so we had a plan. I modified SECRET SERVICE to test this idea in the Philippines while Dave was turning all these ideas into reality on Australia. Just to complete the picture, the hulls are now made from carbon and Kevlar reducing the weight of the Box by some 600gms, and the winch has been moved forward of the mast to compensate for the extra weight of the gantry at the back end. We are extremely pleased with the end result; a lightweight small tri that is much easier to transport (in a box or one piece in the car) that has better light wind performance compared to SS. And with the right rig in heavy winds (i.e. very small!) it is fast. Being able to adjust the T foil rake while sailing is a great help. Once the boat is up and foiling, I reduce the T foil angle of attack, letting the bows drop and hence reducing the lift from the main foils. With less angle of attack the drag is less and the boat speed increases. Our best speed to date recorded has been 34kph.



ABOVE: Box Number 4 with Z foils. LEFT: The new Box-on-Steroids (BOS) foiling in light winds with its #1 rig up. This rig is smaller than the maximum allowed under the Mini 40 class rules but is as big as I dared put on such a small platform. Sails by David Potter.

The goal is to offer an all-round multihull that can be raced competitively in any wind strength, on a slalom or upwind/downwind course. We are currently trying different foil sizes to find the right combination for a round-the-buoys racecourse, and so far, see no need to have main foils that can be adjusted while sailing. It will have its weak spots: In top end of #1 rig conditions, upwind it will suffer compared to Mini 40s with longer hulls, but maybe we can come up with another cunning foil concept to overcome this.

Learning Your Lines

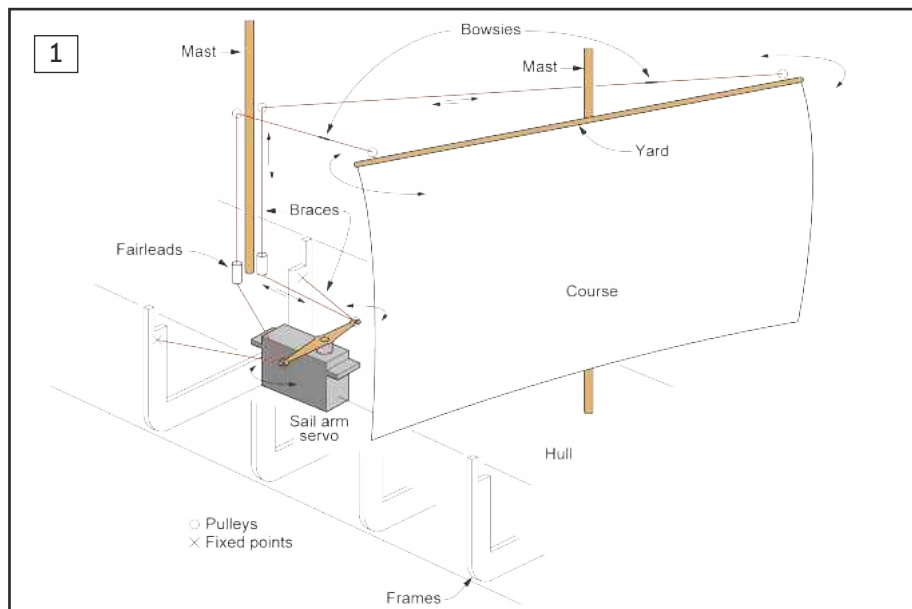
By Neville Wade

Fraying at the edges

On any model that uses sail as propulsion, there will be 'lines', the bits of string that actually do the pulling of the sails. At their best, they are strong, in scale, run well, with little friction and can be tied, and cut easily. When you build the boat, you'll have good access, usually with no deck fitted, so that you can get anywhere with no problem. You'll try to make yourself good access points through the deck, via hatches (**Photo 3-5**), as you build the hull, but you'll always be mindful that hatches need to be as small as possible, to minimise water ingress and that's where the trouble starts! Your lines will have to get below deck, to their motive power and there they'll take on a life of their own, in the places that you'll never get to, once the vessel is finished and on the water. That's OK for a while, but, inevitably, the lines will become like the old model builder, tired and fraying at the edges. That's our starting point here, how to replace old lines with new, when you can't get at anything anymore.

My problem

I build models of square-rigged sailing ships, whose yards are moved by braces, attached to their ends. On each mast, I fit braces to two yards, one lower and one higher to spread the bracing effort all the way up the mast. With a brace going to each end of a yard, it



This illustrates the run of the braces, port and starboard to a lower yard, on one mast of a square-rigger. It isn't the last word in complexity, but it is complicated enough.

adds up to four braces per mast. On a four masted full rigged ship (square-rig on all four masts) that's 16 braces. You'll see from this that I have quite a problem if I need to change the braces. It's not necessary for you to take on board all my problems of detail, because you'll build your own favourite types of vessel, but my particular circumstances mean that I have some fairly extreme access problems, so I have had to be inventive with how I solve

them and that is why I'm writing this; maybe you can pick up some techniques from what I do, which will help on your boat?

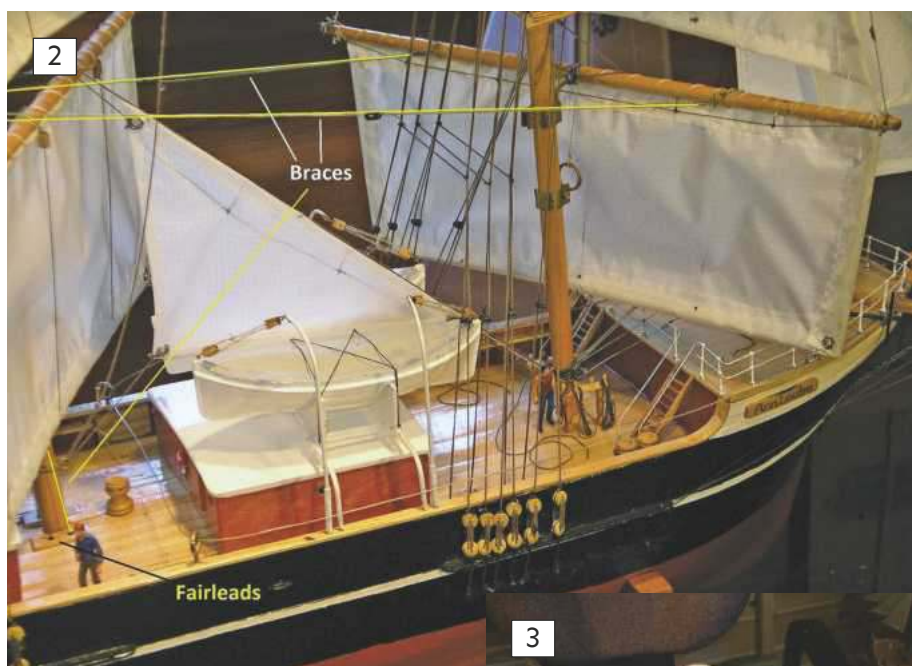
The method

In a past life, I was a Steelmaker working with large overhead cranes. Whenever we wanted to change a crane rope (steel wire, about 30mm. diameter and many metres long), we

ABOVE: My crib sheet for brace changing fastened to the wall of the shed, along with the little full rigger, 'Joseph Conrad'. The lines which run across between the masts are the braces.



ABOVE: This is what makes it all worthwhile. My model of the four masted barque, 'Queen Margaret' beating in a good breeze at Tynemouth. Proper maintenance makes for good sailing, like this.



to the ends of yards by means of pulleys, with the ends of the lines running to the fixed parts of bowsies. So, the first job was to take off a bowsie, to release the end of a line (brace). Having done that, I took a length of new line, more than long enough to do the job and tied it to the end of the old brace. I did this to the upper and lower braces on one side of one mast. Now I used one of my purpose-built tools, made to reach deep into the most far-flung corners of my hulls.

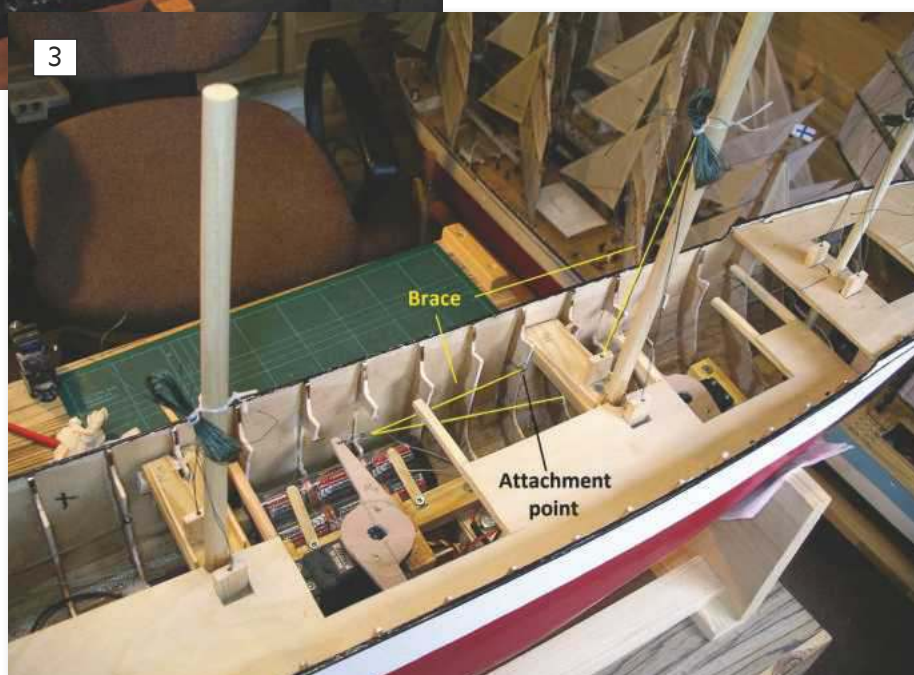
Like many of you, I'm sure, I use a selection of hooks of various lengths and shapes

LEFT: The braces to the foresail of a real model, and in the bottom left hand corner, the braces disappearing through the deck via fairleads. Access to the attachment points below is via a hatch under the deckhouse, below the lifeboats.

BELOW: With the deck part installed, you can begin to see how working on brace attachments through hatches will be difficult.

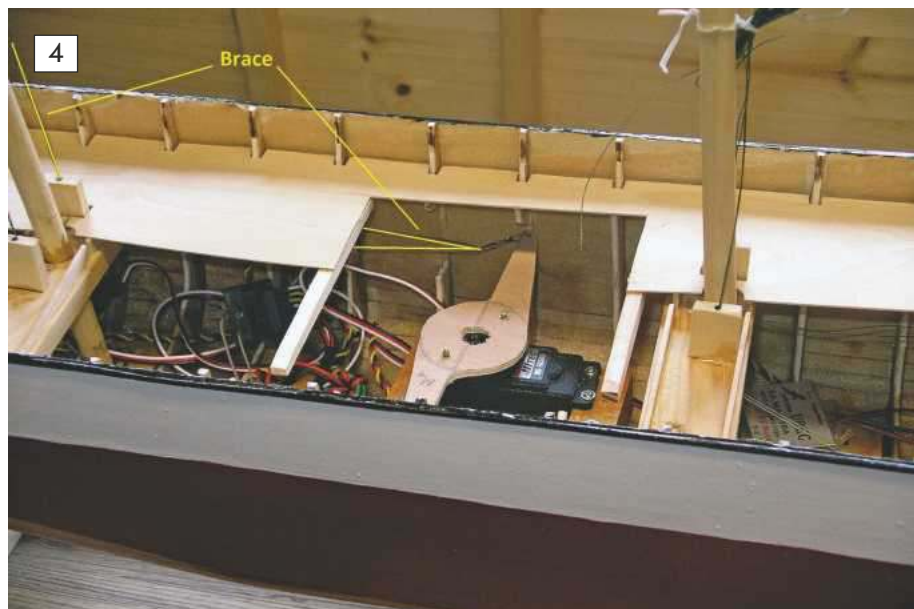
attached the new rope to one of the old ones and then operated a winch to use the old rope to pull the new one through all the pulleys and drums, around which it had to go. If this is good enough for a 250T ladle crane, travelling almost 200ft above the ground, I reasoned, it's good enough for a model ship. That's true as far as it goes, but the route that a model brace has to take is more complicated than that taken by your average crane rope (Fig. 1), so some tricky strategies have to be employed to get the model job done.

My lines are made from fishermen's 'braid'. It is thin, it runs well and it is very strong. Therefore, any knots tied in it are small and don't catch easily on sharp corners and protrusions, so I thought that tying the new line to the old one looked like an idea whose time had come. If you look at the pictures here, you'll see that my lines are only attached at one end, to hull frames below deck (Photo 3). The other ends are linked

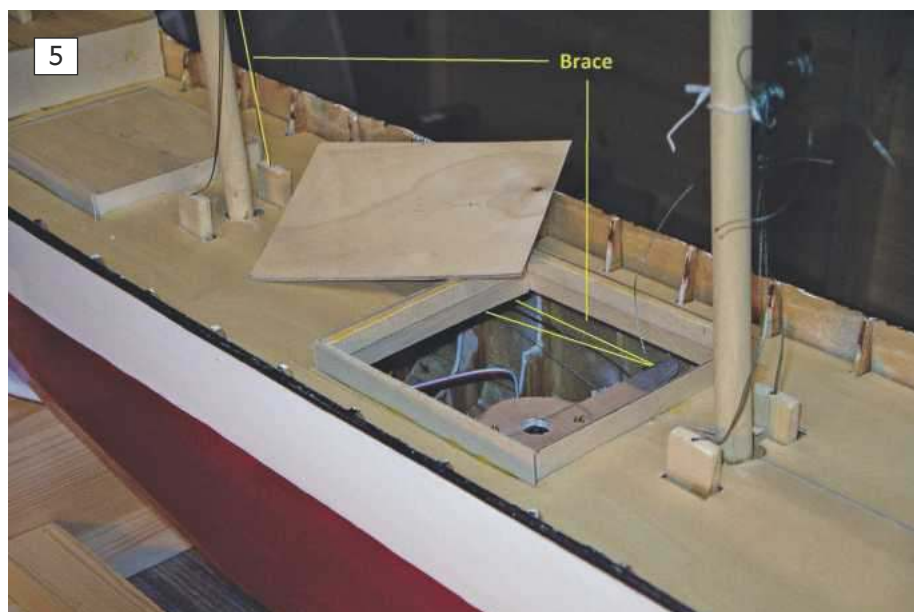




ABOVE: Five masted, two topsail schooner, 'Carl Vinnen' running before the strong wind and lively 'sea' at Tynemouth with the real North Sea in the background. You can see why you need lines in good condition!



ABOVE: The sail arm servo is directly below a hatch, but the brace attachment point is well out of reach, out of sight under the deck. BELOW: With the deck now on the difficulties of access are obvious.



(**Photo 6**) to grab and pull lines and wires to which I need to gain access. In this case, I used a long hook to hook on to the appropriate lines where they were attached to the hull frame. Now I could pull the braces up, through a hatch, to the point where I could hold them with finger and thumb. Doing this had started the process of pulling the new lines through the complicated route that each brace takes on its way from yard to hull attachment (**Fig.1** & **Photo 2**). I continued the pull, bringing the knots, between the old braces and the new ones down through, successively, a ring screw used as a pulley high up the adjacent mast, the fairlead through the deck, the right angle bend after the fairlead, the pulley at the end of the sail arm and finally, up through the hatch to where the pull had started.

With the new braces all the way through the system, it now remained to separate the new from the old, so that the old ones could be cut off and discarded. I cut the new braces free from the old ones, and then tied them off above deck level, so that they could not fall below inadvertently. Now I had to cut off the old braces at a position as near as possible to their attachment point, so that there would not be any excess, useless line left about, ready to tangle with the new braces. To make this cut I had to improvise a new tool, in effect a scalpel 'on a stick' (a piece of stiff wire about 200mm long, with the scalpel taped to it). I used this to saw off the old braces and discarded them. The scalpel tool is illustrated in **Photo 6**. That was the end of the old braces.

I now had to devise a means of tying on the new braces to their attachment point below deck and far from the hatch I was using. My wife uses bodkins occasionally for threading thread (another word for 'line', or 'brace') through difficult places, so it occurred to me that what I needed was a bodkin of my own! Now the stiff wire makes another appearance. I cut a piece of a length suitable for reaching the attachment point without becoming unwieldy and bent it into a gentle curve (see **Photo 6**).



It's not always stormy, the little full rigger, 'Joseph Conrad' sailing quietly on a lovely summer afternoon.

If you remember, we left the new braces tied off above deck, now's the time to return to them. I made a small, tight bend in the end of the bodkin opposite to the gentle curve mentioned above. I tied the two new braces together and looped the knot into the tight bend, made in the bodkin. Next I used pliers to clamp the braces into the tight bend. With my 'needle' thus 'threaded', I manoeuvred the gentle curve of the bodkin down, into the hull, pushed it along, inside towards the attachment point hole and then worked away until I got it to go through the hole. Now, using pliers, tweezers, hooks, whatever I needed, I pulled the bodkin back towards the hatch through which it had entered the hull. Once it was out into fresh air, it only remained to cut off the bodkin and tie a slip knot over themselves, in the ends of the two braces held together. It has to be a slip knot for two reasons, one is that this knot will only get tighter with use, the other is that it is possible to tie it 'remotely', by simply pulling on the braces and making the knot 'move' inside the hull until it tightens on to the attachment point.

Now I had the new braces tied off to their attachment point, I pulled on the braces, above deck level, where they were still in place, up their mast to take in the slack left by tying the slip knot. With that achieved the braces were pulled tight up to their yards, the ends were fitted with the bowsies and then passed through the pulleys at the ends of the yards and finally

led back to the bowsies for adjustment and final tying off. Once the braces for the other ends of the yards were changed the whole lot could be set up for a return to 'sea'. After this, it was on to all the other masts to complete the job.

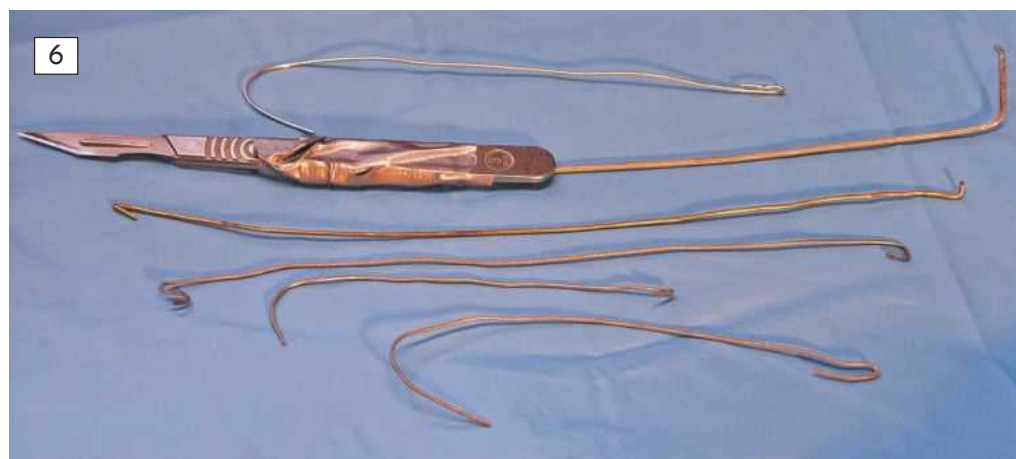
Complicated

In the heat of my first use of this method, I just went ahead and did it. Afterwards, it struck me that if I wanted ever to repeat the performance without having to think it out again, I'd better write some instructions, illustrated with a picture of the tools created just for this job. So, that's what I did, saved

on the laptop, printed out and posted on the shed wall (see page 24) and they have helped me to quickly get down to doing this job on four different square-rigger models.

In conclusion

If I'm telling you what you already know, let me apologise. If not and you've found this useful, here's a word of warning. The above works with the braid that I use for running rigging, if you use thicker lines and therefore make bigger knots it may be more difficult. If you do get it to work write down how you did it, it will help in future. Now get on with your needlework! ●



The tools, three bodkins with hooks on their ends, in which to clamp lines, a scalpel on a stick and various long hooks.



Are model boat builders avoiding dementia?



*The author's workbench;
a similar scene for so many.*

By David J Powell OBE

The idea that being involved in a complex handicraft pastime such as building model boats can help to prevent dementia did not come from any concern about the potential impact of this dreadful condition. It was not even about making model boats and ships; although I have dabbled in model boats and there is a radio controlled yacht on my bookcase! My interest is model railways, and the catalyst was concern about the future of this pastime and, in particular, the future of model railway clubs and the supporting manufacturers and magazines faced with an aging and decreasing number of active modellers. This is a scenario which is also facing the world of model boat building and sailing.

Often when talking with fellow enthusiasts about the viability of our clubs in particular and the hobby in general, being a holder of a bus pass, conversations would often touch on news of departed colleagues. Through these chats, it became apparent that, although cancers, heart problems, road accidents etc. featured, dementia did not.

With hindsight, hopelessly overoptimistic, back in 2015, I proposed that the great and good in the dementia research establishment should try a new approach by identifying social groups which appeared to avoid dementia and find out why and how this was happening. I suggested that railways modellers could be a place to start. However, I failed to get any useful response. Given that the backers of dementia research, and their shareholders, included the big pharmaceutical and patient care sectors looking for new drugs and more cost efficient care, I couldn't possibly comment!

Attempting to press on and do my own thing, I undertook some research at the November 2015 National Model Railway Show at the NEC. This included interviewing representatives of 20 UK model railway clubs, a total membership of some 1,100 modellers and an average age of around 65.

According to the experts, this sample should have produced knowledge of 40 or more cases of dementia among past and present club members. However, my, albeit simplistic survey produced just three (and then only 'possible') cases! OK, one can argue about the detail of the research and the numbers, but what is clear is that, compared with the general population, being an active member of a model railway club does help prevent dementia.

The most significant common characteristic running through this relatively large sample of dementia avoiders is that making models involves concentration when engaged on a wide variety of handicraft skills, cutting out, forming, assembling painting, soldering, operating etc. Although these were railway modellers, from recent conversations, such as with boat modellers and their impressive display at this year's Taunton Steam Fayre, the complex handicrafts involved sound like building and operating scale model boats!

How can model making as a hobby be helping to prevent dementia? Medical professionals should skip the next bit! Think of the brain as having a front office and a back office. When we learn to tie our shoelaces, or play a piano concerto, the learning requires concentration and practice.

This is front office stuff. Once we have 'got it' through repetition, it is passed to the back office. But with model making and operating, whether racing Marblehead yachts at this year's nationals at West Kirby or operating a model railway layout at an exhibition, concentration is essential, or boats will collide and trains derail!

However, unlike the concert pianist, with model making and operating there is rarely any practice or extensive repetition. Furthermore, many skills and the associated hand-tools are only needed at certain stages in building a model. Moreover, as a pastime, we only pick up the paint brush, craft knife or radio controller occasionally. This means that with our respective hobbies, the concentration and the wide range of dexterity skills encountered continue to involve and exercise the 'front office'. This exercise helps to protect the neurons, or nerve cells, the building blocks



of the brain, from dying, stimulate growth of new neurons. The medical term for my 'front office' is the neocortex.

Another important point is that a very big chunk of these grey cells in the front office are there for movement and dexterity. If brain cells are unused, they risk decay or atrophy. Atrophy of the neocortex is more commonly known as Alzheimer's disease, the most common form of dementia. Therefore, much of the dexterity involved in modelling and operating continues to exercise the neocortex thereby preventing this form of dementia. And, this exercising is becoming increasingly significant as we discard the need for dexterity in our computer dominated throwaway world of voice operated controls in the home and CAD and CAM at work!

My crude test of determining if a handicraft task demands concentration is – do you have to stop to engage in conversation? If 'yes' – front office, and if 'no' back office! This could explain why modellers do appear to be avoiding dementia while research has found that members of classical music orchestras, despite the significant dexterity involved, have the same levels of dementia as the general public, a consequence of the need for practice, practice and repetition of hand movement.

The other key common characteristic is that the NEC 'subjects' were all active members of model railway clubs. However, this interaction, communication, and, in particular having to read (albeit subconsciously) body language, only happens occasionally, i.e. at weekly meetings.

Consequently, this social dimension continues to stimulate the neocortex as well as encouraging, sharing, enjoying and motivating modelling skills. Although the NEC research only considered railway modellers, there is every reason to believe that the two common factors of complex handicrafts requiring concentration and social interaction at clubs and societies can be read across to other handicrafts and pastimes, including active engagement in model boat building and operation, as well as sharing ideas and experienced through informal friendships and club membership. Therefore, hopefully, with similar dementia prevention benefits.

So next time you are faced with an inquisition about the large quantity of bits and kits you have tried to sneak in after returning from a model boat show, just point out that it is all in the good cause of investing in dementia prevention!

A mast for scale model yachts

A Scale-Type Sail Attachment system that's tidy and air tight by **Philip Ibbs**



1

36in is a nice size to fit in the car, so this was the start point. Scale yachts should have scale crew, preferably which could be seen sailing from the shore, and I thought the easiest to use was an Action Man and a Barbie Doll, so I settled on 1/6 scale, which for a 36in yacht would mean modelling an 18ft yacht. I settled on the very attractive 'Swift 18' trailer sailer, as I had sailed on a friends and with chines, it would be straightforward to build. In the end I have to confess that exact scale went out of the window, but I am still pleased with the outcome, which I have labelled Swyft.

To make things as easy as possible, I downloaded a copy of Vic Smeed's 'Panache' Yacht. This is 30in long, so on a 2D CAD system I scaled it all up to 36in long, with a corresponding increase in width and depth. Having got the desired length, I then further scaled just the widths to achieve the plan view shape of the full size Swift. This gave a model width of 14.5in – not quite a model racing yacht, but then the full size does have four berths. A scale cabin was added so the hull could be built.

Looking at a brochure for the Swift, I reckoned a one metre high mast wouldn't look out of proportion, so I started to look for a suitable tube.



4

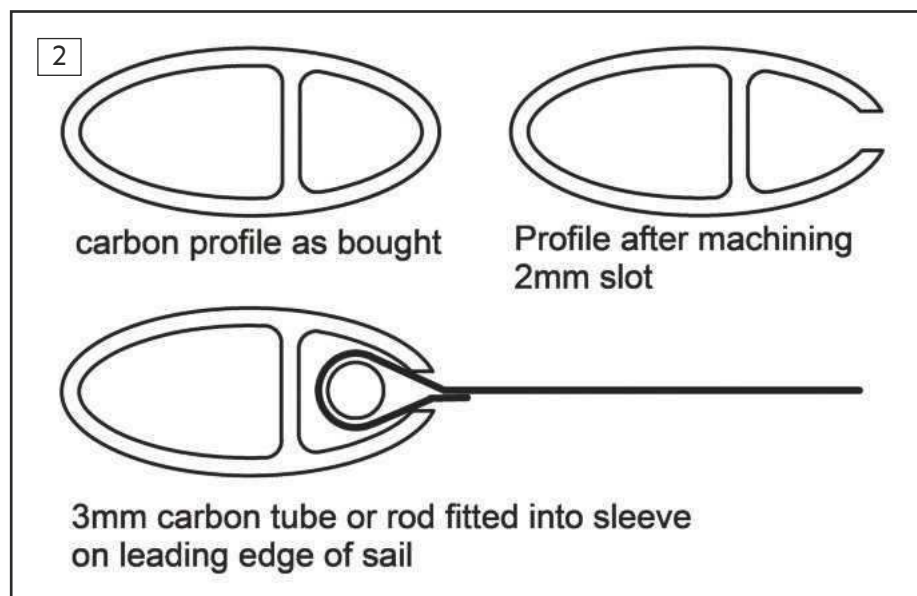


5



This idea may not be new, I certainly didn't invent it, and it's very similar to the track system used on full size yachts. However, I haven't seen it in Model Boats Magazine, so please forgive me if it is old hat!

I wanted to make a scale model yacht; I used to race Vane free sailing yachts at Birmingham's Witton Lakes with my father during the late 1970's. Now, as an established family man with children who don't want to crew the lake, I have moved to radio, but as with my model aircraft I now favour scale. With various career moves I'm now in Lincolnshire and have found a great club at Boston, with a superb lake. I still sail my vane 36R occasionally, with a grudging daughter on the other side!



I didn't want to use the round tube with rings at intervals up the mast. This doesn't look scale, and surely air can leak between the mast and sail? Looking around, J Perkins stock a range of carbon tubes, one of which is the one-metre-long elliptic tube shown in **Photo 1**.

I figured that with careful use of a mill, I could cut a slot along the rear edge which could allow a sail luff to slide up. **Photo 2** shows a CAD drawing of my plans for the carbon tube.

A tube was ordered and a 2mm cutter fitted into the Proxxon Mill. The slot was cut in stages as my little mill could only move about 150mm at a time. Once machined, doubled up rough abrasive paper was run up the slot to give a nice clean edge. I now realise I didn't take any photos at this stage... **Photos 3, 4 and 5** show the finished product. A small sleeve was made in the sail luff, which accommodates a 3mm carbon tube. When

6



7



9



8



this is inside the sail luff, it can't pull out from the mast slot; it looks neat and is hopefully air tight! The sail itself is simply ripstop nylon cut on a cold metal workbench with a soldering iron.

As another simple idea, I decided to use model aircraft ball joints as a simple gooseneck and kicking strap attachment, seen in **Photo 6**. These small ball joints were just screwed into some 6mm tube which was lashed with carbon fishing thread to the mast base and epoxied. So far there have been no

problems, and it is a nice low friction system. The whole mast system appears to work well, but is only available up to one metre in length.

Photos 7, 8 and 9 show that the finished model has a reasonable semi-scale look, and the sail attachment system is in keeping with the model.



LEFT: 'BlueBird of Chelsea'. Dave Wooley.

BELOW: The Association of Model Submariners likes to sail a different type of submersible; a member of the association is doing just that accompanied by one of the submerged submarines but keeping at periscope depth just in case. Dave Wooley



The Model Boat Convention 2019

By Mike Broadbent



Steve and Carle of Scale Hobbies of Skelmersdale; one of the few traders at this year's show.



ABOVE LEFT: Guest of Honour Captain Hugh H B Dalglish Royal Navy and his wife accompanied by show president Dr. Nick Jednakiewicz. ABOVE RIGHT: The IOM steam packet car ferry 'Ben My Chree' all scratch built by Manx Model Boat Club member Kevin Fleming. Dave Wooley

The Model Boat Convention 2019 now enjoying its 30th anniversary, and held at the Haydock Race course and has been a firm favourite with the model boat fraternity. This year's convention was attended by 18 clubs, slightly down on previous years, and for whatever reason, this was reflected in the visitor numbers over the whole weekend.

This is the first time I've been asked to report on a Model Exhibition. I did for many years have my own monthly column in the Model Aeronautical press, and Model Aircraft Shows tend to be active in the flying of the models that entertain the crowds. This seems to be lacking in the Model Boat World, and that is due to the lack of water at most shows and while the

Convention had two smallish pools, this year they seem to be lacking in use; anyway back to this year's Model Boat Convention.

The convention always has a 'Theme' and this year was Naval and Civilian Vessels of the 2nd World War, and there was plenty of scope for exhibitors. There was much activity around the 'Bring and Buy' (or in nautical terms 'Chandlery') with many buyers keeping the Chandlery Staff busy throughout the weekend.

After a quick nose around the Chandlery, I ventured off to visit the traders of which there were nine in attendance and there was plenty of activity, most modellers stocking up for the coming winter projects. I had a long chat with Steve of 'Scale Hobbies' in Skelmersdale on the state of the model trade; a lot of his business is online and he has considered closing his shop, however, if anyone buys over the phone or online he will open up for you to collect your goods.

Then off I went to see what clubs were displaying on their stands and to be honest, not a great deal of new models about, but plenty to admire as usual. If you are the general public then there is plenty to see and always a friendly response from the builder of the model if the public asked any questions.



'The beginning of a Model Warship' on the Surface Warships stand which gave the public an insight into how a model is built.



ABOVE LEFT: Arun No1 (52-01) at 1/12 scale by Arthur Barlow of the Ship Modelling Society. Plank on frame construction. Dave Wooley ABOVE RIGHT: An all scratch-built aluminium plated 1886 Clyde Puffer Otter by George Barrett and rigged with a Gaff Trysail. The original sank in 1893. Dave Wooley



ABOVE LEFT: Southport MBC's stand showing a good collective mix; one of the best stands at Haydock. ABOVE RIGHT: Ever present Don Carton with his huge Northumberland cargo ship. This ship crossed the Mersey in the 1970's along with father and other members of the Liverpool MBC.

After a first casual tour of the convention on Saturday, on the Sunday I took another wander around and went looking for the unusual and this can be difficult, however, I did spot one or two things. The first was a submarine and a lovely interpretation of the 'Apostoloff'; this design dates from the late 1800s and the designer claimed he would cross the Atlantic in 28 hours!

The second was a model of a warship in the process of being built which there is not much on the stands and gives the viewing public what goes into the construction of a model boat. The third was a delight, a very much modified Club 500 with another boat in its 'Jaws'.

The next tour was looking for that model that stands out from the rest, and with such a high standard of modelling it's very difficult, however the 'Bluebird of Chelsea' was brilliant and proved to be the judge's choice, as well as mine.

The lack of traders this year is I think a trend that is going to increase, as online buying takes over. Another worrying trend is the lack of juniors; this was very visible at this year's convention, as the average age of us modellers is getting older. As Chairman of the Liverpool Model Boat Club, I know how hard it is to recruit new members; the average age of our members is in the mid-60s and the likes of the Model Boat Convention and others shows of this type, should be springboards for many a new devotee, however I for one hopes this changes.



ABOVE: Chris Blaylock multiple winner here receiving the 'Woodard Trophy' from Robin Woodall; Chris's much admired 'BlueBird of Chelsea'.

BELOW: 'Goth Version' of a Club 500 was nice to see something that's completely off the wall as seen on the St. Helens M.B.C. stand.



SAWS 2019

Ian Williams reports on the 2019 speed records event (SAWS)

ABOVE: A Zonda battling the chop. BELOW: Keith Mallam's record breaking L8 sprintcat. No idea why it's called Mollusc!



Following on from my article on the 2019 National Fast Electric Championship here is a report on the speed records event. Actually this was held only two weeks after the NATS which I think had an effect in reducing the number of people attending.

As with the NATS report I think some explanations are in order as I suspect that many readers of this magazine may be unsure about fast electrics as not much has been written in the mag about competitive fast electric racing in the past and I am hoping to change this. As I explained in the last article, apart from club racing, the MPBA runs two major events a year, the first being the Nationals, the second is the SAWS.

What's it all about?

Firstly I think the first thing to explain is the term 'SAWS'. This is an acronym which originated in America (as many of them

do) and stands for 'StraightAWay' which indicates that the boats are run in a straight line over a measured course. As in full size record breaking, the boats are timed over the measured distance and then have to do a return pass up the course. The two times are averaged and then converted to Miles per Hour. In the UK and USA, the distance is 1/8th of a mile, (110yds) each pass. In Europe it is 100m and kilometres per hour.

Classes

There are quite a number of classes available for the UK SAWS, some of which are not on any list as they have not been run and so have no record set. All entrants have to do is enquire before the event as to whether a particular class is eligible. Although on the surface, the class system seems a little complicated, it really is quite simple. It is based on boat type and cell count, all classes

have an identifier which starts with the letter L (don't know why) followed by the number of cells. If you want to know more check out the MPBA-FES website www.mpba-fes.org.uk or please feel free to email me at electro-marine@talktalk.net.

What happened on the day?

Last year, the event was held at Larkfield Tarn which is the club water for the Rawdon Model Boat Club, close to the Leeds Bradford Airport. The facilities here are great, with a large water, a very nice club house with a kitchen and there were lots of interesting models (mainly scale and yachts) stored there.

This year we decided to have the event in the summer (14 July) as last year was cold and wet and windy. The water was quite choppy which is not at all what you need for record breaking. We were told that there was less likelihood of a windy day at this time of year. As Keith Mallam (mpba-fes Records Officer) and I arrived just after 8am to start setting up, the lake was like a mirror and absolutely ideal for fast boats. However by the time we had measured the course and set up the timing equipment a breeze was stirring up the lake a little. This would cause a problem later in the day.

One side of the lake has a row of private houses which we cannot operate from. This year the other side 'our' side, which is all grass, had not been cut and the grass was shin high which made it difficult to measure and lay out the timing gear. Also some of

View up the lake from the club jetty note houses on right. We were over to the left. (See text).



the water's edge plants had grown high enough to partly obstruct the view of the water at certain points. This forced us to move the two marker buoys further out into the lake which meant the boats came out of the shelter of the bank and into the wind affected area - not ideal. However, you can't second guess the weather, so we all just got on with it.

Because of the, at times, quite choppy water, quite a few people did not get completed runs (Me included), but we still managed to break three records and set one new one. Keith had brought the Zonda cat which reached 81.75mph last year with some mods, which he hoped would get him nearer the magic 100mph. This was not to be, as on his only run with this boat it blew over and had to be rescued. As there was water in the boat Keith decided not to risk the £1000 plus boat again, sensible chap. This sort of thing happened to a few people, but by and large, people seemed to enjoy themselves and went away muttering about mods for the next SAWS.

Despite the weather, there were three records broken and one new record set and Keith Mallam retained the Wilkinson Sword Trophy for fastest run of the day. Here are the records set and the class configurations. ●



ABOVE: The Rawdon MBC club house. BELOW: L4 Mono at speed



Class	Driver	Speed	Notes
L4 Scale Mono	Rob Physick	43.56 MPH	New Record
L2 mini hydro	Rob Physick	34.48MPH	Broke old record
L8 Tunnel (Cat)	Keith Mallam	55.57MPH	Broke old record
L10 Tunnel	Keith Mallam	46.46MPH	Broke old record

Class Battery Configurations

Class	LiPo Configuration	Weight Limit
L1	1s	None
L2	2s	None
L3	3s	None
L4	4s	None
L6	6s or 5s	None
L8	8s or 7s	None
L10	10s	None
L20	10S2P	None
L Open	Any 60v Max	None
Mini Mono, Mini Hydro & Mini Tunnel	2s or 3s	140g

Boat Type

Type	Comments	Class
Mono	Any Mono Design Not Scale	(L1-L Open)
Hydro	Any Hydro Design Not Scale	(L1-L Open)
Scale Mon		(L2-L Open)
Scale Hydro		(L2-L Open)
Tunnel		(L2-L Open)
Mini Mono, Mini Hydro & Mini Tunnel		(L2-L3) 450mm max hull length



Keith with Wilkinson Sword Treophy (again) and his Zonda cat.

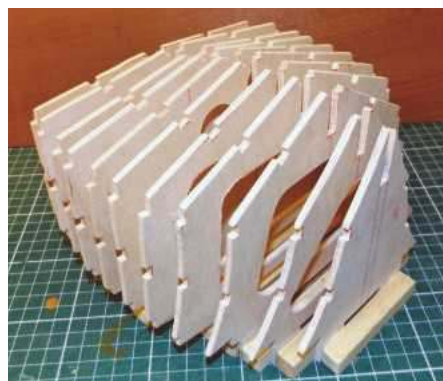


White Marlin

One of Dunkirk's Little Ships by **Ray Wood**

Introduction

Modelling a Dunkirk Little Ship has long been an ambition of mine, ever since I saw Dave Metcalf's model of Bluebird of Chelsea some years ago, and it's not every day you get the chance, and talking boats with a work colleague, he mentioned crewing on White Marlin and being a friend of the owner, and knowing of my modelling interest asked me if I would like the original Thornycroft drawings to produce a model!



ABOVE LEFT: Complete set of bulkheads cut from 1/8in birch plywood. ABOVE RIGHT: Bulkheads and keel mounted on building board with extensions to common datum.



The sense of winning the Lottery springs to mind when the drawings arrived, drawn in 1938 to a scale of $\frac{3}{4}$ in to the foot which converts to 37½in-long model as she is 50ft long in the flesh, with twin propellers and General Motors engines had a good turn of speed. Tracing the drawings for construction started immediately as you can imagine. So it's my pleasure to bring White Marlin to you in model form to preserve the memory of the brave volunteers and RN sailors who crewed her during Operation Dynamo for the evacuation of the troops from the Dunkirk beaches.

If you are looking for a model of a cruiser not dissimilar to a Norfolk Broads cruiser or an Aerokits Sea Queen at first glance but with the genuine MTB pedigree and performance to match look no further.

History

As described many times over the last 79 years the armada of many different types of craft were requisitioned by the Royal Navy from the Thames and Medway and the south

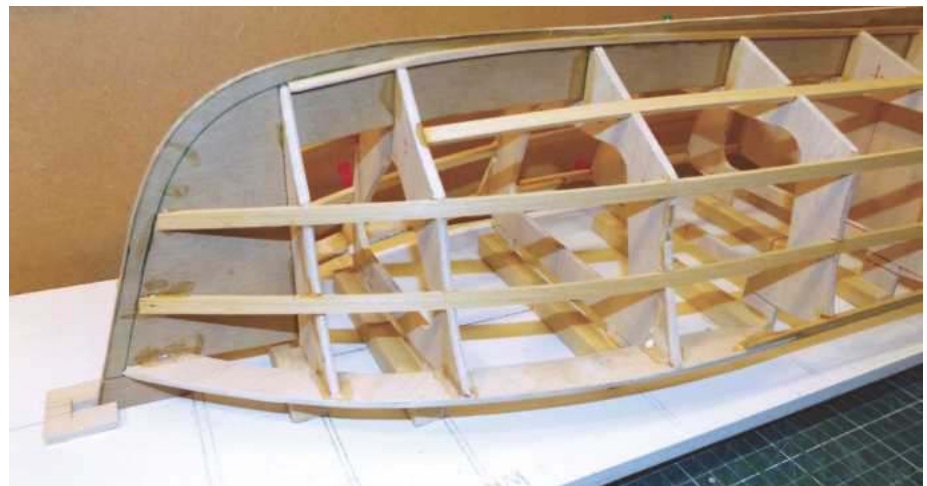
and east coast ports. White Marlin was a new build based on a motor torpedo type hull with twin engines and twin cabins fore and aft. Built for an Armenian sugar broker who never took delivery, completed at Hampton on the Thames, taken over by the Royal Navy and re-named HMS Fervant. The operational career and subsequent owners are well described on the Association of Dunkirk Little Ships website.

Model construction

My method of transferring the shapes of the $\frac{1}{4}$ in keel and $\frac{1}{8}$ in plywood bulkheads is to have a spare copy of the drawing printed at my local reprographics shop to cut up and spray mount on to the cardboard to create a set of templates to check the shapes and positions of the stringer notches. They are also easy to draw round onto the plywood, they are extended to a common base line which is the building board consisting of a length of 22mm MDF window board which if a good flat surface for the foundation of our build. The bulkhead positions are marked on the building board along the centre line with a square, the ply bulkheads have $\frac{1}{2}$ in x $\frac{1}{2}$ in wooden strips are glued across for mounting on the board, all vertical with the exception of the transom which is a slight angle. Obechi strip $\frac{1}{8}$ in x $\frac{1}{4}$ in is great for the inwhales and chine stringers as its strong and flexible and can be glued and pinned in place easily, having recently completed a Vosper Thornycroft MTB I'm familiar with double diagonal planking with two layers of strips at 45° to each other to form the hull sides and bottom skins, but White Marlin is different in having the first layer at 45° and the second layer laid as carvel planking is that is horizontal strips from stem to stern, an interesting method I believe is for aesthetic reasons as she was designed to be a pleasure craft. This makes the topsides look less like a thrupenny bit as the MTB's

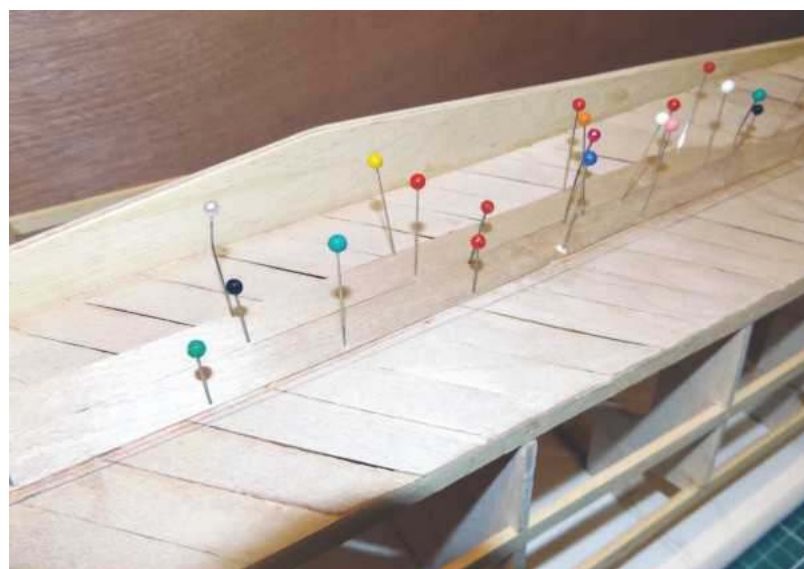


ABOVE: Rear hull framework with obeche stringers fitted. BELOW: Bow view with breast hook at deck level and stringers.



did over the years as the individual planks move and distort. My model is built of two layers of $\frac{1}{64}$ th ply, as it's price is high $\frac{1}{32}$ in will be equally good, the gluing and pinning of each $\frac{1}{2}$ in wide strip is a laborious process but worth it in the end as it is an authentic form of construction. The spray rails on the chines are $\frac{1}{8}$ in x $\frac{1}{8}$ in obeche my favourite material leaving a sharp edge to help her stay dry when up on the plane. The transom has horizontal formers to achieve the curved shape of the original. The beauty of twin propellers is the simplicity of the central keel with only doublers required to receive the bottom skins. The down side is having to estimate the position of the opening slots

for the twin stern tubes which are also in line with the twin rudders, and should be parallel to the to the centre line of the hull. To gauge the correct angle of the shafts I cut some circular ply discs of 35mm and centre drill a clearance for the 4mm shaft and position the discs where the 30mm propellers will be. If at this stage you have your chosen motors and couplings to hand you can assess the best location for the motors which are under the central cockpit area. Once happy with the angle 5-min epoxy from Poundland will secure them, I use simple balsa cradles for the motors to sit in these are lined with RC aeroplane foam wing seating tape to allow some movement and sound isolation from



ABOVE LEFT: First of the base layer of diagonal planking at 45° to the keel. ABOVE RIGHT: Commencement of second carvel layer of planking length ways bow to stern.



LEFT: Completion of carvel planking parallel to the keel.

a walkover area with a skylight and ladder access, I have endeavoured to model White Marlin in her present condition. The seats and helm areas are fabricated from mahogany and bits and pieces from the scrap box.

Windows, fixtures and fittings

The full size White Marlin's window frames are chrome plated brass, quite a challenge in our miniature size and not breaking the bank with brass etchings and nickel plating, so you guessed it cardboard and chrome foil self-adhesive tape saved the day, the window frames are traced and transferred onto card, carefully cut out and the foil tape applied then cut around leaving a margin to fold round the edges of the card, and hey presto! With acetate glue to the frames with RC aeroplane canopy glue which dries clear, we have glazed windows to contact glue into position. Prior to this stage I had given the cabin sides four coats of gloss varnish so the windows adhere well. The mooring bollards are chrome with timber rails which is achieved using 3/16in gauge locomotive handrail knobs from Maidstone Engineering with stained and varnished rails, the fairleads are commercially available and save time but these could be made from scratch if the time is available, I think the small details add character and are well worth the effort.



ABOVE: Starboard side first layer of diagonal planking.

the hull. The rudders are brass tube and rod with the blades soldered on and cut to shape, these could equally be commercial medium sized units, connected to the steering servo by brass cranks and pushrods, I find old electrical plugs to be a great source of brass blocks with grub screws, with arms soldered on I would leave this to the builders choice, you could be extravagant and have two separate servos if desired.

Deck and superstructure

The inner deck line is demarcated by the 1/8in x 1/4in deck stringer which will fit into the bulkheads, the deck on the original model had 1/32in ply layer glued on then overlaid with 1.00mm mahogany from Mantua Models with the planks drawn in black ink pen to simulate the Sikaflex deck caulking. The rear section of the deck is removable for access to the rudders, the cabin is built in position with false cockpit bulkheads at the front and back of the cockpit, having traced the cabin sides onto 1/16in plywood and cut to shape including the window openings and tack glued to the centre and forward and aft bulkheads the sides need slight shaping to ensure a good fit on the deck, this is rather a trial and error process caused because the cabin sides are angled and not vertical

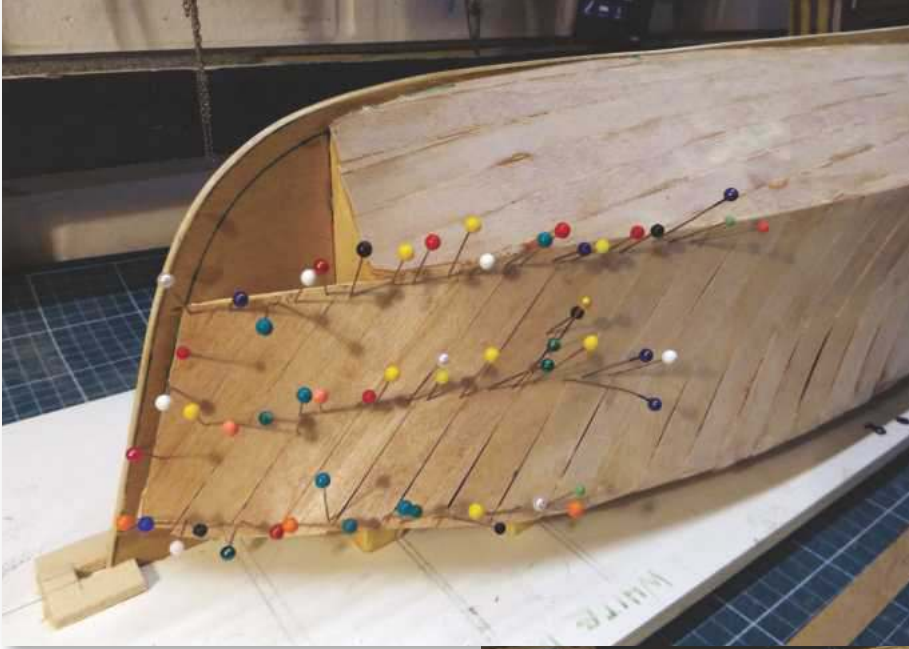
which would have made life much easier. The cabin sides on the full size boat are made of many different sections of a hardwood, so I have also overlaid with mahogany sheet and strip to create the effect, but could easily be simplified. The cabin roofs are formed from 3/8in balsa sheet which is razor planed to shape and sanded to achieve the curves at the front and rear the rain strip at the roof edge is 1/32in ply strip glued onto the cabin sides before the roofs are attached, and gives a good sharp edge. The cockpit floor is a 1/32in ply sheet located on obeche rails with a central engine access hatch cover. The original engines were much larger units and the central cockpit didn't really exist it was

Painting and decorating

The hull is sealed internally with a coat of West epoxy resin at an early stage, to prevent any water which accumulates in the bilges from soaking into the hull. The outside is also coated with West, but could equally be varnished to seal the ply, the planked deck has to look like teak and the perimeter margin and gunwhale rubbing strip and toe strip varnished mahogany, too achieve the different tones on the same material the planking is coated with water based varnish, and the edges are coated with oil based varnish which gives the deeper colour. With

Topsides diagonal planking in progress.



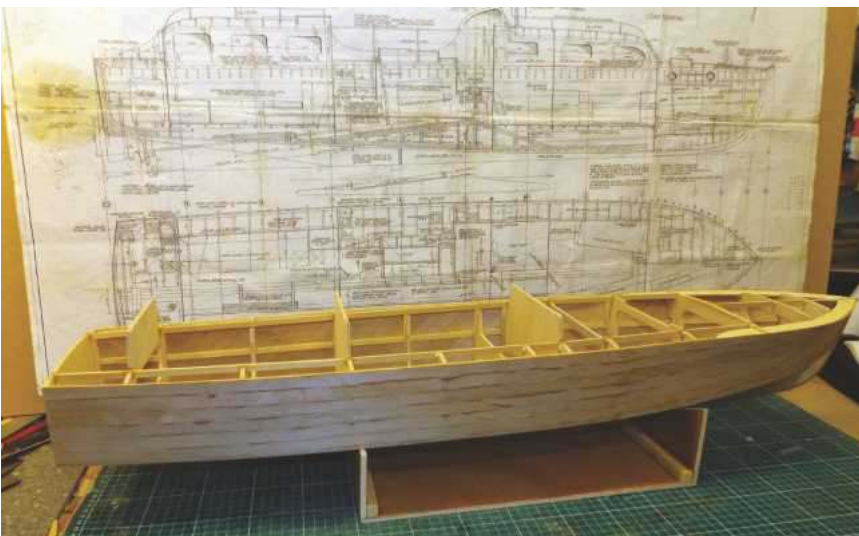


LEFT: Bow diagonal planking complete.

BELOW: Trial fitting of 1/4in plywood stand/cradle on the hull.



the deck and rubbing strip masked with newspaper taped on the hull has a sprayed grey primer applied which shows all the areas which need filling and sanding, P38 car body filler works for me, having produced a good base the boot topping strip is masked with Tamiya 1/4in masking tape and the topsides are painted white, and the bottom painted blue, once these have dried the tape is removed for the hand painting with a long haired brush the boot topping in red. The cabin roofs are painted matt white, I don't like the finished boat to shine too much it spoils the realism.



ABOVE LEFT: Hull with planking complete with Thorneycroft drawing behind. ABOVE RIGHT: Transom 1/32in sheeting glued and pinned in place. BELOW LEFT: Twin propeller shafts in location with one prop fitted and ply blank ready for epoxy. BELOW RIGHT: Twin rudder linkage and steering servo in place.





ABOVE LEFT: Stern view with deck and cabin in progress. ABOVE RIGHT: Bow view with cabin superstructure in place.



Radio installation is fairly standard and there is plenty of room, double-sided tape the Rx and ESCs to the bulkheads and have the on/off switch somewhere handy. The battery position is variable to suit how the boat looks in the water. If space is an issue, I have used 3-cell 2200mha Lipo's which are smaller than NiCads. Oil the motors and stern tubes and rudders and she is ready for the water.

On the water and crew

The beam to length ratio produces an easily driven hull with a classic line, I have to find a suitable crew to occupy the cockpit so at $\frac{3}{4}$ in to the foot we are looking for a figure $4\frac{1}{2}$ in tall I find Doctor Who figures turn up at charity shops are cost effective and fit the bill. As she is long she will not turn on a sixpence, but looks good at speed.

Cockpit detailing

This makes the boat come to life in my book so attention to detail is key, the helm dashboard is quite complex with all the dials etc. the spoked wheel is worth making from scratch, if you have the time.

There are fitted joinery seats and cushions on the rear cabin bulkhead facing forward and a clever two way seat behind the helms position with a pivoting back rest so it can be used in either direction as trams did back in the day. I used blue Styrofoam carved to represent the seat cushions and painted with matt colours.

The engine room and radio installation

The motors fitted are re-cycled 480 size from a couple of old ready to not run boats which had issues! But the motors were worth saving so with Huco-type red couplings turning 30mm 3-blade brass propellers handed left and right, I have used Mtronics speed controllers in a destroyer on a twin motor set up, so I have used the same 20amp version for White Marlin. The NiCad pack is a 5000mah capacity and gives 15mins running time. As the original craft was capable of 20kts we need her to get up on a majestic plane, but not go ballistic, this is why I didn't bother with brushless motors and Lipos.

ABOVE: Hull and cabin complete in primer and filler in preparation for painting. BELOW: Painting and varnishing complete.



BELOW: Foredeck details, anchor winch and bow roller, sampson post, hatch and fairleads in place.





ABOVE: Tony Woodford spent both days manning the Phoenix Marine Model Club's stand, answering visitor's questions, especially regarding the 1/16 model of 'James Stevens 3', the first lifeboat with a propeller.

the air over the flight path could easily be seen from our area too, so two Shows for the price of one, but with just a one-minute walk, all the aircraft activity could be seen. Weather wise, Saturday was quite cold and blustery, with a little rain that did not spoil the day and Sunday saw sun, with moderate wind. I shall mention a few of those models that caught my eye across the two days and also allow the photographs to show you a few more and also the general layout.

Ray Wood had his superb 1/24 scale Thames barge 'Veronica' on the water during Saturday, when the wind was quite strong at times. It had been built by Peter Simmonds from the Isle of Wight. He is a member of both Cygnets MBC and also AMBO. He had made the sails and keel and upgraded other parts and regularly races it successfully. He was also sailing a small yellow and white Graupner Micro Magic yacht, which caught the eye of a few youngsters visiting.

Phil Locke had his, newly acquired from the Child Beale collection, Graupner 1/45 Condor 9 catamaran passenger ferry, which was produced in the 1990s. This was powered by two brushed motors driving two water-jets. Phil has upgraded the two motors to brushless Turnigy 1,100kV, both off one 14.8v LiPo battery. The actual vessel was built by Aluminium Ship Builders Ltd. and was used to ferry 450 passengers between Weymouth and the Channel Islands.

Adam Maplesden likewise had two recently acquired models, one of the Tamar Class lifeboats, this being based on the Model Slipway 1/16 version. Also during the weekend he sailed his large Finnjet Cruise ship out of Helsinki, from the Silja Line. The turbo engine sound system used on this model, which was built by Paul Chilcott of the Southern Model Display Team, sounded so realistic and attracted much attention!

Martin Oliver from the Chantry MBC had his 1/32 SWATH hull research vessel 'Lady of Glenmorrow' on their stand. It was good to see this again, as I can remember it some ten or so years ago at the show's former venue, where it was in its early stage of build. It is of his own design with a completely scratch-built wheelhouse and in all it took 16 years to complete. It's powered by brushed motors from a 7.2v NiMH battery source. The people give it some 'action' and are from Graupner, Preiser and Scalextric.

Jim and James Bradley (father and son respectively) had a great display of model boats on their stand, which represented Sheppey Miniature Model Engineering Society. The real 'dream of the Show' for me personally,

The Southern Model Show

Headcorn Aerodrome, Kent, 7/8 September, 2019 by **Kim Belcher**

TOP: Some of the exhibits on the MBA-Dover stand.

BELOW: Tugs and more on the Southend MBC's stand.



With 20 model boat clubs attending, this was a well-supported event and made for a large 'marine village' around the pool for the two days. Correctly advertised as 'The Southern Model and Craft Show (and formerly the Southern Model Air Show and previously mainly held at the

Hop Farm), the model boats support has increased year on year. There were a couple of traders within the village area, but down the 'flight path' (with hundreds of model planes both very large and smaller) there were many others, whose wares were equally usable for us boat modellers. The activity in



ABOVE LEFT: The Shepton Mallett MBC's small, but engaging stand being manned by Carol Sadd. ABOVE RIGHT: Looking at the pond from behind the Grays Thurrock MBC stand. BELOW: Another large display of models on the host's stand, that of the Kent Model Boat Display Team.

was their 1/16 model of a sailing Norwegian lifeboat, 'Christiania'. They acquired it from the Dockyard Model Shop at Chatham as a wreck and together restored her to the fine condition she is in today. They rebuilt the masts and re-rigged her. With figures on deck, a favourite of mine, there were times when looking at my photos I had to remember that this was a model and not the real vessel, which had the call sign RS10, Oslo. This vessel can be found on the internet and herself has been restored and is used for sail training today. She was built in 1895 to the double-ended ketch design by Colin Archer. James also sailed his paddle steamer 'Rochester Castle' on the pond, made to his own design and finished to a very good standard.



Neil Terry (Mr eBay) from the MBA-Dover had a great selection of his latest acquisitions, which were diverse and not those types that we normally see when looking at relatively modern British warships (or 'grey funnels' as I call them!), and it was this that concentrated my attention and likewise those of the paying public, who I heard asking quite a few questions. It's great when different models turn up at shows, which have had 'one life'

ABOVE: A really superb display of Thames barges on the AMBO stand, manned both days by Richard Chesney. BELOW: An eclectic mix of tugs using this corner of the large pool, with the Kent Model Display Team's stand in the background.





ABOVE LEFT: Just some of the many exhibits on the large stand provided by the Chantry MBC, with Martin Oliver's 'Lady of Glenmorrow' three rows back with the helipad on top of the wheelhouse. ABOVE RIGHT: A close-up of the detail and figures on Martin Oliver's 'Lady of Glenmorrow' vessel, just part of the huge Chantry MBC's display.



ABOVE: The dynamic duo; Alan Poole (MBA-Dover) giving his commentary on Phil Locke's demonstration of the brushless motored and water-jet powered Condor 9 ferry. BELOW: A 1/16 scale Tamar class lifeboat, recently acquired by Adam Maplesden and being demonstrated by him during one of the lifeboat slots on the water.

ABOVE: Ken Norman and some of his colleagues on the Capstan MBC's stand. ABOVE RIGHT: Members of the Stevenage MBC engage with the public. BELOW RIGHT: Ray Wood's magnificent 1/24 Thames barge 'Veronica'. BOTTOM: Phil Locke demonstrates the stability of the impressive 1/45 Condor 9 ferry at high speed, during his twice daily demonstration.

and now a new owner lovingly cleans and tidies them up and puts them not just on display, but on the water too. A few details of one was RFA A135 'Argus', an auxiliary support ship that is still in service today. Neil acquired this from the Child Beale Trust collection, originally built by Barry Freeman to 1/96. The model has a Harrier jump-jet on the stern area that 'lifts off', flight deck areas that move, the helicopter rotors rotate and there is a unit that has many authentic sounds.

Mike Cummings, of Vintage Model Works, was there with his latest offering. This was a 1/10 (36in length) version of their already famous 24ft version of a Metropolitan Police Thames launch c1950. The construction is much the same as the original Vernon model, but much more detail can be found at vintagemodelworks@hotmail.co.uk. I liked this, as I have had a number of trips out on one of these both from the Teddington Metropolitan Thames River Police Station and that at the Westminster Metropolitan Police Thames Division station.





ABOVE: This nice model is a 1/10 (36in long) Metropolitan Police Thames Division launch, c1950, being the latest offering from Vintage Model Workshop.

An interesting, educational and lucid commentary was given throughout both days by Alan Poole (MBA-Dover Secretary) for the public, clubs and exhibitors around the pool area. This was of real benefit and should be continued in future years.

I shall name those clubs attending, as it demonstrates that they were not all from those areas within close proximity to the venue: Black Park, Chantry, Cygnets, Crowborough, Eastbourne, Southend, Stevenage, Grays Thurrock, Countrywide, Capstan, Shepton Mallet Drifters and Crawley MBCs, then Kent Model Boat Display Team (Hosts), Southern Model Display Team,

Association of Model Barge Owners, Phoenix Marine Model Club, Model Boat Association – Dover, Happy Hobby Modellers, Hanwell & District Model Society and Sheppey Miniature Model Engineering Society.

In all, I counted some 220 models on display, a number of which ventured onto the water, where 'slots' for free sailing, warships, lifeboats, sailing craft and demonstrations had been allotted. This, too, helped for an organised and enjoyable event. The organisers have confirmed with me that the 'footfall' was up 30% on last year. If you or your club missed it, look out for next year; you can always camp there overnight too and enjoy the Saturday night firework extravaganza! ●



ABOVE: Another of Adam Maplesden's large 'fleet', this being the Finnjet cruise ship of the Silja Line, out of Helsinki and originally built by Paul Chilcott from the Southern Model Display Team. BELOW: Each time a demonstration slot was on the water the audience got larger. Here Martyn Prior from the Crowborough MBC fires a motorised torpedo from his Type XXIII U-Boat 2336 at an American Liberty ship – this time successfully hitting it! INSET BELOW: Martyn Prior's Type XXIII U-Boat 2336 submarine and one of the motorised torpedoes.





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Paddle Tug Lulunga			SETMM1465	55.00
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Please note the pictures show assembled and painted models.
Due to the use of sharp knives, these kits are not suitable for young children.

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The Best of

Formidable LT 100 all wood

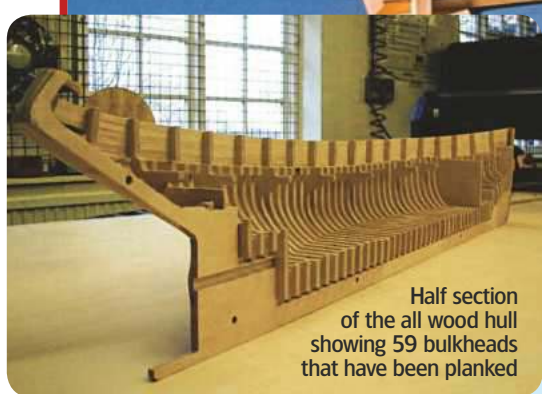
SPECIFICATION OF THE KITS

Scale	1/24th	
Length	47"	1190 mm
Beam	10"	254 mm
Draft	5 1/2"	140 mm



Model built by Ian Kennedy 2009

"Formidable LT 100"
all wood construction
(plank on frame)

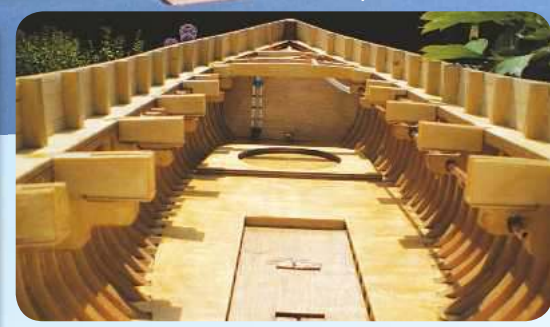


Half section
of the all wood hull
showing 59 bulkheads
that have been planked

The "Formidable LT 100" is available with either a plank on frame construction or GPR hull. The former has the frames CNC machined from grade "A" finish Birch plywood for fitting at 20 mm intervals. The pattern for the hull is symmetrical hull shape. The finished glass fibre epoxy resin hull is supplied painted in its



Fitting the steam plant and radio control gear



View down the hull before the deck is planked
showing the wood bulkheads

recommended colours; the lower hull in red oxide colour and its upper in matt black. The cabin is GRP and in colour grey. The individual parts of the boat are CNC machined in 0.8, 1.5, 3.0 and 6mm thick grade "A" Birch plywood. These are bridged in for easy removal. Ample hardwood strips for decking and other areas included. The masts are taper turned hardwood.

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View showing the
first deck planking

	Prices:
Formidable Plank on Frame kit	£1945.00
Formidable GRP hull kit	£1625.00
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John Hemmens - Steam Engineer

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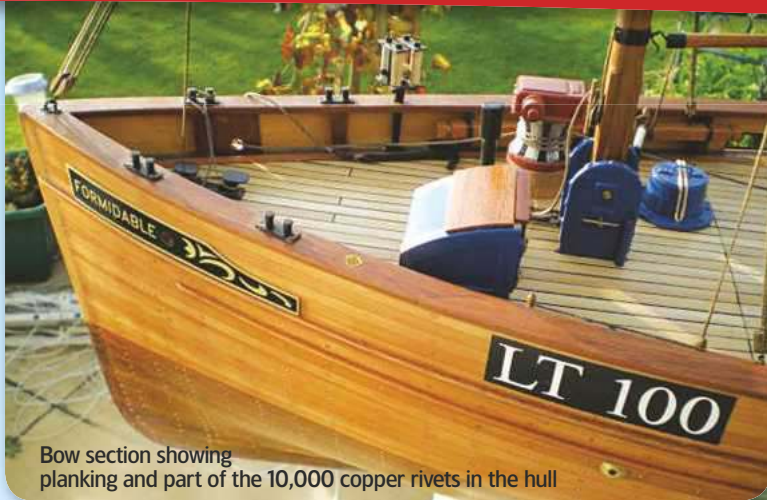


British Steam

©1980

The "Richmond Ribberdale" steam plant together with its associated equipment fits well within the hull

construction (plank on frame)



Bow section showing planking and part of the 10,000 copper rivets in the hull



"The Formidable" GRP hull model Gold Cup Winner undergoing Sea Trials.



Wheelhouse

The kits include virtually everything you need to produce a fine model, including six seamen made in pewter, illustrating fine detail. Instructions are included for fitting a "Max II" steam plant or our current "Richmond" plant.

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The boilers of the "Wharfedale Plant" and the "Ribbersdale Plant" shown are made from 16g copper silver soldered to form a sound pressure vessel you can depend upon. They are tested to 160 psi for continuous running at 80 psi. The boilers have high performance ceramic burners to provide adequate steam to drive the "Richmond" engine which are used in my "Lady Jane" and Formidable" models which are 48 inch long.

Each boiler is fitted as a standard feature, a water gauge with blow down valve piped to the Steam oil Separator, Safety valve, Pressure gauge, Vacuum valve, steam on/off valve with piping to the engine. Gas valve and piping is also included. The boilers are clad in polished hardwood held to the boiler by stainless steel bands. The engine and boiler are mounted on a steel cream painted base plate. Positioned at one side of the boiler is a steam oil separator connected to the drain valve of the engine displacement lubricator and boiler blow down valve. The exhaust pipe form the separator is attached to the white chimney. A refillable gas tank is included with both on/off valve and refillable valve.

Only the highest quality materials are used in the manufacture of all my products

The engine, steam oil separator, gas tank are painted in Royal Blue, the chimney is white, base plate cream, the boiler is gloss black all painted in stoving paint and oven cured at 175 degrees C to give a hard long lasting finish.

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John Hemmens - Steam



Wharfedale Plant



Ribbersdale Plant



Stern view



Marblehead Ranking Weekend

Fleetwood, 28/29 September 2019 by **Roger Stollery**

ABOVE: The iconic Fleetwood Bridge with the fleet at the leeward gate at the end of the run downwind.

BELOW: Close racing on the beat to windward with 57 Stephen Haywood's STARKERS nearest.



Fortunately, the forecast of gales did not materialise, but nevertheless there were strong winds blowing straight up and down the lake, which gave 22 competitors some fantastic racing on this mecca of a radio sailing lake. 16 races were sailed on Saturday and twelve on the Sunday, well-orchestrated by RO Derek Priestley and his team.

Saturday

An 18-mph breeze, sunshine, blue sky and clouds set the scene for some wonderful sailing and close racing. There were seven different winners and the first was Peter Stollery sailing his UPFRONT in C2 rig, followed by Andrea Roberts sailing her infamous pink STARKERS SQUARED sailing in C rig. James Edwards, who was sailing his GRUNGE consistently well, won both Races 3 and 5, but then let Darin Ballington get the first of his four wins in Races 4, 6, 8 and 11 sailing his GRUNGE. In Race 7 Roger Stollery sailing UP came to the front after technical problems at the start of the event.

Darin was top of the lunchtime leader board with 15 points followed by Peter with 17 and James 20. Peter started the afternoon racing with the first of his three wins in Races 9, 13 and 15, followed by Rob Walsh sailing his STARKERS into first place in Race 10. Darin won the next one and Dave Potter sailing his STARKERS CUBED won the first of his two wins in Race 12 and 16. By this time the wind had lightened enough to use the tall A rig and Bill Culshaw was the first to put one on his GRUNGE to win Race 14.

All the competitors got together in the evening for drinks and a meal to recover from

the day's racing. Fleetwood Lake is the length of two football pitches and as there were three laps there was a lot of walking and offwind there was a lot of running to keep up with the speed of these Marbleheads. One skipper's smart watch recorded a distance of 13km!

Sunday

This was a completely different day with wind blowing in the opposite direction, but with heavy rain all day. There was still an 18-mph wind at the start, which gave some excellent

Top 6 results:

Pos.	Skipper	Club	Hull	Points
1st	Peter Stollery	Guildford	UP	33
2nd	James Edwards	Yeovil	GRUNGE	43
3rd	Rob Walsh	Fleetwood	STARKERS	51
4th	Dave Potter	Birkenhead	STARKERS	70
5th	Martin Roberts	Birkenhead	STARKERS	72
6th	Graham Bantock	Chelmsford	QUARK	78



Graham Bantock 95 gets the best start on a tight starting line.

racing in the lower rigs. Once again Peter kicked off with the first of his seven wins and then shared this place with Martin Roberts, who was sailing the pink STARKERS. Between them they won all but one of the races. Their mastery of the conditions was broken in Race 6, when Tony Edwards won, sailing a GRUNGE.

At lunchtime the top of the leader board showed Peter with eight points, Martin 15 and

James Edwards 20. RO Derek asked the wet and bedraggled looking competitors whether they wanted to continue racing in these appalling conditions. Everyone agreed to do another four races to make the total twelve. As it happened the wind was gradually becoming lighter and moving to the north square across the lake and not providing good windward leeward racing. Once again

Peter and Martin shared the winning slots, with two wins each.

At the prize giving, Peter thanked Derek and his team doing a fantastic job despite standing all day in the rain and wind. We were all pleased to stop!

These two events wrap up the 2019 ranking series and with the best four results of the seven events including the National Championship counting, the end of year results are not surprisingly: 1st Peter Stollery 400 points, 2nd Darin Ballington 386, 3rd Graham Bantock 378, 4th James Edwards 361, 5th Martin Roberts 342 and 6th Tony Edwards 328. Along with current World Marblehead Champion, Brad Gibson, who gets an automatic place, all these are certain qualifiers for the British team for the Marblehead World Championship at West Kirby in June 2020.



ABOVE: Roger & Peter Stollery's UPS 117 & 39 rounding the spreader mark together and chasing Dave Potter's STARKERS 20.

RIGHT: Top boats running neck and neck offwind, 98 Darin Ballington, 82 Rob Walsh, 95 Graham Bantock and 122 Martin Roberts.

Top 6 results:

Pos.	Skipper	Club	Hull	Points
1st	Peter Stollery	Guildford	UP	17
2nd	Martin Roberts	Birkenhead	STARKERS SQUARED	28
3rd	James Edwards	Yeovil	GRUNGE	36
4th	Graham Bantock	Chelmsford	QUARK	41
5th	Tony Edwards	Yeovil	GRUNGE	52
6th	Rob Walsh	Fleetwood	STARKERS SQUARED	64



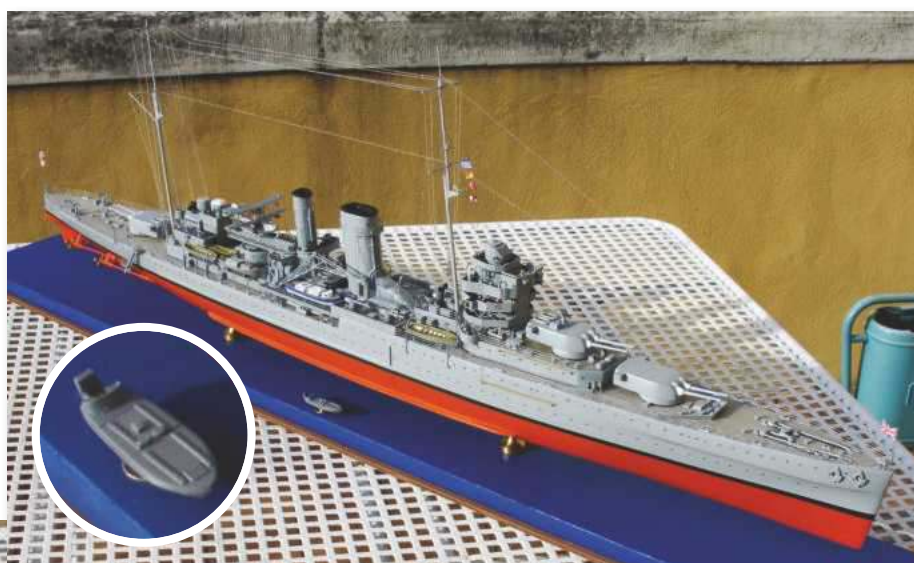
Reader's Models

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

HMS YORK

One of my latest works is this scratch-built model of the British cruiser HMS York in 1/200 scale. The model was built for a series of conferences about Italian Navy Special Forces during the Second World War. The HMS was seriously damaged in the spring of 1941 in Souda Bay, Crete by a one man small explosive motorboat carried with other similar craft by the destroyers, Crispi and Sella. The so called 'barchino esplosivo' were not a suicide craft; the pilots, after blocking the rudder against the target, could eject themselves at a proper distance to avoid the effects of the dangerous explosion wave on their bodies. Below the model is visible a much small model

Note the small craft mounted on the base; this represents a 'Barchino Esplosivo' which crippled HMS York in Souda Bay on 26 March, 1941



ABOVE: Another very impressive scratch-built model; this time a 1/200 scale rendition of HMS York by Aldo Petrina.

LEFT: A great example of scratch-building.



of the explosive motorboat in scale with the ship. HMS York was then totally lost by German air attack and scrapped after the war by an Italian shipbreaker in 1952. The model was built using the plans of the Polish Profilemorskie firm and several important details were copied from the drawings of the similar cruiser HMS Dorsetshire by the famous Norman Ough. Hoping you are interested, my best regards and my congratulations for the quality of the magazine.
Aldo Petrina, Trieste, Italy

X-BOW TANKER

Please find attached a photo of my son's latest build, X-Bow Gas Tanker. Having decided a commercially available hull was out of his price range, he scratch-built this model using balsa, Plasticard and P38, over a period of three months. The photo shows the tanker on its maiden voyage at our Knightcote MBC water. **Peter Munday (Snr)**





ABOVE: James Thompson's scratch-built Princess 65. LEFT: The interior of the Princess 65 is as luxurious as the real yacht. BELOW: Scratch-built Volvo Penta engines conceal a pair of 540 electric motors.



PRINCESS 65

Here is my scratch-built, 1/14 scale Princess 65; the model was made mostly from 3mm, 1.5mm and various balsa. I went a bit 'OTT' and



constructed all internal cabins and bathrooms. A pair of scratch-built Volvo Penta engines cover the 540 electric motors. The main lounge has cherry veneer as per the real boat, it has extensive LEDs throughout. The idea was to fit radio control, but once I finished the cabins and

superstructure, I decided not to and kept it as a display model. Princess were very good and gave me a couple of brochures and with the help of photos from the web, I completed it in four years. It started out as a rehabilitation project after heart surgery. **James Thompson**



CONSTANT FAITH

Here are some photographs of my model MFV Constant Faith PD.344. The model is scratch-built plank on frame, using builders plans (Buckie) plus photos of the real vessel for reference. The real boat sank in June 2000, thankfully all crew were rescued by a nearby fishing boat. **John Webster**





Soobrazitelnyy on trials

Soobrazitelnyy- Russian Corvette

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

The boat davits, recovery hoist and sonar crane

Moving on first to the construction of the davits, Soobrazitelnyy supports one RHIB and a single enclosed fast launch. To deploy these two craft two identical davits are installed both port and starboard adjacent to the hanger. The principle of operation is for the centre section of the davit to extend upwards whilst the davit and boat is hydraulically

tilted forward, clearing the bulwark ready to be lowered as demonstrated in issue MB69-826 (Photo 8).

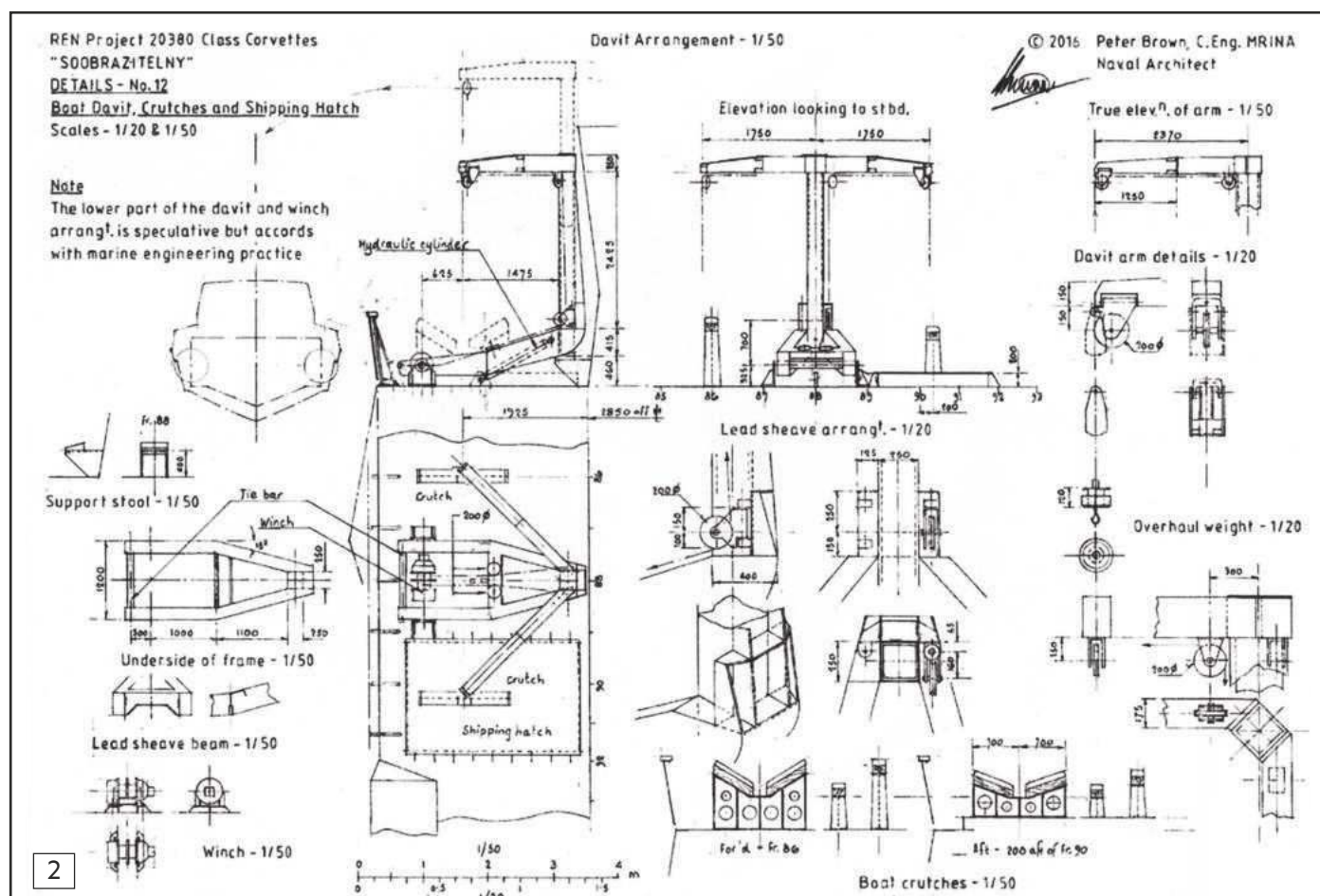
Photo 1 shows the enclosed fast launch stowed on chocks on the starboard side. A similar principle of deploying the RHIB is used by the Royal Navy using a single lifting/lowering purchase and incorporating an anti-swing system.



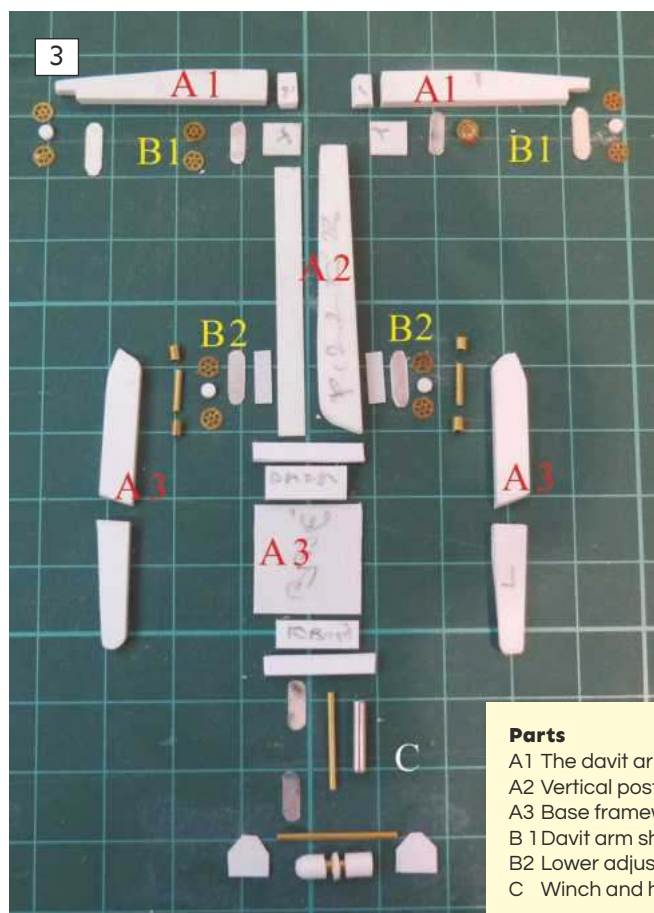
1: Starboard davit arrangement with enclosed launch.

Construction - boat davits

As in previous parts of this build series a detailed drawing has been produced which makes identifying part of a fitting less problematic. Unfortunately, there are no pictures showing the detail around the base of the davit and drive train. However, Peter Brown has extrapolated information and added his wealth of technical experience to



2: A detailed ancillary drawing for the construction of both port and starboard boat davits.

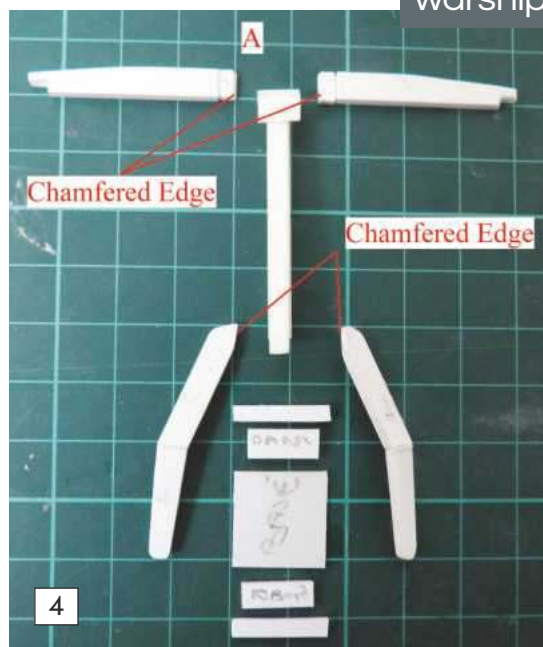


Parts

- A1 The davit arms
- A2 Vertical post
- A3 Base framework and winch motor housing
- B 1 Davit arm sheaves and holders
- B2 Lower adjustable sheave
- C Winch and hydraulic cylinder

Material

- Evergreen 168, 2x4.8mm
- Evergreen 257, 3.2 x 6.3mm
- Evergreen 168
- 3mm dia. sheave, 25mm thick Litho plate
- As above + 0.8 inner brass tube + 1 mm outer
- Evergreen tube 224, 3.2mm dia. + 1.5mm od brass tube, 1mm brass wire centre shaft.



3: For ease of construction each of the parts for the davit are grouped together that will form the starboard davit segments.

4: Grouping the parts together that will form the starboard davit frame.

5: The port assembled davit.

provide what would be a functioning davit, given the parts that are visible. On that basis, a model of the davits can be made (**Photo 2**).

The first task is to identify all of the parts, choose the appropriate materials and decide the method of construction. Although there appears to be many parts, the plain fact is much of what you see is repeat fittings. For example, all the sheaves are the same size and are from a PE fret. The sheave holder is from Litho plate but vary in depth to suit the location. For ease of build I've reduced the assembly of parts down to a simple 'A', 'B' and 'C'. 'A' is the davit, 'B' the sheaves and 'C' the winch and hydraulic cylinder. These can be sub-divided as in **Photo 3**.

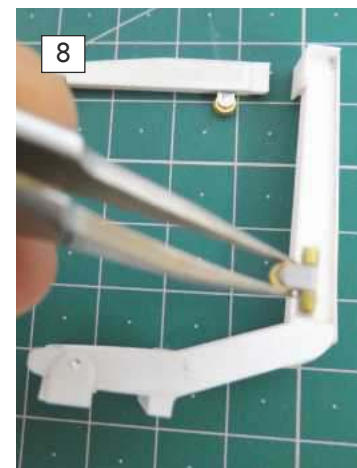
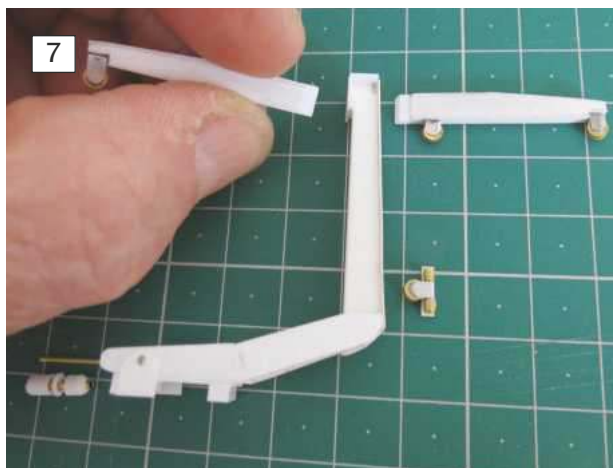
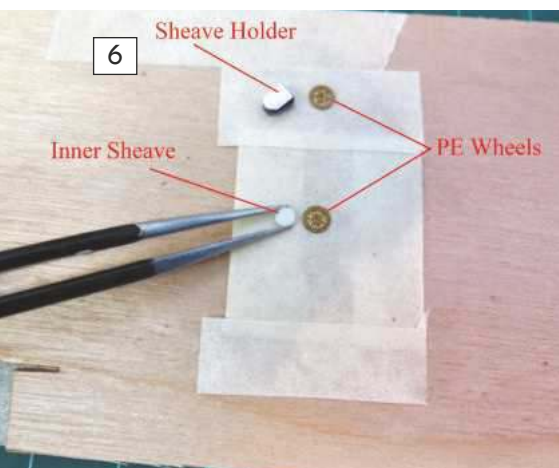
All the parts referenced 'A' are assembled first. It's worth noting that there is a small inboard extension to the davit arm A1. This is chamfered to sit neatly into the top of the



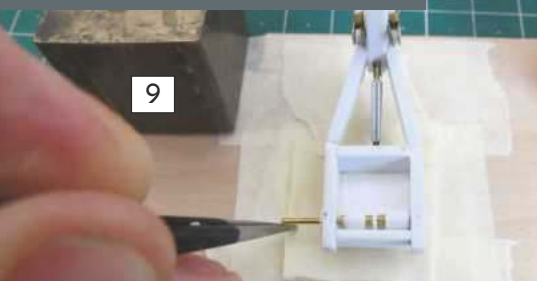
vertical post to maintain the 'V' angle of the davit arms. Also, the edge of the base frame that is joined to the lower part of vertical post is chamfered (**Photo 4**).

In **Photo 5**, the main part of the davit is assembled to the davit arms temporarily, as these can be removed for fitting the sheaves. There are two sheaves to each arm, each set comprises of two etched wheels with the inner sheave formed by using a leather punch wheel. The sheave holder is formed using strips of Litho plate folded over a template that matches the width of the sheave, each of the prepared sheaves and holders are then added to the davit arms (**Photo 6 & 7**).

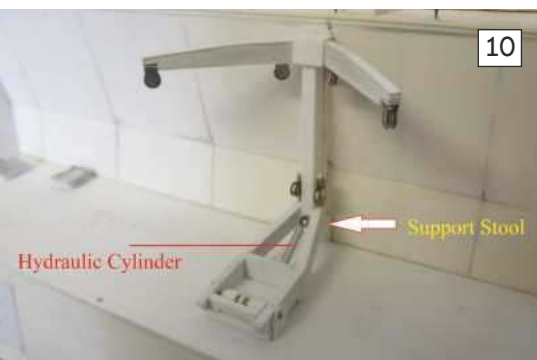
Each of the sheaves mounted either side of the vertical post are also added. These are made to have a limited amount of throw and can be adjusted to suit when rigging the falls (**Photo 8**). This is followed by assembling and installing the winch. It is worth noting that the winch is not fixed into place as it will need to be painted separately and rigged at a later



6: Making use of masking tape as a simple but effective method for assembling the sheaves. 7: Fitting three types of sheaves to the davit arms and vertical post. 8: Locating the lower adjustable sheave to the vertical post.



9: Inserting the centre shaft into the cable winch.
10: Locating the port davit onto the support stool.
11: Portside recovery hoist as fitted to Soobrazitelnyy.

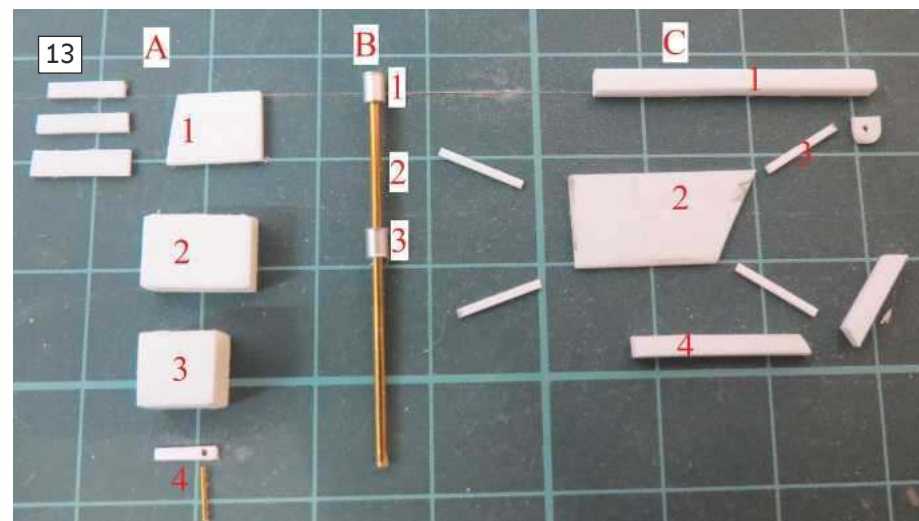


stage (**Photo 9**). With the davit prepared it can be positioned into place and supported at its base by an angle shaped stool fixed to the side of the hanger as shown in **Photo 10**.

Recovery hoist

The recovery hoist appears to be more a general-purpose hoist and is installed at the end of O1 to port on the same level as the boat davit. What is unusual is that the frame is swung

12: Ancillary drawing detailing the recovery hoist (Available as part of a complete package or available separately).
13: Dividing the hoist into workable sections.



Parts

A

- 1 Hoist support bracket
- 2 Electrical boxes
- 3 Slewing gear housing
- 4 Slewing handles

B

- 1 Upper bearing
- 2 Common slewing shafts
- 3 Lower bearing

C

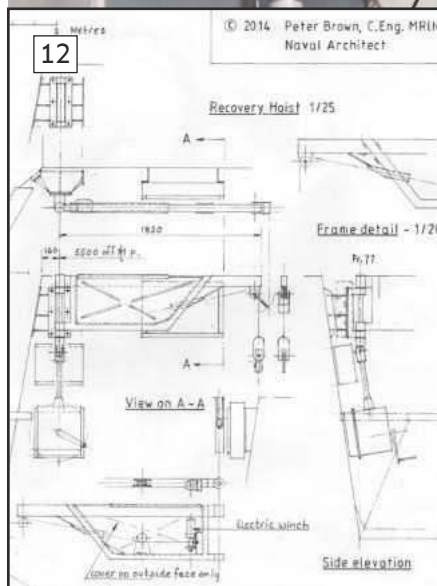
- 1 Upper frame section and sheave support
- 2 Outer cover plate
- 3 Stiffeners (x4)
- 4 Lower frame sections

Material

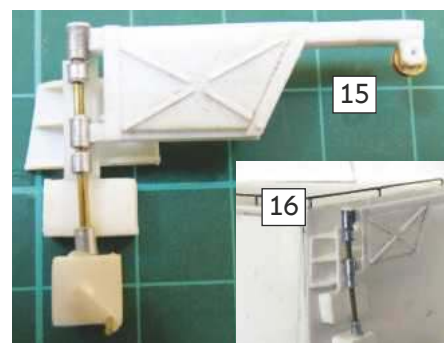
- .50mm thick styrene
- .50mm styrene sheet
- Evergreen 254, 6.2 x 6.2mm sq. section
- .25mm styrene/.33brass wire

- 2mm od aluminium tube
- 1mm brass rod
- 2mm od aluminium tube

- 2mm x 1.8mm styrene strip +25thick Litho
- .50mm styrene
- Evergreen strips 111, 0.4x0.75mm
- 2mm x 1.8mm styrene strip.



14: Assembly underway, here the common shaft is slightly inclined to mirror the incline of the deck housing.



15: The assembled recovery hoist minus the purchase which will be fitted after painting.

16: Recovery Hoist temporarily located into position.

through 180° to clear the bulwark and is hand cranked into that position with power provided for lifting. Part of the hoist can be seen in **Photo 11** with the RHIB in the foreground.

Although not complex in construction it would be difficult to extrapolate information for a build using images only. Thankfully a detailed drawing is produced as part of a series of drawing, available separately or combined with the GA and Lines plans; here the drawing is at 1/25th. It's worth noting that there is a universal joint connecting the common shaft to the hoist. This is fitted to allow for the slope of the deck housing onto which the slewing handle is fitted with the frame and purchase remaining level (**Photo 12**). As no universal joint is fitted to the model and to follow the drawing the common shaft was carefully inclined at the point where the universal joint would be.

Once again for simplicity of construction the model has been divided into three sections (**Photo 13**):-

Next the deck housing hoist support is prepared. A further two smaller bearings are then added to the shaft. This is followed with the assembly of the frame, cover plate and

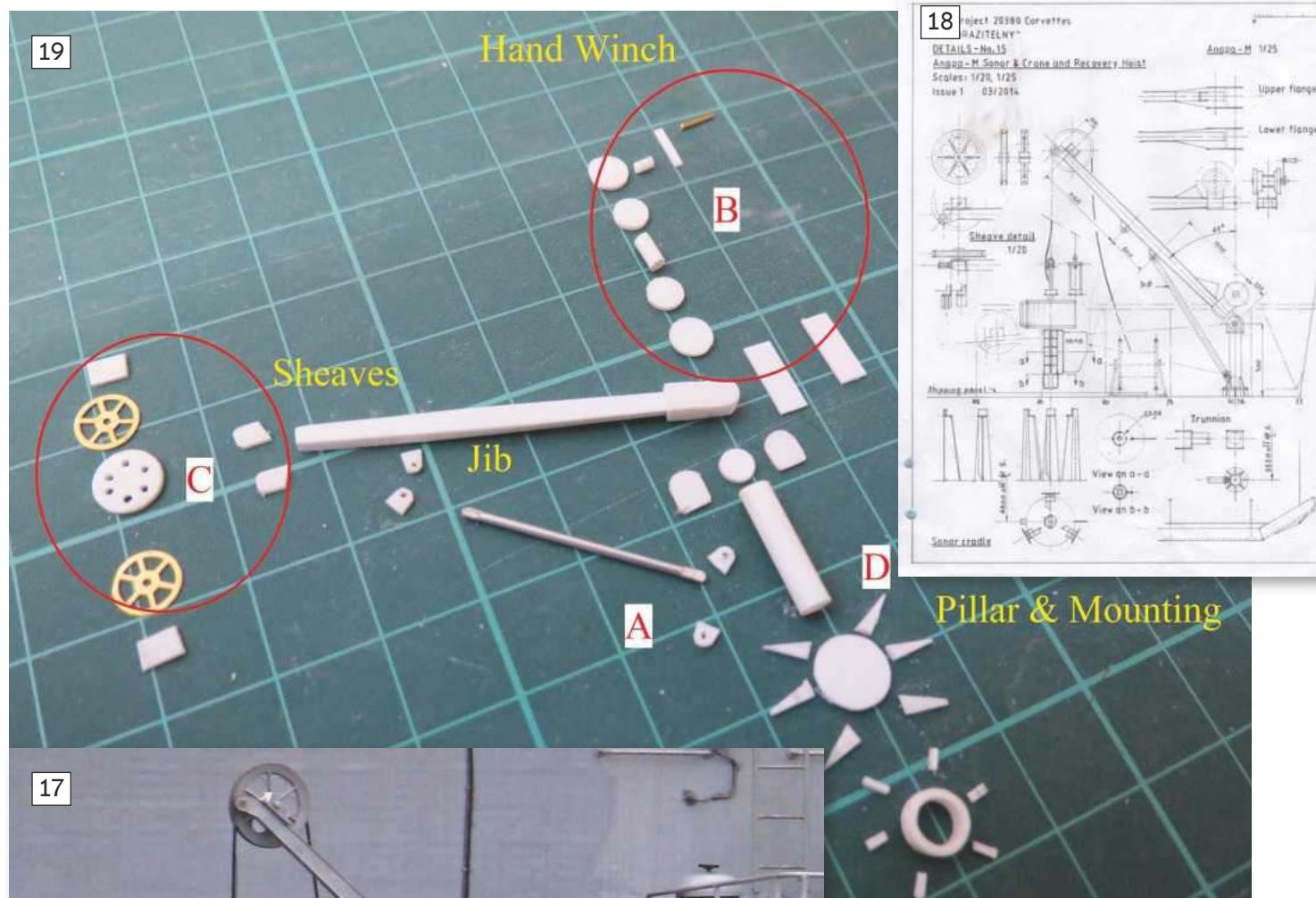
Parts

- A The jib
B Hand winch
C Sheave, large for sonar, small for hoisting
D Crane pillar, strut and mounting

Material

Evergreen 157, 1.5x4mm styrene
Styrene tube 3.2mm mm od, brass tube 1.5mm od
6mm dia., 4mm dia.
3.2mm dia., styrene tube, 1mm od aluminium strut, 7mm dia., styrene disc mounting

19: Reducing the pre-assembled parts into four sections 'A', 'B' & 'C'.



stiffeners. The assembled frame is then fixed to the upper and lower bearings allowing the hoist to move freely as shown in **Photo 14**. The final part of the assembly required the frame and common slewing shaft to be fitted to the hoist support bracket and into the slewing gear housing. The slewing handle is then fixed to the front of the gear housing (**Photo 15**). Like all the fittings, I prefer to temporarily position the fitting prior to airbrushing using a short length of .45mm brass wire as a locating pin. This ensures

the adhesive used is concentrated on the pin only and not on any part of the fitting, thus reducing any prospect of seepage which is the scourge of finishing any model (**Photo 16**).

Anapa-M sonar and crane/recovery hoist

First and foremost, in the absence of any specific details as to how this hoist functions, thus comments regarding this are based on

18: Having these constructional drawings is a big advantage.

17: Crane and sonar recovery hoist.

engineering practice. The principle use for this hoist is to deploy and recover a sonar unit, although it can be used for other recovery jobs. Like the Recovery Hoist, there is no motor drive for slewing, deploying or recovery of the sonar. These actions are performed using a hand powered winch mounted on the lower end of the jib (**Photo 17**).

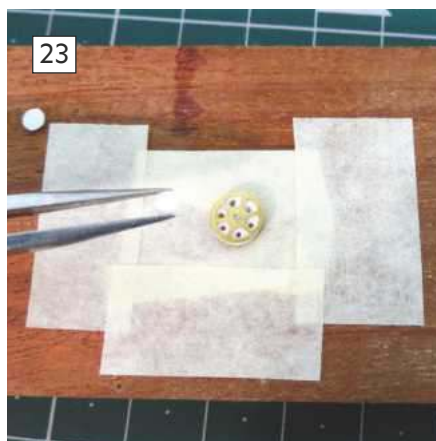
The drawing provided is well detailed with enough information to produce a reasonable facsimile. Although the run and supply of the sonar cable are clearly evident, it can be assumed that the lift and purchase are through a sheave at the head of the jib down to the hand winch (**Photo 18**).

Identifying the parts (Photo 19)

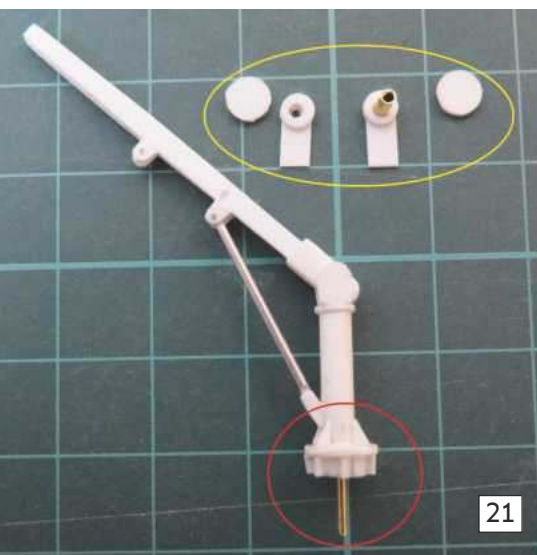
As with the previous fittings and for ease of identification and construction the sonar hoist was divided into parts 'A', 'B', 'C' and 'D'.



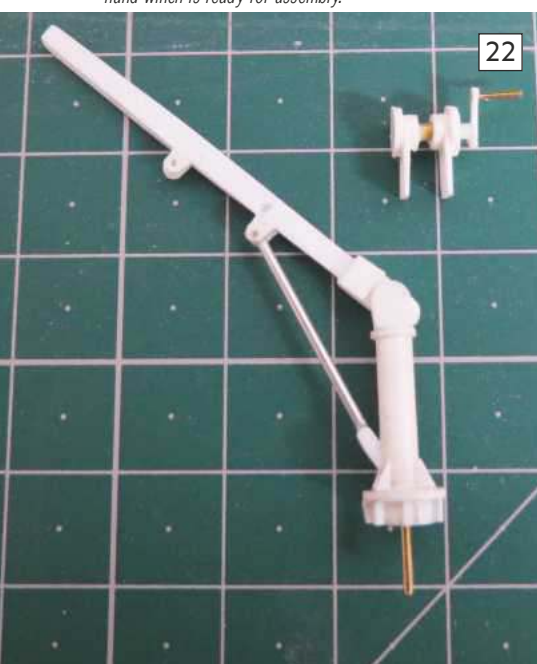
20: Assembly is quite straight forward commencing with the jib joined to the pillar both being connected by a strut.



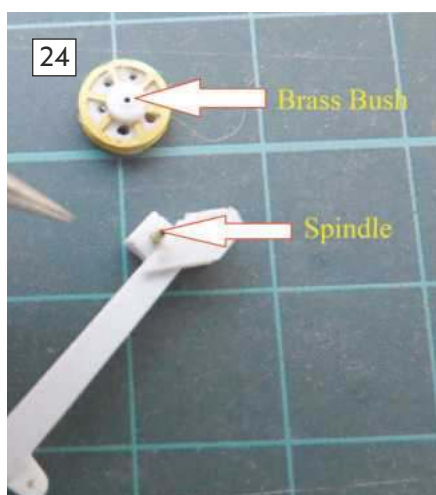
23: Masking tape useful in holding the sheave in place during final assembly.



21: Flange pieces are added to the crane mounting and the hand winch is ready for assembly.



22: Fully assembled hand winch which can be added to the jib.



24: Preparing the fitting of the large sheave to the head of the jib.

25: Sonar crane ready for airbrushing.

Assembly

The first task is to assemble the jib, pillar and mounting as illustrated in **Photo 20**. The flange pieces fitted to the mounting can be seen ringed in red in **Photo 21**. With assembly of the hand winch ringed in yellow well underway. The two halves of the hand winch are joined and the hand wheel fitted as in **Photo 22**.

Remembering that this hoist has two different types of sheaves fitted at the head of the jib. One is for deploying and recovering the sonar the other for feeding the sonar cable from the drum winch. It is the latter that is shown here. As demonstrated previously the method used

for assembling any sheave is to place one of the PE wheels onto a strip of masking tape sticky side up. Place the wheel onto this surface and using a very small amount of cyanoacrylate added to the centre sheave (1mm thickness punched styrene). Next, carefully add the remaining PE wheel as shown in **Photo 23**. When firmly set and using a pin vice, a centre is drilled to insert a brass bush. A spindle is then inserted into the head of the jib ready for the sheave to be fitted (**Photo 24**).

Assembly is completed minus the rigging but that will have to wait until the sonar cable drum and sonar cradle are made (**Photo 25**).

Next month, forming the bulwark as fitted to the bridge and 01 deck.

References and acknowledgements

Ref - Severnaya Verf, St Petersburg, Russian and Almaz central marine Design Bureau Project 80382 Tiger.

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

A GRP hull is available from Fleetscale, www.fleetscale.com. Detailed plans are also available from Jecobin www.jecobinplans.com; Albion Alloys www.albionhobbies.com and Sylmasta mould making and casting materials, www.sylmasta.com.

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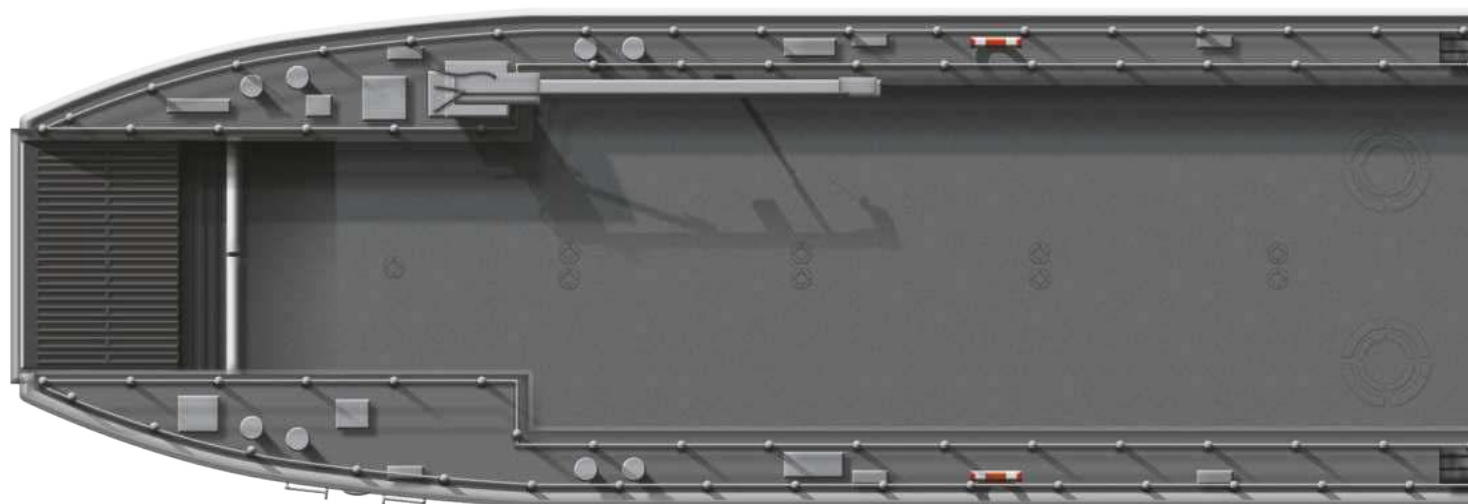
The EDIC 700 at speed fully loaded with vehicles. A compact vessel it is capable of supporting a range of operations.

EDIC

The EDIC 700
Landing Craft by
John Norris

During the 1980s the French navy accepted into service a design of specialist landing craft for amphibious operations known as EDIC 700 which were built by the shipyards of Direction des Constructions Navales. At the time they were leading vessel designs, but now, almost 30 years later these vessels are approaching the end of their service life for France with its overseas commitments

Andy Hay (www.flyingart.co.uk)





and are being replaced by more modern vessels such as the L-CAT. This means that some of the older EDICs can be transferred to some overseas countries.

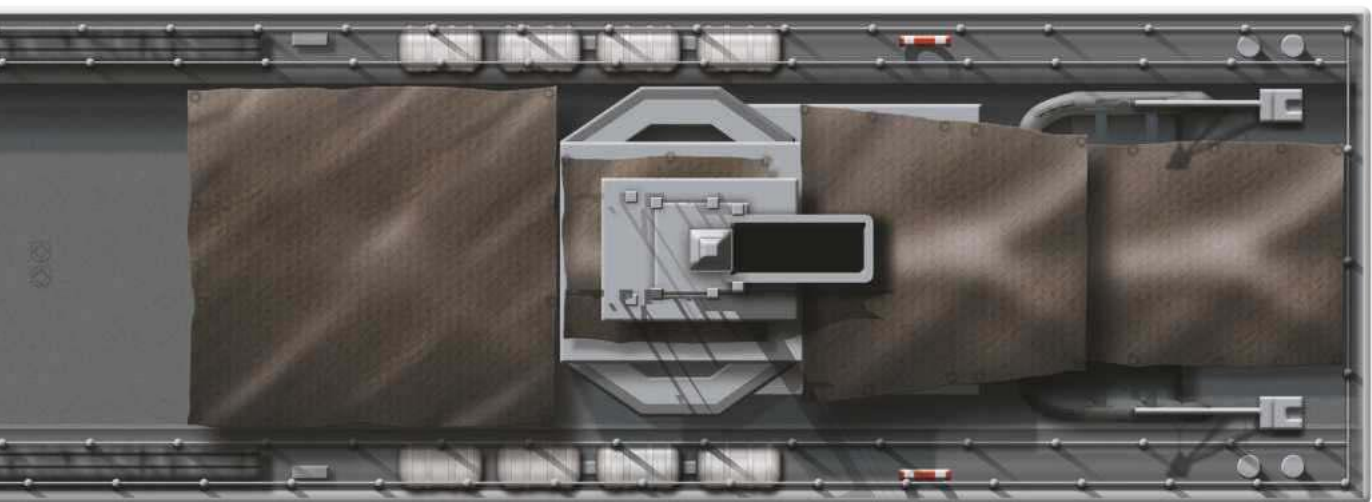
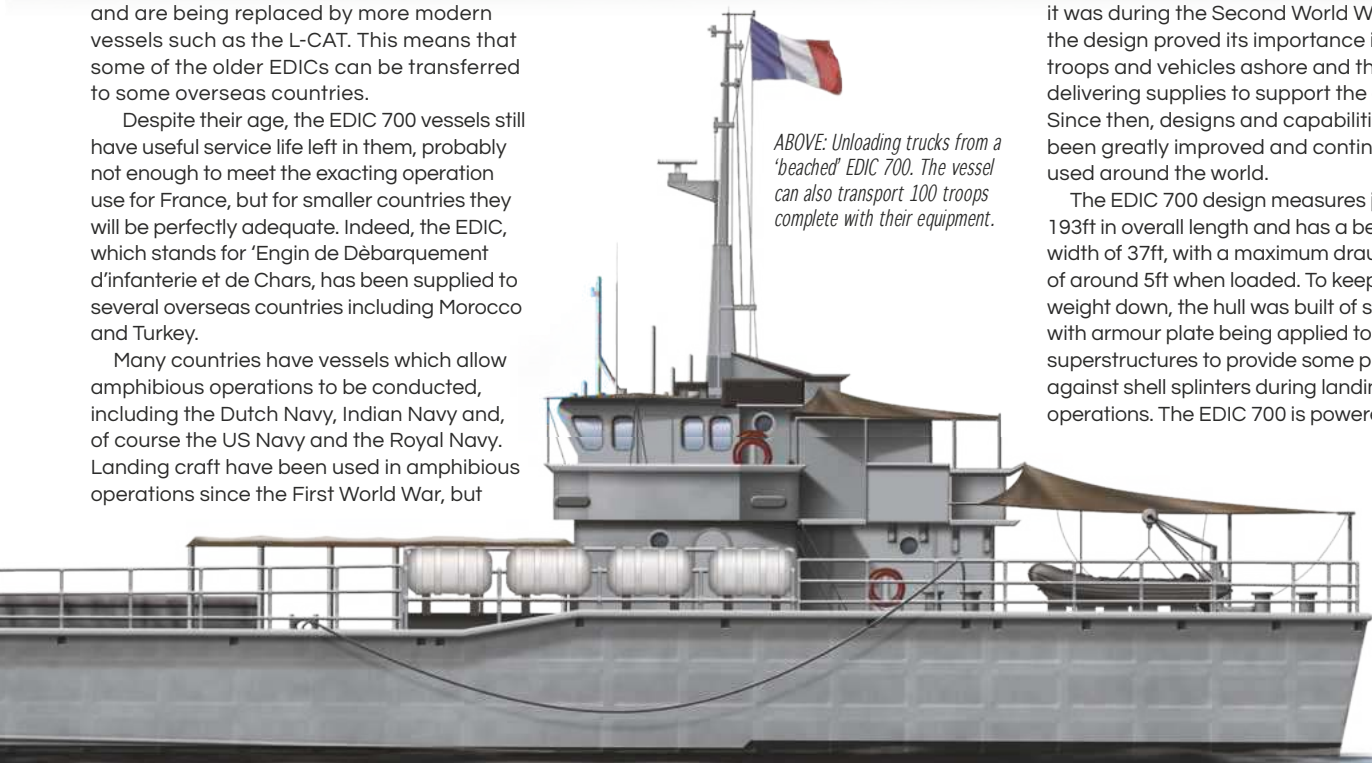
Despite their age, the EDIC 700 vessels still have useful service life left in them, probably not enough to meet the exacting operation use for France, but for smaller countries they will be perfectly adequate. Indeed, the EDIC, which stands for 'Engin de Débarquement d'infanterie et de Chars, has been supplied to several overseas countries including Morocco and Turkey.

Many countries have vessels which allow amphibious operations to be conducted, including the Dutch Navy, Indian Navy and, of course the US Navy and the Royal Navy. Landing craft have been used in amphibious operations since the First World War, but

ABOVE: Unloading trucks from a 'beached' EDIC 700. The vessel can also transport 100 troops complete with their equipment.

it was during the Second World War that the design proved its importance in putting troops and vehicles ashore and then delivering supplies to support the operation. Since then, designs and capabilities have been greatly improved and continue to be used around the world.

The EDIC 700 design measures just over 193ft in overall length and has a beam or width of 37ft, with a maximum draught of around 5ft when loaded. To keep the weight down, the hull was built of steel hull with armour plate being applied to the superstructures to provide some protection against shell splinters during landing operations. The EDIC 700 is powered by twin





Trucks unloading via ramp direct onto beach. The trackway over the sand is a special canvas cover to prevent the vehicles from sinking into the sand.

Diesel-SACM UD30V12 engines, developing a combined output of 1,400hp, driving two fixed-blade propellers to produce speeds up to 12kts with a fully loaded capacity of 726tons. The design has an operational range of more than 1,800 nautical miles with the ability to replenish at sea to extend its range of operations.

The EDIC 700 is operated by a crew of 18, who are trained in the loading and unloading of vehicles and cargo. The main bridge housing the controls and radar is situated at the rear of the vessel leaving the forward portion for cargo and measures 93ft 6in in length and 26ft 3in wide. This provides enough room to accommodate up to twelve large trucks or eight armoured fighting vehicles, such as light tanks or armoured personnel carriers. The vehicles can be driven off directly from the vessel by means of the bow ramp which has a width of 14ft 9in.

An alternative capacity, depending on operational requirement, could be 100 troops and five main battle tanks. Landing craft are utility vessels and their designs have always

been proven to be versatile, which, in the case of the EDIC 700, can transport vehicles of all sizes, including engineering equipment, that can be landed to support either military operations or civilian emergency operations. It is only the width of the ramp which regulates the width of vehicles which can be carried.

Being a support vessel, as opposed to a warship, the EDIC 700 does not require heavy armament. During operational deployment these landing craft would rely on defence against attack by either naval vessels or aircraft being provided by larger ships, such as frigates or destroyers, which would normally sail as an escort. The weapons carried are for self-defence when beaching and unloading; a point when it is at its most vulnerable. Among the weapons carried is a single 81mm calibre mortar on the forward starboard side and a single 20mm cannon on the forward port side. Mounted on the wings either side of the bridge are single .50in calibre heavy machine guns. This is just one option for armament and the type of weaponry can vary depending on the navy or other force, such as marines, using the craft.

The special design of the EDIC 700 means it can be sailed directly to a landing point on a beach, depending on tidal conditions. The ramp is lowered to allow the vehicles to be driven directly ashore and troops to disembark on foot. When the tide comes in, the vessel can be sailed off. The size of the vessel means it can also operate easily within a harbour installation where its crane booms can lift palletised cargo and vehicles directly onto the dockside. Troops can walk ashore for rapid deployment. The vessel carries lift boats and service boats for liaison duties with other ships and there is a small boom-type hoist at the rear to lower these craft into the water and recover them after use. At the time of their service with the French Navy, the EDIC 700 vessels were modern and well suited to the military roles in the late 1980s. France has since sold several vessels of the EDIC 700 Class to overseas navies including the Lebanon, Senegal, Ethiopia and Djibouti where, in addition to their military role for amphibious operations, they can be used they can be to support emergency services during natural disasters such as floods when aid has to be taken to an area in large quantities.

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Kirklees Model Boat Club

By Richard Simpson

RIGHT: The Club logo showing 'George' the swan with attitude.

TOP: The club facility at Wilton Park, Batley, West Yorkshire hosts several annual events such as the Steam Day, usually held around April, the Summer Gala Day, usually in June and the Autumn Gala day, in September.



ABOVE LEFT: A popular means of getting a model on the water is to convert a plastic kit, of which there are a good number in the club. Here two Atlantic adversaries meet in calmer waters, the Revell 1/72nd U-boat and a 1/72nd Corvette. ABOVE RIGHT: One off events have also been trialled in the past such as this tug towing event. The tow can prove challenging, especially when a gust of wind catches the extensive side area. BELOW LEFT: Yachts are also popular at the club and while racing events are frequently held there are also several superb scale models such as this beautiful example. BELOW RIGHT: Tugs have always been a popular subject for the modellers in the club as with this scratch-built model of the Beno demonstrates.



The Kirklees Model Boat Club started out life in February of 1978 with the grand total of just twenty members, based, where it has always been based, at Wilton Park, Batley, West Yorkshire, WF17 8JH, with the first Chairman and founder member being Joe Strand.

Originally known as the Kirklees Model Club the intention was to include cars, boats, armoured vehicles and even round the pole flying however subsequent years saw a shift

in interests to mostly radio controlled model boats so the name was changed to The Kirklees Model Boat Club and the club logo of 'George' the large white swan was adopted. George, by all accounts and in line with most Yorkshire men, was a swan with serious attitude who used to frequently attack and even sink members boats. He was eventually 'decoyed' with a polystyrene dummy boat with the main challenge then becoming to get

the dummy boat away from George. Partly in honour of George, his descendants and his many friends in the shape of Canada geese and ducks and with respect to the very good relationship the club has fostered with the local council over the years the club does not allow the use of internal combustion engines or very fast electric models.

Nowadays the club can boast a membership of frequently up to 180 and meet at the pond



ABOVE: Warships of every possible configuration and age are well represented starting off with this old Sirmar kit of a minesweeper, the M1804. In 1/48, she makes for a very convenient model that still looks good on the water and a 72v NiMH battery of reasonable capacity will keep her going all morning.
RIGHT: As with a lot of clubs there are many members no longer with us however their models live on, providing inspiration for future generations. Such are the models of Keith Hayes such as this scratch-built Moorcock tug with scale riveted plating overlaid onto the hull planking.



ABOVE: Push a barge around with an American pusher tug however and it really does start to look the part.
RIGHT: Another beautiful scale yacht is this scratch built model of a converted trawler, the Brian Hartley, showing just what a wealth of talent there is in the club, all of which is just a question away.



ABOVE: Keeping very old models serviceable and reliable is not always as easy as it might at first seem but when they do appear on the water, they really do look good. This raised quarter deck coaster must be in the region of over 50 years old now and the 'natural' weathering is some of the best you will see.

side twice a week, on Sunday mornings and on Wednesday afternoons. Annual events include a Steam Day, a Summer Gala Day, an Autumn Gala Day and a Christmas Lunch and throughout the year you will see a number of yacht races, Club 500 races, Endurance Races, all on top of the regular free sailing activities. The club also very actively supports steam models with steam testing being available at any time, on request, on top of the Steam Day, and on hand advice for any would be steam modellers.

The facilities at Batley include free parking only a few steps from the water's edge, on site public conveniences and cafe facilities, access to a very nicely kept and maintained public park including some excellent dog walks and an extensive children's play area. On top of



Just to show how resilient the club is, when the ice covers the pond the hovercraft models really come into their own, so activities continue throughout the worst of conditions.

this the pond is of a significant size, is generally weed free and can comfortably accommodate both sailing models and powered models separately and simultaneously. The footpath is only a few inches above the water level making launching and retrieving safe and easy.

There are also monthly club meetings, including an annual AGM for the membership,

held at the Batley Sports Club, which are used for members presentation, guest speakers and even hiring of the sports hall for indoor flying.

All details about the club and its activities with relevant contact information can be found at their web site:
<http://kirkleesmodelboatclub.weebly.com/club-history.html>.

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.

Krick 'Antje'

New from Krick is this delightful 1/20 scale cutter named 'Antje', part of the German companies re-issued 'RoMarin' series. This style of boat, which includes a capacious hull, is ideal with regard to installing radio gear, motor and battery etc. with plenty of room to spare. It would also make an excellent display model as the components are of a very high scale standard whilst its size makes it very useable down the local pond – it will not take up too much room in the boot.

The original 'Antje' came out a few years ago now but this one has been given a 21st Century upgrade which includes new laser cut parts, both plastic and wood, the latter including a completely new engraved wooden deck. The superstructure has also been made more substantial and additional interior details have been added.

Inside the box the first thing you will see is a good quality vacuum-formed ABS plastic hull which conceals a one-piece deck made in the same way. Once these are joined together and the strakes fitted, a very sturdy combination is achieved and as already mentioned, there are no obstructions within the spacious hull. There are six laser cut wooden sheets (one for the boat stand); they include the deck planking (one piece covers the entire deck) and all the necessary components for the wheelhouse and companionway. A large, single sheet of plastic card is also laser cut and the masts and yards are bagged separately. All fixtures and fittings, including

propeller, propeller shaft, R/C components, brass fittings, thread, sail and much more are all bagged up ready to go. There are two sets of instructions, one in German and one in English; the former is in full colour. There are also three loose A3 sheets with some helpful line drawings and a full size plan of the entire boat in profile and from above. All in all this is a very tidy kit, whether you choose to go for display or on the water, you will be rewarded with a very attractive vessel.

Thanks very much to JoTiKa Ltd for supplying this excellent kit. JoTiKa are the UK distributor for Krick kits. For more company details visit www.jotika-ltd.com.

MC

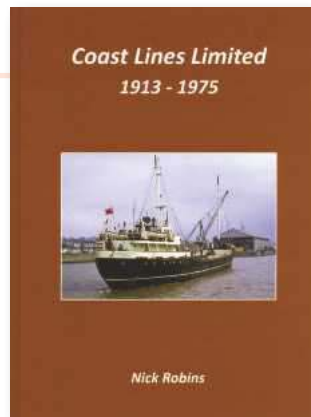


Product: Construction kit
Ref: Nr.ro1110
Scale: 1/20
Size: L, 640mm; B, 210mm; H, 550mm
Price: £117-£199 (Shop around!)
Manufacturer: Krick
Website: www.krickshop.de



Coast Lines Limited 1913-1975 by Nick Robins

'It does what it says on the tin', a familiar phrase to many and one that immediately sums up what this solid, quality book from Coastal Shipping Publications is all about. There are no airs or graces about Nick Robins book, it gets stuck into a great subject, delivered in a readable style, backed up by quality black and white photographs throughout. There is one colour page with a company advert, passenger lists and menu. The book is a good old fashioned solid hardback, printed on quality glossy paper and designed in a straight-forward,



workman-like way so you can find all the facts and figures you are looking for in no time.

The subject is Coast Lines Limited, a company with a complicated history, to such a degree that this is the fourth book

by the author on this subject. Spread across twelve chapters, the story begins with formation, travels through the First World War, the struggles of the 1920s, becoming an independent company during the 1930s, the Second World War, re-organising in the 1950s and the 'Mini Liners' of that decade, the unit load era and finally 'Roll-On Roll-Off and P&O'; it really is a fascinating journey. To the rear of the book, pages 118 through to 146 is a detailed fleet list which presents the name of the vessel, its service period, gross tonnage and comments, the majority of the latter are extensive.

This is a great subject present extremely well by the publisher who has certainly not shirked on the printing costs and I'm sure the reasonable RRP does not leave much room for profit – highly recommended.

Thanks to Bernard McCall at Coastal Shipping Publications for supplying Model Boats with this quality book.

Owen Cooper

ISBN: 978-1-902953-95-3

Pages: 150

Price: £16.00 (RRP)

Format: Hardback – A4

Publisher: Coastal Shipping Publications

Website: www.coastalshipping.co.uk



Top Trumps – World Famous Ships

I remember clearly when Top Trumps were first launched back in 1978; I was into them straightaway! The brand has continued to grow and the

range of subjects available today is huge, while packs from the past are still being collected.

One of the latest covers World Famous Ships from the huge cruise liner 'Allure of the Seas' through to the 'Titanic' and a whole lot in between. I started playing the game as soon as I stripped off the protective packaging, noting the size of the crew for the 'Allure of the Seas' was a huge 2,384; only the RMS Queen Mary II came close with 1,253 crew so I one that round off the bat! Each card (30 in total) has the name of the ship at the top of the card complete with

its native flag, a photograph of the ship, a short history called 'Top Trumps File' on the lower left handside and opposite, six key facts which will be employed to play the game. The latter are the year, approx length in metres, speed in knots, beauty, maximum crew and finally a Top Trumps rating. It is interesting to note that 29 of the 30 ships have a Top Trumps rating of between 80 and 90; only the infamous 'Exon Valdez' which caused one of the world's worst environmental disasters receives a rating of just 30. Once the dealer has shuffled and dealt if you have the Cutty Sark in your hand, don't forget to play the 'Beauty' figure; this

lovely clipper gets an unbeatable score of 97!

Very addictive and fills your head with facts and figures you may never have known without realising it – great stuff! Thanks very much to Claire Simon for supplying these excellent Top Trumps – please visit www.winningmoves.co.uk to view this and many other great games.

David H Smith

EAN: 5036905026529

Pages: 192

Price: £4.99

Dimensions: 85x140x20mm

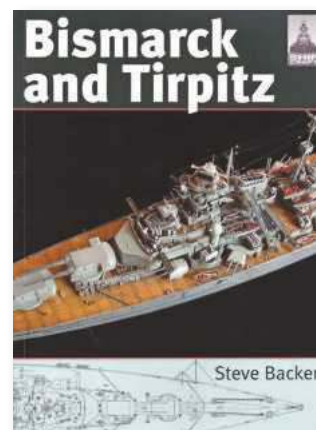
Publisher: Winning Moves

Website: www.winningmoves.co.uk

ShipCraft 10 – Bismarck and Tirpitz by Steve Backer

First published in 2008, this is a reprinted edition from a series that aims to provide modellers with all they need to know about a famous class or type of warship and the associated model kits.

The subjects of this volume, are the famous German sister-ships whose fates were so different – Bismarck had a short but glorious career, first sinking HMS Hood, the pride of the Royal Navy in the Denmark Straights before being sunk herself by the Home Fleet shortly afterwards, while Tirpitz spent most of the war sulking in the Norwegian fjords before being sunk by RAF Lancaster.



With sections on design, armament, building data, modifications and career history, together with a large number of highly detailed line drawings,

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

in a variety of scales. The book concludes with a section on 'selected references', including books and relevant websites.

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

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

John Deamer

ISBN: 978-1-84832-005-5

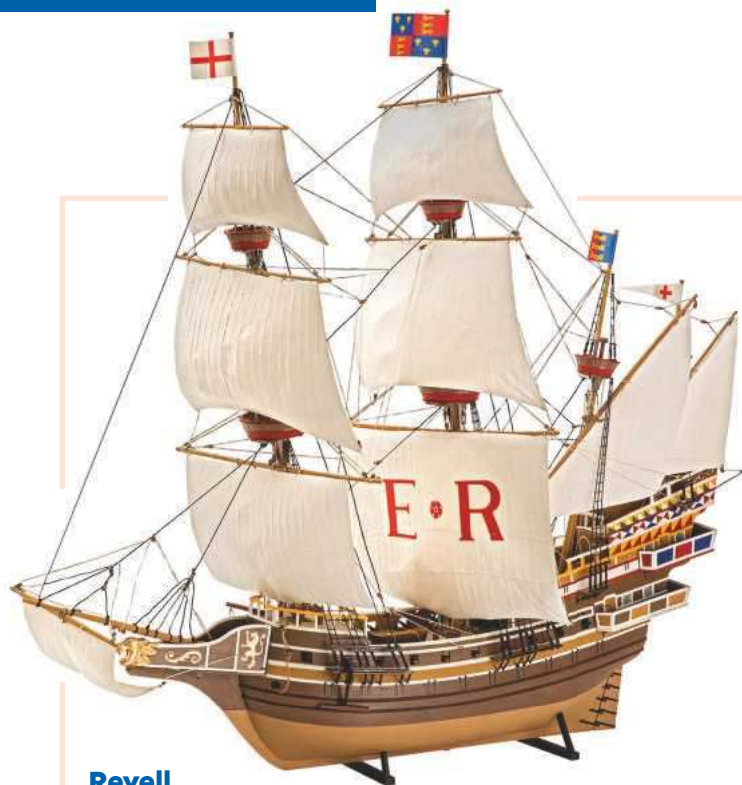
Pages: 64

Price: £14.99 (RRP)

Format: Softback – 297x222mm

Publisher: Seaforth Publishing Ltd

Website: www.seaforthpublishing.com



Revell English Man O'War

Man O'War was a general term used by the Royal Navy between the 16th and 19th Centuries for a warship or frigate. The Man O'War presented by Revell here is a 16th

Century Elizabethan example which would have seen action against the Spanish Armada. Revell have produced a number of Man O'War-type vessels over the years and this one may have its



roots in the 1970s but on opening the box, the contents look pretty fresh to me.

This is a big model contained within a big box which it more than fills. The impressive 394 parts are made up of five main hull sections, two very large sprues filled with brown-coloured parts, a single sprue for the rigging, another pair of sprues filled with crew (40 in all), two large sheets of unfurled sails, four rigging yarns (including cannon ropes) and an anchor thread, a small decal sheet and set of paper flags. Full colour instructions are provided in an A4, 48 page booklet which guides you through an 80 stage build.

The kit is well-detailed, the two-piece hull in particular and a quick dry fit of these parts

gives a pretty good fit. The deck has been moulded with a wood look, all of the superstructures are nicely detailed and a full complement of cannons is included. This kit really has a presence once complete and at 1/96 scale is big, which is good news for those who like to modify or add extra detail. As always with this style of ship, the rigging can be easily replaced with thread and the sails with real cloth. Whichever road you choose to go down with this, there is no doubt that you will enjoy building this impressive kit.

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

MC



Product: Construction kit

Ref: 05429

Scale: 1/96

Size: L, 747mm, H, 638mm, W, 270mm

Parts: 394

Price: RRP €99.99 (approx. £85)

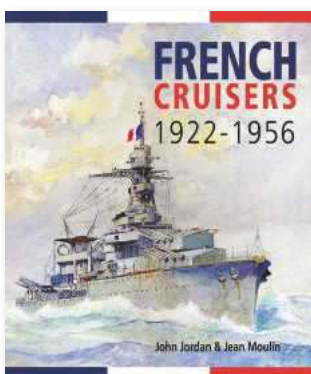
Manufacturer: Revell

Website: www.revell.de

French Cruisers 1922 - 1956 by John Jordan & Jean Moulin

The French produced some of the most striking and innovative interwar cruiser designs. A large amount of new information about these ships has become available over the past 20 years in France, but this book is the first to make this accessible to an English speaking readership.

Part I explains the design philosophy behind each of the classes built after 1922 and outlines the characteristics of each type. The text is accompanied by detailed data tables and illustrated by a comprehensive set of specially



drawn plans and schemas based on official documents, as well as carefully selected photographs from both French naval sources and private collections. Coverage includes

the 'De Grasse', laid down in August 1939 and completed post-war as an AA cruiser and also the heavy cruisers of the 'Saint Louis'-class intended to follow her, about which little has been published.

Part II deals with the historical side, covering not only the eventful careers of these ships, but also explaining the peacetime organisation of the Marine Nationale, the complex politics of this turbulent period and their impact on the navy. This section is illustrated by maps specially drawn for the book and by contemporary photographs.

Like its highly successful

predecessor, French Battleships 1922 - 1956*, this beautifully presented book subtly blends technical and historical analysis to produce what must become the standard reference work for naval historians, enthusiasts and model makers alike.

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

John Deamer

*Also available from Seaforth Publishing.

ISBN: 978-1-84832-133-5

Pages: 232

Price: £40.00 (RRP)

Format: Hardback - 296x256mm

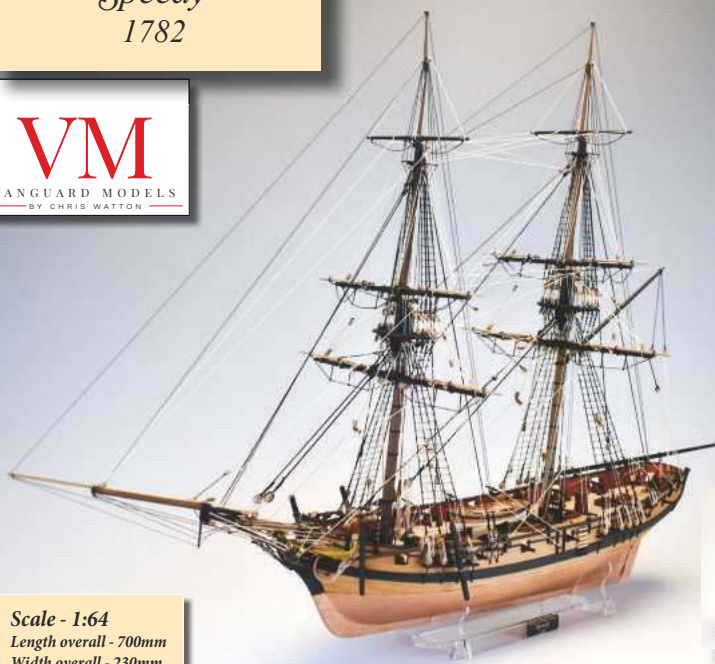
Publisher: Seaforth Publishing Ltd.

Website: www.seaforthpublishing.com

HM 14 Gun Brig-Sloop Speedy 1782



Scale - 1:64
Length overall - 700mm
Width overall - 230mm
Height overall - 492mm



The next kit from Vanguard Models is the 14 gun brig-sloop Speedy (1782). The model is designed as per her likely appearance during Lord Cochrane's command in 1800-1801.

Speedy is 1:64 scale and includes copper plating, laser engraved main deck, a very detailed 18 foot cutter and fine cast resin main and swivel guns. A very detailed kit but relatively easy to build.

There are no less than 12 laser cut sheets and 7 photo-etched sheets in brass and copper. 10 large plan sheets and full colour instruction manual.

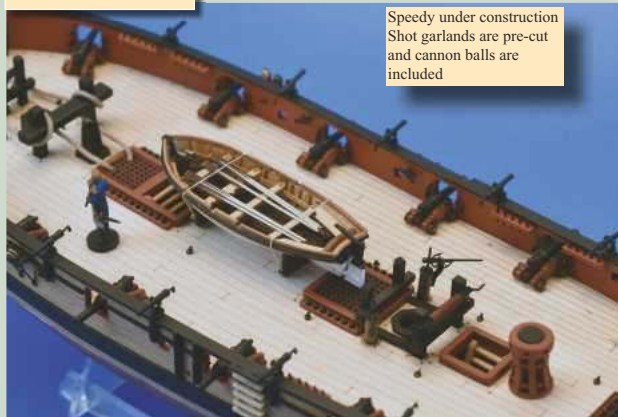
Also included will be a finely sculpted resin cast 1:64 scale figure of Lord Cochrane himself.

This kit will be ready for release in November with three second plank-ing versions:

Standard - Tanganyika - £225

Premium - Pear Wood - £245

Master Shipwright Edition - Boxwood (Limited to 20 kits) - £TBC



Speedy under construction
Shot garlands are pre-cut
and cannon balls are
included

**Alert kit price is £180 for the
pear and boxwood version and
£160 for the Tanganika version**

and can be ordered from:
www.vanguardmodels.co.uk

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

Tel - 01594 824610

Email - sales@vanguardmodels.com
chriswatton66@gmail.com

H.M. Cutter Alert 1777

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



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.co.uk 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

Next Month in **model Boats**

Model Boats No.831 January 2020 on sale 20th December www.modelboats.co.uk

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● The St Albans & District Model Engineering Show

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● Gas turbines

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Rodney-class 90-gun second rate ship of the line



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Don't forget! The January issue of Model Boats will be published on 20th December 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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FOR SALE

36in SUN TUG XXI fibreglass hull, scratch-built, wooden, super two channel radio, Speedo 720 Tornado electric motor in carrying boxes, needs to be seen, £400 ono, call 01359 232964 or 0771628762 (Suffolk)

BILLINGS COLIN ARCHER 414 RS No.1 fibreglass hull, approx 1270mm long, about 50% complete. Major amount of deck work complete, genuine reason for sale, £300. Also a few other completed vessels, phone Terry on 01217092279 for further details (Solihull)

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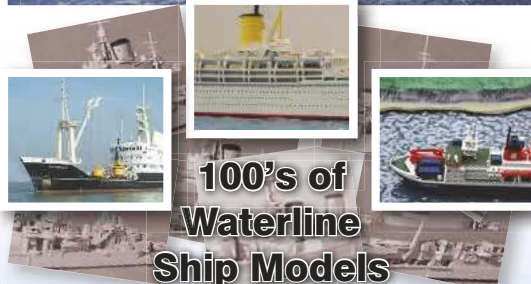
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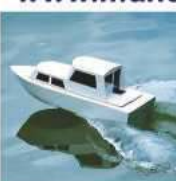
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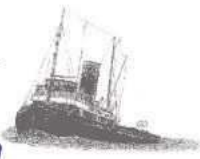
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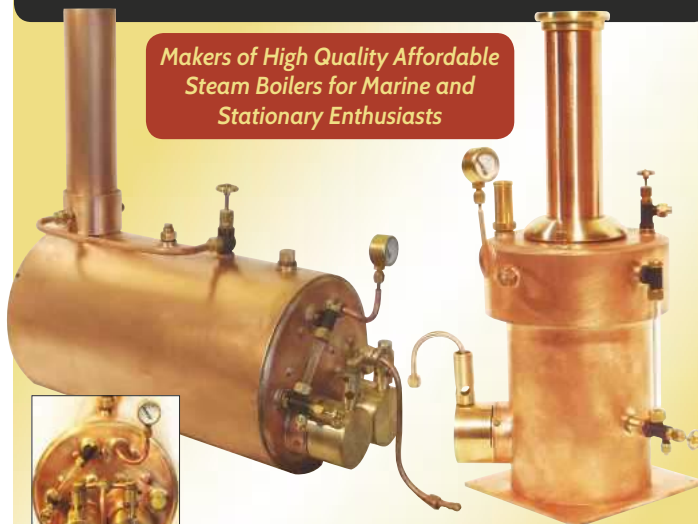
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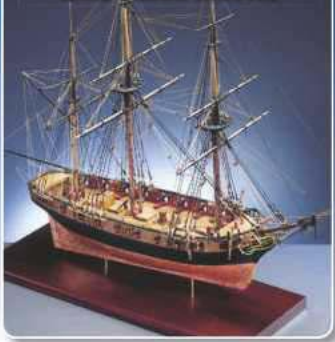
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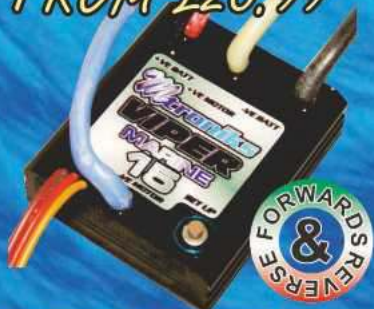
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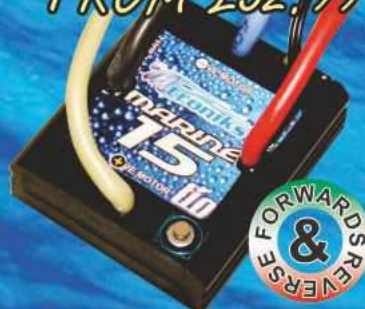


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